

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

BOARD MEETING

Friday, November 1, 2024

9:00 am

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

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

[Membership and Votes](#)

A G E N D A¹

A. ADOPTION OF THE AGENDA

1. November 1, 2024 Meeting Agenda

That the MVRD Board adopt the agenda for its meeting scheduled for November 1, 2024 as circulated.

B. ADOPTION OF THE MINUTES

1. September 27, 2024 Meeting Minutes

That the MVRD Board adopt the minutes for its meeting held September 27, 2024 as circulated. *pg. 7*

2. October 16, 2024 Special Joint Meeting Minutes

That the MVRD Board adopt the special joint minutes for its meeting held October 16, 2024 as circulated. *pg. 20*

C. DELEGATIONS

D. INVITED PRESENTATIONS

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

E. CONSENT AGENDA

Note: Directors may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, request that 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. CLIMATE ACTION COMMITTEE REPORTS

- 1.1 Public Education about Residential Indoor Wood Burning Requirements** *pg. 24*
That the MVRD Board receive for information the report titled “Public Education about Residential Indoor Wood Burning Requirements”, dated September 6, 2024.
- 1.2 Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects - Update** *pg. 33*
That the MVRD Board receive for information the report dated September 18, 2024, titled “Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects – Update”.

2. REGIONAL PLANNING COMMITTEE REPORTS

- 2.1 Walkability Index Update** *pg. 41*
That the MVRD Board:
a) receive for information the report dated September 9, 2024, titled “Walkability Index Update”; and
b) share the findings and report with member jurisdictions with an offer of a staff presentation to Council upon request.
- 2.2 Regional Context Statements – Submission Timelines** *pg. 58*
That the MVRD Board receive for information the report dated September 13, 2024, titled “Regional Context Statements – Submission Timelines”.

3. CHIEF ADMINISTRATIVE OFFICER REPORTS

- 3.1 Metro Vancouver External Agency Activities Status Report – October 2024** *pg. 62*
That the MVRD Board receive for information the following submissions from Metro Vancouver representatives to external organizations:
a) Delta Heritage Airpark Management Committee;
b) Fraser Basin Council;
c) Fraser Basin Council, Lower Mainland Flood Management Strategy Leadership Committee
d) Fraser Valley Regional Library Board;
e) Lower Mainland Local Government Association;
f) Metro Vancouver Regional Parks Foundation;
g) Municipal Finance Authority of BC;
h) National Zero Waste Council;
i) Ocean Watch Action Committee;
j) ǵíćǵý (Katzie First Nation) Treaty Negotiation Table
k) Sasamat Volunteer Fire Department Board of Trustees;

- l) Solid Waste and Recycling Industry Advisory Committee;
 - m) Solid Waste Management Plan Public/Technical Advisory Committee;
 - n) Union of BC Municipalities;
 - o) UBCM Indigenous Relations Committee
 - p) Western Transportation Advisory Council (WESTAC); and
 - q) Zero Emissions Innovation Centre (ZEIC);
- as provided in the report dated October 18, 2024 titled “Metro Vancouver External Agency Activities Status Report – October 2024”.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. REGIONAL PLANNING COMMITTEE REPORTS

1.1 Metro 2050 Type 3 Proposed Amendment – City of Surrey (15238 - 64 Avenue) pg. 140

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Surrey’s requested amendment to include the property located at 15238 - 64 Avenue within the Urban Containment Boundary and amend its regional land use designation from Agricultural to Industrial;
- b) give first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024*; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.

2. FINANCE COMMITTEE REPORTS

2.1 MVRD Temporary Borrowing Bylaw No. 1397, 2024 pg. 246

That the MVRD Board:

- a) give consent to temporary borrow on behalf of the Metro Vancouver Housing Corporation (“MVHC”) an amount, or amounts in aggregate, not exceeding \$70 million dollars, the amount of *the Metro Vancouver Loan Authorization Bylaw No. 1381, 2024*, and the maximum borrowing authorized;
- b) give first, second and third readings to *“Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024”*; and
- c) adopt *“Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024”* and forward it to the Municipal Finance Authority of British Columbia as approval for anticipated temporary borrowing applications.

3. CHIEF ADMINISTRATIVE OFFICER REPORTS

3.1 MVRD 2025 Budget and 2025 - 2029 Financial Plan and Five Year Bylaw 1401

pg. 251

1. That the MVRD Board approve the 2025 Annual Budget and endorse the 2025 – 2029 Financial Plan as shown in Attachment 1 of the report dated October 25, 2024, titled “MVRD 2025 Budget and 2025 - 2029 Financial Plan and Five Year Bylaw 1401”, in the following schedules:
 - Revenue and Expenditure Summary
 - Air Quality and Climate Action
 - E911 Emergency Telephone Service
 - Electoral Area Service
 - General Government Administration
 - General Government Zero Waste Collaboration Initiatives
 - Housing Planning and Policy
 - Invest Vancouver
 - Regional Emergency Management
 - Regional Employer Services
 - Regional Global Positioning System
 - Regional Parks
 - Capital Portfolio - Regional Parks
 - Regional Planning
2. That the MVRD Board approve the 2025 Annual Budget and endorse the 2025 - 2029 Financial Plan as shown in Attachment 1 as presented for the Sasamat Fire Protection Service, and shown in the following schedules:
 - Revenue and Expenditure Summary
 - Sasamat Fire Protection Service
(*Only Anmore and Belcarra may vote*)
3. That the MVRD Board approve the 2025 Reserve Applications as shown in Attachment 2 of the report dated October 25, 2024, titled “MVRD 2025 Budget and 2025 - 2029 Financial Plan and Five Year Bylaw 1401”.
4. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024*; and
 - b) pass and finally adopt *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024*.

3.2 MVRD Electoral Area A Zoning Amendment Bylaw 1399, 2024

pg. 375

That the MVRD Board:

- a) give first, second, third readings to *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024*; and
- b) direct staff to forward the bylaw to the Ministry of Transportation and Infrastructure for approval.

3.3 Regional Growth Strategy Amendment Bylaw No. 1392, 2024 – City of Surrey (7880 128 St) pg. 405

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated October 9, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1392, 2024 – City of Surrey (7880 128 St)”; and
- b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024*; and
- c) accept the City of Surrey’s amended, and corresponding, Regional Context Statement showing 7880 128 Street amended from an “Industrial” to “Employment” regional land use designation.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. Notice of Motion from Director Buchanan and Director Muri pg. 589

The following Notice of Motion was submitted by Director Buchanan and Director Muri at the September 27, 2024 MVRD meeting:

Whereas the proposed 2025-2029 Metro Vancouver Financial Plan currently projects an 11% increase for 2025 and;

Whereas residents and businesses are facing significant affordability challenges;

Therefore be it resolved that the Metro Vancouver Board of Directors direct staff to:

- 1) Revise the 2025 Budget to target a maximum 5-7% increase over 2024 levels.
- 2) Implement zero-based budgeting for all departments for the 2026 budget cycle.
- 3) Identify potential reductions for each department.
- 4) Report back to the board with a revised Financial Plan reflecting these directives at the October 23rd Board Budget and Strategy Session for inclusion in the 2025 budget.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries pg. 590

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 November 1, 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:
- (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;
 - (g) litigation or potential litigation affecting the municipality; and
 - (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

K. ADJOURNMENT

That the MVRD Board adjourn its meeting of November 1, 2024.

**METRO VANCOUVER REGIONAL DISTRICT
BOARD OF DIRECTORS**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:03 am on Friday, September 27, 2024, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Burnaby, Chair, Director Mike Hurley	Richmond, Director Chak Au
Anmore, Vice Chair, Director John McEwen	Richmond, Director Malcolm Brodie
Belcarra, Director Jamie Ross	Richmond, Director Bill McNulty
Bowen Island, Alternate Director Tim Wake for Director Andrew Leonard	Surrey, Director Harry Bains*
Burnaby, Director Pietro Calendino	Surrey, Director Doug Elford
Burnaby, Director Sav Dhaliwal	Surrey, Director Gordon Hepner
Coquitlam, Director Craig Hodge	Surrey, Director Pardeep Kooner
Coquitlam, Director Teri Towner	Surrey, Director Brenda Locke
Delta, Director Rod Binder	Surrey, Director Rob Stutt
Delta, Director Dylan Kruger	sc̓áw̓aθ̓ən məsteyəx ^w (Tsawwassen First Nation), Director Laura Cassidy*
Electoral Area A, Director Jen McCutcheon	Vancouver, Director Rebecca Bligh
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
Maple Ridge, Director Dan Ruimy	Vancouver, Director Mike Klassen
New Westminster, Director Patrick Johnstone	Vancouver, 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	White Rock, Director Megan Knight
Port Moody, Director Meghan Lahti	

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

MEMBERS ABSENT:

Lions Bay, Director Ken Berry
Port Coquitlam, Director Brad West

STAFF PRESENT:

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

A. ADOPTION OF THE AGENDA

1. Friday, September 27, 2024 Meeting Agenda

It was MOVED and SECONDED

That the MVRD Board adopt the agenda for its meeting scheduled for September 27, 2024 as circulated.

CARRIED

B. ADOPTION OF THE MINUTES

1. July 26, 2024 Meeting Minutes

It was MOVED and SECONDED

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

CARRIED

2. July 26, 2024 Special Meeting Minutes

It was MOVED and SECONDED

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

CARRIED

C. DELEGATIONS

No items presented.

D. INVITED PRESENTATIONS

No items presented.

E. CONSENT AGENDA

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

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

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations presented in the following items as presented in the September 27, 2024 MVRD Consent Agenda:

- 1.1 Metro Vancouver 10-Year Salmon Enhancement Action Plan Update
- 1.2 Regional Greenway Network Status Update
- 1.3 Natural Asset Management in Regional Parks – Project Update
- 1.4 Manager’s Report – Regional Parks
- 2.2 BC Hydro’s “Distribution Extension Policy” and “2024 Rate Design” Applications to the BC Utilities Commission
- 2.3 Appointment of Enforcement Officers
- 3.1 Metro 2050 Climate Policy Enhancement Study – Revised Recommendations
- 3.2 Metro 2050 Regional Context Statement – Village of Belcarra
- 3.3 Invasive Species Best Management Practices – Bamboo, Cherry Laurel, and Common Periwinkle
- 4.1 Invited Presentation from Larry Thomas, President, Greater Vancouver Fire Chiefs Association
- 5.1 Global Promotion at Web Summit Vancouver 2025
- 5.2 Impact of Foreign Direct Investment in British Columbia
- 5.3 Investment Attraction Update – Q2 2024
- 5.4 Economic Reconciliation Update
- 6.1 2025 Schedule of Board Meetings

CARRIED

The items and recommendations referred to above are as follows:

1.1 Metro Vancouver 10-Year Salmon Enhancement Action Plan Update

Report dated July 30, 2024, from Karin England, Landscape Architect, Design and Development, Regional Parks, providing a summary of the engagement results for the *Metro Vancouver 10-Year Salmon Enhancement Action Plan* and describing the next steps in this corporate initiative.

Recommendation

That the MVRD Board receive for information the report dated July 30, 2024, titled “Metro Vancouver 10-Year Salmon Enhancement Action Plan Update.”

Adopted on Consent

1.2 Regional Greenway Network Status Update

Report dated July 23, 2024, from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, sharing the results of Metro Vancouver’s work to measure the implementation of the Regional Greenway Network (RGN) between 2020 and 2023 by regional partners.

Recommendation

That the MVRD Board receive for information the report dated July 23, 2024, titled “Regional Greenway Network Status Update.”

Adopted on Consent

1.3 Natural Asset Management in Regional Parks – Project Update

Report dated July 23, 2024, from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, and Josephine Clark, Natural Resource Management Planner, Regional Parks, providing a progress update for the Natural Asset Management in Regional Parks project.

Recommendation

That the MVRD Board receive for information the report dated July 23, 2024, titled “Natural Asset Management in Regional Parks – Project Update.”

Adopted on Consent

1.4 Manager’s Report – Regional Parks

Report dated August 26, 2024, from Mike Redpath, Director, Regional Parks, providing an update on Regional Parks programs and initiatives.

Recommendation

That the MVRD Board receive for information the report dated August 26, 2024, titled “Manager’s Report – Regional Parks.”

Adopted on Consent

2.2 BC Hydro’s “Distribution Extension Policy” and “2024 Rate Design” Applications to the BC Utilities Commission

Report dated August 22, 2024, from Lise Townsend, Division Manager, Air Quality and Climate Action Policy, seeking MVRD Board direction to participate as an intervener in the BC Utilities Commission (BCUC) proceedings on BC Hydro’s “Distribution Extension Policy” and “2024 Rate Design” to support Metro Vancouver’s interests in the energy transition.

Recommendation

That the MVRD Board direct staff to:

- a) participate as an intervener in the BC Utilities Commission proceedings for BC Hydro’s applications for “Distribution Extension Policy” and “2024 Rate Design”;
- b) analyze and provide input to the proceedings to align with Board-adopted policies and targets including for regional air quality, clean and renewable energy and GHG reduction, including submitting comments, evidence, and a final argument; and
- c) report back to the Climate Action Committee and Board on outcomes of the proceedings.

Adopted on Consent

2.3 Appointment of Enforcement Officers

Report dated July 12, 2024, from Julie Saxton, Program Manager, Enforcement and Regulation Air Quality, Environmental Regulation and Enforcement, rescinding and appointing Metro Vancouver employees as Board-designated officers.

Recommendation

That the MVRD Board:

- a) pursuant to the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act*:
 - i. rescind the appointment of Metro Vancouver employee Dave Ferguson as an officer; and
 - ii. appoint Metro Vancouver employees Loretta Tang and Sean Hronsky as officers; and
- b) pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*:
 - i. rescind the appointment of Metro Vancouver employee Dave Ferguson; and
 - ii. appoint Metro Vancouver employees Loretta Tang and Sean Hronsky.

Adopted on Consent

3.1 Metro 2050 Climate Policy Enhancement Study – Revised Recommendations

Report dated August 9, 2024, from Edward Nichol, Senior Planner, Regional Planning and Housing Services, providing the Regional Planning Committee and MVRD Board with an alternative wording on two referred policy enhancement recommendations to strengthen climate change policies in *Metro 2050* for consideration and staff direction.

Recommendation

That the MVRD Board direct staff to prepare a bylaw to amend *Metro 2050* for consideration based on the revised recommendations as described in Tables 1 and 2 of the report dated August 9, 2024, titled “Metro 2050 Climate Policy Enhancement Study – Revised Recommendations” to:

- a) support the protection and restoration of trees and other ecosystems on lands with a non-urban regional land use designations and lands outside the Urban Containment Boundary; and
- b) encourage environmental and climate change related analysis as part of appropriate *Metro 2050* amendment applications.

Adopted on Consent

3.2 Metro 2050 Regional Context Statement – Village of Belcarra

Report dated August 13, 2024, from Victor Cheung, Regional Planner, Regional Planning and Housing Services, providing the Regional Planning Committee and MVRD Board with the opportunity to consider acceptance of the Village of Belcarra’s Regional Context Statement.

Recommendation

That MVRD Board accept the Village of Belcarra Regional Context Statement as submitted to Metro Vancouver on June 12, 2024.

Adopted on Consent

3.3 Invasive Species Best Management Practices – Bamboo, Cherry Laurel, and Common Periwinkle

Report dated August 13, 2024, from Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services, providing the Regional Planning Committee and MVRD Board with three new invasive species best management practices documents and accompanying fact sheets for information.

Recommendation

That the MVRD Board receive for information the report dated August 13, 2024, titled “Invasive Species Best Management Practices - Bamboo, Cherry Laurel, and Common Periwinkle”.

Adopted on Consent

4.1 Invited Presentation from Larry Thomas, President, Greater Vancouver Fire Chiefs Association

Invited presentation dated September 12, 2024, from Larry Thomas, President, Greater Vancouver Fire Chiefs Association, titled “Single Egress Exit Stairs” regarding Review of Draft Code Language for Enabling Single Egress Stair Buildings.

Recommendation

That the MVRD Board approve a letter to be sent to the Provincial Government requesting: 1) that implementation of changes to the BC Building Code to allow single egress stair buildings be paused until safety considerations are reviewed as requested by the Greater Vancouver Fire Chiefs, and 2) that the Province commit to utilizing standard code change processes and incorporating the safeguards provided by the consultation.

Adopted on Consent

5.1 Global Promotion at Web Summit Vancouver 2025

Report dated August 19, 2024, from Jacquie Griffiths, President, Invest Vancouver, and Sue Mah, Vice President of Collaboration, Invest Vancouver, seeking MVRD Board endorsement of Metro Vancouver's participation in the Web Summit Vancouver conference that will showcase and promote the Metro Vancouver regional economy to global investors with the goal of attracting foreign direct investment to facilitate the creation of high-quality jobs for the residents of the region.

Recommendation

That the MVRD Board endorse Metro Vancouver's participation, through Invest Vancouver, in securing a regional presence for the Metro Vancouver region at Web Summit Vancouver 2025.

Adopted on Consent

5.2 Impact of Foreign Direct Investment in British Columbia

Report dated August 19, 2024 from Lejla Uzicanin, Vice President of Data, Research and Policy, Invest Vancouver, and Gregory Freeman, Senior Economist, Invest Vancouver, providing the Invest Vancouver Management Board and MVRD Board with the Impact of Foreign Direct Investment in British Columbia research report, and seeking approval to share the report with member jurisdictions, the Province of BC's Ministry of Jobs, Economic Development and Innovation, the federal Ministry of Innovation, Science and Economic Development, Global Affairs Canada, and PacifiCan as a way to inform foreign investment attraction activities.

Recommendation

That the MVRD Board:

- a) receive for information the report dated August 19, 2024, titled "Impact of Foreign Direct Investment in British Columbia" as findings to inform strategic investment attraction efforts to facilitate the creation of high-quality jobs in the Metro Vancouver region;
- b) direct staff to forward the *Impact of Foreign Direct Investment in British Columbia* research report to member jurisdictions for information with an offer for Council presentations upon request; and
- c) direct staff to forward a copy of the *Impact of Foreign Direct Investment in British Columbia* research report to the Province of BC's Ministry of Jobs, Economic Development and Innovation and to the federal Ministry of Innovation, Science and Economic Development, Global Affairs Canada, and PacifiCan.

Adopted on Consent

5.3 Investment Attraction Update – Q2 2024

Report dated August 19, 2024, from Jacquie Griffiths, President, Invest Vancouver, and Nikola Fischerova, Business Development Analyst, Invest Vancouver, providing the Invest Vancouver Management Board and MVRD Board with a summary of investment attraction activities in the second quarter of 2024.

Recommendation

That the MVRD Board receive for information the report dated August 19, 2024, titled “Investment Attraction Update – Q2 2024”.

Adopted on Consent

5.4 Economic Reconciliation Update

Report dated August 14, 2024, from Sue Mah, Vice President of Collaboration, Invest Vancouver, and Rosemary Preckel, Project Coordinator, Invest Vancouver, providing the Invest Vancouver Management Board and MVRD Board with an update on activities and initiatives to foster strategic partnerships and collaborations to support Indigenous economic reconciliation.

Recommendation

That the MVRD Board receive for information the report dated August 14, 2024, titled “Economic Reconciliation Update”.

Adopted on Consent

6.1 2025 Schedule of Board Meetings

Report dated September 11, 2024 from Dorothy Shermer, Corporate Officer, providing the Board with its 2025 schedule of regular board meetings.

Recommendation

That the MVRD Board receive for information the schedule of board meetings, as follows:

a) Regular Meeting Dates

- Friday, January 31, 2025
- Friday, February 28, 2025
- Friday, March 28, 2025
- Friday, April 25, 2025
- Friday, May 23, 2025
- Friday, June 27, 2025
- Friday, July 25, 2025
- Friday, October 3, 2025
- Friday, October 31, 2025
- Friday, November 28, 2025
- Friday, December 12, 2025

b) Special Meeting Dates

- Wednesday, April 9, 2025
- Wednesday, October 22, 2025

c) Time

All regular meetings are scheduled for 9:00 am, unless otherwise specified on the meeting notice.

d) Place

All regular meetings will take place in the Metro Vancouver Boardroom on the 28th Floor, 4515 Central Boulevard, Burnaby, BC and may include the simultaneous use of electronic facilities.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

Items removed from the Consent Agenda were considered in numerical order.

2.1 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.

Chair Hurley proposed that the MVRD Board postpone consideration of this item until after it has an opportunity to discuss it further at a special meeting or workshop.

It was MOVED and SECONDED

THAT the MVRD Board refer the report dated April 16, 2024, titled “Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings” to staff to bring back at a future date to allow for a more comprehensive conversation to take place.

CARRIED

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 Metro 2050 Type 3 Amendment – Regional Affordable Rental Housing Target Implementation Guideline

Report dated August 19, 2024, from Mikayla Tinsley, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee and MVRD Board with the opportunity to initiate the amendment process for *Metro 2050* to align with the endorsed methodology of the Regional Affordable Rental Housing Target Implementation Guidelines through a *Metro 2050* Type 3 amendment.

It was MOVED and SECONDED

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the *Metro 2050* Type 3 amendment to align *Metro 2050* and the Regional Affordable Rental Housing Target Implementation Guideline;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1398, 2024"; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.

CARRIED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

No items presented.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

2. Notice of Motion from Director Buchanan and Director Muri

Director Buchanan and Director Muri provided the following Notice of Motion for consideration at the November 1, 2024 MVRD Board Meeting:

Whereas the proposed 2025-2029 Metro Vancouver Financial Plan currently projects an 11% increase for 2025 and;

Whereas residents and businesses are facing significant affordability challenges;

Therefore be it resolved that the Metro Vancouver Board of Directors direct staff to:

- 1) Revise the 2025 Budget to target a maximum 5-7% increase over 2024 levels.
- 2) Implement zero-based budgeting for all departments for the 2026 budget cycle.
- 3) Identify potential reductions for each department.
- 4) Report back to the board with a revised Financial Plan reflecting these directives at the October 23rd Board Budget and Strategy Session for inclusion in the 2025 budget.

It was MOVED and SECONDED

THAT the Notice of Motion submitted by Director Buchanan and Director Muri be added to the agenda for immediate consideration.

Recorded Vote

A member requested that a recorded vote be conducted.

Name	For	Against
Albrecht. P	2	
Au. C	3	
Bains. H		5
Binder. R		3
Bligh. R	5	
Brodie. M		4
Buchanan. L	3	
Calendino. P		4
Carr. A	4	

Cassidy. L	1	
Dhaliwal. S		4
Dominato. L	5	
Elford. D		4
Ferguson. S		3
Hepner. G		5
Hodge. C		4
Hurley. M		5
Johnstone. P	4	
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M		2
Kooner. P		5
Kruger. D		3
Lahti. M	2	
Locke. B		5
MacDonald. N		1
McCutcheon. J	1	
McEwen. J		1
McNulty. W		4
Muri. L	5	
Ross. J		1
Ruimy. D		5
Sager. M	3	
Sim. K	5	
Stutt. R		5
Towner. T		4
Wake. T	1	
Woodward. E		4
Zhou. L	5	
Total Votes	59	81

DEFEATED

J. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED

That the MVRD Board close its meeting scheduled for September 27, 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:
 - (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and
- (2) A part of a council meeting must be closed to the public if the subject matter being considered relates to one or more of the following:
 - (b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

CARRIED

K. ADJOURNMENT

It was MOVED and SECONDED

That the MVRD Board adjourn its meeting of September 27, 2024.

CARRIED

(Time: 9:10 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

Mike Hurley, Chair

70840343

**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 9:05 am on Wednesday, October 16, 2024, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Burnaby, Chair, Director Mike Hurley	Port Moody, Director Meghan Lahti
Anmore, Vice Chair, Director John McEwen	Richmond, Director Chak Au
Belcarra, Alternate Director Carolina Clark for Director Jamie Ross*	Richmond, Director Malcolm Brodie
Bowen Island, Director Andrew Leonard*	Richmond, Director Bill McNulty
Burnaby, Director Pietro Calendino	Surrey, Director Harry Bains*
Burnaby, Director Sav Dhaliwal	Surrey, Director Doug Elford
Coquitlam, Director Craig Hodge	Surrey, Director Gordon Hepner (arrived at 9:11 am)
Coquitlam, Director Teri Towner	Surrey, Director Pardeep Kooner
Delta, Director Rod Binder	Surrey, Director Brenda Locke
Delta, Director Dylan Kruger	Surrey, Director Rob Stutt
Electoral Area A, Director Jen McCutcheon	Vancouver, Director Rebecca Bligh
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 9:13 am)
Lions Bay, Director Ken Berry*	Vancouver, Director Mike Klassen
Maple Ridge, Director Dan Ruimy*	Vancouver, Alternate Director Peter 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 (arrived at 9:06 am)
North Vancouver District, Director Lisa Muri	White Rock, Director Megan Knight*
Pitt Meadows, Director Nicole MacDonald*	
Port Coquitlam, Director Brad West (arrived at 9:10 am)	

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

MEMBERS ABSENT:

scəwáθən məsteyəx^w (Tsawwassen First Nation), Director Laura Cassidy

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
Dorothy Shermer, Corporate Officer
Catherine Grosson, Legislative Services Coordinator, Board and Information Services
Sonu Kailley, Director, Financial Planning, Financial Services
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning
Harji Varn, General Manager, Financial Services/Chief Financial Officer

A. ADOPTION OF THE AGENDA

1. October 16, 2024 Special Meeting Agenda

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards adopt the agenda for the special meeting scheduled for October 16, 2024 as circulated.

CARRIED

9:06 am Director Sager arrived at the meeting.

B. REPORTS FROM COMMITTEE OR COMMISSIONER/CHIEF ADMINISTRATIVE OFFICER

- 1. 2025 – 2029 Financial Plan – Metro Vancouver Districts and Housing Corporation**
Report dated October 9, 2024 from Jerry Dobrovlny, Commissioner/Chief Administrative Officer, and Harji Varn, General Manager, Financial Services/Chief Financial Officer, presenting for consideration the 2025 Budget and 2025-2029 Financial Plan for the Greater Vancouver Sewerage and Drainage District (GVS&DD), Greater Vancouver Water District (GVWD), Metro Vancouver Housing Corporation (MVHC), and Metro Vancouver Regional District (MVRD).

9:10 am Director West arrived at the meeting.

9:11 am Director Hepner arrived at the meeting.

9:13 am Director Kirby-Yung arrived at the meeting.

Jerry Dobrovlny and Harji Varn provided members with a presentation titled “2025 Budget and 2025-2029 Financial Plan Overview,” which outlined the 2025 budget cycle timeline, its major cost drivers, and the overall household impact.

In response to members questions, Jerry Dobrovlny, Sonu Kailley, Director, Financial Planning, Financial Services, Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, and Harji Varn provided additional information regarding the history of Metro Vancouver’s implementation of Development Cost Charges (DCC), the importance of the DCC program to the 2025-2029 budget, plans for additional waivers for affordable housing, and potential changes that could be made to the budget cycle timeline that would allow for an earlier start to the process.

Director Kooner presented the following questions from the City of Surrey and requested that they be answered by staff before the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings:

1. How did Metro Vancouver calculate the DCC’s for each individual sewerage area? Please provide calculations including costs, number of units, and unit types.

2. The Metro Vancouver website shows 0.8% of the Iona Capital Costs being allocated to growth/DCC's, yet Metro Vancouver staff have advised that this percentage is actually 8%. Please clarify if its 0.8% or 8% for the DCCs. Furthermore, MV planning forecasts reflect that the City of Vancouver will grow by 25.6% to 35%. Please clarify why the DCC growth rate does not coincide with the City of Vancouver growth rate.
3. It is the City of Surrey's understanding that Provincial legislation and guidelines preclude Metro Vancouver to fund DCC projects across various sewerage areas. However, the DCC calculations appear to be distributed across sewerage areas. Can you please clarify the apparent discrepancies between the Provincial legislation and MV's practice?
4. The City of Surrey would like to know how the 70/30 cost share ratio for Tier 2 projects was derived and in what year? The City of Surrey is also requesting in which year did Metro Vancouver introduce sewer DCC's? Accordingly, was a resolution or bylaw adopted to apply the 70/30 cost share ratio to DCC's and what year was it adopted?

It was MOVED and SECONDED

That the MVRD/MVHC/GVWD/GVS&DD Board direct staff to 1) provide responses to the four questions from the City of Surrey at the October Board Budget Workshop; and 2) prepare the necessary 2025 Budget and 2025-2029 Financial Plan to be presented at the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings for consideration of adoption and endorsement.

Separation of the motion was requested.

It was MOVED and SECONDED

That the MVRD/MVHC/GVWD/GVS&DD Board direct staff to provide responses to the four questions from the City of Surrey at the October Board Budget Workshop.

CARRIED

It was MOVED and SECONDED

That the MVRD/MVHC/GVWD/GVS&DD Board direct staff to prepare the necessary 2025 Budget and 2025-2029 Financial Plan to be presented at the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings for consideration of adoption and endorsement.

CARRIED

Directors Buchanan, Kirby-Yung, and Muri voting against.

2. Reference Materials

No additional items were presented on-table.

3. Questions and Answers, Comments from the Public

No additional items were presented on-table.

C. ADJOURNMENT

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards adjourn the special joint meeting of October 16, 2024.

CARRIED

(Time: 10:45 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

Mike Hurley, Chair

71280610

To: Climate Action Committee

From: Julie Saxton, Program Manager, Environmental Regulation & Enforcement
Jay Soper, Communications Specialist, External Relations

Date: September 6, 2024 Meeting Date: October 3, 2024

Subject: **Public Education about Residential Indoor Wood Burning Requirements**

RECOMMENDATION

That the MVRD Board receive for information the report titled “Public Education about Residential Indoor Wood Burning Requirements”, dated September 6, 2024.

EXECUTIVE SUMMARY

Wood smoke from residential indoor wood burning is the most significant source of emissions of fine particulate matter (PM_{2.5}) in the region, contributing more than a quarter of the total annual regional PM_{2.5} emissions, and is the second top source of toxic air pollutants. The *Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020* (Bylaw 1303) is designed to reduce emissions of, and exposure to, PM_{2.5} and its known health impacts by promoting the use of cleaner wood-burning practices and technologies.

A recent survey indicated that most Metro Vancouver residents are unaware of the requirements of Bylaw 1303. To build greater awareness of the requirements of Bylaw 1303, a public education campaign is scheduled for October through December 2024. It will help residential indoor wood burning appliance owners and users understand the actions they need to take to continue using their wood burning stoves and fireplaces after the final phase of Bylaw 1303 comes into effect in September 2025.

PURPOSE

The purpose of this report is to provide information to the Climate Action Committee and MVRD Board about the *Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020* (Bylaw 1303), and how it will be promoted via a public education campaign.

BACKGROUND

For more than 50 years Metro Vancouver has had delegated authority from the Province to regulate the emission of air contaminants in the region. In March 2020, after a comprehensive consultation process, Metro Vancouver adopted Bylaw 1303 to reduce the health and environmental impacts of emissions from residential indoor wood burning (Reference 1). The bylaw brought in requirements in phases starting in 2020. The *Clean Air Plan* includes actions to continue implementation of Bylaw 1303 as well as to increase awareness of the region’s regulatory requirements for residents using residential indoor wood burning appliances, including wood stoves and fireplaces. This report provides additional information about Bylaw 1303 and the public

education initiative introduced in the information report presented to the Climate Action Committee on June 13, 2024.

RESIDENTIAL INDOOR WOOD BURNING

Bylaw 1303 Context

Wood smoke from residential indoor wood burning is the most significant source of emissions of fine particulate matter (PM_{2.5}) in the Metro Vancouver region, contributing more than a quarter of the total annual regional PM_{2.5} emissions, and is the second top source of toxic air pollutants. Exposure to wood smoke is of particular concern in densely populated urban areas, due to the proximity of a single smoking chimney to multiple neighbours. Bylaw 1303 was adopted in 2020 after an extensive consultation process and review of the regulatory approaches taken in other jurisdictions, including the City of Montreal (Reference 2), Puget Sound Clean Air Agency (Reference 3), and Northwest Clean Air Agency (Reference 4). It is designed to reduce emissions of harmful air contaminants, and so reduce exposure and the known health impacts (Reference 5).

Bylaw Implementation

Bylaw 1303 applies to indoor wood burning appliances, e.g., wood stoves and fireplaces, in all residences within Metro Vancouver, with more stringent requirements in more densely populated areas to achieve emission reductions where they will have the greatest benefits for health protection. The continued implementation of requirements addresses emissions of the harmful air contaminants from residential indoor wood burning appliances by promoting the use of cleaner wood-burning practices and technologies, including the use of cleaner burning appliances and fuels.

The requirements to use Best Burning Practices (Reference 6) came into effect immediately on adoption of Bylaw 1303, strengthening measures that existed in the *GVRD Air Quality Management Bylaw No. 1082, 2008*. Subsequently, in May 2021 the seasonal prohibition came into effect, which prohibits the use of residential indoor wood burning appliances such as wood stoves and fireplaces, between May 15 and September 15 every year unless they are the sole source of heat in a home, in an off-grid rural home, or during an emergency. Most recently, since September 2022, residents are required to declare that they use Best Burning Practices and to register eligible appliances that are located within the Urban Containment Boundary. Implementation will culminate in September 2025 with a prohibition on the use of unregistered appliances located within the Urban Containment Boundary, with some exceptions for emergency use, and equity provisions to ensure that residents can heat their homes when necessary.

Survey work reported by the BC Lung Association indicates that although a majority of residents in Metro Vancouver support establishing emission control requirements to reduce smoke emissions from residential indoor wood burning, only a small minority of residents are aware that a bylaw already exists, and that the final phase of requirements is coming into effect in September 2025 (Reference 7).

Public Education Campaign Research

Earlier this year, Metro Vancouver conducted focus groups with residents who actively use wood-burning devices in their homes. Key findings were:

- Participants have an emotional attachment to their fireplaces.

- Use of the term “appliance” caused confusion for residents in this context.
- Participants were skeptical of statistics and claims that wood smoke from indoor wood burning is the leading source of fine particulate matter (PM_{2.5}) in the region, often leading them to dismiss the rest of the message.
- Participants identified positively with images of children, families, and neighbourhoods that emphasized a community health message and responsibility.
- Participants reacted positively to upfront messaging about the upcoming deadlines to declare and register.

Public Education Campaign Strategy

The campaign will focus on positive and action-oriented messaging while leveraging concepts of community and family health to reinforce the call-to-action (see Attachment 1 for examples).

The campaign will run from October 21 to December 30, 2024 and will aim to:

- Increase awareness of Bylaw 1303 and actions residents need to take so that they can continue to use wood burning stoves and fireplaces after September 2025;
- Ensure indoor wood-burning device owners and operators understand how to comply with Bylaw 1303, including registering their devices and declaring that they will use "Best Burning Practices";
- Educate residents on the health and environmental impacts associated with wood smoke emissions; and
- Direct residents to Metro Vancouver’s online declaration and registration system.

The primary target audience is residents who own or operate wood burning fireplaces, stoves, and furnaces in the Metro Vancouver region, particularly those aged 34 to 74, with a 75% skew towards homeowners. Secondary audiences include multi-unit building owners and managers, stratas, Landlord BC, the Condo Homeowners Association, and wood retailers, which are groups that will be reached outside of the media buy.

Promotion

A combination of broad awareness efforts and highly focused media placements will be used to reach the target audience and encourage declarations and device registrations. Promotions meant to increase awareness will appear in radio, Amazon Prime video, newsprint, and Facebook and Instagram video. Promotions intended to drive traffic to the registration page include digital display banner ads, and Facebook Feed and Marketplace image ads. Additionally, community outreach is being considered in areas that receive the highest wood smoke complaints.

Campaign materials will be made available to all Metro Vancouver members, including social media content, and video. Members will have the option to create co-branded assets (e.g., posters, newsprint).

Measurement

Campaign performance will be determined by:

- Media performance
- Website analytics

- Earned media coverage
- Social media engagement
- Completed declarations and registrations during the campaign period

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Funding for the activities comprising the residential indoor wood burning campaign was approved in the 2024 budget. The total budget for this work, which includes focus group research, planning, and execution of the 2024 campaign, is \$150,000.

CONCLUSION

Bylaw 1303 is designed to reduce emissions of and exposure to PM_{2.5} and the known health impacts by promoting the use of cleaner wood-burning practices and technologies, including the use of cleaner burning appliances and fuels. Building on implementation of Bylaw 1303 to date, the final phase of requirements coming into effect in September 2025 restricts use of appliances in urban areas to those that are registered, unless exempt from registration.

A recent survey indicated that most Metro Vancouver residents are unaware of the requirements of Bylaw 1303. To build greater awareness, a public education campaign has been planned to start in October 2024. It will focus on action-oriented messaging to ensure residential indoor wood burning appliance owners and users are informed about the actions they need to take to continue using their wood burning stoves, fireplaces and furnaces after September 2025. The report provides information about how and when the campaign will be conducted.

ATTACHMENTS

1. Sample Creative for Residential Indoor Wood Burning Requirements Public Education Campaign, dated September 6, 2024
2. Presentation re: 2024 Residential Indoor Wood Burning Public Education Campaign

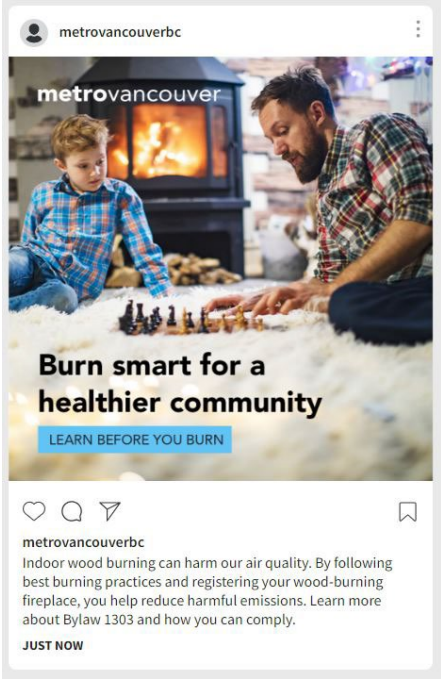
REFERENCES

1. [Metro Vancouver - About the Residential Indoor Wood Burning Bylaw](#)
2. [City of Montreal - Requirements for Solid Fuel-Burning Stoves and Fireplaces, dated February 24, 2023](#)
3. [Puget Sound Clean Air Agency - Solid Fuel-burning Device Requirements](#)
4. [Northwest Clean Air Agency - information About Wood Heating Requirements](#)
5. [BC Lung Foundation - Wood Smoke & Lung Health](#)
6. [Metro Vancouver - Bylaw 1303 Best Burning Practices information](#)
7. [BC Lung Foundation - Wood Burning Provincial Survey, dated February 2024](#)

**Sample Creative for Residential Indoor Wood Burning Requirements Public Education Campaign
September 6, 2024**

Please note that sample creative shown here is draft. Stock photography will be replaced to include photos representing a more diverse audience and average neighbourhood.

Social Media



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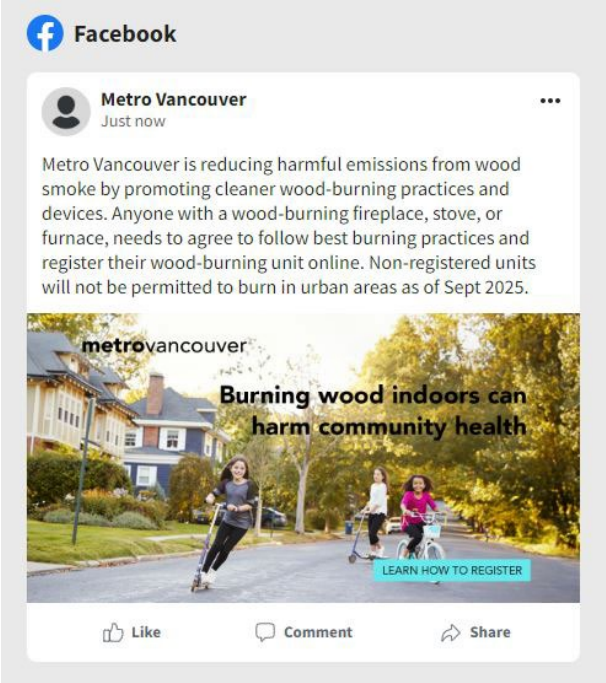
Burn smart for a healthier community

LEARN BEFORE YOU BURN

metrovancoverbc

Indoor wood burning can harm our air quality. By following best burning practices and registering your wood-burning fireplace, you help reduce harmful emissions. Learn more about Bylaw 1303 and how you can comply.

JUST NOW



Facebook

Metro Vancouver

Just now

Metro Vancouver is reducing harmful emissions from wood smoke by promoting cleaner wood-burning practices and devices. Anyone with a wood-burning fireplace, stove, or furnace, needs to agree to follow best burning practices and register their wood-burning unit online. Non-registered units will not be permitted to burn in urban areas as of Sept 2025.

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Burning wood indoors can harm community health

LEARN HOW TO REGISTER

Like Comment Share

Newsprint Ad



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Burning wood indoors harms community health

That's why Metro Vancouver is taking steps to reduce wood-smoke emissions.

If you have a wood-burning fireplace, stove, or furnace, make sure you can keep using it by agreeing to follow best burning practices and registering it online. Non-registered devices will not be permitted in urban areas as of September 2025.

Together we can keep our air clean.

Register using the QR code or visit metrovancover.org (search 'Residential Wood Burning')

Questions?
604-451-6677 riwb@metrovancover.org





Residential Indoor Wood Burning Bylaw 1303

2024 PUBLIC EDUCATION CAMPAIGN UPDATE

Jay Soper

Communications Specialist, Corporate Communications

Climate Action Committee Meeting, October 3, 2024
70257274

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RESIDENTIAL INDOOR WOOD BURNING

- Residential indoor wood burning bylaw adopted in 2020
 - Over a quarter of fine particulate matter emissions
 - Second top source of toxic air pollutants
- Majority of residents support a bylaw
- Final phase of requirements come into effect in 2025



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RESEARCH

Focus Group

What we heard:

- Emotional attachment to fireplaces
- Confusion over the term “appliance”
- Skepticism about the impact of indoor wood smoke emissions in the region
- Positive reception of community health messages
- Clear deadlines for registration well-received

Draft materials shared during focus groups

CAMPAIGN STRATEGY

In-Market Dates

- October 21 – December 30, 2024

Objectives

- Increase awareness of Bylaw 1303 and the actions residents need to take
- Ensure residents understand how to comply with Bylaw 1303
- Educate residents on the health and environmental impacts associated with wood smoke emissions
- Direct residents to Metro Vancouver’s online declaration and registration system

Audience

- Primary: Residents who own/operate wood-burning devices
- Secondary: MURB owners and managers, stratas, CHOA, wood retailers

PROMOTIONAL STRATEGY

Driving awareness

- Radio (incl. Punjabi, Cantonese, Mandarin)
- Video (streaming, non-skippable)
- Facebook and Instagram ads (video)
- Newsprint

Driving traffic to web page

- Display banner ads (incl. geo-target firewood retailers)
- Facebook Marketplace ads (target people searching for wood)

DRAFT CREATIVE

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LEARN BEFORE YOU BURN

metrovancoverbc

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Burning wood indoors can harm community health

LEARN HOW TO REGISTER

Like Comment Share

metrovancover

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Register using the QR code or visit metrovancover.org (search "Residential Wood Burning")

Questions?
604-451-6677 riwb@metrovancover.org

CAMPAIGN PERFORMANCE

Measurement

- Media performance
- Website analytics
- Earned media coverage
- Social media engagement
- Completed declarations and registrations

Reporting

- Results will be provided to the Committee in early 2025

Metro Vancouver residents must register indoor wood burning fireplaces, stoves by next year

A report to Metro's climate action committee Thursday suggests launching a campaign to remind people to register their wood burning appliances.

Tiffany Crawford

Published Jun 13, 2024 • Last updated Jun 13, 2024 • 3 minute read

105 Comments



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7



Questions?

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To: Climate Action Committee

From: Derek Jennejohn, Lead Senior Engineer, Air Quality and Climate Action Services
Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services

Date: September 18, 2024 Meeting Date: October 3, 2024

Subject: **Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects – Update**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 18, 2024, titled “Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects – Update”.

EXECUTIVE SUMMARY

Metro Vancouver, through staff, routinely participates in provincial and federal environmental assessment processes on projects that may impact Metro Vancouver’s plans, assets, infrastructure, and legislated responsibilities. Staff also provide updates to Metro Vancouver Standing Committees and Boards at key process milestones, as this report does for the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects.

In July 2024, the Tilbury Marine Jetty Project, comprising new liquefied natural gas (LNG) berthing and loading facilities on Tilbury Island in the Fraser River in Delta, received its final environmental assessment approval from the federal government. This project had already received provincial approval in March 2024, so can now proceed subject to the conditions set out in both approvals, which include requirements to develop air quality and greenhouse gas management plans in consultation with Metro Vancouver.

FortisBC’s Tilbury Phase 2 LNG Expansion Project, which entails adding more storage and vaporization capabilities to an existing facility on Tilbury Island, is going through a provincial environmental assessment process with federal involvement that if successful would grant it approvals from both levels of government. The Project is still in the application development and review phase of the assessment process, and FortisBC expects to submit an application for review in fall 2024, which will be reviewed by the BC Environmental Assessment Office and process participants, including Metro Vancouver.

PURPOSE

To provide the Climate Action Committee and MVRD Board with an update regarding the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects.

BACKGROUND

At its July 29, 2022 meeting, while considering a Main Motion that was put forward by the Climate Action Committee (see Reference 1), the MVRD Board passed the following motion:

"That the MVRD Board refer the Main Motion together with the report dated July 8, 2022, titled "Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects" back to staff to report back to the Board with additional information on the Tilbury Marine Jetty environmental assessment once it has been concluded and at the appropriate time for the Phase 2 development."

This report provides a status update on both projects now that:

1. The provincial and federal environment assessments for the Tilbury Marine Jetty Project have concluded; and
2. An application to the BC Environmental Assessment Office (EAO) has been submitted for the Tilbury Phase 2 LNG Expansion Project.

TILBURY MARINE JETTY PROJECT

The Tilbury Marine Jetty Project will see a new marine jetty constructed on Tilbury Island in the Fraser River in Delta to provide berthing and loading facilities for LNG carriers and bunker vessels with a carrying capacity of up to 100,000 cubic metres. The proposed LNG fueling jetty will be used to fill carrier ships exporting LNG and bunkering vessels that then refuel ships in other locations. The project will be supplied from the existing FortisBC Tilbury LNG Plant nearby.

In the Assessment Report for the Tilbury Marine Jetty Project (Reference 2), it was noted that the Tilbury Marine Jetty Project is a distinct project from the Tilbury Phase 2 LNG Expansion Project, which will require a separate Environmental Assessment Certificate. The Tilbury Jetty Limited Partnership confirmed that the Tilbury Marine Jetty Project does not require approval of the Tilbury Phase 2 LNG Expansion Project to proceed.

Provincial Approval and Conditions

On March 27, 2024, the Government of British Columbia announced its approval of the Tilbury Marine Jetty Project. An Environmental Assessment Certificate subject to 22 conditions was issued to the Tilbury Jetty Limited Partnership (Reference 3).

The provincial approval conditions include explicit requirements for the Tilbury Jetty Limited Partnership to consult with Metro Vancouver on environmental management (conditions 10 and 11), river bed monitoring (condition 13), air quality management (condition 19), and greenhouse gas emissions (condition 20).

With respect to greenhouse gas emissions, the conditions include development of a Greenhouse Gas Reduction Plan (GGRP) for the project during operations in the Marine Terminal Area, in consultation with Metro Vancouver and others. The GGRP must include an estimation of projected annual greenhouse gas (GHG) emissions, total GHG emissions for operations, GHG emissions over the life of the project, consideration of emission reduction targets and schedules, an analysis of how municipal, provincial, national, or international mandatory GHG regulations or objectives will be achieved and an analysis of best available technologies to minimize GHG emissions.

Federal Approval and Conditions

On July 3, 2024, the Government of Canada issued the final environmental assessment decision allowing the Tilbury Marine Jetty Project to proceed. The federal project approval conditions listed in the Minister’s Environmental Assessment Decision Statement include measures to reduce impacts to Indigenous Peoples’ current use of lands and resources for traditional purpose, Indigenous cultural heritage, fish and fish habitat, and species at risk including the Southern Resident Killer Whale (see Reference 4).

With respect to air quality, the conditions include a requirement for the proponent to develop, in consultation with Metro Vancouver and other relevant authorities, an air quality management plan (condition 6.3) that includes mitigation measures to reduce and control air emissions, as well as a follow up program to verify the accuracy of the environmental assessment as it pertains to effects on air quality as it relates to the health of Indigenous peoples (condition 6.4).

With provincial and federal approvals granted, the Tilbury Marine Jetty Project is now able to proceed subject to the various approval conditions, including development of an air quality management plan in consultation with various levels of government, including Metro Vancouver.

TILBURY PHASE 2 LNG EXPANSION PROJECT

In December 2020, FortisBC filed a Certificate of Public Convenience and Necessity (CPCN) with the BC Utilities Commission (BCUC) to add additional storage and vaporization capabilities at the existing Tilbury LNG facility, while also replacing its 50-year old Tilbury Base Plant. As outlined in FortisBC’s 2022 Long-Term Gas Resource Plan (LTGRP), the expansion of this facility is intended to improve resilience of their system to disruptions and would allow for increased LNG storage.

The proposed Tilbury Phase 2 LNG Expansion Project is undergoing a substituted Environmental Assessment (EA) review under the federal *Impact Assessment Act* and the *British Columbia Environmental Assessment Act, 2018*. The BC EAO is leading the review under the *Environmental Assessment Act (2018)*, which consists of seven phases (Reference 5).

The Tilbury Phase 2 LNG Expansion Project entered the environmental assessment (EA) review process on February 27, 2020, and is currently in the fourth stage of the EA review, i.e., the Application Development and Review phase. During the Application Development stage, the proponent works with participating Indigenous nations and EA participants to develop their Application for an Environmental Assessment Certificate. This is followed by the Application Review stage where the BC EAO, participating Indigenous nations, Technical Advisory Committee, and Community Advisory Committee review the Application and direction is provided to the proponent on revisions that should be reflected in their revised Application. FortisBC has three years from the date of the issuance of the Process Order (i.e., June 13, 2022) to submit their Application and the Application Review stage of the EA process has a 180-day review timeline. FortisBC expects to submit an application for review in fall 2024, which will be reviewed by the BC Environmental Assessment Office and process participants, including Metro Vancouver.

The BCUC issued its decision on FortisBC’s 2022 LTGRP in March 2024. While the BCUC accepted the overall plan, it rejected the Resiliency Plan component of the LTGRP, noting deficiencies in the

Resiliency Plan that had been identified earlier in its review of the Tilbury LNG Storage Expansion Project. However, as FortisBC has already committed to preparing a more robust and comprehensive Resiliency Plan for its next LTGRP, the rejection of the plan is not anticipated to materially affect the review process at this time.

Metro Vancouver staff will continue to participate in the environmental assessment process for the project and provide input relative to Metro Vancouver's plans, assets, infrastructure, and legislated responsibilities. Staff will also monitor for any relevant implications for this project that may arise from the BCUC's decision on FortisBC's LTGRP (e.g., investments in LNG, as described in the Tilbury Marine Jetty project above), or future proceedings, as appropriate.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

The Tilbury Marine Jetty Project has received its necessary provincial and federal approvals, and Metro Vancouver staff will be engaged with the project team to develop the air quality management and greenhouse gas reduction plans for the various phases of the project. For the Tilbury Phase 2 LNG Expansion Project, Metro Vancouver staff will continue to review and provide comments on the application as it moves through the provincial environmental assessment process.

ATTACHMENT

1. Presentation re: Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects

REFERENCES

1. ["Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects", dated July 8, 2022](#)
2. [BC Environmental Assessment Office - Assessment Report for Tilbury Marine Jetty Project, dated October 7, 2022](#)
3. [Provincial Environmental Assessment Certificate – Table of Conditions](#)
4. [Federal Minister's Environmental Assessment Decision Statement re the Tilbury Marine Jetty Project, dated July 3, 2024](#)
5. [BC Environmental Assessment Process, dated January 24, 2024](#)

69613209

Attachment 1



FortisBC Tilbury LNG Plant along the Fraser River in Delta

Tilbury Marine Jetty and Phase 2 LNG Expansion

PROJECT UPDATES

Derek Jennejohn
Lead Senior Engineer, Air Quality and Climate Action Services

Marcin Pachcinski
Division Manager, Electoral Area and Implementation Services

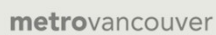
Climate Action Committee, October 3, 2024
70707014



TILBURY MARINE JETTY PROJECT

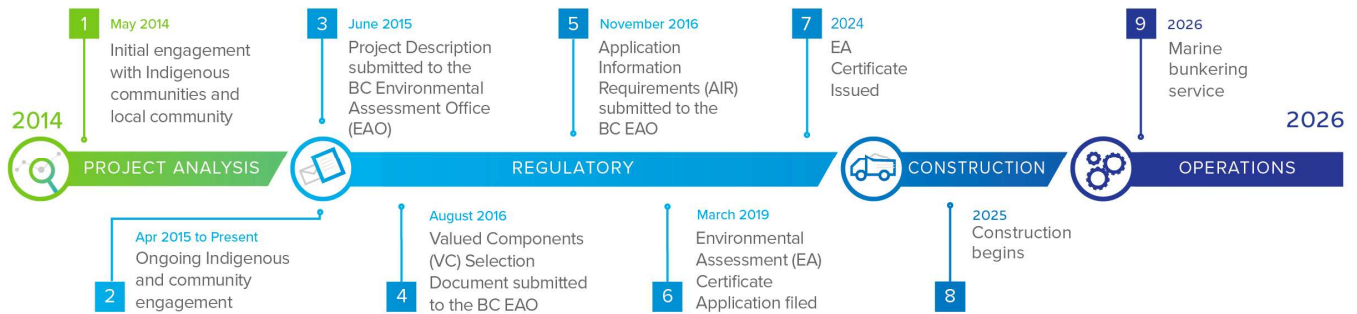
Will be supplied from the existing FortisBC Tilbury LNG Plant

New marine jetty will provide berthing and loading facilities for LNG carriers and bunker vessels



TILBURY MARINE JETTY PROJECT

Timeline



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TILBURY MARINE JETTY PROJECT

Project Approval Conditions

- **Provincial:** must consult with Metro Vancouver on plans for environmental management (Conditions 10, 11), river bed monitoring (Condition 13), air quality management plan (Condition 19), and greenhouse gas reduction (Condition 20).
 - Plans developed for operations in the Marine Terminal Area
- **Federal:** must develop, in consultation with Metro Vancouver, an air quality management plan.
- Proponent expected to begin consultation as early as November 2024.

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TILBURY PHASE 2 LNG EXPANSION PROJECT

EXISTING

PROPOSED (RENDERING)



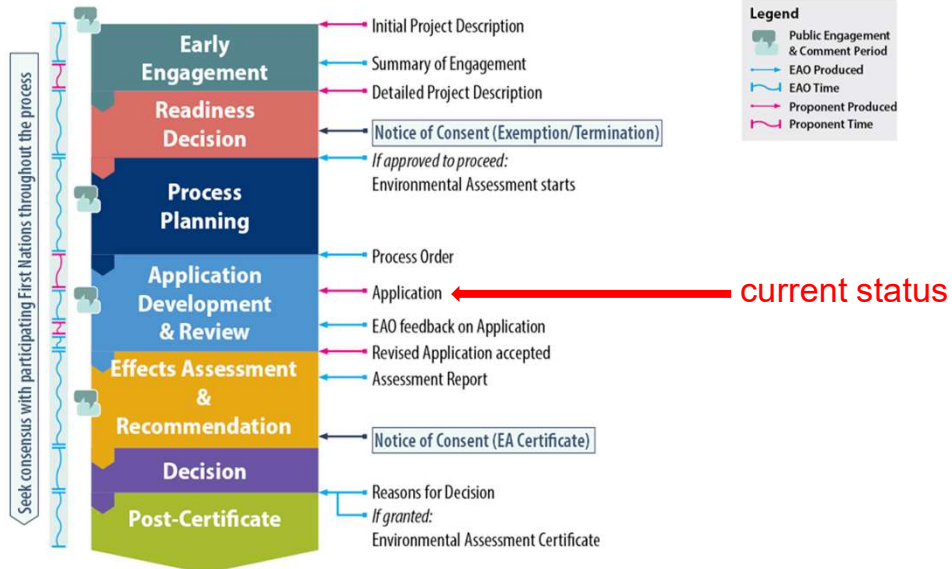
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TILBURY PHASE 2 EXPANSION PROJECT

Timeline

Environmental Assessment Process



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TILBURY PHASE 2 LNG EXPANSION PROJECT

Application Development – Air Quality and Greenhouse Gases

- Application will include assessment of impacts on air quality and greenhouse gas emissions.
- GHG assessment to describe:
 - emission estimates; impact on federal reduction efforts; mitigation measures; 2050 net-zero plan
- Staff will continue to provide input relative to Metro Vancouver's responsibilities.



To: Regional Planning Committee

From: Agatha Czekajlo, Senior Policy and Planning Analyst, and Sinisa Vukicevic, Program Manager, Regional Planning Analytics, Regional Planning and Housing Services

Date: September 9, 2024 Meeting Date: October 4, 2024

Subject: **Walkability Index Update**

RECOMMENDATION

That the MVRD Board:

- a) receive for information the report dated September 9, 2024, titled “Walkability Index Update”; and
 - b) share the findings and report with member jurisdictions with an offer of a staff presentation to Council upon request.
-

EXECUTIVE SUMMARY

The Neighbourhood Built Environment and Walkability Surface analysis, including the Walkability Index, have been updated based on 2021 data. The Walkability Index supports the comparison of data from previous analyses from 2006, 2011, and 2016. This analysis enables Metro Vancouver and its members to better understand how the built environment and walkability currently varies across municipalities and neighbourhoods and how it is changing over time. This resource also supports land use and transportation decision-making. Greater walkability is associated with improved traffic flow, reduced air pollution and greenhouse gas emissions, improved physical and mental health outcomes, and greater community wellbeing. Monitoring walkability in the region supports *Metro 2050* goals and policies, specifically the federation’s collective goals regarding the development of resilient, healthy, connected and complete communities.

The key findings of the 2021 Walkability Index are:

- The most walkable areas in the region are aligned with Metro Vancouver’s Urban Centres and Frequent Transit Development Areas (FTDAs), as set out in *Metro 2050*.
- Greater walkability is attributed mostly to increased net residential density and/or land use mix in Vancouver, Burnaby, New Westminster, the North Shore, western parts of Coquitlam, and northwestern parts of Surrey. In other areas, greater walkability is associated with increased intersection and/or net residential density.
- Walkability improved across the majority of Metro Vancouver from 2016 to 2021 – with more pronounced improvements in Urban Centres and FTDAs.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with a summary of the 2021 update to the Neighbourhood Built Environment and Walkability Surface analysis and associated maps.

BACKGROUND

Updating the Walkability Index is part of the Regional Planning Committee's 2024 Work Plan. The Index is updated every Census period to align with newly available Census data.

THE METRO VANCOUVER WALKABILITY INDEX

The Metro Vancouver Walkability Index is based on parcel-level land use data aggregated to the postal code scale, and was developed by combining a number of physical characteristics (input variables) of the built environment that support walking. The input variables are a composite measure of: Net Residential Density, Land Use Mix (i.e., balance of single-detached residential, multi-attached residential, retail, entertainment, food, civic, office, and green spaces), Commercial Floor Area Ratio (i.e., total commercial density), Intersection Density, and Sidewalk Continuity. Greater residential density provides more people access to nearby amenities, while greater commercial density and land use diversity provides more retail and other amenities in close proximity (Reference 1). In turn, if residences and/or retail or other amenities are further from each other, the connection of streets and availability of multiple route options (via intersections) as well as continuity of sidewalks will dictate the effort required to reach a destination.

Greater walkability is associated with improved traffic flow, reduced air pollution and greenhouse gas emissions – all the while increasing physical activity and lowering rates of obesity, diabetes, and cardiovascular disease (References 2–5). More walkable neighbourhoods also provide a greater sense of community, higher social capital, and improved mental health outcomes for all ages.

The Walkability Index was developed by the Health and Community Design Lab, in the University of British Columbia's School of Population and Public Health, under the direction of Dr. Lawrence Frank (now with Urban Design 4 Health Ltd.). Following methods consistent with previous Walkability Surface updates (2006, 2011, 2016), this report summarizes the findings of the updated 2021 Walkability Surface database, including the Walkability Index and associated neighbourhood built environment variables. Having a current Walkability Index dataset allows for the systematic and consistent measurement of multiple components of a neighbourhood's built environment, including land use, urban design, and the transportation network that supports and encourages walking. It also serves as a key data source for monitoring the changes in walkability in the region over time which helps track progress towards the goals and policies of *Metro 2050*.

METHODOLOGY

The Walkability Surface is characterized using an index (i.e., Walkability Index) that incorporates the following Neighbourhood Built Environment variables that support walking and biking, based on previously conducted walking behaviour research (Reference 6):

- *Net Residential Density (NRD)* – the concentration of dwelling units in an area, and measured as the total number of dwelling units per residential land area unit in hectares;
- *Commercial Floor Area Ratio (CFAR)* – the ratio between the total commercial (i.e., civic/educational, office, food, retail, and entertainment/recreation) floor area of a building to the land area of the property it is built on. Higher CFAR values indicate greater intensity of commercial development on a property;

- *Land Use Mix (LUM)* – the balance or evenness of eight land uses in an area (single-detached residential, multi-attached residential, retail, entertainment, food, civic, office, and green spaces). Higher LUM values indicate a greater mix among all the land uses;
- *Intersection Density (IDens)* – a measure of street connectivity; smaller blocks tend towards greater intersection density values and increased ease of travel to destinations. Intersection Density, is doubled in the Walkability Index calculation due to its relatively stronger association with walkability; and,
- *Sidewalk Continuity (SCon)* – the presence and completeness of the sidewalk network, specifically by comparing the total length of sidewalks to the total length of roads. Higher SCon values indicate greater sidewalk connectivity.

Data used as inputs to the Walkability Index included: BC Assessment Parcel Fabric (2021), Building Inventory Report (2021), Metro Vancouver Generalized Land Use data (2022), BC Integrated Transportation Network (2020), Metro Vancouver Regional Sidewalk Inventory (2014), and Open Street Map Sidewalk data (2023). For the 2021 update, rather than completing a full update of the region's sidewalk network, a partial sidewalk inventory update was completed for new roads since 2016. The updated sidewalk inventory used information from Open Street Map (2023) as well as the latest road network dataset (BC Integrated Transportation Network (2020)).

RESULTS

Neighbourhood Built Environment

The 2021 Neighbourhood Built Environment variables were mapped using quintiles at the walking catchment area level within the Urban Containment Boundary (UCB), and are provided in the Appendix as Figures A1–5 alongside a summary of hotspot areas (Table A1). Higher concentrations of residential units (NRD) generally aligned with Metro Vancouver's Urban Centres and FTDA, as set out in *Metro 2050* (and previously shown in *Metro 2040*). On the other hand, areas with greater Commercial Floor Area Ratios (CFAR) in 2021 aligned with commercial districts. Areas with a greater mixture of land uses (LUM) were more localized in each member jurisdiction – aligning with many Urban Centres and FTDA, as well as some commercial districts. Most areas across Metro Vancouver had a moderate concentration of intersection density (IDens) in 2021, with hotspots associated with Urban Centres and several new development areas. Higher Sidewalk Continuity (SCon) was found across most of the City of Vancouver as well as many other Urban Centres and FTDA across the region.

Walkability Index

Figure 1 shows a map of the Walkability Index within the Urban Containment Boundary for 2021. Greater walkability is indicated with greener colours, while areas with lower walkability are coloured red. More walkable areas follow a pattern consistent with Metro Vancouver's Urban Centres and FTDA – as set out in *Metro 2050*.

Greater walkability, attributed mostly to increased Net Residential Density and/or Land Use Mix, included:

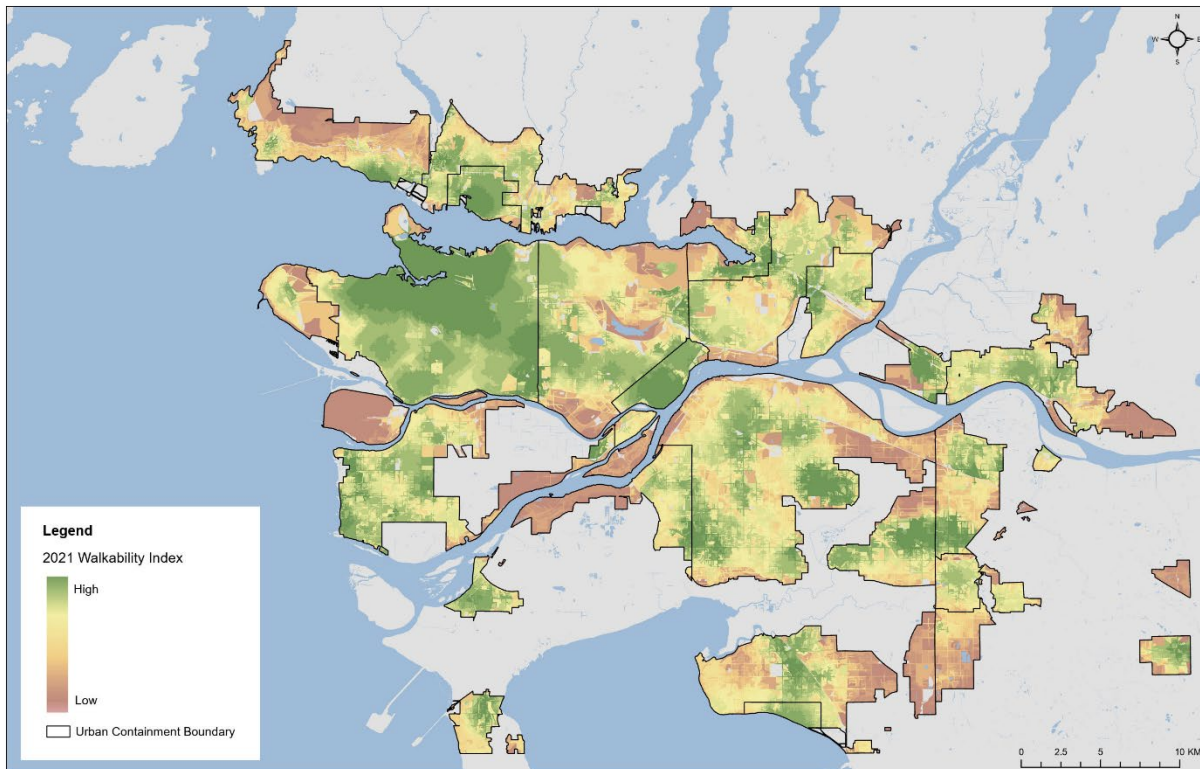
- Vancouver's Downtown, Broadway Corridor, new River District, as well as Strathcona, Grandview-Woodland, and Renfrew-Collingwood neighbourhoods;

- Lower and Central Lonsdale (City of North Vancouver);
- Capilano (District of North Vancouver);
- Hollyburn (West Vancouver);
- Uptown, Downtown, and Sapperton (New Westminster);
- Brighthouse (Richmond); and,
- Surrey City Centre.

Greater walkability that was mainly associated with increased Intersection Density and/or Net Residential Density included:

- King George Corridor in South Surrey, as well as Newton, Fleetwood, and East Clayton (Surrey);
- Willowbrook and Walnut Grove (Langley Township);
- Ladner (Delta); and,
- City Centres of Port Moody, Port Coquitlam, Pitt Meadows, Maple Ridge, and White Rock.

Figure 1. 2021 Walkability Index.

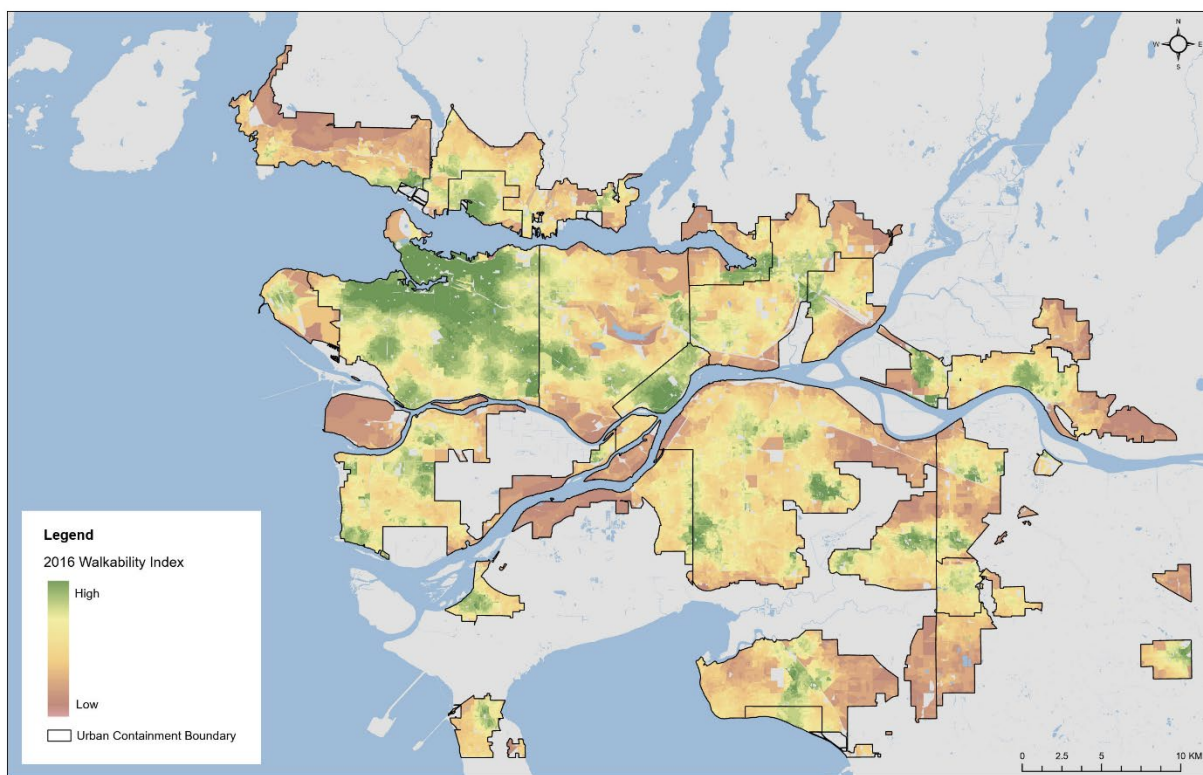


A map of the 2016 Walkability Index within the Urban Containment Boundary is shown in Figure 2. Walkability improved across most of Metro Vancouver’s urban areas between 2016 and 2021. Increased walkability was most pronounced within Urban Centres and FTDAs across the region. Below is a list of locations and areas that had the most improved levels of walkability in 2021:

- Vancouver’s Broadway Corridor, South Vancouver (Marpole, Oakridge, Kerrisdale neighbourhoods), and Renfrew-Collingwood;

- Lower and Central Lonsdale (City of North Vancouver), Capilano (District of North Vancouver), and Hollyburn (West Vancouver);
- Metrotown and Edmonds (Burnaby), Uptown and Sapperton (New Westminster), and Burquitlam-Lougheed (Burnaby and Coquitlam);
- Brighthouse and Seafair (Richmond);
- Ladner and Beach Grove (Delta);
- Surrey City Centre as well as Guildford, Newton, Fleetwood, East Clayton, and King George Corridor in South Surrey;
- Langley City Centre, as well as Willowbrook and Walnut Grove (Langley Township); and,
- Coquitlam, Port Moody, Port Coquitlam, Pitt Meadows, Maple Ridge, and White Rock City Centres.

Figure 2. 2016 Walkability Index.



Less walkable areas could benefit from actions taken by local governments to improve the variables that support walking, such as:

- Plan for more compact urban environments, including apartments, multiplexes, and other greater density dwelling structure types to increase net residential density;
- Increasing commercial space via additional floors and/or enabling more areas to serve a commercial use. For example, this may include small-scale neighbourhood cafés and grocery stores, as well as multi-use spaces;
- Incorporating retail, entertainment, food, civic, office, and green spaces into residential areas for greater diversity of land uses. This includes investments into accessible green spaces and applying regulatory and fiscal policies to support increased access to shops and services (Reference 3);

- Designing smaller blocks to increase intersection density; and,
- Including sidewalks in new developments and constructing new sidewalks in existing neighbourhoods with gaps to increase sidewalk continuity.

POTENTIAL IMPLICATIONS FOR REGIONAL PLANNING

The Neighbourhood Built Environment and Walkability Surface Update project provides new, current data for a key performance measure of *Metro 2050*. An updated Walkability Index provides current data (2021) and supports the comparison of data from previous Neighbourhood Built Environment and Walkability Surface analyses from 2006, 2011, and 2016. This data enables Metro Vancouver and its members to better understand how the built environment and walkability currently varies across municipalities and neighbourhoods and how it is changing over time. This resource also supports land use and transportation decision-making.

NEXT STEPS

The Neighbourhood Built Environment and Walkability Surface maps will be made available (as static PDFs) on the Metro Vancouver website and *Metro 2050* Performance Monitoring Dashboard. If directed, Metro Vancouver will share the 2021 Neighbourhood Built Environment and Walkability Surface findings and report with member jurisdictions with an offer of a staff presentation to Council upon request.

ALTERNATIVES

1. That the MVRD Board:
 - a) receive for information the report dated September 9, 2024, titled “Walkability Index Update”; and
 - b) share the findings and report with member jurisdictions with an offer of a staff presentation to Council upon request.
2. That the MVRD Board receive for information the report dated September 9, 2024, titled “Walkability Index Update”.

FINANCIAL IMPLICATIONS

This work was undertaken as part of the Regional Planning’s regular work program and the MVRD Board approved 2024 Regional Planning Budget. The project cost was \$39,500. Moving forward the Planning Analytics team is developing approaches to build internal capacity to accomplish updates on ongoing data and modeling work that will reduce the reliance upon external consultants.

CONCLUSION

The Neighbourhood Built Environment and Walkability Surface analysis has been updated based on the latest data from 2021 following comparable methodology used in previous versions (2006, 2011, 2016). This work enables Metro Vancouver and its members to better understand how the built environment and walkability currently varies across municipalities and neighbourhoods, and assess changes over time. Monitoring walkability in the region enables the evaluation of progress towards the goals and policies of *Metro 2050*, specifically Goal 1, Strategy 1.3 – Resilient, Healthy and Complete Communities. Over time, improvements in walkability across the region can be seen that are consistent with Metro Vancouver’s Urban Centres and FTDA’s, as set out in *Metro 2050*.

This multi-temporal database of walkability and neighbourhood built environment measures provides a key resource to support regional and municipal land use and transportation decision-making.

ATTACHMENT:

1. Walkability Index 2021 - Neighbourhood Built Environment and Walkability Surface Dataset Update Presentation

REFERENCES

1. Saelens, B.E., Sallis, J.F., Frank, L.D. 2003. Environmental correlates of walking and cycling: findings from the transportation, urban design, and planning literatures. *Annals of Behavioral Medicine*, 25 (2), pp. 80-91. https://doi.org/10.1207/S15324796ABM2502_03.
2. [Regional Planning Committee staff report dated June 11, 2019, titled "Where Matters: Health and Economic Impacts of Where We Live Final Report"](#).
3. [Where Matters: Health and Economic Impacts of Where We Live Policy Brief, May 6, 2019](#).
4. [Regional Planning Committee staff report dated April 5, 2024, titled "Where Matters II – Final Report"](#).
5. [Where Matters II: Walkability and Greenspace Relationships with Health and Climate Change Executive Summary and Policy Brief, February 2024](#).
6. Frank, L.D., Sallis, J., Saelens, B., Leary, L., Cain, K., Conway, T., Hess, P. 2010. The Development of a Walkability Index: Application to the Neighborhood Quality of Life Study. *British Journal of Sports Medicine*, 44, pp. 924-933. <https://doi.org/10.1136/bjism.2009.058701>.

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APPENDIX

Figures A1–5 show maps of the 2021 Neighbourhood Built Environment variables (Net Residential Density (NRD), Commercial Floor Area Ratio (CFAR), Land Use Mix (LUM), Intersection Density (IDens), and Sidewalk Continuity (SCon)) in the Urban Containment Boundary (UCB), using quintiles at the walking catchment area level. For visualization purposes, greater values are indicated with greener colours while lower values are indicated with more red colours. Please note that units vary for each input variable. A summary of areas with greater values for each 2021 Neighbourhood Built Environment variable is provided in Table A1.

Table A1. Summary of 2021 Neighbourhood Built Environment Variable Hotspots.

Neighbourhood Built Environment Variable	Hotspots
Net Residential Density (NRD)	Downtown Vancouver and the Broadway Corridor; Metrotown and Brentwood (Burnaby); New Westminister's Downtown; Burquitlam-Lougheed (Burnaby and Coquitlam); as well as City Centres of Surrey, Richmond, City of North Vancouver, Coquitlam, Langley City, and White Rock.
Commercial Floor Area Ratio (CFAR)	Vancouver's Downtown, Broadway Corridor, and Grandview-Woodland, Kerrisdale, and Renfrew-Collingwood neighbourhoods; Metrotown, Middlegate, and Willingdon Heights (Burnaby); Downtown and Uptown New Westminister; Hollyburn (West Vancouver); and, much of the City of North Vancouver. Some additional, smaller areas with higher CFAR include: Capilano Highlands (District of North Vancouver); Burquitlam-Lougheed (Burnaby and Coquitlam); Surrey City Centre and Guildford neighbourhood; Richmond City Centre and Seafair neighbourhood; and, City Centres of Port Moody, Maple Ridge, and White Rock.
Land Use Mix (LUM)	Vancouver's South Vancouver/Oakridge, Strathcona, and Renfrew-Collingwood neighbourhoods; Lower and Central Lonsdale (North Vancouver City); Hollyburn (West Vancouver); Norgate, Capilano, and Lynn Valley (District of North Vancouver); Metrotown, Willingdon Heights, and Edmonds (Burnaby); Brighthouse, East Cambie, and Ironwood (Richmond); Uptown, Downtown, and Sapperton (New Westminister); Austin Heights (Coquitlam); Ladner and Beach Grove (Delta); Surrey's City Centre as well as Guildford, Newtown, Cloverdale neighbourhoods and King George Corridor; Lougheed Highway Corridor (Coquitlam and Port Coquitlam); Maple Ridge's City Centre and Hammond neighbourhood; Aldergrove, Carvolth, Murrayville, and Willowbrook (Langley Township); and, City Centres of Langley City, Port Moody, Pitt Meadows, and White Rock.
Intersection Density (IDens)	Vancouver's new River District; Downtown New Westminister; King George Corridor in South Surrey as well as Surrey's Newton, Fleetwood, and East Clayton neighbourhoods; Pitt Meadows' City Centre; Willowbrook and Walnut Grove (Langley Township); and, Cottonwood (Maple Ridge).
Sidewalk Continuity (SCon)	Most of the City of Vancouver; much of the City of North Vancouver and New Westminister; Metrotown (Burnaby); Brighthouse (Richmond); Surrey's City Centre as well as Guildford, Newton, Fleetwood, and Cloverdale neighbourhoods; Ladner (Delta); Port Coquitlam City Centre and surrounding neighbourhoods; and, City Centres of Langley City, Pitt Meadows, Maple Ridge.

Figure A1. Map of Net Residential Density (NRD) in the Urban Containment Boundary, 2021.

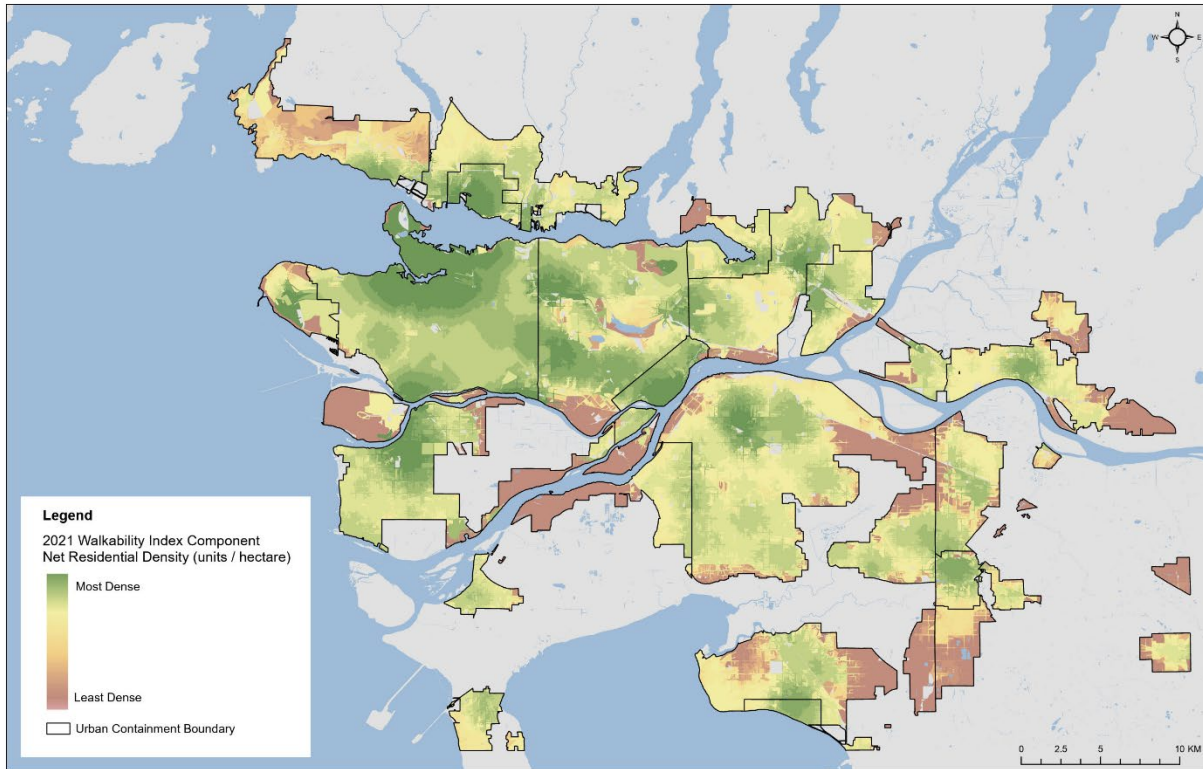


Figure A2. Map of Commercial Floor Area Ratio (CFAR) in the Urban Containment Boundary, 2021.

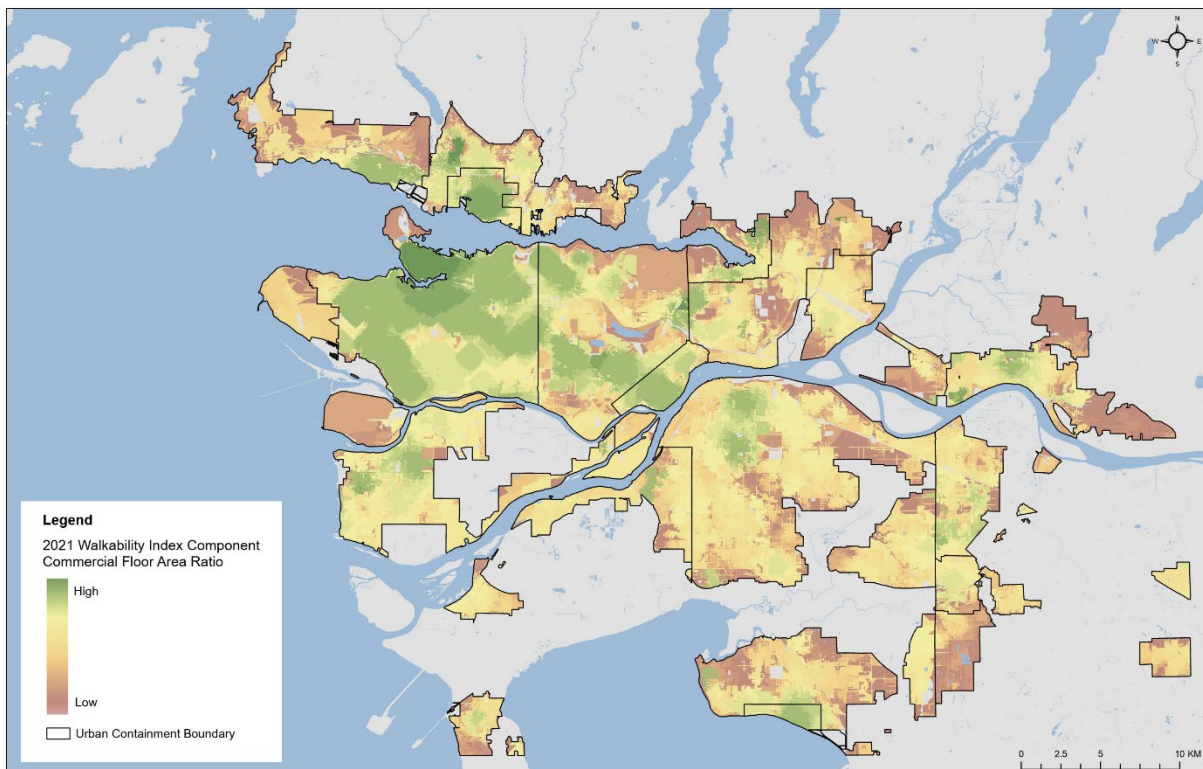


Figure A3. Map of Land Use Mix (LUM) in the Urban Containment Boundary, 2021.

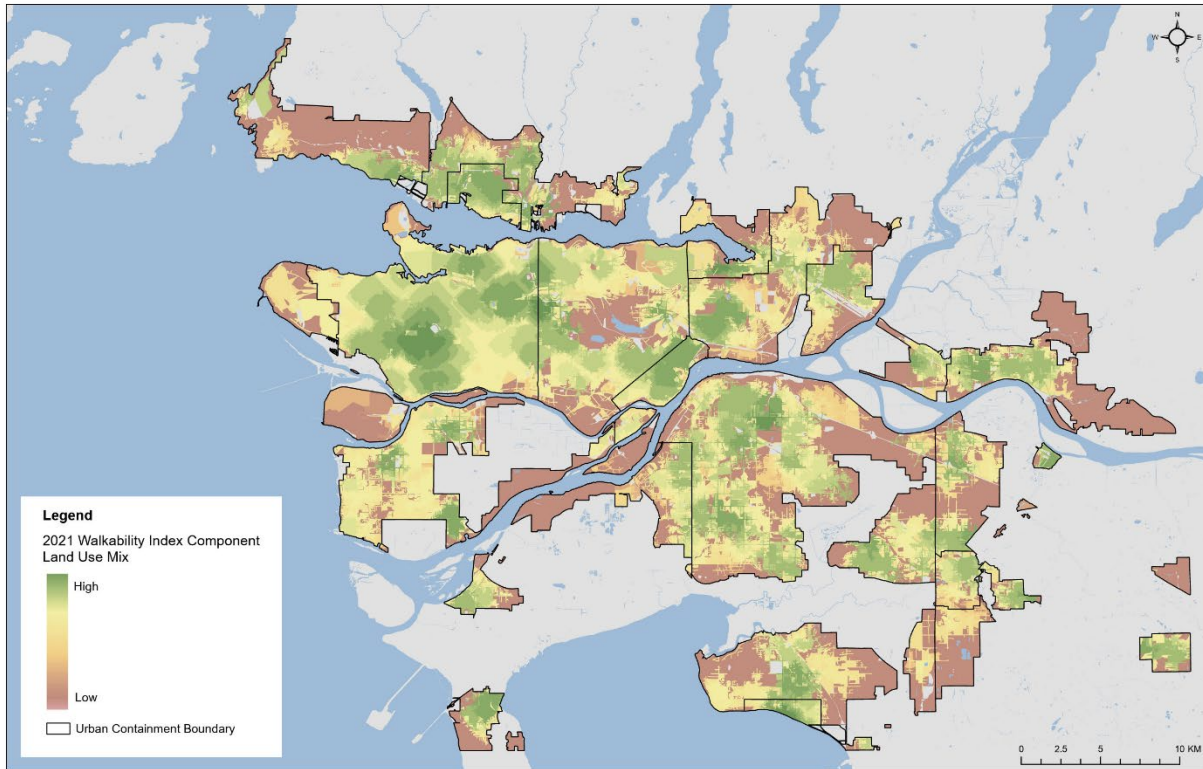


Figure A4. Map of Intersection Density (IDens) in the Urban Containment Boundary, 2021.

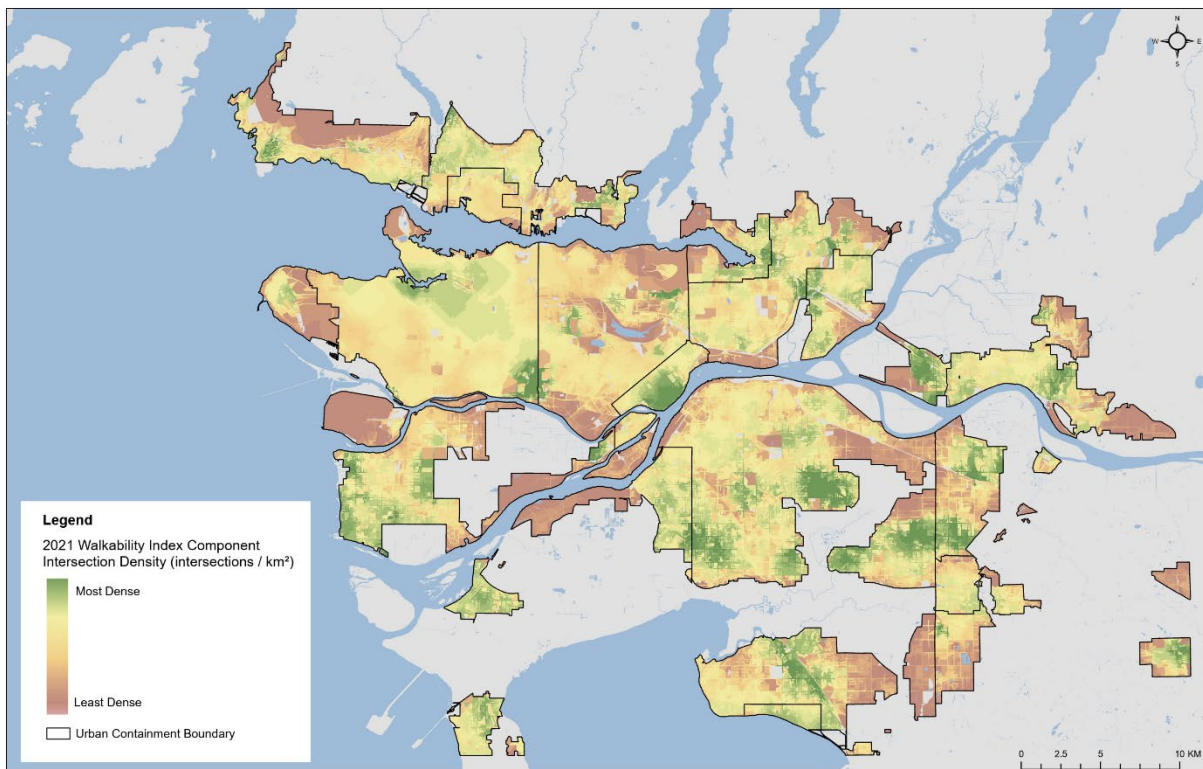
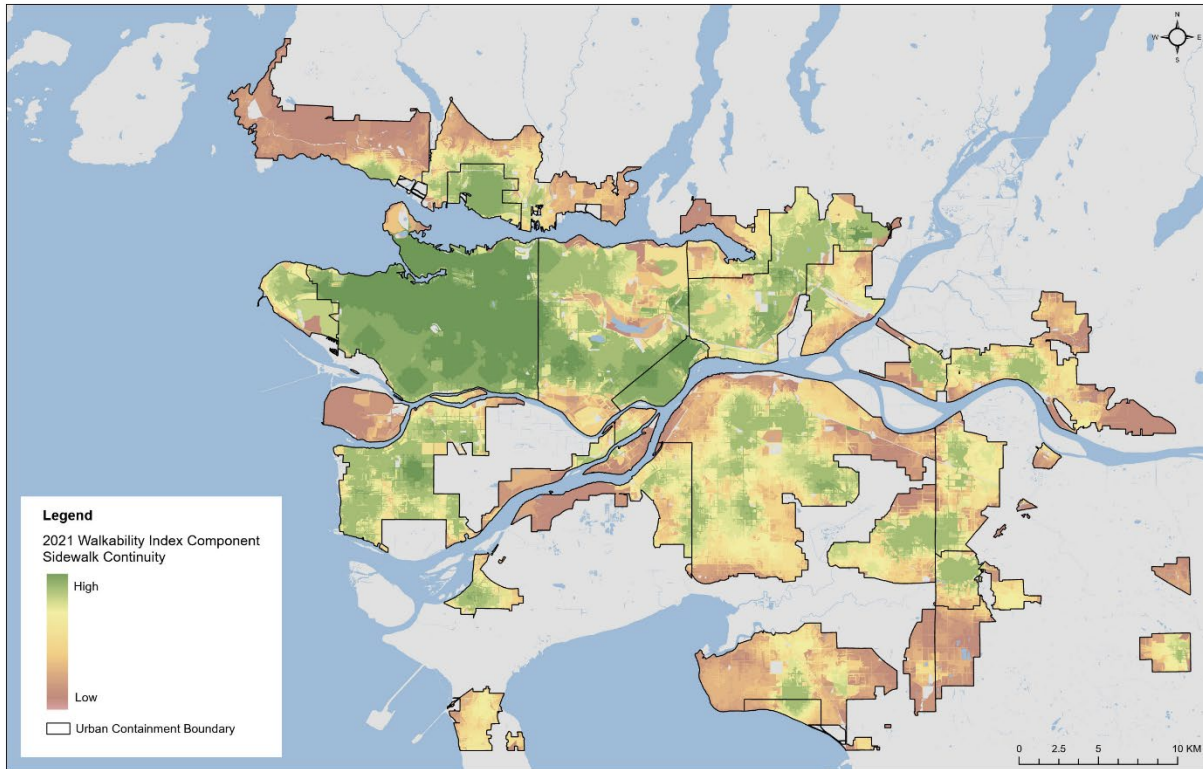


Figure A5. Map of Sidewalk Continuity (SCon) in the Urban Containment Boundary, 2021.



Attachment 1



Walkability Index 2021

Neighbourhood Built Environment and Walkability Surface Dataset Update

Agatha Czekajlo, MSc

Senior Policy and Planning Analyst, Planning Analytics,
Regional Planning and Housing Services

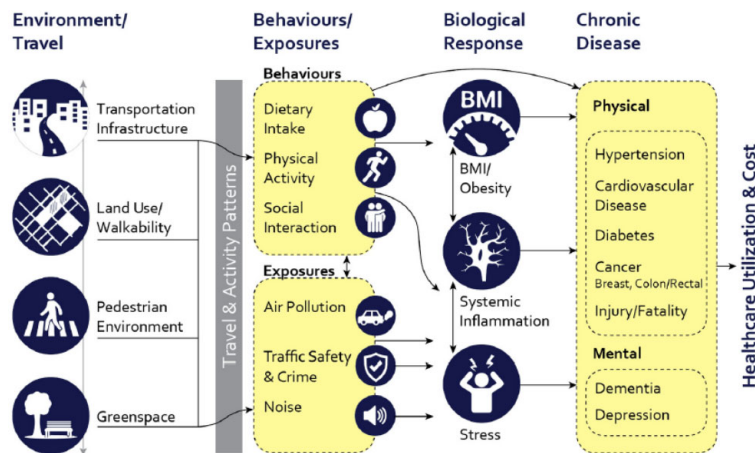
Sinisa Vukicevic, PhD

Program Manager, Planning Analytics,
Regional Planning and Housing Services



Regional Planning Committee | October 2024

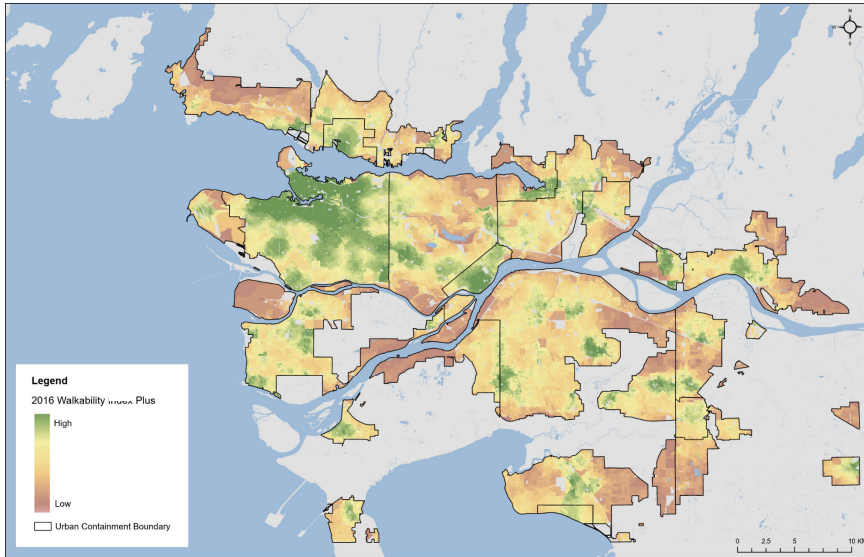
BACKGROUND



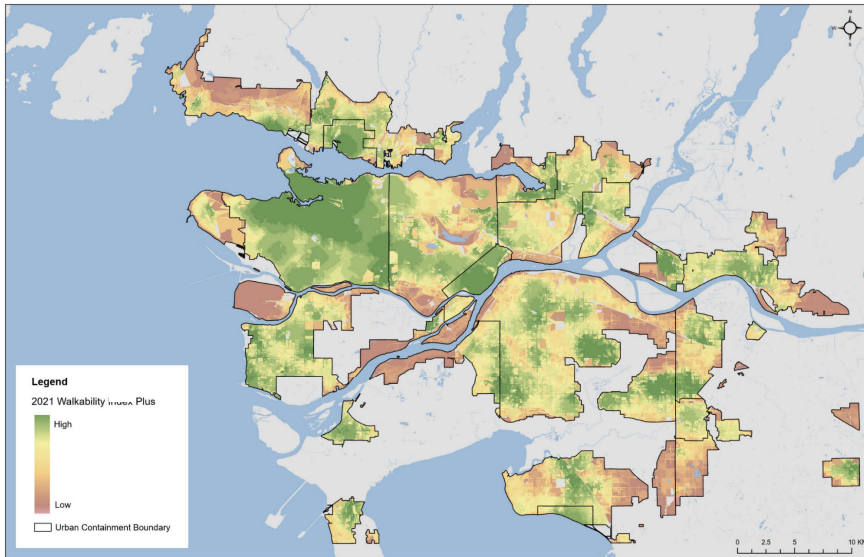
[Regional Planning Committee staff report dated June 11, 2019, titled "Where Matters: Health and Economic Impacts of Where We Live Final Report"](#)

[Regional Planning Committee staff report dated April 5, 2024, titled "Where Matters II – Final Report"](#)

2016



2021



IMPROVING WALKABILITY

- Include sidewalks in new developments
- Construct new sidewalks where gaps exist
- Design smaller blocks to increase intersection density
- Plan for compact urban environments
- Increase commercial space (e.g., neighbourhood cafés, grocery stores, multi-use spaces)
- Incorporate retail, entertainment, food, civic, office, & green spaces into residential areas.
- Investment in accessible green spaces & policies to support improved access



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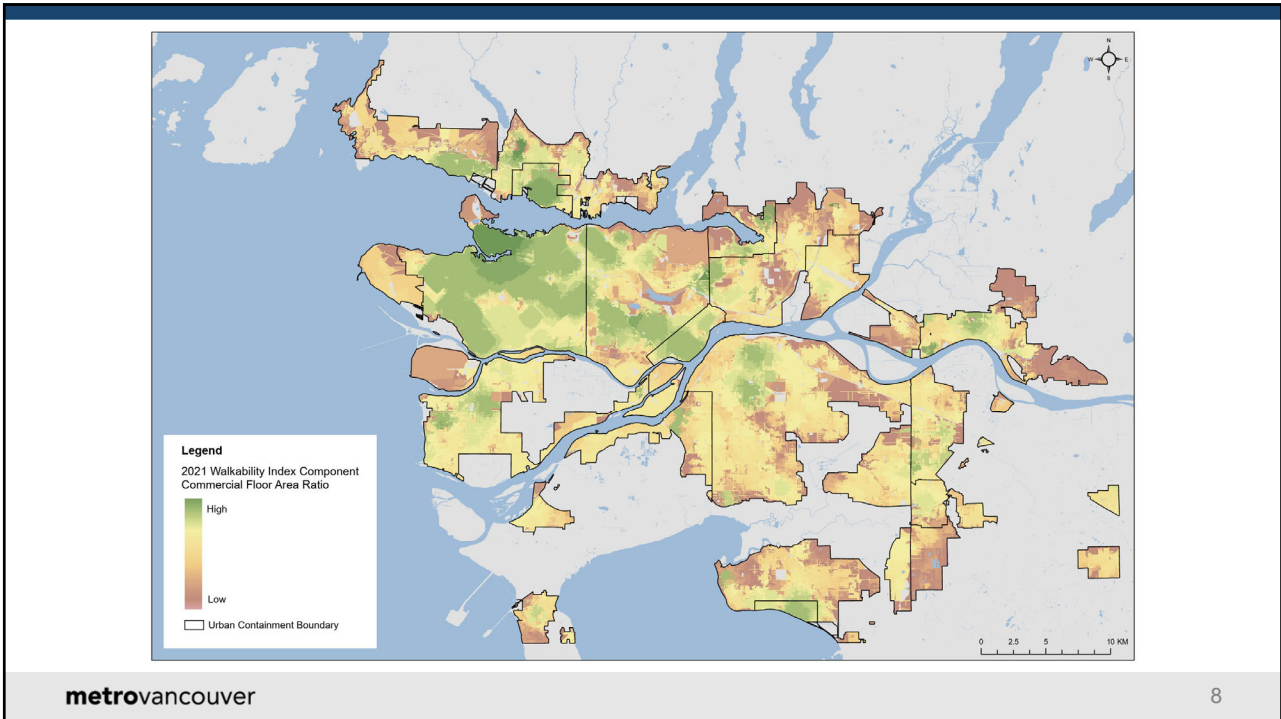
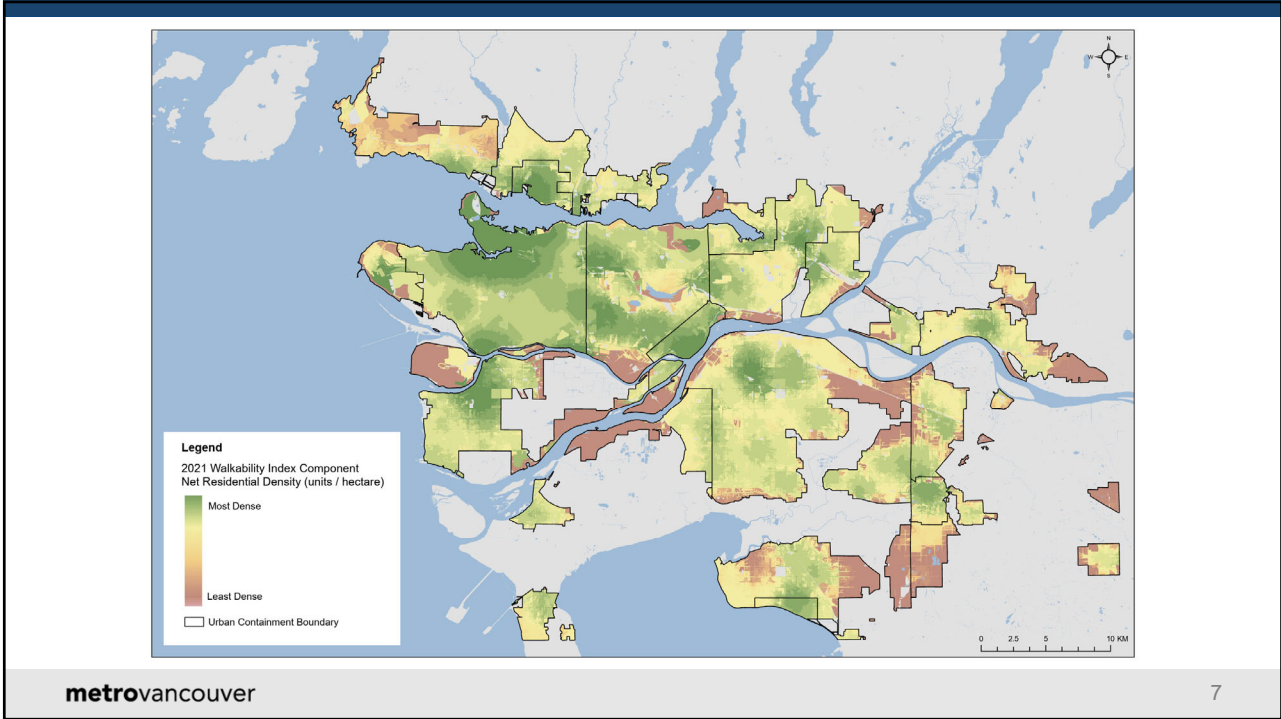
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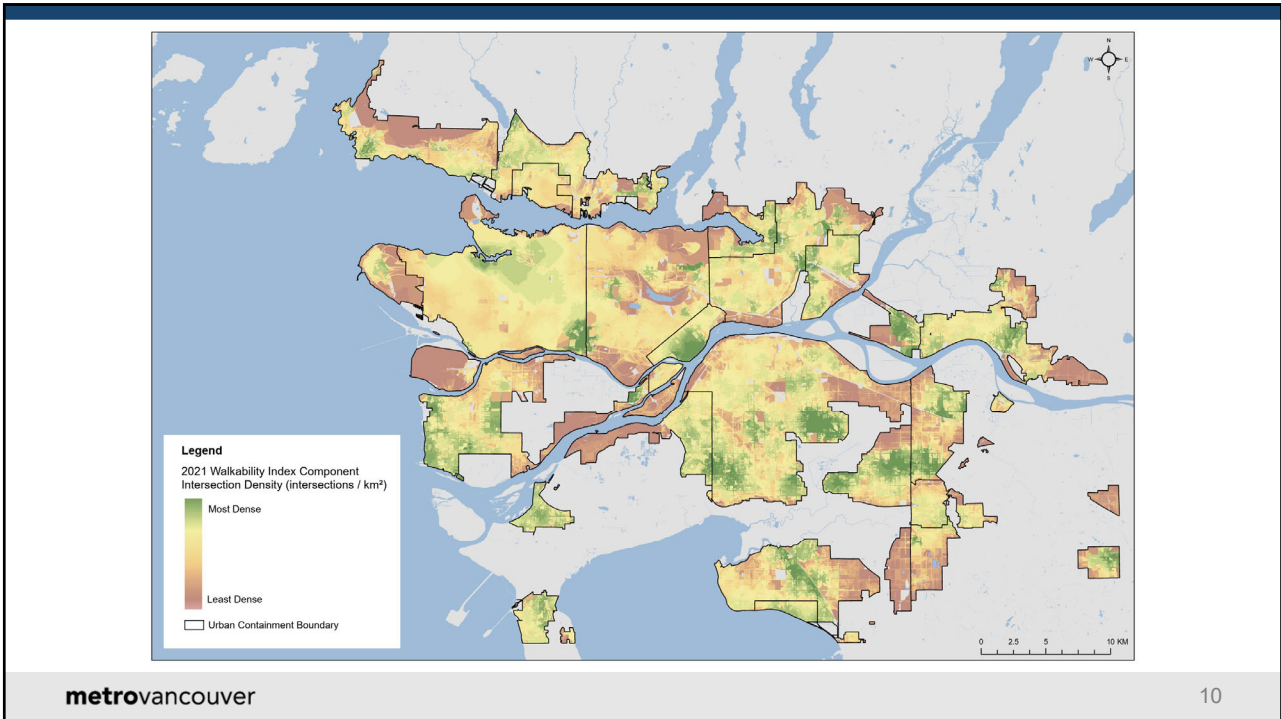
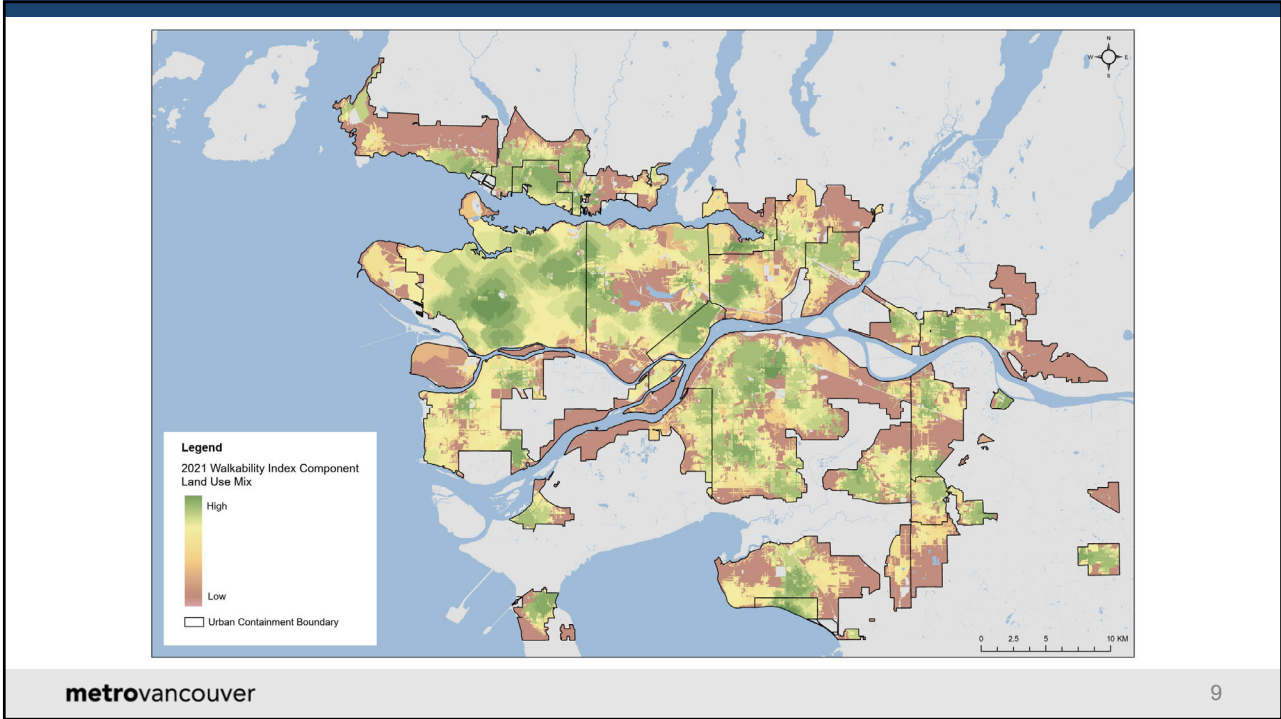


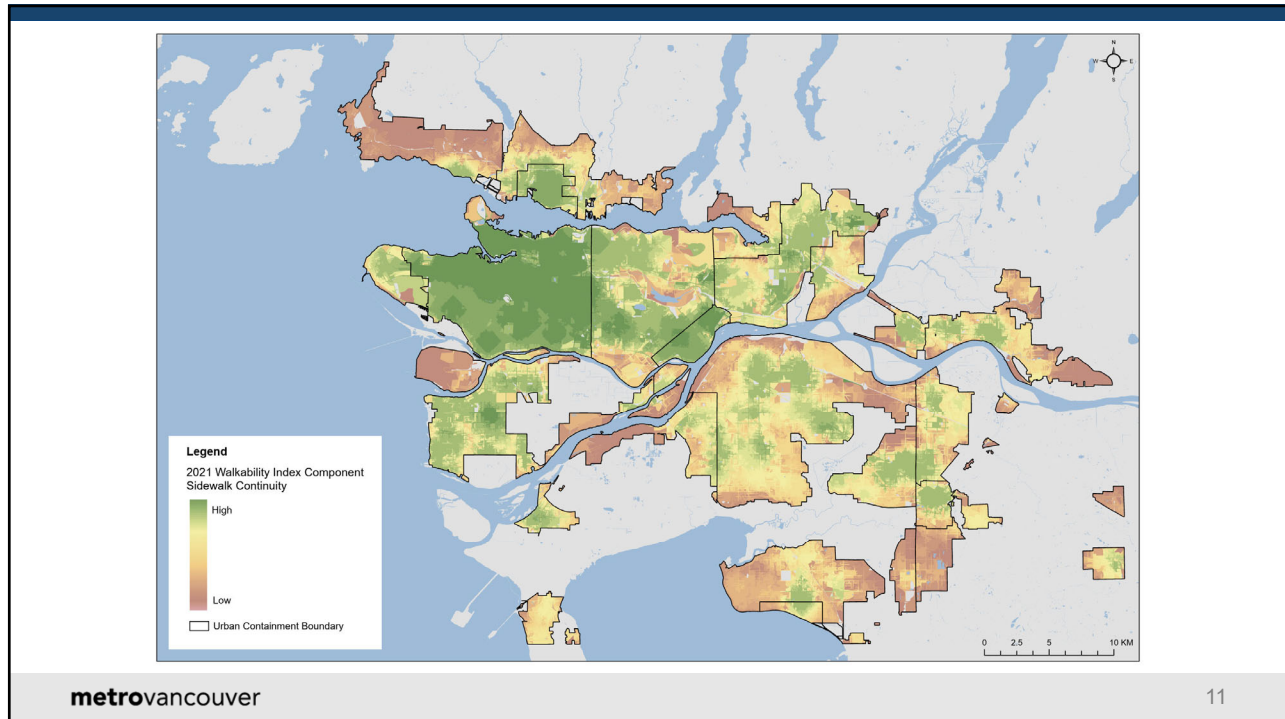
Thank You

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METHODOLOGY

$$\text{Walkability Index} = z\text{NRD} + z\text{CFAR} + z\text{LUM} + 2(z\text{IDens}) + z\text{SCon}$$

Z-scores (z) allow for comparison across variables with different units.

Net Residential Density (NRD) – concentration of dwelling units per area

Commercial Floor Area Ratio (CFAR) – ratio between the total commercial (i.e., civic/educational, entertainment/recreation, office, food, retail) floor area of a building to the land area of property it is built on

Land Use Mix (LUM) – balance or evenness of eight land uses in an area (single-detached residential, multi-attached residential, retail, entertainment, food, civic, office, green spaces)

Intersection Density (IDens) – measure of street connectivity; smaller blocks tend towards greater intersection density values and increased ease of travel to destinations

Sidewalk Continuity (SCon) – presence and completeness of the sidewalk network, by comparing the total length of sidewalks to the total length of roads.

To: Regional Planning Committee

From: Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, and Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services

Date: September 13, 2024 Meeting Date: October 4, 2024

Subject: **Regional Context Statements – Submission Timelines**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 13, 2024, titled “Regional Context Statements – Submission Timelines”.

EXECUTIVE SUMMARY

Metro 2050 was adopted by the MVRD Board on February 24, 2023. The *Local Government Act* stipulates that member jurisdictions must prepare and submit a regional context statement within two years of the adoption of a regional growth strategy showing the relationship between their official community plan (OCP) and the regional growth strategy. Therefore, regional context statements are due by February 24, 2025. The MVRD Board considers acceptance of regional context statements, and these are one of the most important links connecting local and regional planning.

In November 2023, the Province passed several pieces of housing legislation with deadlines by which local governments are required to amend zoning bylaws, official community plans, and prepare housing needs reports. Member jurisdictions have indicated that they have had to adjust work plans and staff resources to comply with these provincial deadlines. The provincial deadlines do not align with the upcoming deadline for regional context statement submissions, as much of the work required for the provincial housing legislation will be needed to inform the development of regional context statements.

Recognizing the pressures faced by member jurisdictions, and the aim to receive regional context statements that are based on updated OCPs with policies that demonstrate alignment with *Metro 2050*, Metro Vancouver understands that member jurisdictions may choose to submit their regional context statement for consideration by the Metro Vancouver Board in late 2025.

PURPOSE

This report provides information to the Regional Planning Committee and Board related to the submission of regional context statements by member jurisdictions.

BACKGROUND

Metro Vancouver staff recently canvassed planning staff from member jurisdictions regarding the expected submission timelines of their regional context statements. This report provides

information on the responses along with requirements and deadlines stemming from the provincial housing legislation.

REGIONAL CONTEXT STATEMENTS

A regional context statement (Reference 1) identifies the relationship between the official community plan (OCP) and the regional growth strategy and, if applicable, how the OCP is to be made consistent with the regional growth strategy over time. Pursuant to section 446(2) of the *Local Government Act*, each member jurisdictions must submit a regional context statement within two years of the adoption of a new regional growth strategy.

Metro 2050 was adopted by the MVRD Board on February 24, 2023. Therefore, new regional context statements are due by February 24, 2025. The MVRD Board considers acceptance of regional context statements, and these are one of the most important links connecting local and regional planning. The MVRD Board must either accept or not accept a regional context statement within 120 days of receipt or it is deemed to have accepted the regional context statement as submitted. Following acceptance by the Board, the member jurisdiction can then give final reading to adopt the OCP bylaw, which includes the regional context statement.

An important role of the MVRD Board is to make decisions, as a federation, on matters of regional significance. Considering the acceptance of RCSs is one way that the MVRD Board ensures that the commitments made by the signatories of *Metro 2050* are reflected in local OCPs.

PROVINCIAL HOUSING LEGISLATION

In November 2023, the Province passed housing legislation that required local governments to take a number of actions by certain deadlines, including:

- Update bylaws and regulations to align with small scale, multi-unit housing (SSMUH) and Transit Oriented Areas (TOA) by June 30, 2024
- Complete Interim Housing Needs Reports by January 1, 2025
- Update zoning and official community plans by December 31, 2025 (Reference 2).

Local government planning departments have had to devote substantial staff resources to meet these legislative requirements. Many local governments have also had to adjust the timelines and focus of their zoning bylaws, OCP reviews, or both. The additional workload on local planning departments and the close relationship between this work and the development of regional context statements has impacted the ability of member jurisdictions to dedicate the resources necessary to comply with the February 24, 2025 deadline.

METRO 2050 EXPECTED REGIONAL CONTEXT STATEMENT SUBMISSION TIMELINES

Metro Vancouver staff recently canvassed planning staff from member jurisdictions regarding the expected submission timelines of their new regional context statements. To date, Belcarra, Delta, and UBC have submitted regional context statements for MVRD Board acceptance as part of OCP reviews that they already completed. Approximately half of member jurisdictions have noted capacity and work plan challenges around the deadlines and have indicated they plan on submitting

a new regional context statement for MVRD Board consideration by December 31, 2025, in line with the provincial deadline to update zoning and official community plan bylaws.

METRO 2040 REGIONAL CONTEXT STATEMENT ACCEPTANCE DATES

For comparison, the tables below show when each member jurisdiction’s regional context statement was accepted by the MVRD Board following the adoption of *Metro 2040*, which was adopted on July 29, 2011. To comply with provincial legislation, member jurisdictions had to submit a new regional context statement by July 29, 2013.

Member Jurisdiction	Date <i>Metro 2040</i> RCS was accepted
Anmore	July 11, 2014
Belcarra	July 29, 2011
Burnaby	November 15, 2013
Coquitlam	October 11, 2013
Delta	September 27, 2013
Langley City	July 26, 2013
Langley Township	November 25, 2016
Lions Bay	April 29, 2016
Maple Ridge	September 27, 2013
New Westminster	September 22, 2017
North Vancouver City	February 13, 2015
North Vancouver District	May 23, 2014

Member Jurisdiction	Date <i>Metro 2040</i> RCS was accepted
Pitt Meadows	Nov 15, 2013
Port Coquitlam	July 26, 2013
Port Moody	May 15, 2015
Richmond	November 16, 2012
Surrey	September 19, 2014
Tsawwassen FN	Not applicable
UBC	June 2, 2015
UEL	September 27, 2013
Vancouver	July 26, 2013
West Vancouver	February 13, 2015
White Rock	July 28, 2017

11 member jurisdictions did not have their regional context statements accepted by the MVRD Board until 2014 or later. Although significant delays can cause challenges, from a Metro Vancouver staff perspective, minor delays in the submission of regional context statements are unlikely to cause challenges in the administration of the regional growth strategy. The member jurisdictions who did not comply with the deadline did not face any enforcement action or penalty from the Province, and the *Local Government Act* is silent on any implications of a late submission.

DEADLINE CHALLENGES

The upcoming deadline means most municipalities would have to submit a regional context statement based on their existing OCP that likely has a number of policies that have not yet been considered under the lens of *Metro 2050* nor the new provincial housing legislation. Submitting a regional context statement at this time would result, in many cases, in a duplication of efforts since the municipality would be asked updating the OCP in relation to the provincial housing legislation and then submitting another regional context statement.

Recognizing the pressures faced by members and the aim to receive regional context statements that are based on updated OCPs with policies that demonstrate consistency with *Metro 2050*, staff understands that member jurisdictions may decide to submit a new regional context statement for consideration by the Metro Vancouver Board in late 2025, in line with the provincial housing legislation-related OCP update deadline. From a Metro Vancouver staff perspective, submissions

received in late 2025 would not cause any significant challenges in the administration of *Metro 2050*.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

Deadlines associated with the provincial housing legislation have impacted the timing of member jurisdiction zoning bylaw and OCP reviews, and the expected regional context statement submission timelines. As a result, Metro Vancouver may receive regional context statements for MVRD Board consideration after the required February 24, 2025 deadline. From a Metro Vancouver staff perspective, submissions received in late 2025 would not cause any significant challenges in the administration of *Metro 2050*.

REFERENCES

1. [Local Government Act](#)
2. [Bill 44 \(Pro-active Planning\) FAQs](#)

70383940

To: MVRD Board of Directors

From: Jacque Killawee, Deputy Corporate Officer

Date: October 18, 2024

Meeting Date: November 1, 2024

Subject: **Metro Vancouver External Agency Activities Status Report – October 2024**

RECOMMENDATION

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

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

as provided in the report dated October 18, 2024 titled “Metro Vancouver External Agency Activities Status Report – October 2024”.

EXECUTIVE SUMMARY

This report provides updates from representatives to Metro Vancouver external agencies.

PURPOSE

To provide updates to the Board on the recent activities of external agencies to which the MVRD Board has appointed representatives for 2024.

BACKGROUND

Each year, the Board appoints Metro Vancouver representatives to various external organizations. In accordance with board policy, appointees are required to provide the Board a written summary of key current and planned activities of the External Organization twice each year, in May and October. Submissions received are attached to this report and are for the Board’s information only.

Staff received a memo from the Fraser Basin Council on October 2, 2024 informing Metro Vancouver that the Fraser Basin Council dissolved the Lower Mainland Flood Management Strategy Leadership Committee as it had completed its work in August 2023 (Attachment 18). Staff will remove this external agency from the Chair’s appointment list for 2025.

ALTERNATIVES

This report is provided for information only. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications in this report for information.

CONCLUSION

This report updates the board on the activities of Metro Vancouver’s representatives to external agencies.

ATTACHMENTS

1. “External Agency Status Report for Delta Heritage Airpark Management Committee”, dated September 16, 2024
2. “External Agency Status Report for Fraser Basin Council”, dated September 11, 2024
3. “External Agency Status Report for Fraser Basin Council, Lower Mainland Flood Management Strategy Leadership Committee”, October 16, 2024
4. “External Agency Status Report for Fraser Valley Regional Library Board”, dated October 1, 2024
5. “External Agency Status Report for Lower Mainland Local Government Association”, dated, September 21, 2024
6. “External Agency Status Report for Metro Vancouver Regional Parks Foundation”, dated October 2, 2024
7. “External Agency Status Report for Municipal Finance Authority of BC”, dated October 4, 2024
8. “External Agency Status Report for the National Zero Waste Council”, dated, October 16, 2024
9. “External Agency Status Report for Ocean Watch Action Committee”, dated October 16, 2024
10. “External Agency Status Report for qíca’ (Katzie) Treaty Negotiation Table”, dated October 13, 2024
11. External Agency Status Report for Sasamat Volunteer Fire Department Board of Trustees”, dated September 14, 2024
12. “External Agency Status Report for Solid Waste and Recycling Industry Advisory Committee”, dated October 16, 2024
13. “External Agency Status Report for Solid Waste Management Plan Public/Technical Advisory Committee”, dated October 17, 2024
14. “External Agency Status Report for Union of BC Municipalities”, dated October 16, 2024
15. “External Agency Status Report for UBCM Indigenous Relations Committee”, dated October 18, 2024
16. Western Transportation Advisory Council (WESTAC) “Update for Metro Vancouver May - October 2023”
17. “External Agency Status Report for Zero Emissions Innovation Centre (ZEIC)”, dated October 16, 2024

18. Memo “Lower Mainland Flood Management Strategy Leadership Committee Update” dated October 2, 2024

70957222

To: MVRD Board of Directors

From: Alicia Guichon, Councillor, City of Delta, Metro Vancouver Appointed Representative

Date: September 16, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for Delta Heritage Airpark Management Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 16, 2024, titled “External Agency Status Report for Delta Heritage Airpark Management Committee”.

EXECUTIVE SUMMARY

This report provides a summary of activities of projects at the Delta Heritage Airpark by the Recreational Aircraft Association (RAA) Chapter 85. The Association operates the Airpark for its members and for the enjoyment of the public. This report provides an update on the past 6 months of operations at the Delta Heritage Airpark.

PURPOSE

To provide the MVRD Board with an update on the activities of the Delta Heritage Airpark Management Committee.

BACKGROUND

Delta Heritage Airpark (DHAP) is owned by Metro Vancouver and operated by Recreational Aircraft Association Chapter 85 by way of a License Agreement. The License Agreement defines a Management Committee membership comprising of representatives from Airpark neighbours, Province of British Columbia, nonprofit organizations, Recreational Aircraft Association, Metro Vancouver Staff, and staff from the City of Delta. The Management Committee formulates operation rules governing the Airpark and advises Metro Vancouver on policy matters. The Committee meets a minimum of two times per year.

MANAGEMENT COMMITTEE MEETING

The spring 2024 Delta Heritage Airpark Management Committee meeting was held on May 9 and conducted in-person. At the meeting, the Committee reviewed the Financial Reserve Statement, 2025 Proposed DHAP Operating Budget, 5-Year Capital Project Plan, flight incidents, events and activities. The next meeting will be held in fall 2024.

DELTA HERITAGE AIRPARK OPERATIONS

Flying Activities

The Flight Monitoring Sub-Committee reports on various incidents related to flight safety issues at the airpark to ensure compliance with federal regulations. During the Annual RAA Chapter 85 Fly-In event, it was observed that a number of visiting aircraft did not follow the published procedures in the Canadian Flight Supplement; therefore, the next event ad poster or marketing material will include specific instructions for visiting pilots.

Activities at the Airpark

A pancake, ham, and egg breakfast is served on the second Sunday each month at Mary's Place. This is a popular event where the public, pilots and family come out to attend and have breakfast before an early Sunday morning flight. RAA Chapter 85 members and students from Delta Secondary School participated in Engine Workshops led by instructors, John Stewart and Peter Murphy. The annual Awards Banquet was held in March 2024. Many volunteers attended the annual Clean-up Day in June.

Operational Activities at the Airpark

Work began on a number of capital projects such as renovations on the tractor shed, improvements on the hanger roofs, and the grass runway. A new fence, gate and man-gate were erected, and an all-weather mower was purchased.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

This report provides information on the activities of the Delta heritage Airpark Management Committee and the RAA over the past several months. The Management Committee meets twice per year. The spring 2024 Delta Heritage Airpark Management Committee meeting was held on May 9 and the next meeting will be scheduled in the fall 2024.

70510010

To: MVRD Board of Directors

From: Judy Dueck, Councillor City of Maple Ridge

Date: September 11, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for Fraser Basin Council**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 11, 2024, titled “External Agency Status Report for Fraser Basin Council”.

EXECUTIVE SUMMARY

The Fraser Basin Council Board held meetings on June 12 and 13, 2024. Discussion included updates on water quality and marine debris initiatives, federal and provincial marine initiatives, and a review of the Fraser Basin Council's mission, mandate and strategic priorities.

PURPOSE

The purpose of this report is to update the MVRD Board as to the quarterly proceedings of the Fraser Basin Council. Reporting period: June to September 2024.

BACKGROUND

Metro Vancouver representatives provide quarterly updates to the MVRD Board on the work of the External Agency. This report provides an update on the Fraser Basin Council.

FRASER BASIN COUNCIL UPDATE

The meeting of the Fraser Basin Council Board of Directors was held on June 12 and 13, 2024. It was an in person meeting in Prince George with the option for Board members to participate via Zoom. It was attended by FBC board of directors members as well as staff from across several regions in the Province.

Reports from Chief Executive Officer David Marshall and staff provided highlights on new and extended Directors, staffing, the FBC website refresh, the re-signing of a three year NCLGA agreement, and feature program reports including the Cariboo Wood Innovation Training Hub, BC Floodplain Mapping, Shuswap Watershed Council, and Salmon-Safe BC.

Indigenous Partnerships and Programs Senior Manager, Theresa Fresco, provided an overview on the Indigenous Partnerships and Initiatives Program, including some of the key projects underway.

Steve Litke, Director of Water Programs provided a Progress Report on the 2023-24 Annual Operating Plan and the draft 2024-25 Plan, which was approved by the Board. Information was provided on a revised Employee Handbook that came into effect April 1, 2024, and a complementary Manager's Toolkit being developed in 2024. Board recruitment efforts for two additional Board members and the retiring of FBC Society's Treasurer, Michael O'Brian, was noted.

The CEO's Performance objectives for 2024/2025 were approved by the Board. Finance Committee Chair Richard Walton and CFO Adriana Ruso highlighted FBC's financial results to March 31, 2024 reflecting a surplus related to operations and investments. The final estimated 2024-25 budget, as well as the trust fund and stabilization reports, were presented, following which the 2024-2025 budget was approved by the Board.

FBC Youth Program staff led an overview of recent activities and accomplishments, followed by commentary by Ahmad Jalil, Youth Committee member.

Fraser Basin Council Organizational Review

David Marshall and consultant Brenda Kuecks provided key discoveries from the organizational review to date. During small group discussions, Directors provided input on opportunities for FBC to accelerate the shift to sustainability in BC, and insights from the review to guide the next phase of development. I asked if Metro Vancouver staff had been part of the interviews to date and was told they hadn't been interviewed. I suggested that because Metro Vancouver is one of the largest contributors to FBC, they must reach out to staff for their feedback. Staff who have participated in FBC for the past number of years were subsequently interviewed as part of the review.

Collaborative Watershed Governance

A session was provided for FBC Board Directors and staff to learn about collaborative watershed governance, focusing on enhancing community resilience through multi-level government collaboration. Directors and staff engaged in discussion to consider supports required to meet local needs for resiliency and consideration of the roles and responsibilities of the various stakeholders as well as FBC.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

The main focus of the last two meetings was to inform the future direction of FBC, including the next five-year strategic plan (2026-2031). The process is being steered by the Executive Team with a focus on FBC's mission, mandate, and strategic priorities. Please see attached the Board agendas and reports and board highlights from the June 2024 meetings.

To: MVRD Board of Directors

From: Nadine Nakagawa

Date: October 16, 2024

Meeting Date: November 1, 2024

Subject: **External Agency Status Report for Fraser Basin Council, Lower Mainland Flood Management Strategy Leadership Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 16, 2024, titled Fraser Basin Council, Lower Mainland Flood Management Strategy Leadership Committee.

EXECUTIVE SUMMARY

No meetings attended.

FINANCIAL IMPLICATIONS

No financial implications

To: MVRD Board of Directors

From: Jen McCutcheon, Director, Electoral Area A

Date: October 1, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for Fraser Valley Regional Library Board**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 1, 2024, titled “External Agency Status Report for Fraser Valley Regional Library Board”.

EXECUTIVE SUMMARY

This report provides highlights related to the Fraser Valley Regional Library (FVRL) from the Metro Vancouver appointee to the FVRL Board of Directors for 2024. As required under the *Library Act*, Metro Vancouver’s appointee to the FVRL Board of Directors is the Electoral Area A Director. Since the last update to the MVRD Board in May 2024, three FVRL Board meetings have been held. Highlights from the agendas are provided in this report.

PURPOSE

To provide the MVRD Board with information related to recent FVRL Board activities.

BACKGROUND

Representatives appointed by Metro Vancouver to various external organizations are required to report to the Board of Directors on the activities of those organizations.

As required under the *Library Act*, Metro Vancouver’s appointee to the FVRL Board of Directors is the Electoral Area A Director. The Director attends FVRL Board meetings to represent the interests of residents on Barnston Island, which is the sole portion of Electoral Area A that participates in the FVRL District.

FRASER VALLEY REGIONAL LIBRARY BOARD STATUS UPDATE

Key items from meetings held in May through September 2024 are summarized below.

May 22, 2024 FVRL Board Meeting

- The Board approved the use of up to \$400,000 from the City of Maple Ridge’s FVRL Member Salary & Benefit Reserve to fund capital costs for the replacement/upgrade of the Maple Ridge Library sorter.
- The FVRL recognized a new \$437,000 liability for the disposal of hazardous materials in its Administrative Center building in its 2023 audited financial statements. The FVRL approved funding this liability first through any resulting available annual surplus, and if not fully funded after five years, then through member assessment over the following five years.

June 19, 2024 FVRL Board Meeting

- The Board received library reports summarizing recent events put on by each branch.
- The Board approved the use of up to \$110,000 from the City of Pitt Meadow's FVRL Member Salary & Benefit Reserve to fund capital costs for the replacement/upgrade of the Pitt Meadows Library sorter.

September 25, 2024 FVRL Board Meeting

- The Board received a forecast of the financial impact of operations for fiscal 2024 that identified variances from the approved budget. A net savings (positive variance from budget) of about \$1.33M is forecast for fiscal 2024.
- The Board discussed and considered uses of the provincial enhancement grants received in 2023 and 2024. One new library service improvement project put forward in response to service requests from customers is the piloting of silent/quiet meeting pods at select libraries.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

Since the last update to the MVRD Board in May 2024, the FVRL Board has held three meetings and received information from FVRL staff on library activities and funding requests. The next meetings in 2024 are scheduled for October 23, November 20, and December 11 (if needed).

To: MVRD Board of Directors

From: Nathan Pachal

Date: September 21, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for Lower Mainland Local Government Association**

RECOMMENDATION

That the MVRD Board receive for information the report dated September, 21, 2024, titled "External Agency Status Report for Lower Mainland Local Government Association".

EXECUTIVE SUMMARY

The Lower Mainland Local Government Association ("LMLGA") held its 2024 Annual Conference at the Westin Whistler Resort from May 1, 2024, through May 3, 2024. The LMLGA Executive is planning its advocacy efforts for 2024-25 and planning for the 2025 Annual Conference.

PURPOSE

Inform the board of the key current and planned activities of the LMLGA.

BACKGROUND

This report is required per Board policy.

LMLGA KEY CURRENT AND PLANNED ACTIVITIES

The LMLGA Executive held its 2024 Annual Conference & AGM at the Westin Whistler Resort on May 1-3, 2024. The conference continues to see strong attendance from LMLGA members. The Executive is holding the 2025 Annual Conference & AGM in Harrison Hot Springs. The Executive is planning for the 2026 Annual Conference & AGM at the Westin Whistler Resort.

The LMLGA membership endorsed the Executive's proposal to increase advocacy efforts. Over the next year, the LMGLA will present to councils in the Lower Mainland to increase engagement. The LMGLA is also planning its upcoming advocacy efforts for the provincial government.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

The LGMGA Executive continues to focus on its conference, education, and advocacy goals.

To: MVRD Board of Directors

From: John McEwen, Director, Metro Vancouver Board, and Chair, Regional Parks Committee
Eric Woodward, Director, Metro Vancouver Board

Date: October 2, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for Metro Vancouver Regional Parks Foundation (MVRP Foundation)**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 2, 2024, titled “External Agency Status Report for Metro Vancouver Regional Parks Foundation (MVRP Foundation)”.

EXECUTIVE SUMMARY

Reports on two regular meetings held by Metro Vancouver Regional Parks Foundation over a six-month period are provided. The MVRP Foundation’s general operations are described.

PURPOSE

To provide the MVRD Board with an update on Metro Vancouver Regional Parks Foundation’s activities and highlights for the period May 1, 2024 to October 1, 2024.

BACKGROUND

Formed in 2000, the Metro Vancouver Regional Parks Foundation (MVRP Foundation) is a registered charity dedicated to protecting and enhancing Metro Vancouver’s regional parks system. With a mission to complement government funding, the MVRP Foundation raises essential funds for special projects and programs that ensure the long-term stewardship and enjoyment of these parks.

The MVRP Foundation is guided by an independent board of volunteer directors who meet at least four times per year to oversee its management and operations. Since 2007, Metro Vancouver has provided annual contribution funding, which has played a crucial role in supporting the MVRP Foundation's efforts.

In addition to securing project funding, the MVRP Foundation ensures its compliance with regulations by maintaining both its status as a registered charity and a society in good standing. Each year, the MVRP Foundation undergoes an audit of its financial statements, with its fiscal year running from October 1 to September 30. As the MVRP Foundation approaches its 25th anniversary, it is not only looking back on our achievements but also focusing on significantly raising awareness and funds. By continuing to provide a strong return on investment for Metro Vancouver through efficient use of contribution funding, the MVRP Foundation aims to further its impact, ensuring that the MVRP Foundation remains a vital force in the region for years to come.

HIGHLIGHTS

In 2024, the MVRP Foundation achieved several key milestones as we continued to advance our mission and prepare for the celebration of our 25th anniversary. Regular board meetings were held on May 21 and September 24, 2024, during which the audited financial statements for the fiscal year were received, confirming the MVRP Foundation's continued financial health and compliance.

At the September meeting, Mark van der Zalm, the newly elected Chair of the Board, expressed gratitude to the outgoing Executive Director, Janet Antonio, acknowledging her invaluable contributions to advancing the MVRP Foundation, particularly through its successful rebrand. Janet's leadership has left a lasting legacy, and her efforts have laid a solid foundation for the future. The new Executive Director, Mark Mahl, was introduced during this meeting, and he will lead the MVRP Foundation as it enters its 25th year with strong support from the board.

The meeting also provided important updates on the MVRP Foundation's progress, including grants to Metro Vancouver and community partners. Notably, ongoing program support for the CTS Youth Society was highlighted, along with updates on fundraising initiatives aimed at increasing community involvement and financial resources. These efforts are part of the MVRP Foundation's broader strategy to raise awareness and funds as it approaches its 25th anniversary, ensuring that the MVRP Foundation is well-positioned to continue enhancing and protecting Metro Vancouver's cherished regional parks.

Looking ahead, the MVRP Foundation is excited to introduce a range of new initiatives that will further expand its impact and community engagement as it celebrates its 25th anniversary. One of the key programs launching soon is the Impact Ambassador Program, designed to engage passionate advocates who will help raise awareness and support for the MVRP Foundation's mission.

In addition to this, the MVRP Foundation will be offering year-round programming with the CTS Youth Society, providing ongoing opportunities for young people to connect with nature and engage in environmental stewardship. The MVRP Foundation is also expanding grant opportunities to support more community-driven projects that enhances Metro Vancouver's regional parks system.

The MVRP Foundation will be taking on project management for the Burns Bog Youth Stewardship Program, an initiative aimed at involving young people in the protection and restoration of a unique ecosystem. Other exciting projects include the Vancouver Symphony Orchestra in Parks, a collaboration bringing live music performances to our beautiful outdoor spaces, and the highly anticipated Parks Fest, which will celebrate the vibrant and diverse experiences parks offer.

Highlights of funds raised this period include:

In October, the MVRP Foundation will be providing \$62,000 to Metro Vancouver to support restoration initiatives in regional parks including:

- Looper moth restoration – funded through Seek the Peak
- Ecoblitz – funded with TD Trees in Campbell Valley and Tynehead regional parks

- Burns Bog – Youth stewardship funded with Youth Climate Corps BC, TD, and CTS Youth Society

This year, the MVRP Foundation successfully funded several impactful projects, demonstrating ongoing commitment to enhancing regional parks, through the fourth annual REEL Earth Day Challenge. Some of the projects funded this period are:

- | | |
|--|----------|
| • ʔéxətəm Regional Park – Resilient Waters – Floodgate & Salmon Study | \$20,000 |
| • Lynn Headwaters Regional Park – Metro Vancouver Reforestation Maintenance | \$15,000 |
| • Aldergrove Regional Park – Metro Vancouver Sedge Field Restoration | \$20,000 |
| • Pacific Spirit Regional Park – Metro Vancouver Grand Fir Trail Restoration | \$15,000 |
| • CTS Youth Society – Mishkoopitum Summer Camps | \$15,000 |
| • East Area Parks – Metro Vancouver Indigenous Public Programming | \$3,000 |
| • Campbell Valley Regional Park – Metro Vancouver Pond Creation | \$10,000 |
| • Ecoblitz 2024 | \$2,000 |

These projects represent a collective effort from the MVRP Foundation to restore, maintain, and create spaces that support the health of regional parks, and will directly contribute to the future sustainability of these vital ecosystems.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

The Metro Vancouver Regional Parks Foundation continues to deliver on their mission under the direction of its volunteer Board. In collaboration with Regional Parks staff and park partners and volunteers, the MVRP Foundation remains active in its commitment in fundraising for Regional Parks programs and projects.

REFERENCES

Further information on the activities of the Metro Vancouver Regional Parks Foundation can be found at www.mvrpfoundation.ca.

To: MVRD Board of Directors

From: Malcolm Brodie, Linda Buchanan, Sav Dhaliwal, Mike Hurley, Patrick Johnstone, Pardeep Kooner, John McEwen, Mark Sager, Brad West, Eric Woodward

Date: October 4, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for Municipal Finance Authority of BC**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 4, 2024, titled “External Agency Status Report for Municipal Finance Authority of BC”.

PURPOSE

This report is intended to provide information on the performance and activities of the Municipal Finance Authority of British Columbia (“MFA”) subsequent to the last report presented in May 2024.

BACKGROUND

The following is a review of activities of the MFA in 2024 during the period of May 1st up to October 1st, with a focus on the activities of the past six months.

GOVERNANCE

Board of Trustee Meetings

Representation from every community in British Columbia is provided through 40 Members from 28 regional districts and our 10-member Board of Trustees.

The last meeting of our Members was held on September 17, 2024 (Semi-Annual Meeting), in conjunction with the UBCM Annual Convention.

The Board of Trustees met with management 3 times during the period of May 1, 2024 to October 1, 2024 to review operating performance, access to the financial markets, administration, and other miscellaneous items, as well as to provide oversight for MFA’s Pooled Investment Funds. The Board of Trustees reviewed the second quarter performance of the pooled investment funds and received an update on the volumes and participation in the pooled high interest saving accounts. Trustees received electronic updates as required, in addition to formal meetings throughout 2024 - including quarterly reports on fund positioning and performance, investment management processes, and portfolio compliance.

Trustees and MFA staff made presentations on behalf of the MFA at various local government conferences during the year.

RESULTS

Income from Operating Activities, Short-Term Debt Fund, and Retention Fund

The annual budget was approved by the Board of Trustees on March 12th, 2024, and by the Members at the Annual General Meeting on March 27th, 2024. The budgeted operating revenue is \$8.53 million, and expenditures are \$5.14 million for a projected annual operating contribution of \$3.39 million. Short-term Debt Fund contribution and Income Earned on Retained Assets are budgeted at \$2.49 million and \$4.19 million, respectively. Budgeted total annual contribution to the Retention Fund is \$10.08 million with an expected ending Retention Fund balance of \$126.9 million for 2024.

Operating results for the 1st half of 2024 show a net contribution from core operations of \$1.48 million which was favourable to budget by \$424,487. Revenues were favourable by \$20,731 which is primarily attributed to Financial Service Fees from pooled investment funds being modestly higher than budgeted, offset by lower investment income. Expenditures (Total Governance plus Total Administrative expenses) were favourable to budget by \$403,757 which is mainly attributed to timing differences related to funds being requested for sponsorships and external education and lower spend to date for legal, salary and information technology costs.

Short-term Debt Fund had a favourable variance of \$158,431. This is due to higher revenue from greater outstanding short-term loans than budgeted, and fees related to the Commercial Paper program being lower than budgeted. This is slightly offset by lower investment income than budgeted due to a quicker than budgeted decreasing rate environment.

Earnings on the Retention Fund for the 1st half are favorable to budget by \$16,161. Overall, the Retention Fund has a balance of \$126.9 million as of June 30, 2024. The Retention Fund and the Debt Reserve Fund form the organization's capital base which supports MFA's AAA ratings in accordance with the Capital Adequacy Policy adopted by the Board of Trustees in September 2019. Capital adequacy of the Authority was reviewed by the Board of Trustees on May 7, 2024. The levels held are consistent with the policy and framework in place and appropriate given the risks of the organization.

BORROWING AND LENDING

Triple A Credit Ratings

MFA's AAA credit rating was reaffirmed by all three major rating agencies (Moody's, Standard & Poor's (S&P), and Fitch Ratings) in June 2024, completing the rating agency efforts for the calendar year. AAA is the best attainable rating and allows MFA to access capital in the markets at the most favourable interest rates.

Borrowing in the Capital Markets and Long-term Lending

On April 2nd, 2024, we reopened the 4.05% December 2033 debenture for \$415 million to fund refinancing requirements at a re-offer yield of 4.388%. The issue was 1.4 times oversubscribed, well diversified between 45 investors, and received strong demand from foreign central banks. This bond now has \$650 million outstanding. On May 22nd, 2024, we reopened the 2.55% October 2029 debenture for \$695 million to fund refinancing requirements at a re-offer yield of 4.06%. The issue was 1.6 times oversubscribed, well diversified between 39 investors, and received strong demand from international accounts. This bond now has \$1.1 billion outstanding. On September 20th, 2024, we issued a new 3.75% December 2034 debenture for \$190 million to fund new loan requirements at a re-offer yield of 3.76%. The issue was 3.3 times oversubscribed, well distributed between 41 investors, and received strong demand domestically and internationally.

Commercial Paper Issuance and Short-term Lending

The Commercial Paper Program continues to provide low-cost short-term and equipment financing to MFA’s clients. The short-term lending rate as of early September is 4.96%. We currently have \$600 million commercial paper outstanding that is funding \$277 million of loans with \$323 million available for incremental lending. We continue to monitor demand for short-term loans across members to ensure we remain right-sized to meet their funding requirements.

POOLED INVESTMENT FUNDS AND POOLED HIGH INTEREST SAVINGS ACCOUNTS

One-year returns and balances of the Funds as of June 28, 2024 are as follows:

Investment Funds					
	Balances*			Performance**	
	(\$CAD millions)			1-Year Total Return (%)	
	2024-06-28	2023-06-30	Change	as of	2024-06-30
				Fund	Benchmark
PHISAs	1,905	2,078	(173)	--	--
Money Market Fund	1,569	1,509	60	5.27	4.95
Gov't Focused Ultra-short Bond Fund	430	391	39	5.31	5.25
Short-term Bond Fund	861	805	56	5.41	5.41
FFF Short-term Bond Fund	229	203	26	5.30	5.41
Mortgage Fund	276	259	17	6.48	5.36
Diversified Multi-asset Class Fund	502	427	75	13.03	14.11
FFF Diversified Multi-asset Class Fund***	113	0	113	--	--
Total AUA	5,885	5,672	213		

*Fund balances as at end of Q2 2024 and 2023 sourced from CIBC Mellon’s daily reporting.

**1-year total returns sourced from PH&N’s June 2024 Monthly Performance Report.

***This Fund was incepted in November 2023 and has not reached a 1-year investment period yet.

Pooled High Interest Savings Account (PHISA) Program

Aggregate PHISA balances were \$1.9 billion (vs \$2.08 billion on June 30, 2023).

MFA staff continue to work with PHISA partners to obtain at ractive terms to offer Clients. Effective May 1, 2024, National Bank of Canada (NBC) increased its rate by 5 basis points (0.05%).

On June 6 and again on September 5, 2024, interest rates for all three bank PHISAs were lowered by 25 basis points (0.25%) at each occurrence in concert with the Bank of Canada rate cuts. As at October 1, 2024, the rate for National Bank PHISA was 4.90%, the rate for Scotiabank PHISA was 4.80%, and the rates for CIBC PHISA were 4.80% for the first \$200 million and 4.22% on balances in excess of \$200 million.

MFA staff have been actively promoting the benefits of our PHISA program with Clients, resulting in 13 new PHISA accounts opened year to date as at October 1, 2024.

Diversified Multi-asset Class Pooled Fund (“DMAC”)

MFA continues to discuss the merits of the DMAC Fund with clients who have long-term reserves and highlights the importance of estimating long-term cash flow when investment planning. A few additional local governments have completed the necessary undertakings, primarily long-term cash flow forecasting, investment policy adjustments, and socializing internally and with decision-makers to position themselves to invest in the Fund. Best practices call for an Investment Policy to be approved by Council, while discrete investment decisions are left to be managed by CFOs and their staff, in accordance with the Council-approved policy. There were \$136 million in new subscriptions into the Fund year-to-date to October 1, 2024, including \$96 million overall from two new participants.

As at the end of June 30, 2024, the DMAC’s market value was \$502 million, attributable to four investors, and the Fund experienced a total annual return of 13.03%. The DMAC Fund is progressing towards its target asset mix and at the end of Q2 was slightly underweight ‘Alternative Investments’ and modestly overweight ‘Fixed Income.’

Fossil Fuel Free Diversified Multi-asset Class Pooled Fund (“FFDMAC”)

The FFFDMAC was launched in September 2023, with \$42 million subscribed between two initial investors. Since then, there have been three more subscriptions totalling \$62M into the Fund, and the original two investors are the only local governments subscribed into the Fund as of October 1, 2024.

As of June 30, 2024, the FFFDMAC Fund experienced a total year to date return of 9.96%, and 15.2% since inception.

Mortgage Fund

After over a year-long wait, MFA management was pleased to call-in nearly \$25 million into the MFA Mortgage Fund at the end of June; this call included 3 new Participants into the Fund, bringing total number of Participants to 22. At the end of June 2024, approximately \$276 million was invested in the Fund. To second quarter-end 2024, the Fund’s Total Annual Return was 6.48%. MFA management regularly engages with PH&N’s mortgage fund managers to assess the environment and quality of their portfolios and remains pleased about its management and the opportunity the Mortgage Fund represents to Clients. As of October 1, 2024, there remains a

queue of \$30.7 million in soft commitments to invest in the Fund, and we anticipate another call for capital into the Fund within the next six months.

CLIMATE AND SUSTAINABILITY (ESG)

Since the last update to Members in at the Annual General Meeting in March, MFA continues to take preparatory actions for integrating climate and sustainability into its governance, strategy, risk management, impact measurement, and reporting. MFA has established three ESG Program objectives to guide its work. They are:

1. To reduce the negative impact of MFA operations on the environment and society
2. To manage material risk to MFA core business and thereby retain access to the lowest attainable cost of capital for our members
3. To pursue opportunities for transformative and material impact with local governments through MFA's core lending and investing activities

ESG can encompass a very broad set of topics across its three dimensions of environment, social, and governance, and requires consideration within the context of MFA's business model, core activities, and industry sector to determine which topics are relevant and material to MFA's business, and in turn what is decision-useful to its strategy and that of MFA's stakeholders.

The MFA is taking a phased approach to its ESG program development and disclosures led by a workplan that is **investor-focused, risk-centred, and has a climate-first priority**. The initial focus of MFA's ESG program is to identify, assess, manage and disclose the impacts to MFA's business from a changing climate, and the impacts of MFA's lending and investing activities on climate change.

These workplan priorities and attributes are being driven by the demands of global investors which necessitate globally accepted sustainability disclosure standards and corresponding regulation (jurisdictional or sectoral). Investors are seeking greater transparency, consistency and comparability in the development and disclosure of non-financial information and a more fulsome and credible picture when evaluating the climate and other sustainability risk inherent to their investments.

In June 2023, globally accepted sustainability disclosure standards were published by the IFRS to complement their globally accepted accounting standards upon which the MFA's financial statements are prepared. These climate and sustainability standards are effective for annual reporting periods beginning on or after January 1, 2024.

While MFA is not presently required by any regulation to comply with these standards, we do compete for access to global capital. We are continuously engaging with MFA's bondholders, investor intermediaries and rating agencies to understand their evolving expectations related to climate risk and impact reporting. We have determined it is in the MFA and its members' best interest to keep pace with regulated peers by providing existing and prospective bondholders with consistent, comparable and transparent disclosure of the MFA's climate-related risks,

impacts and opportunities. The MFA Act protects MFA and its members from default risk through joint and several liability and direct taxation authority thus we believe the actual financial risk to be low. That said, we welcome the annual exercise of assessing future potential financial risk from the impacts of climate change and other sustainability issues which are undeniably placing pressure on the infrastructure and financial health of local governments.

INVESTOR RELATIONS

Management continues to actively promote MFA's credit story to institutional investors around the world. Investor development meetings are done in various formats, including one-on-one teleconference calls, one-on-one meetings, and group presentations. Investor development is a critical component in differentiating MFA and achieving continuous access to the markets and the lowest cost of funds from among its peers.

Outlined below are MFA's most important investor development events since the previous report:

BMO Annual Government, Reserve & Asset Managers Conference – May

MFA CEO, Peter Urbanc attended the BMO Government Finance Conference in Toronto in early May. This annual conference is among the most effective/useful we attend every year as many bond investors from all around the world participate and we can efficiently engage in useful dialog over the three-day period. We had the opportunity to present to a group of over one hundred investors and had several one-on-one meetings with those who wished to speak to us about MFA in more detail.

Global Infrastructure Bank Annual Symposium & Investor Meetings – May

MFA CEO, Peter Urbanc, and CFO, Matthew O'Rae, joined a group of Canadian dollar institutional investors in Frankfurt and Cologne, Germany in mid-May before attending a conference of international peer public sector funding agencies in Copenhagen, Denmark. The international event was in its first year in 2023 but has proven to be a great opportunity to build relationships and share and learn about best practices from the other 10 global municipal infrastructure bank CEOs and CFOs who attend.

Western Canada Investor Meetings - June

MFA CEO, Peter Urbanc, and CFO, Matthew O'Rae, met with 13 investors in Winnipeg, Calgary, and Edmonton that wanted a detailed credit refresh on MFA, both from investors who currently participate, or are thinking about participating, in MFA's program.

National Bank Financial Annual Municipal and Local Government Authorities Borrowers Conference – September

MFA CEO, Peter Urbanc presented to a group of Canadian fixed income investors and representing MFA at the National Bank Financial Conference in Montreal.

Bloomberg Annual Canadian Finance Conference - October

MFA CEO, Peter Urbanc, and CFO, Matthew O’Rae, will be making multiple presentations to global fixed income investors and representing MFA at this in-person conference in New York.

2024 UBCM Convention

As a major sponsor, MFA was represented at the UBCM conference, trade show, and Community Excellence Awards, as well as the Provincial Community-to-Community (C2C) Forum and the Community Energy Association’s annual awards. Peter Urbanc, Betsy Yeung, Allison Ashcroft, Nicole Gervais, and Lauren Kerr attended these events and the UBCM trade show to connect with Members during the week.

MFA is an annual and major sponsor for UBCM, funding both the keynote speaker and the Community Excellence Awards. As usual, there is an opportunity for Chair Malcolm Brodie to share remarks about the MFA prior to the keynote address. Vice Chair Al Richmond presented awards at the Community Excellence Awards in the category of ‘Excellence in Asset Management’.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

This is an information report. There are no financial implications.

SUMMARY / CONCLUSION

MFA’s Annual General Meeting and Financial Forum event is set to take place in person in Victoria on April 23 and 24, 2025 at the Hotel Grand Pacific. Speakers will be announced as they are confirmed. The MFA team looks forward to meeting with new and returning Members in Victoria.

To: MVRD Board of Directors

From: Craig Hodge, Director, Metro Vancouver Board, and Chair, National Zero Waste Council Management Board
Sarah Kirby-Yung, Director, Metro Vancouver Board, and National Zero Waste Council Management Board Member

Date: October 16, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for the National Zero Waste Council**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 16, 2024, titled “External Agency Status Report for the National Zero Waste Council”.

EXECUTIVE SUMMARY

The National Zero Waste Council (the Council) was established by Metro Vancouver to advance waste prevention in Canada, recognizing that Metro Vancouver’s ambitious local waste reduction targets could only be achieved with collaborative action across sectors and jurisdictions.

In 2024, the Council work plan has continued to focus on advancing solutions in the following categories: food loss and waste and circular food systems; reuse systems for products and packaging; continuing the Circular Cities and Regions Initiative; and advancing action on a circular built environment. Since the May 2024 update to the Board, the Circular Food Hubs: Mainland Nova Scotia was completed, as well as the Material Innovation – Wood Waste video production. A recalibration of the Council began in late spring of 2024 and is ongoing, and has included a move from Metro Vancouver External Relations to Solid Waste Services, along with changes in the delivery of Love Food Hate Waste – Canada.

PURPOSE

To provide an update on the activities of the National Zero Waste Council in 2024.

BACKGROUND

Metro Vancouver established the National Zero Waste Council in 2012 to advance waste prevention in Canada, as a strategy to support waste reduction in the Metro Vancouver region. The Council was formed in recognition that ambitious waste reduction targets would not be achieved without collaborative action and harmonized policy and practice throughout supply chains, across sectors, and across local, provincial, and federal government jurisdictions. The Council is committed to working upstream on waste prevention, using a circular economy lens; focusing on transforming how goods are designed, produced, and used; and collaborating with other leaders in government, business and community across Canada and internationally.

In keeping with the growing understanding of the importance of taking a systems change approach to preventing waste, the circular economy as a framework for action was adopted in the early years of the Council. Accelerating the transition to a circular economy in Canada continues to be seen as the most effective approach to designing out waste and addressing climate change.

The Council has been supported by a Metro Vancouver Secretariat. A Management Board elected from members of the National Zero Waste Council has provided guidance and advice on the work of the Council. Metro Vancouver has two seats on the Council's Management Board, and representatives are appointed annually by the Metro Vancouver Board based on recommendations from the Board Chair. Metro Vancouver is the permanent Chair of the Council Management Board.

In 2023, Directors Craig Hodge and Sarah Kirby-Yung were appointed to sit on the National Zero Waste Council Management Board. Director Hodge continues to serve as the Chair of the Council in 2024.

Since the last update to the MVRD Board in May 2024, the National Zero Waste Council has advanced and concluded projects, and has continued work on the Council's recalibration.

NATIONAL ZERO WASTE COUNCIL – 2024 UPDATE

The work of the Council is advanced through strategic initiatives, partnerships, and working groups, and has been guided by the *National Zero Waste Council 2022-2025 Strategic Plan*. In late 2023, the Council marked a decade of activity, and a time for reflection and consideration on how to remain strategic and relevant to waste prevention in Canada. A review of the Council was completed, and work began on recalibration of the National Zero Waste Council – how to refresh its structure and function to maximize impact – in the summer and fall of 2024. This work continues to evolve in 2024 and into 2025.

Responsibilities for the National Zero Waste Council were shifted from Metro Vancouver's External Relations Department to the Solid Waste Services Department in the summer of 2024. This move allows the Council to better align with emerging priorities locally, while engaging in collaboration efforts with others advancing waste prevention and circularity across Canada.

Considerations to the structure and function of the National Zero Waste Council, including its membership and key collaborations, are taking place in late 2024.

While the council recalibration work has been ongoing, the National Zero Waste Council has continued to advance or complete several key projects within the sectors of food loss and waste, reuse, plastics, built environment, and circular cities.

Food Loss and Waste

Canadian Food Policy Advisory Council

The National Zero Waste Council continues to participate on the Canadian Food Policy Advisory Council. Since May, meetings with senior staff at Agriculture and Agri-Food Canada have focused on providing informal feedback on possible focus areas for the emerging No Waste Food Fund.

Canadian Standards Association Technical Committee and International Organization for Standardization Mirror Committee

Creating standards that support food loss and waste prevention and reduction can help food system stakeholders work together and identify problems and solutions. Standards create harmonized definitions, targets, and measuring approaches. To that end, the National Zero Waste Council is participating on the Canadian Standards Association Technical Committee and International Organization for Standardization (ISO) Mirror Committee on Food Loss and Waste. This committee

will determine standards for food loss and waste that are internationally aligned, and implementable in Canada. This work began in 2024 and will carry on into 2026 as Canada seeks to host the international plenary and work groups meeting of the International Organization for Standardization Food Loss and Waste Technical Committee.

Circular Food Hubs: Mainland Nova Scotia

As part of the initiative *Toward Circular Food Systems in Canada: Scaling Citizen and Place-Based Interventions*, the Council recently completed *Circular Food Hubs: Mainland Nova Scotia*.

In June 2024, the Council hosted two final knowledge-sharing webinars ([Stories from Across Canada](#) and [Stories from Nova Scotia](#)), featuring local government and business leaders from within Nova Scotia and across Canada. [The Future of Circular Food Hubs in Nova Scotia](#) is the project's final deliverable. It was produced and circulated on September 27, 2024 to align with the International Day of Awareness of Food Waste Reduction. External funding for this project was secured through Environment and Climate Change Canada (ECCC), Divert Nova Scotia, City of Guelph – COIL, and Halifax Partners.

The lessons learned from this work will help influence the advancement circular food systems in Canada.

Love Food Hate Waste

Love Food Hate Waste – Canada is a national, bilingual, consumer-facing campaign that works with businesses, governments, and community groups across Canada to prevent household food waste. The National Zero Waste Council licenses the campaign from Waste Resources Action Plan (WRAP) – UK. The Council worked with eight campaign partners in 2024 to deliver the campaign, with campaign commitments from partners extended to the end of 2024. The coordination and delivery of the campaign requires significant resources. In an effort to better align National Zero Waste Council resources with program delivery, the Council is moving away from leading the delivery of the campaign as of the end of 2024. Discussions for a different model are underway with WRAP – UK.

Circular Cities and Regions Initiative

The Circular Cities and Regions Initiative (CCRI) is national collaboration developed and managed by the National Zero Waste Council, the Federation of Canadian Municipalities (through the Green Municipal Fund), the Recycling Council of Alberta, and RECYC-QUEBEC to build circular economy knowledge and capacity among local governments in Canada.

In 2024, the collaboration with FCM was renewed, and 25 local governments are being supported in circular economy implementation. CCRI activities in mid-2024 included a knowledge-sharing webinar hosted in July, as part of the peer-to-peer network, featuring policy levers supporting implementation; and a three-day in-person thematic action workshop held in June where participating communities were supported by Metabolic, the consultant supporting CCRI, to develop circular economy plans around food loss and waste, and the built environment. In the fall of 2024, monthly virtual knowledge-sharing and solution building sessions are taking place, alongside more individualized community coaching where circular economy experts help communities understand their best next step toward action and implementation.

Canada Plastics Pact

The Council had a key leadership role in establishing the Canada Plastics Pact. The Canada Plastics Pact operates as a pre-competitive platform, bringing together corporate leaders and other key stakeholders across the plastics supply chain to develop a shared action plan to build a circular economy for plastics packaging.

In 2024, the National Zero Waste Council continues to participate in the Canada Plastics Pact Advisory Council. The advisory council is responsible for establishing working groups, expert panels, and projects as required to carry out Canada Plastics Pact priorities and plans, ensuring the working groups are populated with the appropriate mix of representation from across the plastics value chain, and with the right subject matter expertise to carry out the group's mandate.

The National Zero Waste Council continues to participate in the Canada Plastics Pact Reuse Working Group, and is currently advising on the development of a reuse case study framework to support knowledge-sharing.

Advocacy

The National Zero Waste Council and Metro Vancouver responded to Innovation, Science and Economic Development Canada's Right to Repair Consultation. The [right to repair](#) response aligns with the Council's commitment to support reuse systems over single-use systems.

The National Zero Waste Council and Metro Vancouver also responded to the Competition Bureau's Public Consultation on the *Competition Act's* New Greenwashing Provision. The response to the provision aligns with the Council's efforts to reduce waste that is generated when claims of compostability and recyclability are fallible.

Working Groups: 2024 Highlights

Built Environment Working Group

In 2024, the Built Environment Working Group completed its Material Innovation video production on the wood waste research conducted in collaboration with the University of British Columbia.

In the latter part of 2024, the Council's Built Environment Working Group joined with Circle Economy Leadership Canada's (CELC) Circular Construction Knowledge Hub in an effort to deepen impact and consolidate circular economy efforts in the built environment space. The National Zero Waste Council had been working with CELC and the Canadian Standards Association on the development of a Circular Built Environment Action Plan for Canada. To deliver on implementation of recommendations in the plan, CELC created the Circular Construction Knowledge Hub to address barriers to circular solutions through knowledge-sharing and pilot projects. To best align the efforts of the National Zero Waste Council and Circle Economy Leadership Canada, the Council's Built Environment Working Group was folded into the work of CELC, where a full-time strategic officer will be supporting efforts. The Council will provide specific project support, as appropriate, while CELC will provide overall leadership.

Reuse Working Group

The Reuse Working Group has completed reuse system case studies from North American and Europe that help to dispel myths around the implementation of reusable products and reuse systems. The case studies feature the following businesses: Fresh Prep, Friendlier, Drinkfill, CHEP, TURN Systems, and Refill – a cross-sector collaborative.

The development and implementation of a communications and outreach plan are underway to ensure the case study information is shared widely. Social media, conference presentations, webinars and advocacy supporting reuse and reuse systems over single-use are being identified as tactics that will be led collaboratively with working group members.

Government-to-Government (G2G) Circular Economy Policy Incubator Initiative

The National Zero Waste Council continues to support, and participate in, a variety of collaborations that advance waste prevention and circular economy work. In 2024, Circle Economy Leadership Canada established the G2G Incubator with participation from cities and provinces across the country. This incubator will provide a platform for multi-level government collaboration, designed to facilitate knowledge exchange and constructive peer-to-peer dialogue to support coordinated, harmonized, and scaled circular economy policy in Canada. A focus on standardizing data, metrics, and methodologies to inform policy are taking place during the first phase.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Metro Vancouver provides core funding for the National Zero Waste Council. Council initiatives have been supported through additional funding and in-kind support from partners and funding agencies.

CONCLUSION

The National Zero Waste Council entered into a period of restructuring in 2024, with responsibilities for the Council moving to Solid Waste Services and a refinement of project and programs more in-line with available resources and local priorities. While this restructuring continues to evolve, the National Zero Waste Council has continued to deliver on existing project and program commitments. Food loss and waste, the built environment, and the circular economy as a framework for action continue to be areas that are core to the Council. So too is our commitment to collaboration.

REFERENCES

1. [National Zero Waste Council website](#)
2. [Circular Food Hubs](#) and [Peer Network](#)
3. [Love Food Hate Waste Canada](#)
4. [Circular Cities and Regions Initiative](#)
5. [Canada Plastics Pact](#)

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To: MVRD Board of Directors

From: Andrew Leonard

Date: October 16th, 2024 Meeting Date: November 1st, 2024

Subject: **External Agency Status Report for Ocean Watch Action Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 16th, 2024, titled *External Agency Status Report for Ocean Watch Action Committee*.

EXECUTIVE SUMMARY

Two quarterly meetings of the Ocean Watch Action Committee, a subgroup of the Howe Sound Biosphere Region Initiative Society, were held in July and September 2024. Committee discussion included ongoing updates from member jurisdictions on actions that advance elements of the 2020 *Ocean Watch Action Report*; federal and provincial marine initiatives; the BC Hydrophone initiative and work towards the updated *Ocean Watch Action Committee 2025* report.

PURPOSE

The purpose of this report is to update the MVRD Board as to the quarterly proceedings of the Ocean Watch Action Committee. Two meetings took place in this reporting period: July 5th, 2024 and September 27th, 2024.

BACKGROUND

The Ocean Watch Action Committee is overseen by the Howe Sound Biosphere Region Initiative Society (HSBRIS), which seeks to “facilitate and support the organizing and planning of complex activities that bring allegiance to balancing development, conservation, and equity in the Átl’ka7tsem/Howe Sound region”. The HSBRIS pursues three outcomes to fulfill this mission: sustainable development; biodiversity conservation; and reconciliation, equity, and inclusion.

The Ocean Watch Action Committee brings together elected officials, government staff and advisors to advance government actions identified by the *Ocean Wise Report - Ocean Watch Átl’ka7tsem/Txwnéwu7ts/Howe Sound Edition 2020*. Seven key action areas were highlighted. The Action Committee seeks to advance those actions and keep track of progress. Updates are submitted by participating organizations.

The following local governments have passed Council resolutions in support of participating in the Ocean Watch Action Committee: Bowen Island Municipality, Village of Lions Bay, District of Squamish, Town of Gibsons, Gambier Local Trust Committee, District of West Vancouver, Metro Vancouver.

Participants also include representatives from the Squamish Nation, Squamish Lillooet Regional District, Sunshine Coast Regional District Area F. Non-government organizations represented are

Ocean Wise, David Suzuki Foundation, Marine Reference Guide, and the Squamish River Watershed Society, Nicholas Sonntag Marine Education Centre, Marine Life Sanctuaries Society.

2024 QUARTERLY MEETING REPORTS

Two quarterly meetings of the Ocean Watch Action Committee have occurred to date, in January and April 2024.

July 5th 2024 Meeting of the Committee

The meeting of the Ocean Watch Action Committee for July 5th took place by Zoom and was attended by elected and stakeholder representatives from across the Howe Sound region. The main agenda items for the meeting included:

- Verbal updates from committee members towards the OWAC action tracker;
- Various ecological and human impact monitoring programs in Howe Sound;
- Updates on the progression of marine debris initiatives;
- Deployment of engagement for the OWAC to define scope of Ocean Watch initiatives in Howe Sound;
- Discussion of possible political advocacy ahead of the BC provincial election;
- Preparation update for the *Ocean Watch Report 2025*.

Full meeting notes and minutes are linked in the reference section.

September 27th 2024 Meeting of the Committee

The meeting of the Ocean Watch Action Committee for September 27th took place by Zoom and was attended by elected and stakeholder representatives from across the Howe Sound region. The main agenda items for the meeting included:

- Verbal updates from committee members towards the OWAC action tracker;
- Presentation of a new action tracker and a summary of Ocean Watch Actions/Recommendations being prepared for publication;
- Update from the BlueAct Marine society on water quality testing in the region;
- Research and plans for Howe Sound from the BC Marine Hydrophone Network, to highlight the underwater soundscape from the region.

Full meeting notes for the September 27th meeting are not yet available at time of this report, however will be posted on the HSBRS/OWAC website when complete.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

No financial implications.

CONCLUSION

The Ocean Watch Action Committee, as part of the Howe Sound Biosphere Region Initiative, brings together local governments and stakeholder organizations in the region. The committee discussed progress towards the common seven key action areas and provides a central forum for cross-pollination of information, ideas, and strategies across the Howe Sound Biosphere region.

References

Ocean Watch Action Committee meeting notes, July 5th, 2024:

<https://static1.squarespace.com/static/58c0c358ebbd1a9d3cd1ecf0/t/6691c390595f29379b5f291e/1720828817099/OWAC+Notes+Jul+5+2024.pdf>

Ocean Watch Action Committee meeting notes, September 27th, 2024:

<https://www.howesoundbri.org/partners-and-tools/2021/3/9/ocean-watch-action-committee> (will be available at this link once completed by the organization)

Ocean Watch Action Committee progress summary, 2020-2024:

<https://www.howesoundbri.org/partners-and-tools/2024/9/22/summarizing-our-progress-on-ocean-health>

Ocean Watch, Howe Sound Edition 2020: Executive Summary: Overview and Future Directions.

<https://oceanorg.blob.core.windows.net/oceanorg/2023/08/Ocean-Watch-Howe-Sound-Edition-2020.pdf>

To: MVRD Board of Directors

From: Director Steve Ferguson, Township of Langley

Date: October 13, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for  (Katzie First Nation) Treaty Negotiation Table**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 13, 2024, titled “External Agency Status Report for  (Katzie First Nation) Treaty Negotiation Table”.

EXECUTIVE SUMMARY

This information report provides an overview of the  treaty table negotiation efforts over the past six months including: background on , information on the First Nation’s Statement of Intent area, the status of negotiations, and the roles and responsibilities of the local government representative sitting at the treaty table.

PURPOSE

To provide the MVRD Board with a status report from the appointed local government representative at the  treaty negotiations table.

BACKGROUND

As a representative appointed by Metro Vancouver to various external organizations, under Board policy, a report is to be provided to the Board of Directors on the activities of the external agency, twice annually in May and in October.

The *Memorandum of Understanding between the Union of BC Municipalities and the Ministry of Indigenous Relations and Reconciliation*, renewed on September 14, 2021 at the Union of BC Municipalities Convention, includes a process for local government participation in the negotiation and implementation of treaties. Local government representatives have a seat at the  treaty table as part of the provincial negotiation team.

 TREATY NEGOTIATION TABLE

, with a current total population of approximately 655 members, has five First Nation Reserves located within the boundaries of four different local governments: Pitt Meadows, Township of Langley, Maple Ridge, and two within Metro Vancouver’s Electoral Area A.

 has been operating under a *Land Code* since 2017. A Land Code is a comprehensive law created by a First Nation to replace 44 sections of the *Indian Act* that relate to land management.

Since 2005,  has also entered into a number of Forest and Range Consultation and Revenue Sharing [agreements](#) with the provincial government.

 has been involved at the treaty negotiation table since 1994. Its Statement of Intent area (corresponding to the First Nation’s traditional territory) envelops the following local government jurisdictions: Burnaby, Coquitlam, Delta, City of Langley, Township of Langley, Maple Ridge, Metro Vancouver’s Electoral Area A, New Westminster, Pitt Meadows, Port Coquitlam, Richmond, Surrey, and White Rock (Attachment 1).

UPDATE ON TREATY TABLE ACTIVITIES

The  treaty table is in Stage 4 of the six-stage BC Treaty Process (Agreement-in-Principle stage). However,  is not following the traditional 6-step process as part of its treaty negotiations. Instead,  is pursuing a new approach to self-government that focuses on the needs, values, and priorities of the Nation. This new process, called incremental self-government, is being outlined in a Memorandum of Understanding negotiated between , BC, and Canada.

As part of this incremental approach,  will negotiate a number of separate agreements with provincial and federal governments, which together could constitute a legally binding and constitutionally protected self-government agreement.

’s new approach to the  treaty negotiations focuses on key principles such as:

- negotiations are based on the recognition of Indigenous title and rights;
- support for Indigenous self-government;
- treaties and agreements seen as flexible and living partnerships and as mechanisms to implement the *United Nations Declaration on the Rights of Indigenous Peoples*.

Tripartite negotiations have continued to take place fairly regularly over the reporting period.  treaty negotiation meetings are held in-camera. As per the *2021 Memorandum of Understanding* between the Union of BC Municipalities and the Province, negotiation updates can only be shared in-camera by the local government representative. However, for the purposes of this report, the following information can be shared publicly as it was released by the BC Treaty Commission as part of its *2023 Annual Report*.

In recent months,  has been focusing on land and resource management work, self-governance, and worked to identify and support economic opportunities.  increased government-to-government engagement efforts, and continues to work toward an updated election code.

Treaty Related Measures funding continues to support governance planning and research on fisheries interests. Treaty Related Measures are designed to resolve matters on an interim basis and to facilitate treaty negotiations. Treaty Related Measure projects are funded by Canada. Incremental self-government negotiations at this table are expected to continue at the current pace in 2024.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Treaty main table meetings and  working group meetings are held once a month. Main table meetings over the past year have been held online. The meetings are anticipated to continue to take place online for the rest of this year. As such, the financial implications of attending treaty table meetings are minimal. Metro Vancouver pays the meeting honoraria for local government representation at the  treaty table, and those costs were included in the 2024 budget. Thus, expenses incurred relate primarily to honoraria and staff time to attend virtual meetings.

The roles and responsibilities of table representatives, as developed over time by local government and provincial government staff, are set out in Attachment 2 of this report.

CONCLUSION

 has been involved in treaty negotiations since 1994. Currently,  is pursuing an incremental self-government agreement with BC and Canada. The table continues to meet on a regular monthly basis. The focus of negotiations has been on the exploration of options to recognize and protect  inherent title and rights.

Attachments

1. Statement of Intent Area Map: Traditional Territory Boundary, Katzie First Nation.
2. The Roles and Responsibilities of Table Representatives.

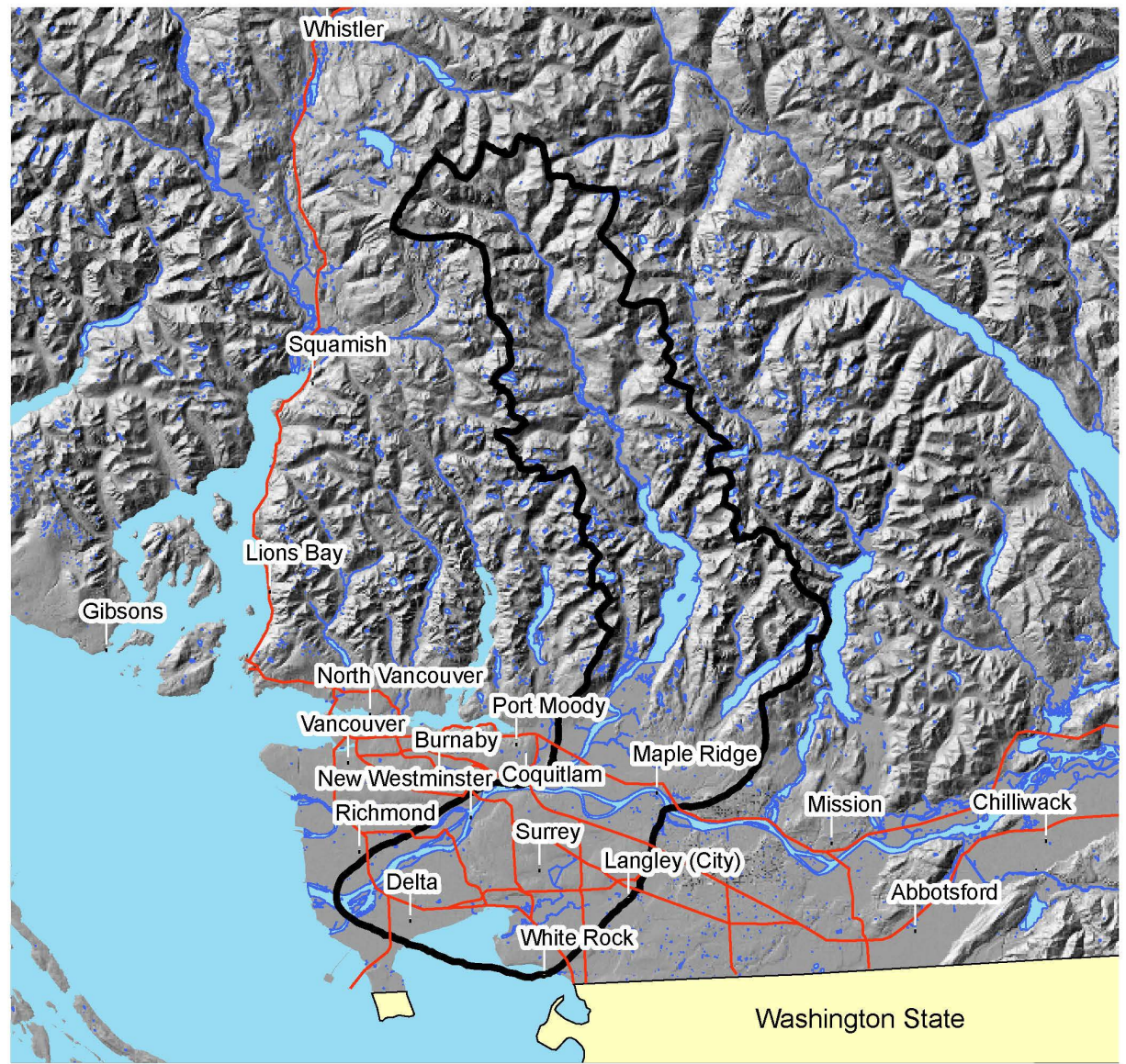
References

Memorandum of Understanding between the Union of BC Municipalities and the Ministry of Indigenous Relations and Reconciliation can be found here:

<https://www.ubcm.ca/sites/default/files/2021-09/mirr - ubcm mou 2021 - signed.pdf>

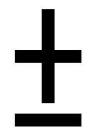
2023 Annual Report from the BC Treaty Commission can be found here:

<BC-Treaty-Commission-Annual-Report-2023.pdf> (bctreaty.ca)

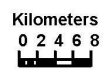


Produced by the
BC Treaty Commission

**Statement of Intent
Traditional Territory Boundary
Katzie Indian Band**



This map represents approximate boundary of the traditional territory described in the First Nation Statement of Intent. The boundary is for illustrative purposes only, and may be updated in the future.



The Roles and Responsibilities of Treaty Table Representatives

Provide information to the Indigenous Relations Committee from the Treaty Table

1. Attend Metro Vancouver's Indigenous Relations Committee meetings, engage in discussion, and record outcomes.
2. Provide regular verbal information reports on table activities.
3. Provide advice and commentary on emerging issues.
4. Provide regular written information reports and related documentation for circulation to the Indigenous Relations Committee.
5. Regularly forward original table documentation to keep the master record updated.
6. Forward technical and other information requests from the treaty table to the Indigenous Relations Committee for action.
7. Develop a personal information records system for table specific documentation.
8. Adhere to all confidentiality requirements.

Provide information from the Indigenous Relations Committee to the Treaty Table (via BC negotiators)

1. Attend table meetings, engage in discussion, and record outcomes.
2. Keep informed on treaty issues and Indigenous relations.
3. Represent member local government interests.
4. Provide advice and commentary from a community perspective on issues impacting local government interests.
5. Report back on technical and other information requested by the treaty table.
6. Develop a personal information records system for table specific documentation.

To: MVRD Board of Directors

From: Darrell Penner, Alternate Director

Date: September 14, 2024 Meeting Date: September 5, 2024

Subject: **External Agency Status Report for Sasamat Volunteer Fire Department Board of Trustees**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 14, 2024, titled “External Agency Status Report for Sasamat Volunteer Fire Department”.

PURPOSE

To report to the Board of Directors on the activities of the Sasamat Volunteer Fire Department.

BACKGROUND

Board policy requires the reporting of activities twice annually in May and October.

KEY ACTIVITIESFire Hall Conceptual Drawings – Liberty Construction Group.

Scott Zukiwsky from Liberty Construction Group shared a presentation on screen of the conceptual drawings of both the Belcarra and Anmore Firehalls.

Scope of work to be completed beginning of October. Discussion followed with questions from Trustees on what will be included in the new facilities.

Chief Sharpe confirmed that the training grounds will be moved to the Public Works Yard in Anmore.

Trustees emphasized the importance of having areas at both halls where volunteers can socialize and decompress following an incident.

It was also noted that preference would be for separate living quarters and not dorms.

Chief Sharpe would like to see the project by Liberty Construction finalized and a budget produced prior to being distributed to Trustees.

SVFD Service Review

Metro Vancouver staff provided a verbal update on the process of a service review initiated under s. 257 of the Local Government Act.

To make changes to the cost apportionment, the Board must adopt a service establishing bylaw. The bylaw can only be adopted with the consent of 2/3 of participating areas, in this case, both Anmore and Belcarra must agree to the terms.

A preliminary service review must be conducted within 120 days from the date it was initiated, and as such, must be scheduled by October 17, 2024.

Should either party wish to withdraw from the continued service, it would be necessary to adopt and repeal a service establishing bylaw.

Discussion followed on what the potential costs would be for a service review.

This would be dependent on the points of disagreement and whether external legal is required.

At the preliminary service review, the scope can be limited to discuss only certain points of the disagreement. The province can also provide a financial analyst.

Discussion ensued between Trustees on what type of split Belcarra would be looking for and what would influence this. Also discussed were the potential downsides of a service review.

Ravi Chhina confirmed that MV will recommend working towards adopting a Service Establishing Bylaw at the first meeting. MV as staff will continue to seek approval from the Trustees and will move forward with building the fire halls until told otherwise.

Mayor McEwen put forward a motion that would see Belcarra responsible for bearing the costs as the initiators of a service review.

SVFD Board of Trustees established that the cost associated with the service review be fully covered by Belcarra as initiators of the review. The SVFD Board of Trustees also established that the cost of the drafting of the Service Establishing Bylaw will be shared by both Anmore and Belcarra.

Loan Authorization Bylaw and Budget Planning for SVFD Capital Facilities

Linda Sabatini presented a report regarding the borrowing process and budget impacts for the construction of the new fire halls.

SVFD as a Metro Vancouver function would follow the borrowing process through the Municipal Finance Authority of British Columbia (MFA).

The overall borrowing process was discussed with the entire process looking at between 4-6 months.

Requires adoption from MV Board and certification from the province.

Three bylaws must be in place to borrow money, and the estimated costs must be included in the MV budget.

Linda Sabatini reviewed figures detailing the Bylaw Procedures that would be required.

The report includes the household tax impact and estimated annual debt servicing costs for each of the Villages.

2025 Draft Budget – Sasamat Fire Protection Service

Brant Arnold-Smith reviewed the draft 2025-2029 Financial Plan.

There was a slight decrease in the 2025 budget due to absence of a one-time increase in contributions in 2024 to the Communications Capital Reserve Fund and Emergency Equipment Reserve Fund.

Work is ongoing with communication with BC Hydro for yearly funding.

There was agreement by Trustees that the Capital Facility Reserve yearly contribution should increase to \$400,000

The SVFD Board of Trustees authorize an increase in the yearly contribution to the Capital Facility Reserve to \$400,000.

The SVFD Board of Trustees endorse the 2025 – 2029 Financial Plan for the Sasamat Fire Protection Service as presented in the report dated September 5, 2024, titled “2025 – 2029 Financial Plan – Sasamat Fire Protection Service”.

2024 SVFD Quarterly Work Plan Update Report was provided.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no unplanned/unbudgeted financial implications associated with these activities to date.

SUMMARY/CONCLUSION

The Sasamat Fire Department Board of Trustees continues to oversee the planning, budgeting, and operation of the fire department through regular meetings and ongoing communication with the Fire Chief and Metro Vancouver PSEM staff.

To: MVRD Board of Directors

From: Craig Hodge, Director, Metro Vancouver Board, and Co-Chair, Solid Waste and Recycling Industry Advisory Committee

Date: October 16, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for Solid Waste and Recycling Industry Advisory Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 16, 2024, titled “External Agency Status Report for Solid Waste and Recycling Industry Advisory Committee”.

EXECUTIVE SUMMARY

The Solid Waste and Recycling Industry Advisory Committee (Industry Advisory Committee) provides a forum for industry contribution, discussion, and advice on management planning, operations, and policy issues related to solid waste and recycling services in Metro Vancouver, as well as the ongoing solid waste management plan update.

The 2024 Industry Advisory Committee consists of 32 industry members. Key discussion topics in 2024 were developed in collaboration with the committee and Co-Chairs and have centered on collecting input for the solid waste management plan and increasing opportunities for collaboration.

PURPOSE

To provide the MVRD Board of Directors with an update on the activities of the Solid Waste and Recycling Industry Advisory Committee.

BACKGROUND

In July 2021 the Board received for information the terms of reference for the Industry Advisory Committee. The committee held its first meeting in January of 2022. The Industry Advisory Committee reports through its Co-Chairs to the Zero Waste Committee and provides advice and recommendations to Metro Vancouver staff. Director Hodge serves as the Zero Waste Committee representative and Co-Chair of the Industry Advisory Committee. Under the terms of reference, the second Co-Chair is elected by the members of the Industry Advisory Committee. Lori Bryan, of the Waste Management Association of British Columbia, was re-elected as Co-Chair at the April 2024 meeting.

Industry Advisory Committee membership is self-selected through an annual open call for submissions, and membership carries a one-year term with a requirement to re-submit a statement of interest each year. Any member of the public is welcome to observe Industry Advisory Committee meetings. Online meetings are live-streamed and recordings are posted to the website. Observers must attend in-person for in-person meetings.

INDUSTRY ADVISORY COMMITTEE

Key Topics of Discussion

The Industry Advisory Committee's 2024 work plan is included as Attachment 1. Early in the year members suggested a renewed approach to addressing key topics of interest and capitalizing on committee member expertise. Based on suggestions from members, the 2024 Industry Advisory Committee meetings have included:

- More small group discussions to delve deeper into key subject areas
- Fewer information reports
- A leaner work plan focused on topics related specifically to the solid waste management plan update

Since the last update to the MVRD Board in May 2024, the committee has met five times to provide feedback on the following topics:

Small group discussions:

- Construction and demolition waste management and capacity
- Generator levy and competition
- Idea Generation on potential actions and strategies for an updated solid waste management plan
- Long-term disposal planning
- Recycling and organics capacity and product markets

Whole group discussions:

- Source reduction incentive program development
- Solid waste capital budget
- Organics management/capacity
- Weigh scale software system upgrade

Feedback summaries related to small group discussions are posted to the Industry Advisory Committee webpage and will also be included as input to the solid waste management plan update.

Feedback received through Industry Advisory Committee discussions, in particular feedback on the generator levy, will be provided in more detail to the Zero Waste Committee and GVS&DD Board.

Industry Advisory Committee Membership

Since the May 2024 update to the MVRD Board, two members have resigned from the committee, bringing the number of committee members to 32 from 34. The committee terms of reference does allow members to send an alternate to meetings when they cannot attend. The committee member biographies are included as Attachment 2.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Coordination of the Industry Advisory Committee is included in the Solid Waste Services work plan and budget.

CONCLUSION

The Solid Waste and Recycling Industry Advisory Committee provides a forum for industry contribution, discussion, and advice on management planning, operations, and policy issues related to solid waste and recycling services in Metro Vancouver, as well as the ongoing solid waste management plan update. With 32 members as of October 2024, the committee has focused on key topics identified in the 2024 work plan. The committee continues to refine its approach and focus, and demonstrates its value in involving a broad range of waste and recycling industry representatives.

ATTACHMENTS

1. 2024 Industry Advisory Committee work plan
2. 2024 Solid Waste and Recycling Industry Advisory Committee member biographies

REFERENCES

1. [Solid Waste and Recycling Industry Advisory Committee Web Page](#)

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**SOLID WASTE AND RECYCLING INDUSTRY ADVISORY COMMITTEE
2024 WORK PLAN**

October 8, 2024

Quarter 1	Status or Scheduled Month	Approach
Call for Submissions for 2024 IAC Membership	Complete	Plenary
Concrete and Asphalt Recycling Review – Draft Study Scope	Complete	Plenary
<i>Integrated Solid Waste and Resource Plan</i> Biennial Report	Complete	Plenary
Residuals Management Options Review – Draft Study Scope	Complete	Plenary
Quarter 2	Status or Scheduled Month	Approach
Construction and Demolition Waste Management and Capacity	Complete	Small group
Co-Chair Election (Nominations in March)	Complete	Plenary
Prioritize timeline for solid waste management plan development	In-progress	Plenary
Recycling capacity and product markets (including organics)	Complete	Small group
Solid Waste Management Plan Update – Idea Generation: Issue/Opportunity Report Review	Complete	Small group
Solid Waste Management Plan Update – Vision and Guiding Principles Report Back	Complete	Small group
Quarter 3	Status or Scheduled Month	Approach
Metro Vancouver Capital Budget	Complete	Small group
Vancouver Landfill/Long-term disposal planning (including contingency disposal)	Complete	Small group
Public Education – role of public and private entities	Pending	TBD
Generator Levy and Competition	Complete	Small group
Circular Economy and Share/Reuse/Repair ideas	Pending	Small group
Quarter 4	Status or Scheduled Month	Approach
Recycling Statistics/Metrics	Pending	Plenary
Solid Waste Management Plan Update – Idea Generation	In-progress	Small group / workshop

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Director Craig Hodge, Co-Chair

Metro Vancouver Board Director Craig Hodge is a City of Coquitlam Councillor, a title he has held since 2011. Director Hodge serves on the Metro Vancouver Board, and is the Vice-Chair of the Zero Waste

Committee. Director Hodge is also Chair of the National Zero Waste Council Management Board, and serves on the Metro Vancouver Regional Parks Committee and Water Committee.



Lori Bryan, Co-Chair

Lori Bryan is the Executive Director of the Waste Management Association of BC (WMABC) and has helped guide the association through a number of campaigns to ensure the private waste & recycling sector has a voice at government

level discussions, to collaborate on solutions and maintaining an open and competitive market.

Lori started in the waste sector by working for a small company in the 1990's, who she represented at WMABC meetings. She began raising a family in 1996, while continuing to be involved by working with independent companies and took on the ED position for the WMABC in 2010. Recently, she participated on the Emergency Management of BC (EMBC) committee, both for COVID-19 and the 2021 Flooding emergencies, providing guidance on waste & recycling issues to the Province.

Lori was part of the working group that brought about the Metro Vancouver IAC and became a member to continue to work together on industry solutions.



Achilles Mallari

Achilles Mallari is the President of Sierra Waste Services Ltd. His background is in Operations and Quality Management through BCIT and been focused on collection and processing of solid waste and recycling, including logistics management over the past 23 years.

Through his work, he has been involved in all aspects of operations at materials recovery processing facilities (MRF) including design, set up, and management of various facilities in BC and MB. Achilles currently leads and directly manages teams in the collection of residential curbside

and ICI materials. Achilles is also involved with municipal partners to review, design, and implement environmental initiatives. Through working with local processing facilities and participating in their meetings related to current policies and industry best practices, this helps to understand the requirements for program success.

Achilles joined the IAC to collaborate and share his experience in the industry to contribute and assist Metro Vancouver as they plan new and innovative initiatives for the industry and region.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024

Aiden Kiani

Aiden Kiani is a Professional Engineer (P.Eng.), Geotechnical / Materials and has a Master's degree in Engineering. He also holds a Master's degree in Business Administration and a Master's degree in Educational Technology

and Learning Design. Aiden is the CEO of Lock-Block Ltd. & Green-Stone Aggregate, and is an instructor at BCIT in Civil Engineering.

Aiden joined the IAC to contribute to the development of public policies, engage in the activities of the community of practice, and help shape a sustainable lifestyle in our society.

Angus MacFarlane

Angus MacFarlane has dedicated over nine years to the waste and recycling industry, involved in various roles such as management and logistics. He is passionate about the industry and problem-solving. Apart from his professional

commitment, he enjoys cycling and spending time in nature. Angus' passion for sustainability, both in his career and outdoor pursuits, reflects his commitment to making a positive impact on the environment and personal well-being.

Seeing things firsthand has inspired Angus to help find solutions and support efforts for continuous innovation in our local waste processing. By joining IAC, his aim is to actively contribute to the waste and recycling goals while also bringing his passion, experiences, and perspectives.



Christian Dietrich

Christian Dietrich is the Vice President of Recycling and Waste Services at Ecowaste Industries. Christian's entire work experience centers around waste management, specifically hazardous waste and solid waste management. He has

worked in and led teams to design, commission, operate and maintain five separate waste processing plants ranging from a hazardous waste fuel blending facility in Tennessee, to fuel production from residential waste in London UK, to anaerobic digestion of food and garden waste in Surrey, BC.

Christian has also taken part in operational teams to improve safety and operational performance at a variety of waste processing plants including, material recovery facilities, mechanical biological treatment, combined heat and power incinerator, and waste-gasification. Christian holds a BSc Environmental Science from Lake Superior State University and an MBA from Seattle University.

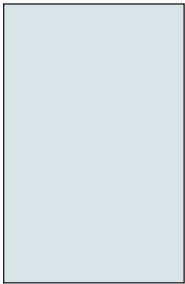


David Millman

David Millman has over 30 years of experience in the waste and recycling industry working with the private and public sector. David has worked through implantation of: Waste Bans, Bylaw changes, Recycling, Organics, Short and

Longterm Disposal Options, and COVID Protocol. Proving solution to problems in both the private and public sector. David joined the IAC to work closely with all industry partners to find cost effective solutions to current and longterm issues.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024

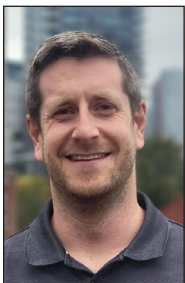


Dimitri Pantazopoulos

Dimitri Pantazopoulos is a government relations and public policy consultant with a decade of experience in the waste industry. In addition, Dimitri owns and operates a public opinion research firm, that specializes in public policy and

reputation management.

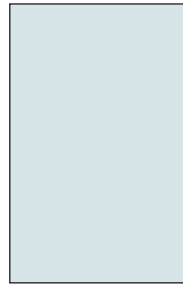
Dimitri joined the IAC to assist their client, Waste Connections, to represent their interests and the broad interests of a competitive market system and an approach to government management that emphasizes fiscal prudence.



Dayton Skei

Born and raised on BC's Sunshine Coast, Dayton Skei graduated from Mount Allison University and UBC with a focus on sustainability management. Dayton has worked in the waste industry for 5 years, and is currently the Sales Director

for EverGen Infrastructure Corp. Carrying a particular passion for organic waste, he manages the feedstocks and outputs for each of EverGen's facilities. Dayton is excited to join and learn from others at the IAC and to make a positive contribution to the waste industry.



Fabio Scaldaferrri

Fabio Scaldaferrri, owner Mattress RecyclingTM (Pacific Mattress Recycling Inc.) is one of Canada's largest mattress recycling facilities. Established in 2009, Mattress RecyclingTM will now processes over 200,000 mattresses per

year with a team of 18 employees and specialized equipment. Mattress RecyclingTM specializes in disassembling used mattresses, box springs and futons and recovering the components within for re-manufacturing into different products. The recycling rate per mattress is over 90% and takes a different approach with its unmarketable than other companies; it turns those materials into a coal-replacement fuel that is used to heat the cement kilns in the Lower Mainland.



Glen Furtado

Glen Furtado, M.A.Sc., P.Eng. is the Senior Director of Construction Innovation for the Cement Association of Canada. His experience in progressively responsible design, management, and leadership roles extends

over 25 years in the private and public sectors in USA and Canada. He has been responsible for the delivery of major infrastructure projects including, highways, interchanges, public transit, and LRT. In his current role with the Cement Association, Glen helps members, municipalities, designers, architects, and engineers meet their environmental sustainability goals through the incorporation of lower-carbon building materials in the projects they deliver for stakeholders.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Gord Johnson

Gord Johnson is a co-founder that developed a proprietary process for the recovery of 100% of the material from asphalt shingles. Gord has 30 plus years of experience in building, growing, and managing companies. He is the former CEO

of Save Energy Walls, Lodgeview Entertainment & Intrepid Security.

Gord is involved with multiple jurisdictions in Canada and the US with regard to material recovery facilities and the collection of solid waste as it relates to Construction & Demolition waste especially asphalt shingles.

Gord joined the IAC as he has some experience in this field and wants to understand & apply the best practices for solid waste management not only for his company but across the region and asses if they can be applied in other areas.



Grant Hankins

Grant Hankins has been involved in the industry for close to 30 years working for private and publicly traded companies in Canada and the United States.

Grant currently owns assets and investments in the industry and is

the Chair of the Waste Management Association of BC as well as a member of Metro Vancouver's Solid Waste Management Plan Public/Technical Advisory Committee. Grant has a MBA, an undergraduate degree in business from SFU and business diploma with Capilano University and is currently a consultant to various companies in the industry in Canada and the US.

Grant has an interest in working collaboratively with government to develop policies and processes that create a better environment, while creating a business environment that creates an open competitive and efficient market to drive higher environmental standards while doing it in a fiscally responsible manner for tax payers.

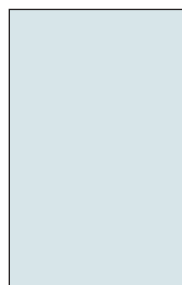


Harwant Deol

Harwant Deol has been involved in the waste management business for the last thirty years. It has given Harwant a tremendous amount of opportunity as back in their native homeland there was no potential to grow skills and abilities. Harwant

started their career in the US for an environmental company where they checked leaked tanks, took soil samples then checked contamination levels, then removed tanks and cleaned all the contamination. A short while later Harwant moved to Canada where they worked in a waste disposal company as a sales representative. Around 6 months later Harwant was promoted to sales manager where they are able to help others. Harwant also got more involved with waste transfer stations.

Harwant joined the Solid Waste and Recycling Industry Advisory Committee because they believe their experience, knowledge and exposure to the local waste collection and recycling system will help guide the future of tackling major efficiency issues and long term environmental concerns.



Imran Jessa

Imran Jessa has 25 years experience in the recycling business. They graduated from UNBC in 2003 with a degree in International Business.

Imran enjoys golf, and reading about politics and current events.

Imran joined the IAC to be a part of a team that will lead to a better cleaner future for a our region.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Izzie Abrams

Izzie Abrams is Vice President Government & External Affairs, Waste Connections of Canada. His career has spanned over 5 decades in the waste industry. He has held various executive positions successfully developing

and implementing growth strategies as well as government and community affairs programs. He has also held leadership roles in various trade associations, charitable foundations and not for profit organizations. Izzie holds numerous community and industry awards having been inducted into the National Waste and Recycling Association Hall of Fame in 2014.

Izzie joined the IAC to provide his industry experience and insights. As well as make a positive contribution for the advancement of better waste management practices as they relate to policy issues regarding solid waste and recycling services in Metro Vancouver.



James Collins

James Collins has worked in the local waste industry for the last 20 years, managing hazardous waste disposal, implementing recycling initiatives and providing garbage service.

James joined the IAC because he thinks it is important to participate and give back to the community. The more people that do this, the better the place is in which to live.



Jamie Kaminski

Jamie Kaminski is a Zero Waste Business Associate (ZWA, TRUE Advisor) and is President of Happy Stan's Recycling Services Ltd. Zero Waste. He is a Board Member of Zero Waste Canada and the Zero Waste International Alliance, and is Chair of

the Zero Waste Definition and Zero Waste Hierarchy working group.

Jamie's 27 years plus of experience is in solid waste management from both a ground level and policymaking perspective. His area of expertise lies within international best practices in respect to internationally accepted zero waste policies and programs. He works with fellow policy advisors to create strong, practical and enforceable policies that drive change towards zero waste. Jamie has developed extensive experience in understanding how regional policies and bylaws affect the existing waste management system from the perspective of the service provider, the client, as well as the region as a whole.

Jamie joined the IAC to support Metro Vancouver in their desire to incorporate more Zero Waste programs, policies and metrics into their solid waste management plan update.



Jasper van de Wetering

Jasper van de Wetering has 25 year experience in the cement manufacturing industry, with 11 of those years focused on environment and sustainability. For the past 6 years Jasper has focused on developing Alternative Waste Based Fuels

programs for the cement sector. Prior to their career in cement manufacturing Jasper worked for 11 years as an Environmental Analytical Chemist.

Jasper joined the IAC to promote the use of low carbon waste materials as a replacement for fossil fuels.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Jeremy Crawford

Jeremy Crawford has worked in the industry for the past 14 years in various roles and is currently the General Manager of Waste Control Services, where one of Jeremy’s responsibilities is to operationalize the company’s strategy and execute

its business plans.

Jeremy joined IAC to collaborate with peers within the industry and Metro Vancouver, to assist and support decision making by Metro Vancouver as it relates to solid waste and recycling services in the Metro Vancouver region.

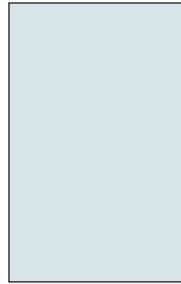


John Turner

John Turner has over 40 years of experience as a high performance, transformational and results-oriented professional with a record of success as a business development and operations leader in the energy sector; agile and decisive in driving

positive change, continuous improvement and leading teams toward achieving objectives. John started their career in the oil and gas industry, and has grown into a contributor to the commercialization of renewable fuels, green power generation, and carbon sequestration products as our understanding of GHG impacts has evolved, building relationships with industry and government leaders throughout Canada along the way.

John is very interested in transforming “waste” into a feedstock in a circular economy, and John is currently working on waste-to-biochar and waste-to-Carbonized Solid Biofuel (biocoal) company initiatives. John believes understanding the waste collection, sorting, recycling and disposal processes, within a regional governance environment, will help them contribute to ideas, initiatives, and business opportunities to reduce pressures on landfills and the associated GHG impact, and better utilize what should be viewed as a resource rather than waste.



Josh JansenVandoorn

Born and raised in Langley BC, Josh JansenVandoorn graduated from Trinity Western University and is the father of three kids.

Josh has worked in the waste industry for 12 years both on the hauling and processing side. Josh

has been a director with the Waste Management Association of BC for the last 8 years.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Leanne Koehn

Leanne Koehn is the Community Engagement Manager at Ridge Meadows Recycling Society (RMRS), a non-profit that works in partnership with the City of Maple Ridge to provide recycling and environmental programs and

services and manage the Maple Ridge Recycling Depot. In 2018, Leanne launched Maple Ridge Repair Cafes, now in their 7th year, and annually Leanne organizes the Celebrate Earth Day in Maple Ridge festival. Their organization also runs an employment skills program at the Recycling Depot for people with diverse abilities in partnership with Community Living BC.

Leanne joined the IAC to learn more about viewpoints of diverse stakeholders, stay updated about and contribute to solid waste and recycling services and policy in Metro Vancouver.

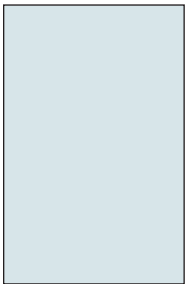


Maya Moucachen

Maya Moucachen is an Electrical Engineer and Director of Business Development at Merlin Plastics. Maya holds a MS from University of Illinois at Urbana-Champaign, an MBA from INSEAD.

Maya joined Merlin Plastics in 2012. Since 1987, Merlin Plastics has planned, developed, and refined the re-processing of PE, PP, LDPE, and PET. The company began its recycling business out of a 2,000 square foot warehouse in Delta, B.C and now operates recycling facilities totaling over one million square feet with sister plants in Alberta, Ontario, California and Oregon. Merlin Plastics has been honoured to receive various awards including in 2005 when the Recycling Council of BC recognized it with an award, “in recognition of ongoing commitment to the ideals of responsible environmental stewardship in the province of British Columbia”.

Maya is passionate about the environment, and feels blessed to have a career that is consistent with her personal environmental values. She is honoured to be a member of the Solid Waste and Recycling Industry Advisory Committee.



Matthew McAra

Coming soon.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Michael Zarbl

Michael Zarbl joined the Major Appliance Recycling Roundtable as the Executive Director in July 2017. Prior to that, Michael was the Director of Operations at Recycle BC (formerly MMBC) the Extended Producer Responsibility

program for packaging and printed paper in British Columbia. Before joining Recycle BC, he was the Senior District Manager for Waste Management of Canada Company for four years, where he was responsible for the entire operation of the Vancouver Hauling District. Prior to that, Michael held various private sector positions at major corporations such as Director of Operations with Ryder Container Terminals, a large export/import and distribution facility for Canadian manufacturers and major Canadian retailers, Distribution Centre Manager for Martin Brower of Canada (distributor for McDonald's Restaurants of Canada), and with Coca-Cola Bottling Co. He has an extensive supply chain management background with direct experience in the key activities along the supply chain, culminating in direct waste management industry experience.



Mike Lannin

Mike Lannin has been working in the waste industry in varying capacities for nearly 20 years. He is currently a manager at Super Save Group, a private waste hauling organization. Mike joined the IAC as an opportunity to learn

more about the issues surrounding the solid waste industry in the area currently, and to contribute to the ongoing development of the industry going forward.



Patrick MacNeil

Patrick MacNeil is an advocate for recycling and environmentally conscious waste handling procedures and policies that are feasible and long term minded. Patrick has worked in the waste and recycling industry for 19 years.

Patrick joined the IAC to help form policy that will have a beneficial outcome for generations to come.



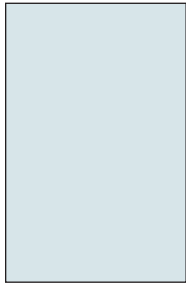
Pinky Vargas

In 2021 Pinky Vargas joined Republic Services. Prior to joining the company, Pinky worked for Washington energy utilities for 14 years, on Energy Efficiency, Community Outreach, and Account Management. Pinky also served

on Bellingham City Council for eight years and completed their term in December 2021. Pinky has extensive experience in project and account management and working with government entities on a host of issues. Pinky was born and raised in Canada and moved to the United States 24 years ago. Pinky holds a Bachelor of Science Degree in Business Management and has training in mediation and negotiation.

Pinky has been actively involved in conservation and sustainability for over 15 years. Managing our waste sustainably and responsibly is a critical issue in our world today and Pinky is compelled to be part of the solution. Pinky enjoys working among those who have the greatest impact and helping each other come to solutions for the long term. It is Pinky's personal purpose to lead local communities in environmental solutions and advocate for a circular economy, effective government, economic development, social justice, women's equality, outdoor recreation, wellness, and a good quality of life.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Ralph McRae

Ralph McRae is the Chairman & CEO of Revolution and a participant in the waste and recycling industry in Metro Vancouver for 35 years. Ralph has been involved in solid waste collection and disposal, ICI recycling, composting, construction

and demolition materials processing and the production of alternate fuels.

Ralph joined the IAC to improve the management of solid waste in the region and bring fiscal accountability to the process.



Sandy Sigmund

Sandy Sigmund is Vice President Development & Chief Marketing Officer of Encorp Pacific Canada. She has been a senior executive with Encorp since its inception in 1995 and leads the stewardship agency's marketing,

communications and program development efforts. Prior to Encorp, Sandy had an extensive career in retail management specializing in sales, marketing, and merchandising. Sandy is the Past President of the board for the Ridge Meadows Recycling Society and serves on the management board of the National Zero Waste Council.

As Encorp strives to increase the recovery and recycling rate for the obligated products under the stewardship plan we continuously search for new and innovative ways to collaborate and partner with others in the industry.



Sean Kawakami

Sean is the Business Development Manager for Convertus Group who specialize in the design, construction, finance, and operation of organic waste processing facilities. Convertus operates 12 facilities in Canada, notably

including the Nanaimo Circular Waste BC and Surrey Biofuel sites. Sean started in the industry with Rehrig Pacific and his experience in supply, collection and processing affords him a unique perspective of the solid waste industry in our province.

As a resident of the lower mainland and a solid waste professional, contributing to the long-term success of the solid waste industry in the region is important to Sean on numerous levels. Sharing information from different stakeholders on the committee can help manage the unique challenges of solid waste in our region and it is the best way to ensure industry and government are working together to develop a sustainable plan for our future.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Shad Prasad

With over 30 years in the logistics/ warehousing industry, Shad Prasad has seen a large amount of waste. Shad is driven to change habits and approach to recycling by educating people on available recycling alternatives through

awareness and education.

Shad is the Plant Manager for Cascades Recovery +, Vancouver and Surrey, where the company is involved in recycling fibre from commercial facilities throughout the lower mainland. Cascades Recovery + is committed to reducing fibre waste entering the landfills.

Shad joined the IAC to gain knowledge on future recycling goals and initiatives and how he can contribute to a greener community.



Stewart Young

Stewart Young has 20 years of experience in the waste industry as a second-generation industry professional. He grew up working all aspects of the family business until taking over as Vice President of Alpine Disposal and Recycling

until its acquisition by GFL in 2019. He was recognized for his dedication and hard work in 2015 when he was awarded the Top 20 Under 40 Business Award. Stewart is now the Regional Vice President of Solid Waste for GFL Environmental in BC. He is also co-owner of SKY Environmental and owner of Altitude Management.

Stewart joined the IAC to help contribute to the development of effective waste and recycling management strategies in Metro Vancouver.

To: MVRD Board of Directors

From: Sarah Kirby-Yung, Director, Metro Vancouver Board, and Chair, Solid Waste Management Plan Public/Technical Advisory Committee
Craig Hodge, Director, Metro Vancouver Board, and Vice Chair, Solid Waste Management Plan Public/Technical Advisory Committee

Date: October 17, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for the Solid Waste Management Plan Public/Technical Advisory Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 17, 2024, titled “External Agency Status Report for the Solid Waste Management Plan Public/Technical Advisory Committee”.

EXECUTIVE SUMMARY

The Solid Waste Management Plan Public/Technical Advisory Committee, formed in June 2022, serves as a forum for contribution from individuals representing a diversity of sectors and interests to inform the review and update of the regional solid waste management plan. The Chair (Sarah Kirby-Yung) and Vice-Chair (Craig Hodge) of the Zero Waste Committee were selected by the MVRD Board to be the Chair and Vice-Chair of the committee. The committee has held two meetings since the last status report in May of 2024, for a total of ten meetings since the committee’s formation. Recent work has focused on idea generation for the solid waste management plan update. Three working groups were established and have been working to develop potential strategies and actions related to construction and demolition waste, food waste and organics, and plastics.

A recruitment process for additional committee members is also under way. The open call for applications ran from July 28 to September 27, 2024, and applications are currently under review. Recommendations for new members will be provided to the GVS&DD Board for consideration.

PURPOSE

To provide the MVRD Board of Directors with an update on the activities of the Solid Waste Management Plan Public/Technical Advisory Committee in Fall 2024.

BACKGROUND

In November of 2019, the Board authorized initiating an update of the regional solid waste management plan. In July 2021, a report to the Zero Waste Committee outlined plans to engage on the structure and composition of the provincially required solid waste management plan public and technical advisory committee(s). The terms of reference for the Public/Technical Advisory Committee were approved by the Board in November 2021.

Director Sarah Kirby-Yung is the MVRD Board-appointed Chair of the Solid Waste Management Plan Public/Technical Advisory Committee (Public/Technical Advisory Committee), and Director Craig Hodge is the MVRD Board-appointed Vice Chair.

The committee was formed following a call for applications in 2021. The committee represents a range of backgrounds with diverse life experience, and provides advice and input on the development of an updated solid waste management plan for the duration of the plan update process.

Since the committee's formation, there have been two resignations and one new member. An updated membership list including biographies can be found on the Public/Technical Advisory Committee webpage (referenced at end of report).

The MVRD Board previously received updates about the Solid Waste Management Plan Public/Technical Advisory Committee in October 2023 and May 2024. Since the May 2024 update, the committee has held two meetings. In addition, three working groups have met several times.

SOLID WASTE MANAGEMENT PLAN PUBLIC/TECHNICAL ADVISORY COMMITTEE

Key Topics of Discussion

The Public/Technical Advisory Committee meets four to six times per year. Since the last update to the MVRD Board in May 2024, the committee has met two times to receive information and provide input on topics such as:

- Source reduction incentive program development (for information / future input)
- Independent consultation and engagement panel (for information and discussion)
- Progress update on solid waste management plan timeline (for information and discussion)
- Performance metrics (for input)
- Organics procurement updates (for information)
- Tour of the Metro Vancouver Waste-to-Energy Facility

At each meeting, committee members have an opportunity to provide presentations to the committee. In September 2024, the committee received a presentation from Zero Waste BC.

The Public/Technical Advisory Committee's 2024 work plan is provided as Attachment 1.

Working Groups

In addition to the two committee meetings, three working groups have met several times to discuss and develop ideas for strategies and actions for potential inclusion in an updated solid waste management plan. Working groups are chaired by a member of the committee and are supported by Metro Vancouver staff. Working groups include:

- Construction and Demolition Waste Management
- Food Waste and Organics Working Group
- Plastics Management Working Group

The working groups have been reporting out regularly to the full committee at regular committee meetings. In addition, working groups will provide a final report/presentation to the Solid Waste

Management Plan Public/Technical Advisory Committee at its November 21, 2024 meeting. Conclusions from working groups will contribute to the development of an updated solid waste management plan, with the objective of identifying specific opportunities for accelerating waste reduction and recycling, while reducing greenhouse gases and promoting a circular economy. As with all committee meetings, this meeting will be open to any member of the public to attend and observe. Presentation content, and any subsequent discussion or feedback, will be considered inputs to the idea generation phase of engagement on the solid waste management plan update.

Membership changes

The committee began in 2022 with 30 members. There have since been two resignations. In addition, one member moved to a different organization. That member has remained on the committee, but a replacement member from the original organization (Binnars' Project) was added. Current member biographies are provided as Attachment 2.

Recruitment

In an effort to fill a few identified gaps in sector representation on the committee, Metro Vancouver ran an open call for applications for additional committee members from July 28 to September 27, 2024. While Metro Vancouver is making efforts to fill gaps in sector representation, applications from all sectors will be considered. Sectors of interest include:

- Construction and demolition
- Healthcare
- Housing
- Small and medium sized businesses
- Tourism and hospitality
- Underrepresented or equity-denied groups
- Urban Indigenous people
- Workers/Unions
- Youth

The application window has closed and applications are currently being reviewed by staff. Applications will also be reviewed by the Independent Consultation and Engagement Panel. Recommendations for new members will be provided to the Zero Waste Committee and GVS&DD Board for consideration.

Presentations from Public

The Solid Waste Management Plan Public/Technical Advisory Committee, along with the Zero Waste Committee, will receive presentations from the public on November 7, 2024. The purpose of this meeting is to allow an opportunity for the public to present their ideas related to solid waste management in the region directly to the two committee. Feedback will be recorded and considered inputs to the idea generation phase of engagement on the solid waste management plan update.

Member Financial Support

Metro Vancouver continues to offer financial support to members to reduce barriers to participation, especially among members belonging to typically underrepresented or equity-denied

communities. Supports may include financial support per meeting or other allowances for transportation, childcare, and access to technology.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Coordination of the Public/Technical Advisory Committee is included in the Solid Waste services work plan and budget.

CONCLUSION

The Solid Waste Management Plan Public/Technical Advisory Committee provides a forum for contribution from individuals representing a diversity of sectors and interests to inform the review and update of the solid waste management plan. In 2024 the committee has continued to provide input on the solid waste management plan process, particularly through the work of three working groups to allow in depth discussion on potential strategies and solutions in the following areas: construction and demolition, food waste and organics, and plastics.

ATTACHMENTS

1. 2024 Solid Waste Management Plan Public/Technical Advisory Committee work plan
2. 2024 Solid Waste Management Plan Public/Technical Advisory Committee member biographies

REFERENCE

1. [Solid Waste Management Plan Public/Technical Advisory Committee Web Page](#)

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Solid Waste Management Plan Public/Technical Advisory Committee

2024 Annual Work Plan

Meeting Date: September 13, 2024

An annual work plan for the committee will be developed by Metro Vancouver staff based on deliverables in the solid waste management plan development. The work plan will be reviewed annually by the committee, and will guide development of meeting agendas.

Priorities	
Item	Status
Solid Waste Management Plan Update – Vision and Guiding Principles Report Back	Complete
Solid Waste Management Plan Update – Issues/Opportunities Report Review	Complete
Solid Waste Management Plan Update – Phase 2: Idea Generation	In-progress
Waste-to-Energy Facility Tour	Complete
Disposal Ban Exemption Program Pilot	Complete
Performance Metrics Study Update	In-progress
Residuals Management Options Scope Review	Complete
Concrete and Asphalt Recycling Opportunities Scope Review	Complete
<i>Integrated Solid Waste and Resource Management Plan</i> Biennial Report	Complete
Working Group Updates – Ongoing	Pending

2024 Meetings:

February 23, 2024

April 12, 2024

June 14, 2024 – Facility Tour

September 13, 2024

November 21, 2024 – PTAC Presentation Day

Working groups have established meeting frequency per group

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Director Sarah Kirby-Yung, Chair

Metro Vancouver Board Director Sarah Kirby-Yung is currently serving her second term on Vancouver City Council. Director Kirby-Yung is on the Metro Vancouver Board and is the Chair of the Zero Waste Committee. Director Kirby-Yung is also a National Zero Waste Council Board member, Liquid Waste Committee member, Pacific National Exhibition Chair, Vancouver Art Gallery Trustee, and Union of BC Municipalities Executive. Previously, she served as Commissioner and Chair of the Vancouver Park Board and her professional background is in marketing and communications, tourism, and hospitality.



Director Craig Hodge, Vice-Chair

Metro Vancouver Board Director Craig Hodge is a City of Coquitlam Councillor, a title he has held since 2011. Director Hodge serves on the Metro Vancouver Board, and is the Vice-Chair of the Zero Waste Committee. Director Hodge is also Chair of the National Zero Waste Council Management Board, and serves on the Metro Vancouver Regional Parks Committee and Water Committee.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Bill Chan

Bill Chan has over 25 years of senior executive management experience with Encorp / Return-It, a leading BC product stewardship organization. He was involved in the start-up phase, and directed, managed and led a dynamic team

to deliver a convenient, effective recycling network of Return-It depots for beverage containers, consumer packaging, and end of life electronic products.

Bill sits on the Board of Directors of Vancity Credit Union, Canada's largest community-based credit union with over 560,000 members and \$33 billion in assets. He is the Chair of the Audit Committee and member of the Governance and Risk Committees. His formal education includes a Chartered Professional Accountant designation (CPA, CGA) and a MBA from Asia Pacific University. He has received the ICD.D (Institute of Corporate Directors designation).



Ben Liegey

Ben Liegey is a Food Waste Reduction Ambassador with more than 9 years of experience consulting organizations throughout the food supply chain. He has a food engineering background combined with an Executive MBA,

and is always passionate about promoting business sustainability through reducing food waste.

He is the Founder and CEO of Rethink2gether, a Vancouver-based consulting company helping commercial kitchens reduce food costs and improve their bottom line. Rethink2gether empowers hotels and restaurants with training, app technology to track food waste, and support to become certified against the third-party audited certification The PLEDGE™ on Food Waste. He has been a member of the Vancouver Food Policy Council in 2021–2022 and is also the Co-Producer of the Food Synergy Movie, a BC documentary about food waste solutions from farm to plate.



Brenda Martens

Brenda Martens has worked in the building industry for over 30 years as a practitioner, educator, and advocate in the field of regenerative building and circular economy.

Brenda has a focus on materials and waste reduction and is a TRUE (Zero

Waste) Advisor, and teaches courses on building circularity at British Columbia Institute of Technology.

She has led the zero waste efforts for many events, including the Vancouver Mini Maker Faire and Light House socials, and has spoken about waste at Buildex, Coast Waste Management Association, and the Vancouver Zero Waste 'meet-ups'. In 2018 she was appointed to the Order of British Columbia for her contributions to sustainability in the building industry.



Brianne De Man

Brianne De Man has been working in the realm of environmental and economic justice since 2017, and has become a passionate advocate for the rights and voices of waste-pickers in Vancouver and globally.

Brianne is currently the Director of EMBERS Eastside Works, a low-barrier income generation hub located in Vancouver's Downtown Eastside.

In her previous experience working with Binners' Project, Brianne was responsible for advocacy initiatives that work to provide legitimacy and dignity to binners' (also known as waste-pickers) work, while ensuring their voices are included in policy discussions that impact them, such as Metro Vancouver's solid waste management plan. She received a Master of Public Health from the University of Victoria in 2016.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Christian Dietrich

Christian Dietrich is the Vice President of Recycling and Waste Services at Ecowaste Industries. Christian's entire work experience centers around waste management, specifically hazardous waste and solid waste management. He has

worked in and led teams to design, commission, operate and maintain five separate waste processing plants ranging from a hazardous waste fuel blending facility in Tennessee, to fuel production from residential waste in London UK, to anaerobic digestion of food and garden waste in Surrey, BC.

Christian has also taken part in operational teams to improve safety and operational performance at a variety of waste processing plants including, material recovery facilities, mechanical biological treatment, combined heat and power incinerator, and waste-gasification. Christian holds a BSc Environmental Science from Lake Superior State University and an MBA from Seattle University.



Daniel Rotman

Daniel has an M.A. in Conflict Resolution and his mission is to engage in society's large, multi-party, cross-sector problems. This has brought him to the world of waste, where he now operates a consultancy at the crossroads of

waste management and behaviour change. He has experience working in waste audits, waste planning research, private recycling and Extended Producer Responsibility.

In the community, he has been co-facilitating and developing the Master Recycler Vancouver program since 2015, co-chairing the Society Promoting Environmental Conservation (SPEC) Waste Committee since 2017, and a multi-unit residential building waste committee most recently in 2020. Daniel is thankful to be able to live and play and work on this beautiful land and tries to live in a way to protect it for generations to come.



Cody Irwin

Cody Irwin has a strong connection and love for nature, as well as a powerful draw to technology and innovation. He was born on a remote farm in Manitoba and later raised in uptown Toronto. He went on to study Mechanical Engineering

at McGill University and moved to beautiful British Columbia after graduation.

For the last decade, he has called Vancouver home. There he started his first venture, Natural Source, offering corporate food services for technology companies. Over 10 years he grew this business into a local industry leader, until the pandemic closed offices and Natural Source's client base almost completely evaporated overnight. As devastating as this was, it proved to be an amazing opportunity. By repurposing his company's resources, he was able to build ShareWares with goals of eliminating single-use waste locally and worldwide.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Doug Schell

Doug Schell is currently the Manager of Recycling and Waste Management for BC Housing Management Commission. He has over 35 years' experience in the ever-evolving waste management sector. In collaboration with internal

and external stakeholders, he has been part of efforts to mitigate the effects of climate change through waste diversion, engagement and education.

Anyone that knows Doug sees by his example that we can all do better in reducing our waste and manage our natural resources better. He co-founded one of the first full-service recycling companies in Greater Vancouver, Waste-Not Recycling Inc. He has worked with organizations for over 30 years providing the tools to promote zero waste and continues to seek ways to reduce the barriers to recycling, especially within marginalized communities.



Grant Hankins

Grant Hankins has spent his career in the waste, recycling, and environmental industry, while achieving an MBA in the United States, an undergraduate degree from Simon Fraser University, and a business diploma from Capilano

University. While developing recycling, organics, and deposit return-to-retail programs as well as food reclamation recovery systems for the Overwaitea Food Group in BC and Alberta, he started his contributions to the broader sector by being a member of the first GVRD solid waste management plan local and technical solid waste advisory committees.

After fully developing return-to-retail programs, and in-house waste diversion systems at the Overwaitea Food Group, he worked for Browning Ferris Industries (BFI) as plant manager for its materials recovery facility, progressing to Divisional Vice

President. His career progressed to developing a first of its kind recycled glass optical sorting system for Environmental Technology. He then ventured into working for a large multinational company, Waste Management, as its Director of Operations for western Canada and northern California. He returned to Canada and was the General Manager for Progressive Waste/Waste Connections in the Lower Mainland. He now spends time investing in waste, recycling and environmental businesses, consulting within North America and is the Board Chair and President of the Waste Management Association of BC.



Hunter Bergen

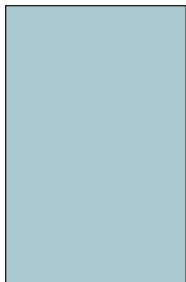
Hunter Bergen's degree in architectural science sparked her passion for sustainability and environmentalism, and gave her the tools to prosper in a leadership role with Nada for nearly two years (leaving September 2022) —

Vancouver's first package-free grocery store.

In her time with Nada, managing purchasing and inventory, she realized that there is still a lot of work to be done to make zero waste more accessible at a larger scale. While she is now travelling Australia, she continues to implement strategies of sustainability in her day-to-day life. She aims to educate, encourage, and empower individuals to realize their environmental goals through her blog *Golden Hour*, a space to provide insight and resources for environmental action and mental health.

Apart from zero waste, she has been fortunate to experience exciting industries such as photography, culinary arts, cosmetology, forestry, construction, design, touring and retail. The sum of her experiences has helped her navigate an emerging industry and she can't wait to share it with the rest of the world through the voice of the Public/Technical Advisory Committee.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Jake Turek

Jake Turek is the Waste Management Engineer with the BC Ministry of Agriculture, and leads several files related to agricultural by-products, composting, and bioenergy. He was the Ministry lead for mortality disposal during

the 2021 atmospheric river event, working with key stakeholders to ensure farmers had the ability to dispose of mortalities in an environmentally sustainable manner. Jake has supported the development and update of disposal protocols and legislation, specifically the Code of Practice for Agricultural Environmental Management. Jake is interested in participating on the committee to ensure that agricultural waste management practices are represented, as necessary.



Jamie Kaminski

Jamie Kaminski is a Zero Waste Business Associate (ZWA, TRUE Advisor) and is President of HSR Zero Waste. He is a Board Member of Zero Waste Canada and of the Zero Waste International Alliance, and is Chair of the Zero Waste

Definition working group and Zero Waste Hierarchy working group.

Jamie's experience is in solid waste management from both a ground level and policymaking perspective. His area of expertise lies within international best practices in zero waste, and in respect to internationally accepted zero waste policies and programs. He works with fellow policy advisors to create strong, practical and enforceable policies that drive change towards zero waste. With over 27 years of active engagement in the waste and waste diversion industry working for HSR, Jamie has developed extensive experience in understanding how regional policies and bylaws affect the existing waste management system from the perspective of the service provider, the client, as well as the region as a whole.



Jaye-Jay Berggren

Jaye-Jay Berggren brings over 15 years' experience in the organic waste management industry. He is a founder and a former owner of Sea to Sky Soils, which has successfully processed Metro Vancouver organics since 2017. Jaye-Jay

boasts the establishment of a local circular economy model, which tied organic waste and compost to local food production and local food security.

He has successfully worked with numerous Indigenous communities over the last decade, and has a strong interest in fulfilling the commitments BC has made to Truth and Reconciliation, and the United Nations Declaration on the Rights of Indigenous Peoples. Jaye-Jay now continues to work towards educating others on the value of organic waste, and considers this an important resource for future generations.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



John Doherty

John Doherty is the Facilities Manager at the New Westminster Campus of Douglas College overseeing several areas including catering, parking, and waste management. He is a Prosci® Certified Change Practitioner

and has experience guiding groups through large-scale projects.

John is committed to and passionate about finding new ways to achieve lower waste output. He serves as a member of the strata council at his place of residence and brings both commercial and residential viewpoints on solid waste to the table. He has a background in security, art, and graphic design.



Kevin Huang 黃儀軒

Kevin Huang (he/him) is the co-founder and executive director of hua foundation, an organization with the mission of strengthening the capacity among Asian diasporic youth, in solidarity with other communities, to challenge, change,

and create systems for a more equitable and just future. His work has ranged from scaling culturally sensitive consumer-based conservation strategies through a project called Shark Truth, advancing municipal food policy to address inclusion and racial equity, to providing supports for youth from ethnocultural communities to reclaim their cultural identity on their own terms.

Kevin serves on committees with Vancity Credit Union, Vancouver Foundation, and the City of Vancouver; he is also on the board of two charities. Kevin's public policy experience includes managing hua foundation's work with the City of Vancouver on the single-use item reduction strategy where he oversees multi-lingual and culturally resonant stakeholder engagement and consultations.



Lori Bryan

Solid Waste and Recycling Industry Advisory Committee Elected Co-Chair.

Lori Bryan is the Executive Director of the Waste Management Association of BC (WMABC) and has helped guide the association

through a number of campaigns to ensure the private waste & recycling sector has a voice at government level discussions, to collaborate on solutions and maintaining an open and competitive market. Lori started in the waste sector by working for a small company in the 1990's, who she represented at WMABC meetings. She began raising a family in 1996, while continuing to be involved by working with independent companies and took on the ED position for the WMABC in 2010. Recently, she participated on the Emergency Management of BC (EMBC) committee, both for COVID-19 and the 2021 Flooding emergencies, providing guidance on waste & recycling issues to the Province. Lori was part of the working group that brought about the Metro Vancouver Solid Waste and Recycling Industry Advisory Committee and became a member to continue to work together on industry solutions.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Louise Schwarz

Co-owner of Recycling Alternative, Louise brings 30+ years of experience developing and delivering best practices waste reduction and recycling programs to the Industrial, Commercial, Institutional (ICI) sector. Her

commitment to community collaborations has led Recycling Alternative to partner with numerous groups, developing and supporting some of Vancouver’s most innovative community diversion models including Vancouver Biodiesel Co-op, Food Scraps Drop Spots, Recycle in Strathcona, Zero Waste Events, and greenHUB co-location facility with community partner United We Can. Louise is currently working with local green innovators to create Vancouver’s first Green Industrial Innovation District (the GrIIDTM), focusing on circular economy and inclusive, green employment.

Louise sits on the National Zero Waste Council’s Management Board, Recycling Council of British Columbia’s Board, Encorp’s Community Advisory Committee, Share Reuse Repair Initiative’s Steering Committee, Downtown Community Court’s Advisory Council, and Urban Core’s Executive Committee. She received the ‘Woman of Distinction Award’ in 2012, the Queen’s Diamond Jubilee Medal in 2013, and City of Vancouver’s Award of Excellence for Greenest City Leadership in 2014.



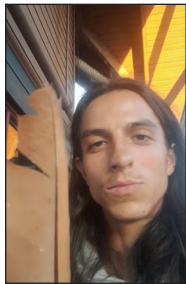
Lyndsay Poaps

Lyndsay Poaps is the Executive Director of the Recycling Council of British Columbia (RCBC). An accomplished leader with collaborative experience in multi-stakeholder consultations, she has a strong background in community

building and decision making. Before joining RCBC, she served as Executive Director for Leadnow, a national independent advocacy organization, and as Co-Chair of OPEN, an international network of digital campaign organizations. Lyndsay spent a number of years as a Communications Specialist with Metro Vancouver, with a focus on behavior change and waste diversion. She currently sits on the National Zero Waste Council Management Board.

Driven and energetic, Lyndsay has built and maintained personal and professional relationships across many communities. She was an elected Commissioner with the Vancouver Parks Board from 2002–2005, was an Urban Fellow with the City of Toronto, has been an Action Canada Fellow, and founded Frontrunner, a campaign school to train and support young women interested in running for election. Lyndsay has a Masters of Public Policy from Simon Fraser University.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Matthew Morin

Matthew Morin is a Cree/Metis descendant of the Morin family from Sandy Bay, Saskatchewan. He has been involved with Aboriginal Life In Vancouver Enhancement (ALIVE) Society since 2018

beginning as a Youth Leader on the Board of Directors and is currently serving the role of Youth Facilitator for ALIVE Society's Truth and Reconciliation Project. Matthew was rewarded the Dwight Dory National Indigenous Youth Award by the Congress of Aboriginal Peoples in 2021. His areas of interest are in family advocacy and language revitalization.



Michael Zarbl

Michael Zarbl joined the Major Appliance Recycling Roundtable as the Executive Director in July 2017. Prior to that, Michael was the Director of Operations at Recycle BC (formerly MMBC) the Extended Producer Responsibility program

for packaging and printed paper in British Columbia. Before joining Recycle BC, he was the Senior District Manager for Waste Management of Canada Company for four years, where he was responsible for the entire operation of the Vancouver Hauling District.

Prior to that, Michael held various private sector positions at major corporations such as Director of Operations with Ryder Container Terminals, a large export/import and distribution facility for Canadian manufacturers and major Canadian retailers, Distribution Centre Manager for Martin Brower of Canada (distributor for McDonald's Restaurants of Canada), and with Coca-Cola Bottling Co. He has an extensive supply chain management background with direct experience in the key activities along the supply chain, culminating in direct waste management industry experience. Michael has a BA from Concordia University in Montreal and is fluent in both English and French.

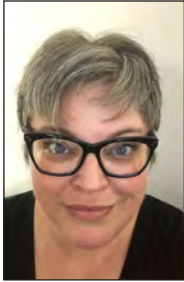


Raman Johal

Raman Johal is the Sustainability Specialist at London Drugs. Born and raised in London, England, he moved to Vancouver in 2009. He graduated from the Sauder School of Business at UBC with a Bachelor's Degree in Commerce

and a concentration in Sustainability. He also worked for the Sustainability and Ethics group at Sauder as a research assistant, helping them expand their sustainability education.

A firm believer in responsible business and the ability for business to be a force for good, he now works for London Drugs, managing their comprehensive Green Deal program. This includes their extensive return-to-retail recycling program, where customers can bring back many of the products they purchase to be responsibly recycled. The Green Deal program has four pillars in total: upstream purchasing, energy and operations, waste minimisation, and communication and education.



Sara Larter

Sara Larter is the Executive Director for the Vancouver Repair Collective, which offers free community repair events in the Lower Mainland that help people fix their broken gadgets, computers, or clothing in order to keep excess waste from

our landfills. Her passion is teaching and as a certified adult educator with a degree in Fashion Design and Apparel Production Management, she hopes to be able to teach new designers about the importance of sustainability in fashion and a circular economy.

Sara lives in a beautiful co-op in Vancouver with her husband and two fur-kids. When she isn't teaching or working with the Vancouver Repair Collective, she enjoys sewing, pattern making and crochet.



Sean Miles

As the Director of Binners' Project, Sean has over 15 years of experience working in equity-serving organizations. Along the way he has gained valuable insight into managing a social enterprise through his work at Starworks

Packaging & Assembly and has spent time working in the DTES as the manager of the East Hastings WorkBC office.

Sean is passionate about waste systems and making our Extend Producer Responsibility systems equitable for all. Through his work with Binners' Project, he has seen firsthand the positive impact that binners can have on our environment and strives to see them legitimized as valuable participants in the circular economy. Sean is a firm believer in working from a trauma-informed lens and is deeply committed to the important work of actualizing truth and reconciliation.

Sean completed his BA in Psychology at the University of Victoria and a post-bachelor diploma in Psycho-Social Rehabilitation at Douglas College.



Sue Maxwell

Sue Maxwell is the chair of Zero Waste BC, a non-profit organization working to drive systemic change towards zero waste in BC. She is also a consultant for Ecoinspire, which for fifteen years has focused on sustainability and zero waste

planning, working with governments, Extended Producer Responsibility programs, and businesses.

Sue has been a councillor in Whistler and an active volunteer for waste reduction and community planning. She has volunteered with the Climate Caucus (Co-Chair of the Zero Waste/Circular Economy Working Group), Whistler Zero Waste Committee, Squamish-Lillooet Regional District Solid Waste Management Plan Monitoring Advisory Committee, the BC Intermunicipal Working Group on Zero Waste, Recycling Council of British Columbia Board and Policy Committee and others. She has a Master of Arts in Environment and Management from Royal Roads University and her thesis was on zero waste.



Tara Immell

Tara Immell is a university lecturer focused on financial and environmental risk management who also consults for an engineering firm in the field of solid waste management. Whether teaching or consulting, Tara is passionate about raising everyone's awareness of how

individual choices impact climate change. Tara's waste management expertise focuses on food and plastic waste. At Tetra Tech, she conducts waste audits, has written a technical roadmap on recycling plastics, and has supported US regulatory research to keep edible food out of landfills.

Tara is currently studying for a PhD at Simon Fraser University, where she has taught finance for over 20 years. She completed a Master of Agriculture degree focusing on the impact of food waste and has previous local food system experience as the general manager of the North Vancouver, West Vancouver, and Burnaby Artisan Farmers' Markets.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Ulwiana Mehta-Malhotra

Ulwiana Mehta-Malhotra is a student passionate about taking environmental action to positively impact the mindsets of her generation and better the earth. She has spearheaded initiatives to reduce waste, be it the unnecessary

disposal of food, clothing, or books, looking at how mindsets impact individual consumption and thus waste, and giving alternatives to throwing away items such as upcycling, passing on, or donating.

As a member of generation-Z, Ulwiana sees that she and her peers have the power as consumers to reduce waste, and must contribute to society's efforts to mitigate climate change so that they can live in a cleaner, greener world. She is an advocate of hopeful, solution-based thinking, and sees action through legislation as the antidote to anxiety. Ulwiana is looking forward to connecting her passion to policy to help Metro Vancouver reduce their solid waste.



Yasmin Abraham

Yasmin Abraham is Co-Founder of Kambo Energy Group and the visionary behind Empower Me, Canada's only energy and climate focused program designed for, and delivered by, members of underserved communities. Under

Yasmin's leadership, Kambo has become a leader and advocate for the inclusion of lower income families in climate policies, specifically advocating for supports for families experiencing energy poverty. Kambo's Community Power division is dedicated exclusively to reducing energy poverty and improving housing conditions with Indigenous communities.

Yasmin is a leading expert in equity-based energy and climate programming, working with governments and utilities across Canada to design and deliver inclusive solutions. Yasmin has assembled an employee roster representative of the communities they serve – 83% identify as visible minority, immigrant and/or multilingual, and 59% of employees are female.



William Selten

William Selten is an accomplished engineer with a mechanical engineering background. He has a solid background in the field of organic waste processing, specifically in processing more contaminated waste streams.

He has been involved in multiple projects from conception through to operations.

William has provided his expertise and services across the globe for various stakeholders including both public and private sectors on both new and existing organic waste processing facilities. He is passionate about improving the future of our planet by building renewable infrastructure in the waste to energy sector. Outside of work he tinkers around the house doing projects on his small acreage and attending to his animals in Whonnock, Maple Ridge, where he has lived with his family since 2019.

To: MVRD Board of Directors

From: Director Craig Hodge

Date: October 16, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for UBCM**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 16, 2024, titled “External Agency Status Report for UBCM”.

PURPOSE

To report to the Board of Directors on the activities of the Union of BC Municipalities (“UBCM”).

BACKGROUND

The Union of BC Municipalities (UBCM) represents the common interests of local governments in dealings with the provincial and federal governments. UBCM is a non-partisan, member-based organization. The policy basis for the organization is developed through resolutions endorsed at its annual meeting, complemented by direct consultation and a range of working groups and committees. The Executive of UBCM, to which the GVRD provides a direct appointment, meets quarterly.

UBCM’s Recent Activities

1. UBCM hosted its annual convention September 16-20 in Vancouver. The event welcomed 2,100 delegates, and featured plenary sessions with each of the three provincial party leaders. UBCM provided the Mayors Council with a platform to renew its [call](#) to federal and provincial leaders for a better approach to funding TransLink operations. Key resolutions centred on the need for improved provincial support for homelessness, the opioid crisis and mental health.
2. In advance of the Convention, UBCM released its [priorities](#) for the provincial election, focused on new community infrastructure to support legislated housing growth; funding pre-hospital care for those with mental health and addiction issues; and subsidizing affordable housing units to tackle housing affordability and homelessness.
3. In July, UBCM completed negotiations with Canada and British Columbia to renew the [Canada Community-Building Fund](#) for the next decade. Based on a request to UBCM by Metro Vancouver, the program will deliver over \$1.6 billion in funding for capital investments by TransLink. The agreement between UBCM and Metro Vancouver is being finalized as this report was prepared. The program also provides allocated funding to every local government in BC through the Community Works Fund. As the CCBF approaches its 20th anniversary, it is the longest running and best established infrastructure program in BC.

4. UBCM has released a [discussion paper](#) that explores the potential of changes to the framework that supports responsible conduct by elected officials. Options considered include a mandatory code of conduct for all BC local governments. The paper also explores the relative merits and drawbacks of three approaches to code of conduct enforcement. UBCM worked in partnership with the Local Government Management Association to develop the paper and is seeking feedback from local elected officials.

ALTERNATIVES

This is an information report. No alternatives are presented.

To: MVRD Board of Directors

From: Director Sav Dhaliwal

Date: October 18, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for UBCM Indigenous Relations Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated October, 18, 2024, titled “External Agency Status Report for UBCM Indigenous Relations Committee”.

BACKGROUND**JULY MEETING HIGHLIGHTS**

The Committee received a delegation from Senior Manager, Urban Indigenous Relations with the City of Vancouver. The delegation reviewed the work that Vancouver is doing around MMIWG2S including the development of a city-wide notification protocol for MMIWG2S and a missing persons app. They are currently working with an Indigenous owned company to develop the app. Both the protocol and the app are in development. The committee learned the city’s process for analyzing the MMIWGs Calls for Justice and recommendations from the report, Red Women Rising: Indigenous Women Survivors in Vancouver’s Downtown Eastside to determine City actions underway that respond to the reports. Similarly, the city looked at where they had gaps. This review was conducted across City departments and with City partners (e.g. Vancouver Police Department, Vancouver Public Library and Vancouver Park Board). The City’s work was also informed by feedback from the City’s MMIWG2S Advisory Committee, Urban Indigenous Peoples Advisory Committee and the Union of BC Indian Chiefs. In 2022, the city released a MMIWG2S Response Report which recommended a coordinated citywide implementation of the Calls for Justice and the recommendations from the Red Women Rising report, that were within the City’s jurisdiction. This included the integration of the 7 Principles for Change (found in the Final Report of the National Inquiry into MMIWG) into the City’s work on MMIWG2S. Other recommendations included community engagement, City staff training, adequate resourcing, and the creation of a citywide response protocol when an Indigenous woman, girl, and/or 2SLGBTQQIA+ person is missing from Vancouver.

The Committee received and discussed a report on UBCM’s MOU with MIRR including preliminary feedback on a member survey that showed member dissatisfaction at the level of consultation by the provincial government when they are negotiating agreements with First Nations. After much discussion on ways to improve consultation, the Committee agreed that UBCM ought to move forward with renewing the MOU as it is a better option than not having an MOU in place at all.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

If there are no financial implications.

Update for Metro Vancouver May – October 2024

2024 Spring Member Forum

WESTAC hosted the 2024 Spring Member Forum on May 7 & 8 at the Hotel Grand Pacific in Victoria. The theme for this Forum was "Managing through Collective Challenges & Opportunities," and focussed on the current macro issues disrupting global supply chains and their impact on Canada. WESTAC members provided insights on how operations are affected in the short term due to ongoing challenges disrupting trade routes. BC Premier David Eby also presented as a keynote speaker. Proceedings from the Forum were circulated to members in June and can be found [here](#).

Strategic Planning

As noted in the update earlier this year, WESTAC is finalizing its 2025 – 2027 Strategic Plan. We used a multi-staged process to allow members to contribute to creating the new plan by providing input through an anonymous survey, along with targeted interviews. The survey results and interview intel were examined with WESTAC's Board of Directors at the Spring Member Forum

A draft strategic plan will be discussed with WESTAC's Executive Committee and will be circulated to all members in October for input. The goal is to have a draft of the new strategic plan brought forward for approval at the Board meeting on November 22 in Calgary.

Compass Leader Survey 2024

WESTAC will deploy its annual survey of transportation executives on October 15. The survey intends to help raise the profile and awareness of significant issues in the Canadian transportation network, shape transportation policies at all levels of government, and address information gaps and supply chain challenges. Results will be previewed at the Fall Member Forum. The report will be released publicly in early 2025.

Project: Building Canada's Future: National Trade Infrastructure Priorities

At the Leader's Council in May, members underscored the need for increased trade infrastructure investments and for the federal government to recapitalize the National Trade Corridors Fund (NTCF).

Based on this feedback, a draft definition outlining objective criteria was created and select WESTAC members were consulted for initial input. The goal is a focused list of trade infrastructure projects which have widespread industry support. WESTAC will work with its members to seek consensus on which projects should be included on the top 10 list. Additionally, broader industry and government support will be sought for the projects that best meet the agreed-upon definition. The list will be widely available to support efforts to re-capitalize the National Trade Corridors Fund (NTCF) or an equivalent program. Work on this project will be ongoing.

2024 Fall Member Forum

The 2024 Fall Member Forum will be held in Calgary on November 21 & 22. This Forum will be primarily held at the CPKC headquarters and will offer members the opportunity to see the operations centre and a hydrogen-powered locomotive. Peter Hall, Chief Executive Officer at econosphere inc., is confirmed to speak.

Communications

Part of WESTAC's 2024 Communications Plan is to publish four op-eds this year. Three articles have been published so far. The fourth op-d for 2024 is currently in the draft stage.

- *Business in Vancouver*: "Western Canada's supply chains are losing ground—but we can fix that." The article can be found [here](#).
- *The Hill Times*: " Budget overlooks need for trade-enabling infrastructure." The article can be found [here](#).
- *The Hill Times*: "A growth-focused blueprint for investing in Canada's trade infrastructure." The article can be found [here](#).

To: MVRD Board of Directors

From: Director Jen McCutcheon, Electoral Area A

Date: October 16, 2024 Meeting Date: November 1, 2024

Subject: **External Agency Status Report for the Zero Emissions Innovation Centre (ZEIC)**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 16, 2024, titled “External Agency Status Report for the Zero Emissions Innovation Centre (ZEIC).”

EXECUTIVE SUMMARY

The Zero Emissions Innovation Centre (ZEIC) is an independent, non-profit charitable organization dedicated to catalyzing innovation, economic development, and market transformation for urban climate action in British Columbia. ZEIC was established by the Government of Canada and the Federation of Canadian Municipalities with a mandate to support provincial, regional, and local governments in meeting their greenhouse gas emissions reduction targets. ZEIC embraces a network-based model for empowering climate solutions. To date, ZEIC networks have reached over 5,000 building and energy sector professionals across industry and government.

This report provides an overview of ZEIC’s key activities over the last two quarters, including:

- The launch of the BC Retrofit Accelerator (BCRA);
- The launch of the Local Government Offsite Housing Accelerator Initiative;
- A new area of programming focused on economic and workforce development, supply-chain resilience, and market transformation within the B.C.’s building sector; and
- Ongoing building decarbonization programs that support capacity building and evidence dissemination among local and regional governments and industry actors.

PURPOSE

This report provides an update on the key activities of the Zero Emissions Innovation Centre (ZEIC) over the past two quarters as they align with regional climate action and Metro Vancouver services.

BACKGROUND

Seeded by a \$21.7 million federal endowment, ZEIC (Reference 1) is a purpose-built non-profit charitable organization dedicated to market transformation and enabling zero carbon communities and economies across the region and province. ZEIC is part of the Low Carbon Cities Canada (LC3) network (Reference 2) established by the Government of Canada and the Federation of Canadian Municipalities (FCM).

ZEIC—and the LC3 network—are positioned to work closely with local, regional, and provincial governments and Indigenous communities to advance urban climate solutions, policy, and action plans. ZEIC also enables industry to pursue market transformations through programs, collaborations, pragmatic research, impact investment, granting, and education, training, and

capacity-building. Equity, affordability, community health and well-being, environmental protection, and economic development are integral to how ZEIC develops and delivers climate action programs.

PROGRAM AND ACTIVITY UPDATES

ZEIC works with dozens of funders and collaborators to deliver a variety of programs that support climate policy, market transformation, and economic prosperity. Key programs and initiatives from the last two quarters that align with Metro Vancouver's services and policy imperatives are highlighted below.

See the ZEIC website for more information (Reference 1), including program details on dedicated pages (Reference 3). Also, ZEIC publishes a regular newsletter (Reference 4).

The BC Retrofit Accelerator

In September, ZEIC officially launched the BC Retrofit Accelerator (BCRA), a three-year, \$20 million program aimed at kick-starting climate and energy upgrades across hundreds of B.C.'s large commercial and residential buildings.

With funding from Natural Resources Canada, the Ronald S. Roadburg Foundation, Metro Vancouver, ZEIC, and others, the BCRA provides hands-on guidance to the owners and managers of large commercial and residential properties—including strata-owned, rental, non-market, and off-reserve Indigenous housing. The BCRA is offered in collaboration with the BC Non-Profit Housing Association, the Aboriginal Housing Management Association, the Building Owner's and Manager's Association of BC, the Condominium Homeowner's Association, Landlord BC, the University of Victoria, and others.

The BCRA aims to deliver decarbonization plans for 500 large existing buildings in urban centres across the province, showing a path to zero emissions by 2050 aligned with major capital renewals. The program will provide expert coaching for all stages of a retrofit project, such as identifying technology and financing options and support through procurement and implementation. By helping building owners and managers navigate through the upgrade process, the BCRA aims to facilitate deep energy retrofits, including the installation of heat pumps or distributed renewable energy systems.

Many property owners and managers, including strata councils, want to upgrade and decarbonize their buildings by transitioning to all-electric heating, cooling, ventilation, or water heating. There are a range of barriers, including low awareness, complexity, and challenges in sourcing financing. The BCRA serves as a solution at time where the need for cooling has become a priority due to intensifying heat waves and degraded air quality.

The BCRA services aligns with BC Hydro programs, such as the recently launched MURB Retrofit Program in partnership with the Province, Solar & Battery Program, and other offers to support multi-family buildings.

The BCRA is accelerating a retrofit market transformation, lowering barriers to efficient, resilient, and low- and zero-carbon existing buildings while helping grow the industry's capacity to deliver them. The BCRA support the development of a capable workforce and will advance data and research. The BCRA program page (Reference 5) provides more information on how to participate.

Local Government Offsite Housing Accelerator Initiative

The Local Government Offsite Housing Accelerator Initiative, a three-year project funded by the Real Estate Foundation of B.C. and ZEIC, will identify new approaches to offsite wood frame and mass timber construction including local and regional land use policies and practices to enable the rapid deployment of housing in urban centres across B.C. and offer improved climate and economic outcomes for communities.

The initiative has several objectives to facilitate and enable local governments' capacity and knowledge sharing, including:

- Adapting local government processes to support offsite construction from permitting to procurement;
- Facilitating pre-approved designs and standardization to manage cost and time and scale demand for offsite construction;
- Identifying and inventorying underutilized public land to deliver permanently affordable housing supply and grow demand for offsite construction;
- Engaging with Indigenous People on a change in use of local government land to support reconciliation, including urban Indigenous housing; and
- Developing several tailored guidebooks that meet the needs of the offsite housing construction ecosystem.

The initiative represents the needs and interests of diverse B.C. communities. Courtenay, Quesnel, and Vancouver championed a resolution at the Union of BC Municipalities (UBCM) 2023 Convention, calling on the Province to collaborate on an "Offsite Wood Construction Industrial Policy Framework" that delivers on positive affordability, climate, and economic outcomes.

To wrap up the September 2024 UBCM convention, ZEIC hosted a dialogue with senior staff, executives and elected officials from the public, private, and social sectors to celebrate successes, showcase local government and private sector leadership and identify the next steps to bring this kind of housing innovation to B.C. communities.

Metro Vancouver: Leading Innovation and Market Transformation

Metro Vancouver is demonstrating exceptional leadership in this space with its project for a pre-approved, digital design for a six-storey rental that is open-source and adaptable by market and non-market developers. Supported by almost a dozen member municipalities, BC Housing, and CMHC, this project will expedite design, permitting, and construction for traditional onsite construction and offsite manufacturing.

Offsite Wood Construction: The Imperative and the Opportunity

Offsite construction has the potential to deliver big construction cost and schedule savings and dramatically increase supply volumes that align with local and provincial climate targets (Reference

6). Current policy and practice, across private and public sectors, however, facilitates traditional onsite construction, which inadvertently increases cost, time, and risk for offsite construction.

With mounting housing costs and low vacancy rates, more housing is needed, rapidly. In jurisdictions with supportive policy and practice, offsite construction delivers faster and more affordable housing supply (Reference 6)—and can do so with a lower carbon impact compared to traditional building. Further, one of the greatest housing supply constraints and a growing cost driver is labour force (Reference 7). Accelerating the offsite construction industry will leverage new cohorts of workers, delivering a much-needed supply of housing to the region and the province.

Economic Development & Market Transformation Initiative

ZEIC has launched a new area of programming focused on economic development and market transformation through climate action within the building sector (Reference 3). This work builds on the technical knowledge base of ZEIC and deliberately adds the economics of local climate actions and jobs. As part of this initiative, ZEIC will focus on workforce development, supply-chain resilience, labour impact assessments, and sustainable finance while continuing an economic analysis lens across all programs. Through this initiative, ZEIC works to support both businesses and workers in navigating the energy transition in ways that increase their prosperity, inclusivity, and competitiveness.

Focus areas:

- Capacity building programs for businesses and workers on key energy and climate issues.
- Support for decision-makers to maximize the positive outcomes of the energy transition
- Coordinate and convene industry groups to plan and act together.
- Cutting-edge research on economic opportunities and risks related to climate change.

Building Decarbonization Programs

ZEIC continues to offer a range of programs and supports for the B.C. building industry and public sector staff as they work to reduce operational and embodied emissions from both new and existing buildings—including both Part 9 (small) and Part 3 (large) buildings (Reference 3). ZEIC's programs address gaps in understanding and/or support across the building industry (e.g., integrating more discussion about whole-life carbon, resilience, etc.) and seeks to effectively synthesize, communicate, and distribute the innovative work happening across the province.

Featured resources generated this quarter:

- Case Study: Electrification of High-Rise Buildings: With soaring housing demand, land values, and recognition of the importance of green space, high-rise residential buildings will be increasingly prominent in metropolitan regions across the province. To ensure high-rise housing aligns with climate targets—and meets economic and affordability needs of the region and residents—building electrification is surging. Key insights and strategies from three prominent developers in the region are featured in a new case study (Reference 8).
- Op-ed: B.C.'s energy transition hidden in plain sight: In this opinion piece, ZEIC program leaders highlight that in some BC communities, research shows a fully electric apartment or condo building can cost nearly a third less than when built with gas heating (Reference 9).

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

ZEIC was established by the Government of Canada with a mandate to support provincial, regional, and local governments in meeting their greenhouse gas emissions reduction targets. Through its various programs and initiatives, ZEIC empowers peer-to-peer and cross-sector knowledge sharing and is helping to build momentum, capacity, and resources to shift policy, markets, and industry in support of a more inclusive, prosperous, and healthy future. Local governments and mission-aligned organizations are encouraged to get involved with ZEIC and to reach out with any question or ideas for collaboration.

REFERENCES

1. [Zero Emissions Innovations Centre – Homepage](#)
2. [Low Carbon Cities Canada – Homepage](#)
3. [Zero Emissions Innovation Centre – Programs](#)
4. [Zero Emissions Innovation Centre – Newsletter Subscription](#)
5. [Zero Emissions Innovation Centre – BC Retrofit Accelerator Program](#)
6. [*The State of Prefabrication in Canada: A Market Study of Mass Timber, Panels, and Volumetric Modular Construction*, Blackbox Offsite Solutions Ltd., dated October 2021](#)
7. [Construction and Maintenance Looking Forward, Highlights for BC, 2024-2033, BuildForce Canada, 2024](#)
8. [“Case Study: Electrification of High-Rise Buildings”, Building to Electrification Coalition, dated September 2024](#)
9. [“Opinion: B.C.'s energy transition hidden in plain sight”, Vancouver Is Awesome, dated February 23, 2024](#)

71277352



Social well-being supported by a vibrant economy and sustained by a healthy environment

MEMO

To: Jacque Killawee, Deputy Corporate Officer, Metro Vancouver

From: Steve Litke, Director, Water Programs, Fraser Basin Council

Date: October 2, 2024

Re: Lower Mainland Flood Management Strategy Leadership Committee Update

The Fraser Basin Council hereby confirms that the Lower Mainland Flood Management Strategy Leadership Committee completed its work in August of 2023, and has dissolved. Please advise the MVRD Board that no re-appointments to the Leadership Committee are needed for 2025.

To: Regional Planning Committee

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

Date: September 16, 2024 Meeting Date: October 4, 2024

Subject: **Metro 2050 Type 3 Proposed Amendment – City of Surrey (15238 - 64 Avenue)**

RECOMMENDATION

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Surrey's requested amendment to include the property located at 15238 - 64 Avenue within the Urban Containment Boundary and amend its regional land use designation from Agricultural to Industrial;
 - b) give first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024*; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.
-

EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 3 *Metro 2050* amendment for a 0.67 hectare parcel located at the southeast corner of 152 Street and 64 Avenue. The proposed amendment would extend the Urban Containment Boundary to include this parcel and amend its regional land use designation from Agricultural to Industrial to accommodate a multi-tenant industrial building with a restaurant and a volleyball facility. The proposed amendment has been assessed in relation to applicable *Metro 2050* goals and policies. Staff is recommending that, on balance, the proposed amendment is supportable.

The proposed amendment:

- reflects the fact that the subject property has been used for industrial purposes for many years and is not a viable site for agricultural uses; the parcel has been excluded from the Agricultural Land Reserve;
- would add 0.67 hectares of Industrial land to the region, making a contribution to the regional industrial land stock;
- could lead to pressure to expand urban uses onto nearby agricultural lands; and
- would result in higher trip generation, particularly for passenger vehicles. The site is served by several bus routes, although these services do not meet the criteria for the Frequent Transit Network.

The requested *Metro 2050* Type 3 amendment requires adoption through an amendment bylaw passed by an affirmative 50% + 1 weighted vote of the MVRD Board. An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change is required from the City of Surrey prior to final adoption of the amendment bylaw. The amended RCS also needs to be approved by the MVRD Board.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the City’s request to amend *Metro 2050* to accommodate a multi-tenant industrial building through a *Metro 2050* Type 3 amendment.

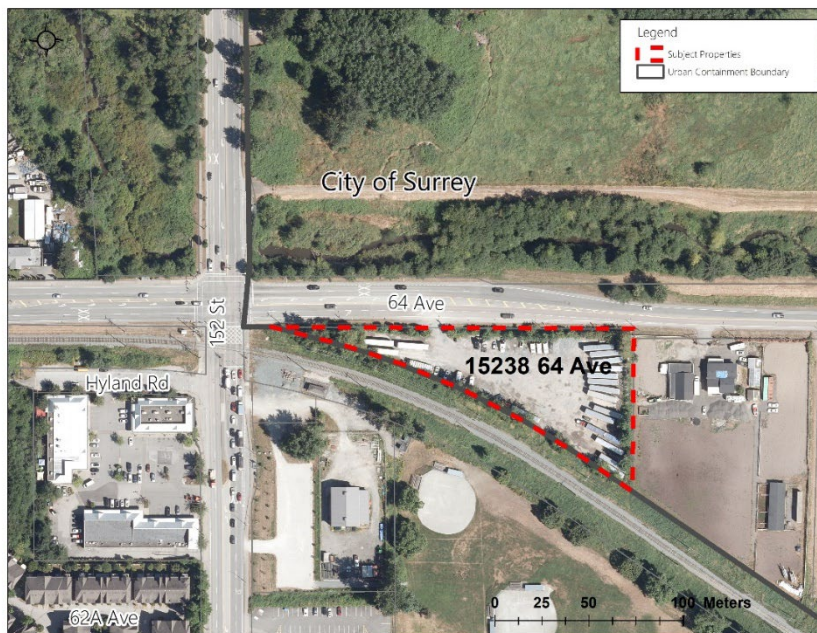
BACKGROUND

On June 10, 2024 Surrey City Council passed a resolution requesting that the MVRD Board consider a Type 3 Amendment to *Metro 2050* to amend the regional land use designation of the site located at 15238 - 64 Avenue from Agricultural to Industrial and to amend the Urban Containment Boundary (Attachment 1). After receiving third reading, Metro Vancouver received the City of Surrey’s request to consider the proposed Metro 2050 amendment on July 19, 2024.

SITE CONTEXT

The subject property is a single parcel that is approximately 0.67 hectares in size. The property was previously used for a cement facility, which was a very specific and restricted use that was regulated through a Land Use Contract. Some years ago the operation stopped, and the property has since been used for unauthorized truck parking. If the application is approved, the Land Use Contract would be discharged by the City of Surrey. Nearby land uses include agricultural, single family residential, commercial, and industrial uses. The subject property received approval for Agricultural Land Reserve (ALR) exclusion from the Agricultural Land Commission (ALC) on November 21, 2023 (Reference 1), and the exclusion was completed in June 2024. The proposal would see the site developed into a multi-tenant industrial building, with a restaurant, a volleyball facility, and surface parking; all of which are permitted industrial uses in the Surrey OCP’s Industrial designation.

Figure 1 – Site Context



The subject property is currently designated Agricultural in the City’s Official Community Plan (OCP) and zoned Light Impact Industrial Zone (IL) in the City’s Zoning Bylaw. The current regional land use designation in *Metro 2050* is Agricultural (Figure 1). Additional site information can be found in the City’s staff report (Attachment 1), and a summary of the existing site description is provided in Table 1.

Table 1 – Existing Site Description

Site Size	6,695 m ²
Site Location	15238 - 64 Avenue
Current Metro 2050 Regional Land Use Designation	Agricultural
Current City OCP Designation	Agricultural
Current Zoning	Light Impact Industrial Zone (IL)
Within the Urban Containment Boundary	No
In the Agricultural Land Reserve	No

Figure 2 – Existing Regional Land Use Designation

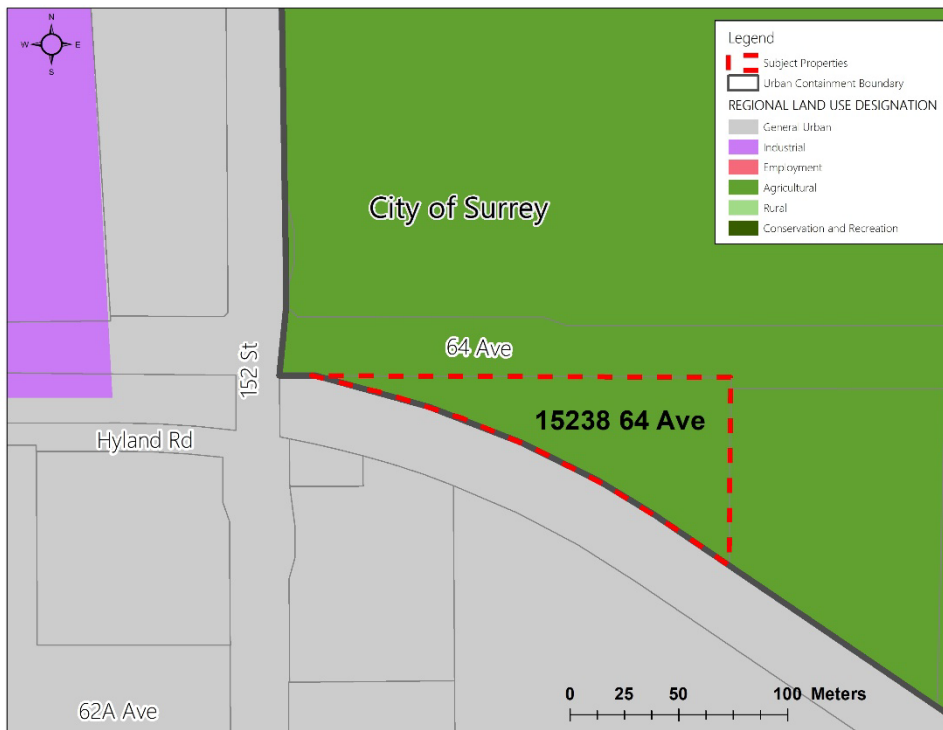
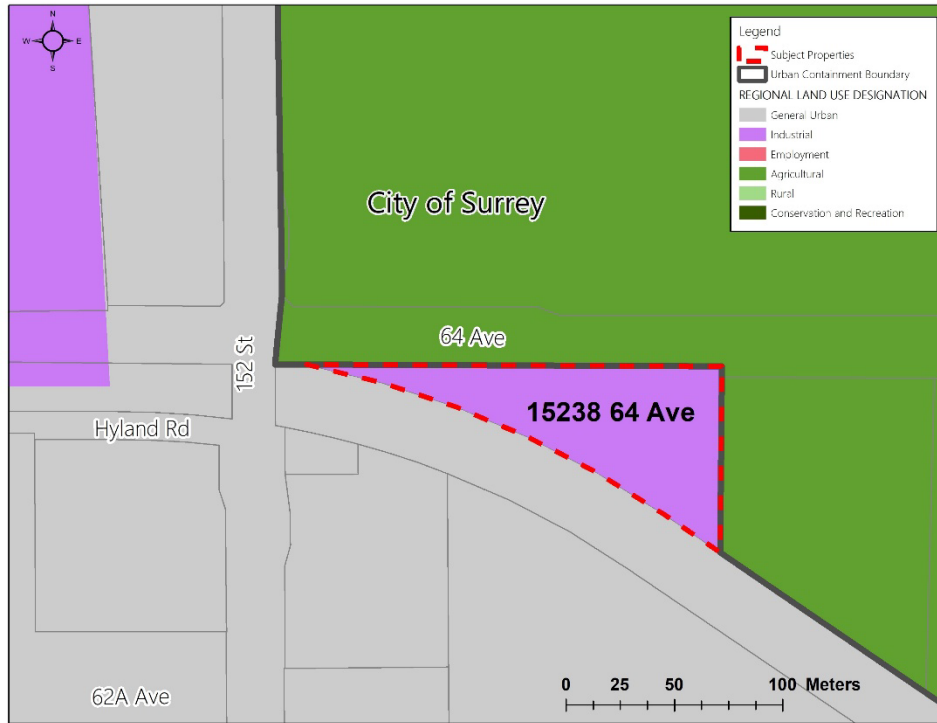


Figure 3 – Proposed Regional Land Use Designation



PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

On May 1, 2023, the City of Surrey held a public hearing and granted third reading to the respective Official Community Plan (OCP) and zoning amendment bylaws. The proposal would amend the City’s OCP and Zoning Bylaw for the subject property to accommodate industrial uses. The City referred the proposed amendment to Metro Vancouver after confirmation that the ALR notation was removed from the land title on June 4, 2024. The City can adopt the proposed OCP amendments after the MVRD Board approves the corresponding *Metro 2050* Type 3 amendment given the change of land use being requested.

The proposed amendment would extend the Urban Containment Boundary to include the subject property and would redesignate the subject property’s regional land use designation from Agricultural to Industrial. Per *Metro 2050* policy 6.3.4 f), this is a Type 3 amendment because the subject site is contiguous with the Urban Containment Boundary, not within the Agricultural Land Reserve, and not subject to the *Agricultural Land Commission Act*.

The proposed land use changes are outlined in Table 2 and on Figures 2 and 3.

Table 3 – Proposed Site Designations

	Current	Proposed
<i>Metro 2050</i>	Agricultural	Industrial
Within the Urban Containment Boundary	No	Yes
OCP	Agricultural	Industrial
Zoning	Light Impact Industrial Zone (IL)	Comprehensive Development Zone (CD)

REGIONAL PLANNING ANALYSIS

The City of Surrey's proposed *Metro 2050* amendment has been assessed in relation to the applicable *Metro 2050* goals and policies. The intent of the assessment by Regional Planning is to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of *Metro 2050*, not to duplicate the municipal planning process. *Metro 2050* sets out a long-term regional vision to support growth and change while protecting the natural environment, fostering community well-being, and supporting economic prosperity, among other objectives. Staff's role in assessing amendment requests is primarily to consider any implications to the shared *Metro 2050* vision, goals, and strategies from a long-term, regional perspective. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary, and to direct growth to a network of Urban Centres and along transit corridors, with an aim to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

Consideration 1: Contain urban development within the Urban Containment Boundary

The subject property is located outside of the Urban Containment Boundary (UCB), and is designated Agricultural in *Metro 2050*. It has been excluded from the ALR. The regional Agricultural land use designation is intended to protect agricultural purposes and not to accommodate an expansion of urban uses. The intent of the UCB is to limit the region's urban expansion.

While adjusting the UCB may create a precedent and increase pressures to convert adjacent agricultural lands beyond the current borders of 152 Street and the joint railway line/BC Hydro right-of-way, Surrey staff have noted that this property is exempt from the *Agricultural Land Commission Act*, meaning that an application for non-farm use would not be required for the proposed industrial use on the site. In November 2023, the ALC approved the exclusion of the subject property. Surrey staff also noted that agricultural uses would not be an efficient use of the land given the small parcel size, and the subject property has had industrial uses in the past (cement facility) and now (unauthorized truck parking). The proposal includes a 15m farmland protection buffer on the eastern boundary, next to the abutting ALR property.

Although the proposed amendment is not aligned with the regional goal to contain urban development within the UCB, the specific site context and past uses on the site need to be considered when evaluating this application.

Goal 2: Support a Sustainable Regional Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support diverse regional economy. This includes the protection and enhancement of the region's supply of industrial and agricultural lands, while supporting employment opportunities close to where people live.

Consideration 1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

The proposed amendment is not located within an Urban Centre or Frequent Transit Development Area, but is located in close proximity to residential communities to the south and west.

Consequently, the uses associated with the proposed development have the potential to provide new employment opportunities in the City of Surrey and accessible employment options for local residents. Although employment uses are encouraged to locate in Urban Centre locations, many industrial uses are not compatible or feasible in these types of locations.

Consideration 2: Protect the supply and enhance the efficient use of industrial land

The proposed amendment will add 0.67 hectares of industrially designated land to the region. The region has a limited supply of industrial lands and strong demand for industrial space. The supply of industrial lands in Surrey and the region is limited and in high demand as documented in the *Metro Vancouver 2020 Regional Industrial Lands Strategy* and the *2020 Regional Industrial Lands Inventory* (References 2). Twenty-seven percent of the region’s jobs are located on industrial lands, and there continues to be very low vacancy rates, which is constraining the region’s economic and employment growth. Despite the limited scale of the proposal, this application would support the region’s efforts to protect the supply of, and enhance the efficient use of, industrial land.

The City’s staff report notes that:

- Several uses have been removed from the current light industrial zone relative to the proposed comprehensive development zone, which are uses that would generate parking and/or access concerns, and that are not considered appropriate adjacent agricultural uses.
- The maximum size of a coffee shop or restaurant has also been reduced, and the option to proceed with agriculture, horticulture and associated uses, has been added, recognizing there might still be potential for limited agricultural uses on the site.

Consideration 3: Protect the supply of agricultural land and strengthen agricultural viability

The region has a limited supply of agricultural lands, and they are under increasing speculative pressures for urban land uses. *Metro 2050* includes policy direction to continue to protect agricultural lands for agricultural purposes over the long term, and contain urban growth within the UCB and prevent the further encroachment of urban uses into agricultural areas.

The subject property received ALC approval for exclusion from the ALR in November 2023. Given the past industrial uses that have taken place on this property, the soil has already been highly compromised from a soil-based production perspective.

There is some risk that if approved, this amendment would put additional speculative pressure on adjacent Agricultural lands to convert to urban uses. The proposed amendment includes a 15 m landscape buffer and an increased 24 m building setback from the eastern property line to mitigate impacts on adjacent Agricultural lands. In addition, as noted above, the option to proceed with agriculture, horticulture and associated uses has been added, recognizing there may be potential for limited agricultural uses on the site.

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

Goal 3 of *Metro 2050* includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts. The site’s historic industrial and truck parking uses mean there are no natural areas remaining on the site. The proposed amendment includes a vegetated farmland protection buffer of 15 m that will have a variety of trees planted along the eastern property line. The planting plan included with the City’s staff report suggests that Purple Flowering Black Locust would be

among the replacement trees planted on site. Although this tree species would provide substantive tree canopy cover, it is considered an invasive tree species in this region and it may cause root problems for sidewalks and roads. If the amendment is approved, staff suggest using Metro Vancouver's Tree Species Selection Database to identify other non-invasive species that are suitable for this site that would achieve similar or greater tree canopy coverage (Reference 3).

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 of *Metro 2050* includes strategies that encourage greater supply and diversity of housing to meet a variety of needs. The proposed amendment does not enable or impact residential development, therefore the Goal 4 strategies and policies of *Metro 2050* are not applicable.

Goal 5: Support Sustainable Transportation Choices

Goal 5 of *Metro 2050* includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

Consideration 1: Supporting sustainable transportation options

The proposed amendment and land uses will result in higher trip generation, particularly for passenger vehicles. Although the area features modest transit and active transportation infrastructure, most trips are likely to occur by private vehicle. The City's staff report indicates that 30 peak-hour vehicle trips are expected.

The site is served by several bus routes on 64 Avenue and 152 Street, although these services do not meet the criteria for the Frequent Transit Network. Pedestrian connectivity to and from these stops is currently limited, as the sidewalk network does not provide continuous access to the site. The proposed multi-use path along the 64 Avenue frontage is therefore critical in providing pedestrian connectivity to the site and enabling access to the nearby bus stops. The multi-use path is also important in light of the joint railway line/BC Hydro right-of-way, which limits alternative access points and serves as a barrier between the site and recreational uses to the south. This should be a consideration for the City during its approvals process.

Bicycle access is currently available via marked bike lanes on 64 Avenue. However, the functionality of the eastbound lane (immediately adjacent to the subject property) is reduced by conflicts with transit vehicles and the high-speed roadway environment (i.e., a 70 km/h posted speed limit).

Consideration 2: Supporting efficient movement of goods and services

The site is located on the Major Road Network and has good access to the Truck Route Network, which terminates one block west at the intersection of 64 Avenue and 152 Street. Access to the Truck Route Network will benefit warehouse uses associated with the proposed amendment. The site's strategic location from a goods movement perspective makes the proposed land use designation change to Industrial desirable from a regional goods movement perspective.

Analysis Conclusion

Analysis has concluded that, on balance, the proposed *Metro 2050* amendment is supportable.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Water Services (GVWD)

The City of Surrey is requested to forward an estimation of the increase in drinking water demand resulting from this amendment to Metro Vancouver’s Water Services as soon as it is available.

Liquid Waste Services (GVS&DD)

The subject property is not within the Fraser Sewerage Area. If the MVRD Board approves this amendment application, a separate application to the GVS&DD would be required to service and connect these lands to the regional sewerage system. The GVS&DD would conduct a technical review that would include an examination of the financial, technical, operational, and service level impacts on the regional sewer system, including wet weather management practices and measures to reduce wet weather inflow and infiltration (I&I).

Based on the proposed land use change to a multi-tenant industrial building with a restaurant, volleyball facility, and surface parking, the projected RAWN Report peak wet weather flow would be less than 5L/s. Therefore, this application can be accepted from a hydraulic perspective.

REGIONAL PLANNING ADVISORY COMMITTEE COMMENTS

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for information and discussion on September 13, 2024. Staff from the City of Surrey presented on the amendment application and were available to answer questions from committee members. No comments were made.

REGIONAL CONTEXT STATEMENT

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change and amended Urban Containment Boundary is required from the City of Surrey prior to final adoption of the amendment bylaw. On June 10, 2024, Surrey City Council approved a resolution to authorize staff to submit an updated RCS reflecting the proposed amendments. It is expected that the City will submit the updated RCS for consideration of acceptance if the Board chooses to initiate the proposed amendment process for *Metro 2050* and gives 1st, 2nd and 3rd readings to the *Metro 2050* amendment bylaw. The updated RCS will then be considered alongside the final adoption of the amendment bylaw. This process is in alignment with *Metro 2050* and its associated implementation guidelines. Once received, Metro Vancouver has 120 days to accept or not accept the RCS.

REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS

If the amendment is initiated and the associated bylaw receives 1st, 2nd, and 3rd readings, it will then be referred to affected local governments, local First Nations, the Agricultural Land Commission, Ministry of Transportation and Infrastructure, and TransLink, as well as posted on the Metro Vancouver website for a minimum of 45 days to provide an opportunity for comment. For Type 3 amendments, *Metro 2050* identifies additional public engagement opportunities that may be used at the discretion of the MVRD Board including: appearing as a delegation to the Regional Planning Committee or the MVRD Board when the amendment is being considered; conveyance of comments submitted from the respective local public hearing to the MVRD Board, and hosting a public information meeting (digitally or in person).

All comments received will be summarized and included in a report advancing the bylaw to the MVRD Board for consideration of final adoption. An updated Regional Context Statement from the City of Surrey will be considered at the same Board meeting as final adoption of the proposed amendment.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the Metro 2050 amendment process for the City of Surrey’s requested amendment to include the property located at 15238 - 64 Avenue within the Urban Containment Boundary and amend its regional land use designation from Agricultural to Industrial;
 - b) give first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024*; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.

2. That the MVRD Board:
 - a) initiate the *Metro 2050* amendment process for the City of Surrey’s requested amendment to include the property located at 15238 - 64 Avenue within the Urban Containment Boundary and amend its regional land use designation from Agricultural to Industrial;
 - b) give first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024*;
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*; and
 - d) direct staff to commence an enhanced public engagement process, including hosting a regional public information meeting.

3. That the MVRD Board decline the proposed amendment for 15238 - 64 Avenue, and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the initiation of the City of Surrey’s proposed Type 3 Amendment. If the MVRD Board chooses Alternative 2, any costs associated with enhanced public engagement (e.g. advertising, meeting space rentals) would be paid for from the Board-approved Regional Planning budget. If the MVRD Board chooses Alternative 3, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

CONCLUSION

The City of Surrey has requested that the MVRD Board consider a Type 3 amendment to *Metro 2050* for a 0.67 hectare site at the northeast corner of 152 Street and 64 Avenue to change the regional land use designation from Agricultural to Industrial and amend the Urban Containment Boundary to include the subject property. The subject property has been excluded from the ALR and would add a small parcel of industrial land to the region. Staff recommend Alternative 1.

ATTACHMENTS

1. City of Surrey Regional Growth Strategy Amendment Application and Staff Report, dated July 19, 2024 (File: 7922 0111 00)
2. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396*
3. *Metro 2050 Type 3 Proposed Amendment – City of Surrey (15238 – 64 Avenue) Presentation*

REFERENCES

1. [ALC Decision and Resolution #578/2023](#), Agricultural Land Commission, November 21, 2023.
2. [Regional Industrial Lands Strategy](#), Metro Vancouver, June 2020.
3. [Metro Vancouver Tree Species Selection Database](#), Diamond Head, 2019.
4. [Metro 2050](#)

67687992

the future lives here.

July 19, 2024

File: 7922 0111 00

Metro Vancouver Board
c/o Dorothy Shermer, Director/Corporate Officer, Board & Information Services
Metrotower III, 4730 Kingsway
Burnaby, B.C. V5H 0C6

Dorothy.Shermer@metrovancover.org

Dear Ms. Shermer,

Re: City of Surrey Regional Growth Strategy Amendment Application for land located at 15238 64 Avenue (Development Application No. 7922-0111-00)

The City of Surrey is processing a development application in the Newton area in Surrey, to permit the development of a multi-tenant industrial building, with a restaurant and a volleyball facility. The proposal includes an RGS amendment from “Agricultural” to “Industrial”, and an extension of the Urban Containment Boundary and the GVS&DD Fraser Sewerage Area to include the subject site. The proposal also included an exclusion of the lands from the Agricultural Land Reserve (ALR), which has now been completed.

The triangular property is approximately 6,740 square metres in area and is located east of 152 Street and bounded by 64 Avenue to the north and the BC Hydro (Cloverdale) Railway to the south.

Summary of the Proposal

To allow the proposed industrial facility, restaurant, offices and volleyball facility, the following is required:

- **OCP Amendment** from Agricultural to Industrial
- **Discharge of LUC No. 584**
- **Rezoning** from “Light Impact Industrial Zone (IL)” to “Comprehensive Development Zone (CD)” (based on IL)
- **Development Permit** for Form and Character, Hazard Lands, Sensitive Ecosystems, and Farm Protection
- **RGS amendment** from Agricultural to Industrial and extension of the Urban Containment Boundary and the GVS&DD Fraser Sewerage Area
- **ALR exclusion** under Section 29 of the *ALC Act* (approved).

Background

LUC

The property was originally used for a cement facility which was a very specific and restricted use in the Land Use Contract (LUC). Some years ago, operation stopped, and the property has since been used as an unauthorized truck parking facility. The underlying zone is “Light Impact Industrial Zone (IL)”, and the LUC expired on June 30, 2024.

ALR

The property is exempt from the ALC Act, in terms of land use, given the small parcel size (2 AC) which is not efficient for agricultural use. This means that an application for non-farm use would not be required for the proposed industrial use on the site. However, since an application to Metro Vancouver is proposed to include the property in the Urban Containment Boundary to allow for utilities servicing, staff is recommending exclusion from the ALR, as to not set a precedent of having ALR land within the Urban Containment Boundary. The ALR exclusion was approved by the Agricultural Land Commission and completed on June 04, 2024.

Council Resolution

At the Regular Council – Land Use meeting held on January 30, 2023, Surrey City Council reviewed Development Application No. 7922-0111-00, passed 1st and 2nd Reading, and requested additional information. At the Regular Council – Land Use meeting held on May 01, 2023, Surrey City Council considered Additional Planning Comments, and passed a resolution to authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading: to amend the Metro Vancouver Regional Growth Strategy (RGS) designation of the site from Agricultural to Industrial, and to extend the Urban Containment Boundary to include the property. The application also received Third Reading on May 01, 2023.

The ALR exclusion application was then made, and subsequently approved on June 04, 2024.

Upon consulting with Metro Vancouver staff, it was brought to the attention of City staff that an additional resolution was required for the referral, as follows:

On June 10, 2024, Surrey City Council considered Corporate Report R104 at the Regular Council – Land Use meeting, and approved the following resolutions pertaining to the subject site:

- to authorize staff to submit a Regional Context Statement amendment application to Metro Vancouver for Development Application No. 7922-0111-00, in accordance with Council granting Third Reading to Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment By-law No. 20835, on March 6, 2023;; and
- For Development Application No. 7922-0111-00, authorize the City Clerk to bring forward Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2024, No. 20835 for Final Adoption, subject to the Metro Vancouver Board approving Surrey's amended Regional Context Statement and approving the Regional Growth Strategy amendments.

Referral

The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy to redesignate the site from “Agricultural” to “Industrial” and adjust the boundary of the Urban Containment Boundary and the GVS&DD Fraser Sewerage Area to include the subject site.

Should Metro Vancouver staff require any additional information regarding this mater, please contact Luci Moraes, the project planner, at 604-591-4615 or at LFMoraes@surrey.ca

Yours,



Ron Gill
Chief Development Approvals Officer
Planning & Development Department

Attachments

Attachment A: City of Surrey Planning & Development Reports for Application No. 7922-0111-00, dated January 30, 2023, and May 01, 2023
(www.surrey.ca/sites/default/files/planning-reports/PLR_7922-0111-00_2.pdf)

Attachment B: May 01, 2023 Surrey City Council minutes granting the application 3rd Reading
(www.surrey.ca/sites/default/files/minutes/MIN_RCLU_2023_05_01.pdf)

Attachment C: June 10, 2024 Surrey City Council Corporate Report R104
(www.surrey.ca/sites/default/files/corporate-reports/CR_2024-R104.pdf)

Attachment D: June 10, 2024 Surrey City Council minutes passing the resolution from Corporate Report R104 (www.surrey.ca/sites/default/files/minutes/MIN-RCPH-2024-06-10.pdf)

Cc: Luci Moraes, City of Surrey, LMoraes@surrey.ca
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Mikayla Tinsley, Senior Policy and Planning Analyst, Regional Planning & Housing Services, Mikayla.Tinsley@metrovancover.org

City of Surrey
ADDITIONAL PLANNING COMMENTS

Application No.: 7922-0111-00

Planning Report Date: May 01, 2023

PROPOSAL:

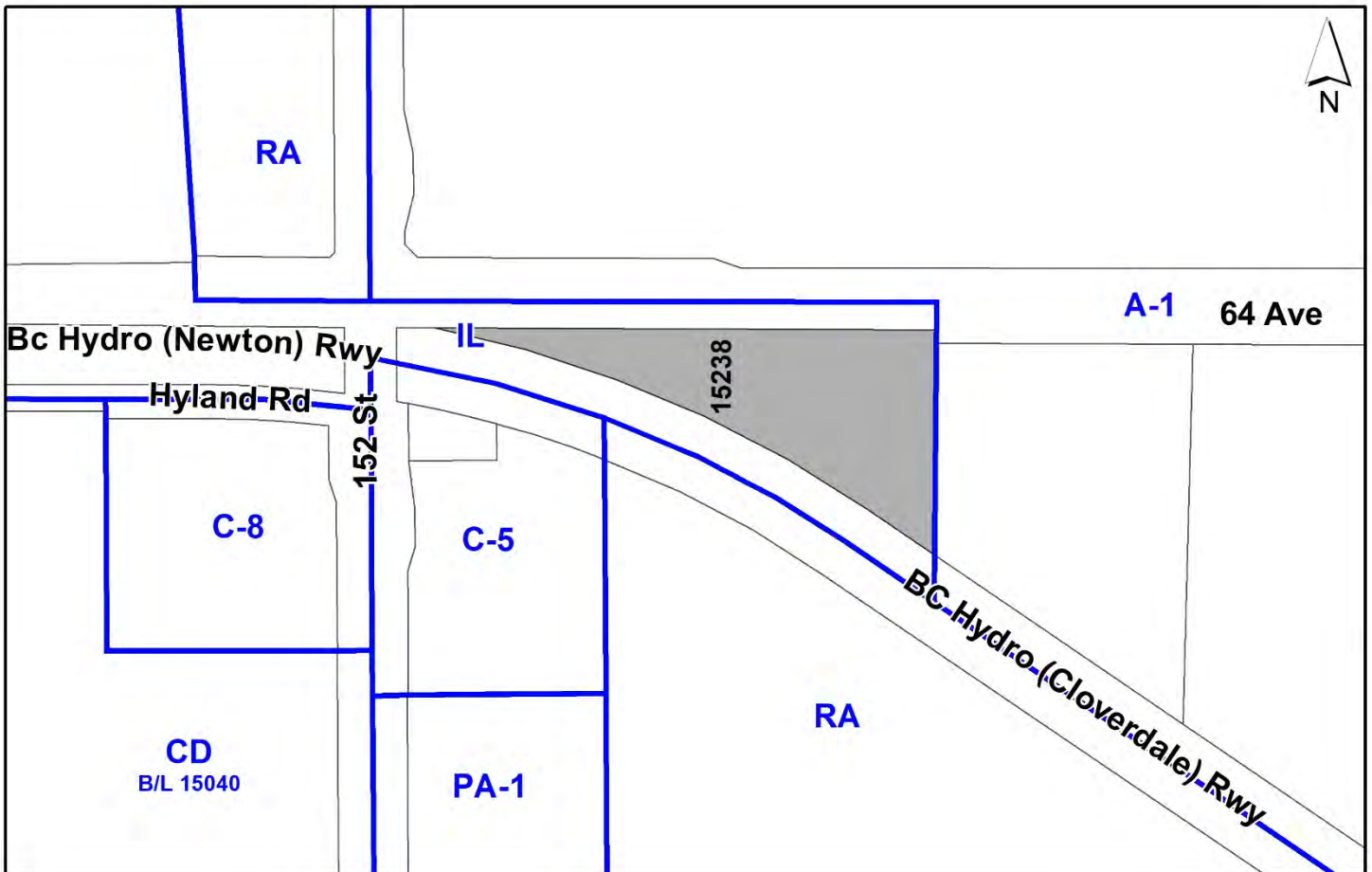
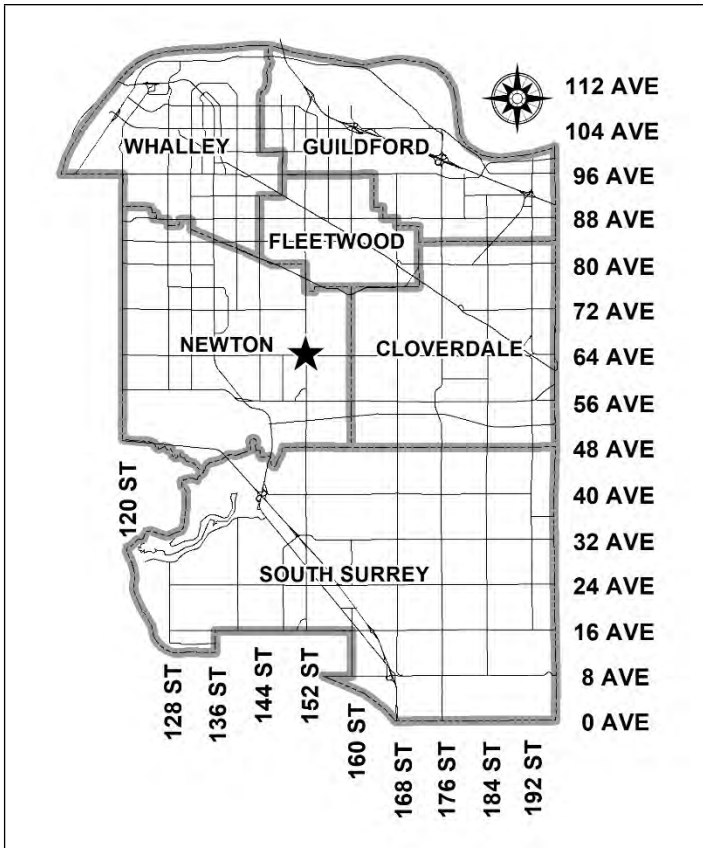
- **OCP Amendment** from Agricultural to Industrial
- **Discharge of LUC No. 584**
- **Rezoning** from IL to CD
- **Development Permit**
- **RGS amendment** from Agricultural to Industrial
- **ALR exclusion** under Section 29 of the *ALC Act*.

to permit the development of a multi-tenant industrial building, with a restaurant and a volleyball facility

LOCATION: 15238 - 64 Avenue

ZONING: LUC No 584 (Underlying IL)

OCP DESIGNATION: Agricultural



RECOMMENDATION SUMMARY

- Bring the following By-laws for consideration of 3rd Reading:
 - Discharge of Land Use Contract (LUC);
 - Official Community Plan (OCP) Amendment; and
 - Rezoning; and
- Approval to draft Development Permit for Form and Character, Hazard Lands, Sensitive Ecosystems, and Farm Protection.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposing an amendment to the Official Community Plan (OCP) from Agricultural to Industrial.

RATIONALE OF RECOMMENDATION

- The proposal is for a multi-tenant industrial building, with a restaurant and a volleyball facility, with surface parking.
- The application was considered by Council at the Regular Council Meeting on January 30 2023, and subsequently a Public Hearing was held on March 06, 2023.
- Following the Public Hearing, Council referred the application back to staff to have the walkway connecting the two buildings removed thereby limiting the future potential uses of the building.
- The proposal has been revised, and the buildings are now proposed as separate buildings, with no enclosed 'bridge' connection on the upper floors.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council considers the following By-laws for Third Reading:
 - (a) By-law No. 20835 to amend the Official Community Plan (OCP) to redesignate the site.
 - (b) By-law No. 20836 to discharge Land Use Contract #584.
 - (c) By-law No. 20837 to rezone the site from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)".
2. Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading: to amend the Metro Vancouver Regional Growth Strategy (RGS) designation of the site from Agricultural to Industrial, and to extend the Urban Containment Boundary to include the property.
3. Council authorize staff to draft Development Permit No. 7922-0111-00 generally in accordance with the attached drawings (Appendix I) and the finalized Ecosystem Development Plan and geotechnical report.
4. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a road dedication plan to the satisfaction of the Approving Officer;
 - (c) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (d) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (e) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (f) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;
 - (g) submission of a finalized Geotechnical Report to the satisfaction of City staff;
 - (h) final approval of the Agricultural Land Reserve exclusion application from the Agricultural Land Commission;
 - (i) final approval from Metro Vancouver for amendments to the Regional Growth Strategy and the Urban Containment Boundary;

- (j) Registration of a Section 219 Restrictive Covenant to adequately address the City’s needs with respect to public art, to the satisfaction of the General Manager Parks, Recreation and Culture;
 - (k) Registration of a Section 219 Restrictive Covenant to inform future owners of farm practices in the area that may produce noise, odour and dust; and
 - (l) Registration of a Section 219 Restrictive Covenant to restrict the minimum building elevation (MBE)” area below the Flood Construction Level (FCL) and to inform current and future owners that the subject property is located within a floodplain area and that any buildings or structures constructed upon the lot may be damaged by flooding or erosion.
5. Council authorize staff to submit an exclusion application to the Agricultural Land Commission.

SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP Designation	Existing Zone
Subject Site	Truck parking	Agricultural	LUC No. 584 (underlying IL Zone)
North (Across 64 Avenue):	Vacant land & Hyland Creek. Development Application No. 7912-0304-00 for an industrial development	Agricultural	A-1
East:	Agricultural and single-family dwelling	Agricultural	A-1
South:	Sullivan Park and Sullivan Park Rail Car Barn; BC Hydro Railway.	Suburban	RA and C-5
West (Across 152 Street):	Community Commercial development	Urban	C-8

Context & Background

- The subject site is 0.67 hectares (1.65 acres) and designated “Agricultural” in the Official Community Plan (OCP), and the Regional Growth Strategy (RGS), is located in the Agricultural Land Reserve (ALR) and is zoned Land Use Contract (LUC) No. 584, with a Light Impact Industrial (IL) underlying Zone.
- The property was originally used for a cement facility which was a very specific and restricted use that was regulated through a Land Use Contract. Some years ago, the operation stopped, and the property has since been used as an unauthorized truck parking facility.

- The site is bounded by the BC Hydro Cloverdale Railway to the south and west, and Sullivan Park further to the south across the railway. To the east, there is an agricultural property, a commercial development to the west across 152 Street, and a vacant site to the north, which was recently removed from the ALR and has an application on the site for an industrial development.
- The site is within the Development Permit areas for Farm Protection, Hazard Lands (flood prone), Sensitive Ecosystem (streamside protection) and Form and Character.
- The application was considered by Council at the Regular Council – Land Use Meeting on January 30 2023, and subsequently a Public Hearing was held on March 06, 2023.
- Following the Public Hearing, Council referred the application back to staff to have the walkway connecting the two buildings removed thereby limiting the future potential uses of the building (Resolution No. R23-432)

DEVELOPMENT PROPOSAL

Planning Considerations

- The applicant is proposing an amendment to the OCP and RGS from Agricultural to Industrial, a discharge of Land Use Contract No. 584 and rezoning from Light Impact Industrial (IL) Zone to Comprehensive Development (CD) Zone, based on Light Impact Industrial (IL) Zone.
- The proposal includes road dedication along 64 Avenue to the north, and the development of two industrial buildings with other accessory uses and surface parking.
- The application proposes 1,144 square metres of warehouse space, 220 square metres of office space, a 93 square metre restaurant, and a 980 square metre volleyball training facility, for a total 2,437 square metres of floor area. The proposal represents a net Floor Area Ratio (FAR) of 0.5.

	Proposed
Lot Area	
Gross Site Area:	6,695 square metres
Road Dedication:	371 square metres
Undevelopable Area:	n/a
Net Site Area:	6,324 square metres
Number of Lots:	1
Building Height:	17.5 metres
Unit Density:	n/a
Floor Area Ratio (FAR):	0.5
Floor Area	
Industrial:	2,124 square metres
Commercial:	313 square metres
Total:	2,437 square metres

CD By-law

- No changes are proposed to the CD By-law No. 20835. The applicant will comply with all requirements set out previously.
- The proposed building floor area has been slightly reduced from the previous proposal, as well as the overall building height.

DEVELOPMENT PERMITS

- No changes are proposed to the Sensitive Ecosystems (Streamside Areas) Development Permit, Sensitive Ecosystems (Green Infrastructure Areas) Development Permit, Hazard Lands (Flood Prone) Development Permit or Farming Protection Development Permit

Form and Character Development Permit Requirement

- The proposed development is subject to a Development Permit for Form and Character.
- The proposed development generally complies with the Form and Character Development Permit guidelines in the OCP.
- In accordance with the direction provided by Council at the Regular Council – Public Hearing meeting of March 06, 2023, staff has worked with the applicant to eliminate the enclosed connection that was previously proposed on the upper floors between the two buildings.
- With the physical separation of the buildings, they were each provided with a more individual character that better reflects the proposed use in each building.
- The eastern building, where the volleyball facility is located, is proposed with an arched roof, that is more conducive to sports facilities, as it allows for the elimination of interior columns. There is a separate entrance proposed for access to the volleyball facility, and there is no interconnectivity proposed between the small restaurant on the ground floor, and any of the other uses.
- The western building is proposed with offices on the upper stories, and therefore, has a more business park look with a flat roof.
- The glazing proposed for each building also better reflects the proposed uses on each.
- No significant changes to the landscaping were required, as the buildings were already separated on the ground floor.

Outstanding Items

- There are a limited number of Urban Design items that remain outstanding, and which do not affect the overall character or quality of the project. These generally include confirmation of location for PMT and BC Hydro kiosk, design resolution for western building along 64 Avenue, and some minor adjustments. Applicant is encouraged to switch the dark roof colour with the lighter metal panel on the wall, as the dark roof will get hot and add to urban heat island effect.
- The applicant has been provided a detailed list identifying these requirements and has agreed to resolve these prior to Final Approval of the Development Permit, should the application be supported by Council.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

- Appendix I. Proposed Subdivision Layout, Site Plan, Building Elevations, Landscape Plans and Perspective
- Appendix II. Initial Planning Report No. 7922-0111-00, dated January 30, 2023.

approved by Shawn Low

Don Luymes
General Manager
Planning and Development

LM/ar

PROPOSED WAREHOUSES & VOLLEYBALL TRAINING CENTER DEVELOPMENT

15238 64 Ave, Surrey, BC



CONTACT LIST

ARCHITECT	Architecture Panel Inc.	Unit 103 15505 Marine Dr White Rock, BC, Canada	Ruchir Dhall	(604) 385 3600
LANDSCAPE ARCHITECT	Architecture Panel Inc.	Unit 103 15505 Marine Dr White Rock, BC, Canada	Ruchir Dhall	(604) 385 3600
ENGINE CONSULTANTS	Hub Engineering Inc.	Suite 212, 12992 76 Ave Surrey, BC, Canada	Mike Kompter	(604) 572 4328
LAND SURVEYORS	Dhallwal & Associates Land Surveying Inc.	Unit 216, 12899 76 Ave Surrey, BC, Canada	Sukhvir Grewal	(604) 501 6188
PROJECT OWNERS	Diyash Investments Inc.	106-12885 76 AVE, Surrey, BC, Canada		(604) 597 4084
GEI	Red Cedar Environmental Consulting	32141 Sandtipper Place, Mission, BC, Canada	Remi Masson	(604) 621 9811
AGENCY	Francis Klimo	112-4300 Fraser Way, Burnaby, BC, Canada		(604) 358 5562
SO	CITY OF SURREY			

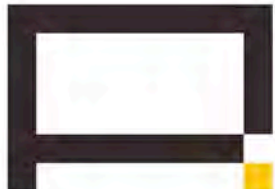
DRAWING INDEX - DOCUMENTATION

ARCHITECTURAL DRAWING INDEX

COVER	A0.01	COVER SHEET
	A0.02	PROJECT STATISTICS
	A0.03	CONTEXT PLAN
	A0.04	DESIGN RATIONALE
SET	A1.01	SURVEY PLAN
	A1.02	BASE PLAN
	A1.03	CIVIL KEY PLAN
	A1.04	CIVIL GRADING PLAN
	A1.05	FIRE SITE PLAN
FLOOR	A2.01	SITE PLAN
	A2.02	MAIN FLOOR PLAN
	A2.03	SECOND FLOOR PLAN
	A2.04	THIRD FLOOR PLAN
	A2.05	ROOF PLAN
ELEVATIONS	A3.01	NORTH-EAST ELEVATION
	A3.02	SOUTH-WEST ELEVATION
SECTIONS	A4.01	SECTIONS
SUPPLEMENTAL	A5.01	RENDERS
	A5.02	RENDERS

LANDSCAPE ARCHITECTURAL DRAWING INDEX

LANDSCAPE	L01	KEY PLAN
	L02	CONCEPT PLAN
	L03	PLANTING PLAN
	L04	HARDSCAPE PLAN
	L05	ROOF PLAN
	L06	DETAILS
	L07	DETAILS



ARCHITECTURE PANEL INC.

ARCHITECTURE | LANDSCAPE ARCHITECTURE | URBAN DESIGN

Unit 103, 15505 Marine Drive, White Rock, BC | 6047831450 | www.architecturepanelinc.com

These Drawings and the design are and at all times remain the exclusive property of Architecture Panel Inc. and cannot be used without the Architects / Landscape Architects' written consent. Contractor is responsible for verification of all dimensions, elevations and other datum on drawings. Any discrepancies to be reported immediately to the Architect / Landscape Architect. Any changes made without the Architects / Landscape Architects' written consent shall be the contractor's sole responsibility. Do not scale drawings. Dimensions govern. © Architecture Panel Inc. All rights reserved.

Project
Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
COVER SHEET

Sheet No.
A0.01

Total Sheets
28

Contractors

Consultants
Architecture Panel Inc.

Drawn By
BF

Checked By
RD

AHJ
City of Surrey

Documents
DP Application

Reviewed By
RD

Status
DP Application

160 of 592

No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission

Scale

PROJECT STATISTICS

LEGEND

- Warehouse Units
- Restaurant
- Volleyball Courts
- Offices Unit

BUILDING 2 - THIRD FLOOR
OFFICE AREA: 571 sq.ft.
GROSS FLOOR AREA: 581 sq.ft.

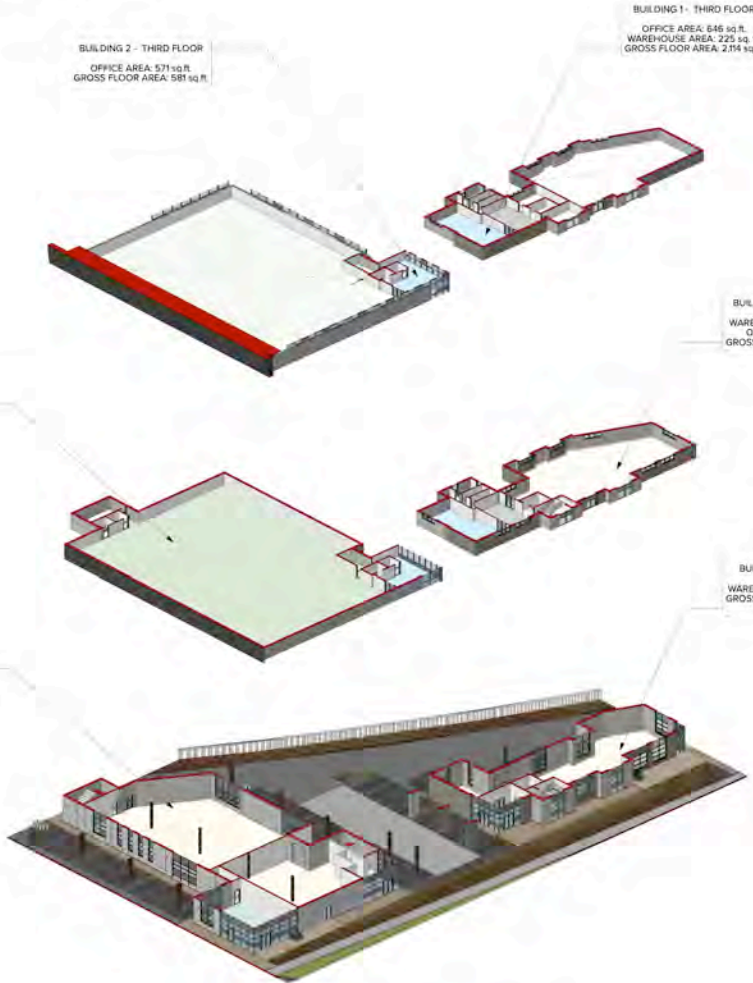
BUILDING 1 - THIRD FLOOR
OFFICE AREA: 646 sq.ft.
WAREHOUSE AREA: 225 sq.ft.
GROSS FLOOR AREA: 2,114 sq.ft.

BUILDING 1 - SECOND FLOOR
WAREHOUSE AREA: 2,924 sq.ft.
OFFICE AREA: 646 sq.ft.
GROSS FLOOR AREA: 5,070 sq.ft.

BUILDING 2 - SECOND FLOOR
VOLLEYBALL COURTS AREA: 10,549 sq.ft.
OFFICE AREA: 505 sq.ft.
GROSS FLOOR AREA: 12,320 sq.ft.

BUILDING 1 - MAIN FLOOR
WAREHOUSE AREA: 2,799 sq.ft.
GROSS FLOOR AREA: 3,671 sq.ft.

BUILDING 2 - MAIN FLOOR
WAREHOUSE AREA: 6,365 sq.ft.
RESTAURANT AREA: 1,001 sq.ft.
GROSS FLOOR AREA: 8,611 sq.ft.



PROJECT DATA

CITY ADDRESS: 15238 64 AVE, SURREY, BC
PROPOSED USE: WAREHOUSES & VOLLEYBALL TRAINING CENTRE
DATE OF DESIGN: BCBC 2018

AREA CALCULATION	REQUIRED	PROPOSED
BUILDING HEIGHT	18m (59 ft)	17.5m (57 ft 9in)

TOTAL PROPOSED WAREHOUSE AREA	1,444 sq.m (12,317 sq.ft)
TOTAL PROPOSED OFFICE AREA	220 sq.m (2,368 sq.ft)
TOTAL PROPOSED RESTAURANT AREA	93 sq.m (1,001 sq.ft)
TOTAL PROPOSED VOLLEYBALL TRAINING CENTER AREA	980 sq.m (10,649 sq.ft)
% INDUSTRIAL USE	71.07%

SITE	72066.38 sq.ft
TOTAL BUILT UP AREA	32167 sq.ft
F.A.R (Gross site area)	0.446
NET F.A.R	0.473

GROSS SITE AREA	72066.38 sq.ft
NET SITE AREA	68075.53 sq.ft

SITE COVERAGE	17%
---------------	-----

SETBACKS	REQUIRED	PROPOSED
MINIMUM SETBACK PROVIDED (PRE-DEDICATION)		
NORTH	24.6ft (7.5m)	24.6ft (7.5m)
SOUTH	19.69ft(6m)	19.69ft(6m)
WEST	24.6ft (7.5m)	153.5ft(46.76m)
EAST	49.21ft(15m)	78.7ft(24m)

PARKING	REQUIRED	PROPOSED
NUMBER OF PARKING SPOTS - WAREHOUSES (144 SQ.M.)	(1 per 100 sqm)	11
NUMBER OF PARKING SPOTS - OFFICES (220 SQ.M.)	(2.5 per 100 sqm)	6
NUMBER OF PARKING SPOTS - RESTAURANT (93 SQ.M.)	(3 per 150 sqm)	3
NUMBER OF PARKING SPOTS - VOLLEYBALL TRAINING CENTER (980 SQ.M.)	(3.6/100 sqm)	35
TOTAL NUMBER OF PARKING SPOTS	55	46
% PARKING REDUCTION PROPOSED		10%
NUMBER OF SHARED PARKING SPOTS WITH VOLLEYBALL TRAINING CENTER (25% OF TOTAL) = 9 SHARED SPOTS	(55 (MAX) - 9 shared)	46

PARKING REPORT

	Num Spaces	Space Length	Space Width
REGULAR CAR - 1	29	5500	2600
REGULAR CAR - 2	1	5500	2750
SMALL CAR	5	4900	2600
SMALL CAR	9	4900	2750
SMALL CAR	1	4900	2900
ACCESSIBLE CAR	1	5500	2500 (+1500)
% SMALL CARS	34.80%		
TOTAL	46		

GROSS AREA CALCULATION (EXCLUDING PARKING & INDOOR AMENITY)

BUILDINGS	LEVEL	AREA
BUILDING 1	MAIN FLOOR LEVEL	3671 sq.ft
	SECOND FLOOR LEVEL	5070 sq.ft
	THIRD FLOOR LEVEL	2114 sq.ft
BUILDING 2	MAIN FLOOR LEVEL	8611 sq.ft
	SECOND FLOOR LEVEL	12120 sq.ft
	THIRD FLOOR LEVEL	581 sq.ft
GROSS AREA	GROSS AREA	32167 sq.ft



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Project Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title PROJECT STATISTICS

Sheet No.
A0.02

Total Sheets
28

Contractors

Consultants
Architecture Panel Inc.

Drawn By
BF

Checked By
RD

A/HJ
City of Surrey

Documents
DP Application

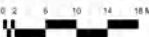
Reviewed By
RD

Status
DP Application

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No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission

Scale



CONTEXT PLAN



CONTEXT

As evident by the footprint configuration of the surrounding developments, this development is being proposed as a prominent urban element on a farm and industrial area of our fast growing city. The proposed development site currently falls in an IL zone, and proposed to be changed to CD. The developer is proposing an industrial and commercial development.

We seek to have a vehicular entrance at the East side, adjacent to ALR, and provided a farmland protection buffer for a smooth and undisturbed access to on grade parking and loading bays.

KEY

- Proposed Industrial/Commercial Building
- Proposed Farmland Protection Buffer
- Existing Buildings
- Adjacent ALR
- Road Dedication from Existing Property Line
- Existing Property Line
- Proposed Property Line
- Building Setback Line
- Landscape Buffer
- ROW

1 CONTEXT PLAN
Scale: 1:500



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Project Proposed Warehouse Buildings

Owner
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Sheet Title
CONTEXT PLAN

Sheet No.
A0.03

Total Sheets
28

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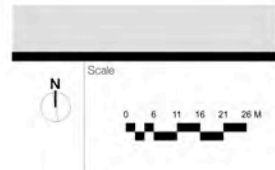
Documents
DP Application

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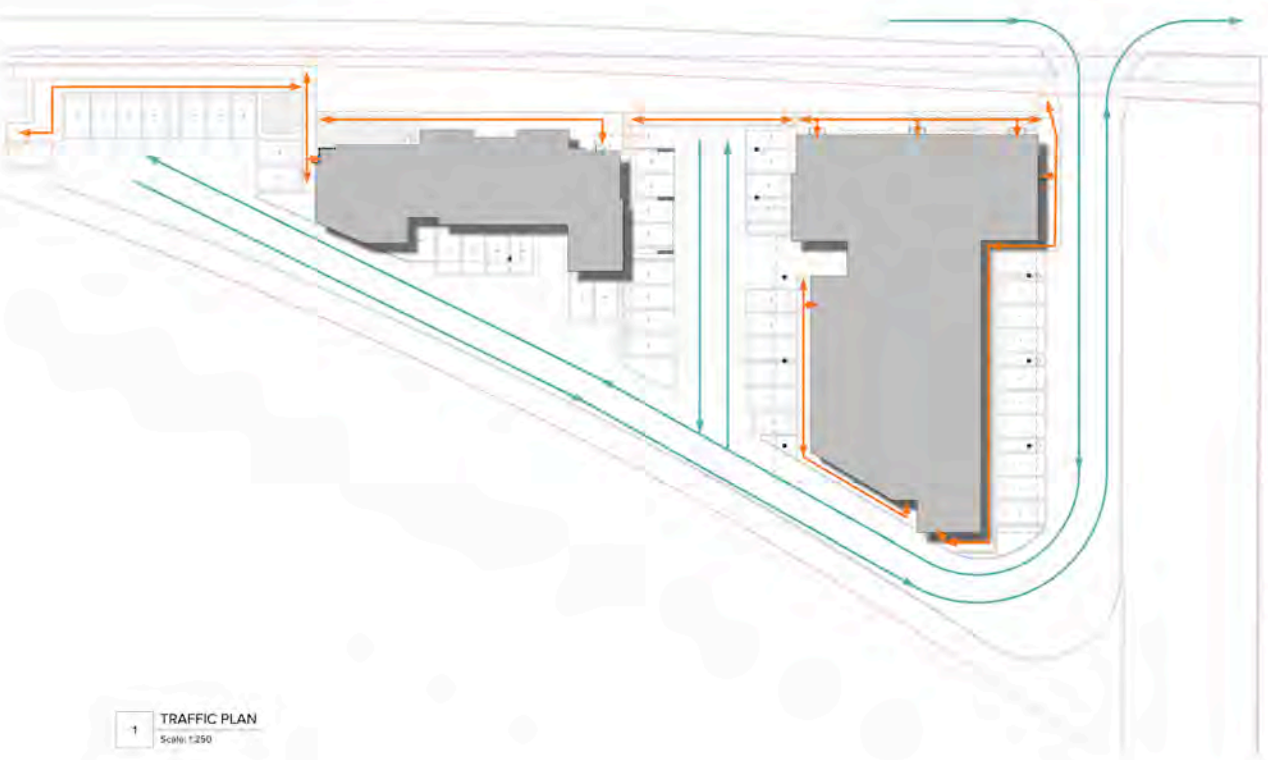
Status
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No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
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I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission



DESIGN RATIONALE



1 TRAFFIC PLAN
Scale: 1:250

VEHICULAR TRAFFIC
 PEDESTRIAN TRAFFIC

SITE PLANNING PRINCIPLES

The site has tight constraints with unique geometry. We have worked diligently to incorporate all of the functional requirements for the buildings and site including but not limited to the tight vehicular movements, ALR farmland protection buffer, railway line related setbacks, and other screening requirements as directed by the city.

The site design has evolved with continual guidance from the City staff over last few months. We have taken the principal points that the CoS considered vital in the evolution of this site design which include the following.

- Setbacks provided with landscape buffers to provide screening to parkings facing 64 Ave
- Provide pedestrian friendly walkways and Outdoor Amenity Spaces for workers.
- Allow for separate public pedestrian entrances leading to entrance lobbies of each building.
- Allow for Public Parking on grade with safety, and carefully considered driveways for safe truck maneuvers.
- Develop easily accessible entries to commercial and industrial units.
- Landscape buffer provided for farmland protection adjacent to neighboring ALR.
- Building expression and elevations designed to relate to the asymmetric site and building form.
- Landscape buffer on North side provides natural shading to the walkways and building face.

As guided by the CoS staff at the very beginning, we continued to work with the same principles, setbacks and the requirements and faithfully followed the CoS staff's directives in the site planning of this development.

The proposal includes an industrial and commercial development consisting of 2 Buildings. Building 1 is a 3-storey industrial building with warehouses on Main floor & 2nd floor, and minor Office space on 2nd & 3rd Floor. Building 2 is a 3-storey industrial building consisting of warehouses and a restaurant on Main floor, and a volleyball training centre, & offices above.

We have also introduced landscape features along the sidewalk and a pedestrian plaza to look more pleasing to the public. Colors of the building facade are also carefully chosen to be aesthetically pleasing. Outdoor Amenity areas are provided on site, and are safe and away from noise.

ENVIRONMENTAL / SUSTAINABILITY FEATURES

This project is designed in compliance with CoS, the Building Codes, and the Official Community Plan Development Permit Guidelines. We have taken careful consideration to design the site with landscaping, walkways and open spaces that add to the sustainability of the building and site. Some of the sustainable features include:

- Design Elements such as overhangs, and landscape elements allowing for natural shading and protection of the Building.
- Rich selection of plants, shrubs and trees on site to reduce any heat island effects.
- Bike and pedestrian paths with easy access to transit lines.
- Green roof design.
- Curtain glazings and large windows selection to reduce excess window junctions, and spandrel panels provided to block solar radiations.



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Project
Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
DESIGN RATIONALE

Sheet No.
A0.04

Total Sheets
28

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RD

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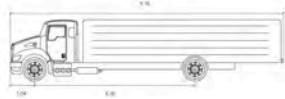
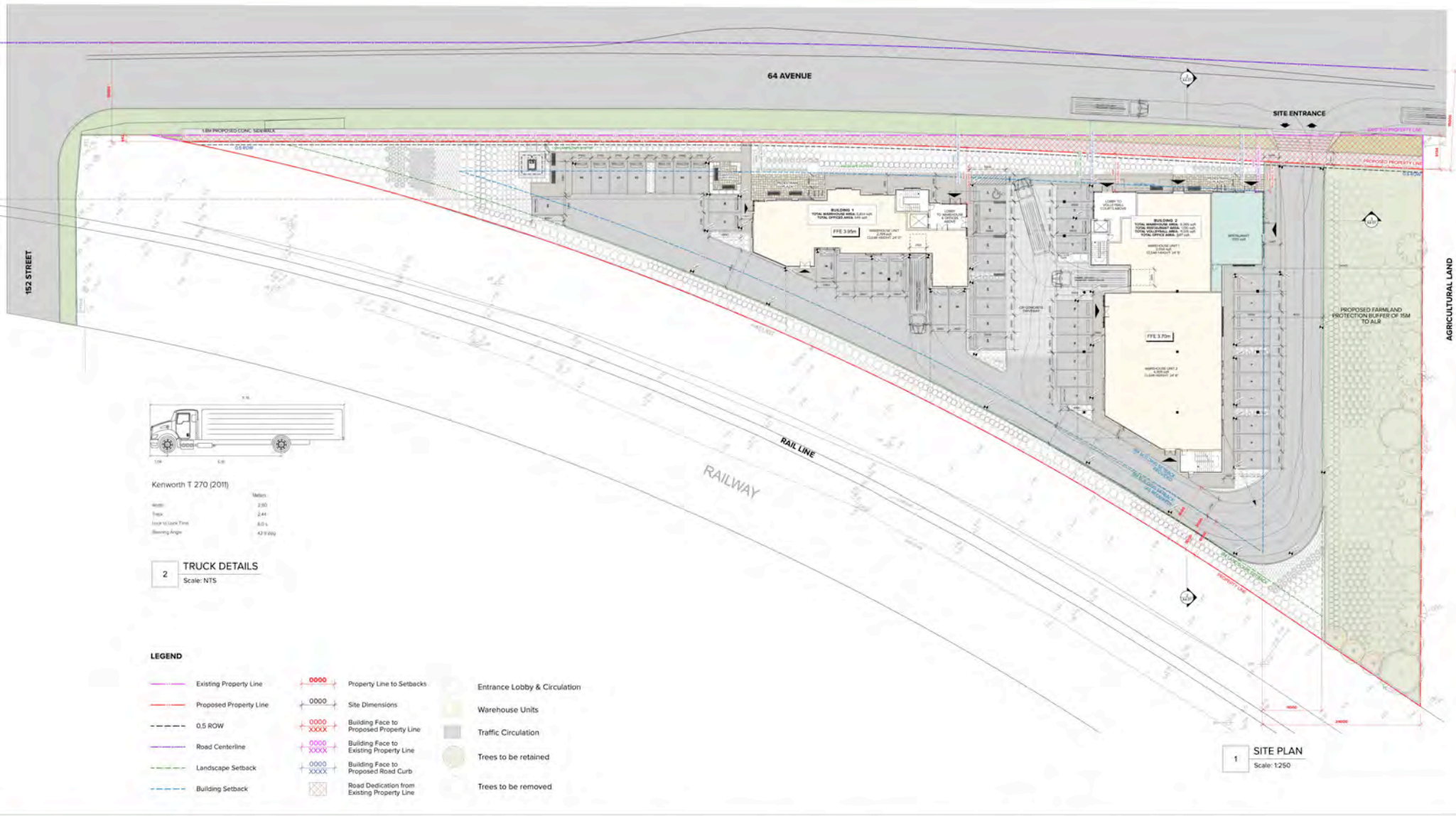
Documents
DP Application

City of Surrey

Status
DP Application

No	Date	Issue Notes
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D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
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I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission





Kenworth T 270 (2011)

	Metres
Wheel	230
Track	244
Load Capacity	83 t
Turning Angle	43.9 deg

2 TRUCK DETAILS
Scale: NTS

LEGEND

- Existing Property Line
- - - Proposed Property Line
- - - - 0.5 ROW
- Road Centerline
- - - Landscape Setback
- - - Building Setback
- +0000 Property Line to Setbacks
- +0000 Site Dimensions
- +0000 Building Face to Proposed Property Line
- +0000 Building Face to Existing Property Line
- +0000 Building Face to Proposed Road Curb
- +XXXX Road Dedication from Existing Property Line
- Entrance Lobby & Circulation
- Warehouse Units
- Traffic Circulation
- Trees to be retained
- Trees to be removed

1 SITE PLAN
Scale: 1:250

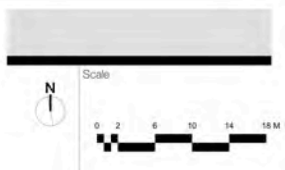


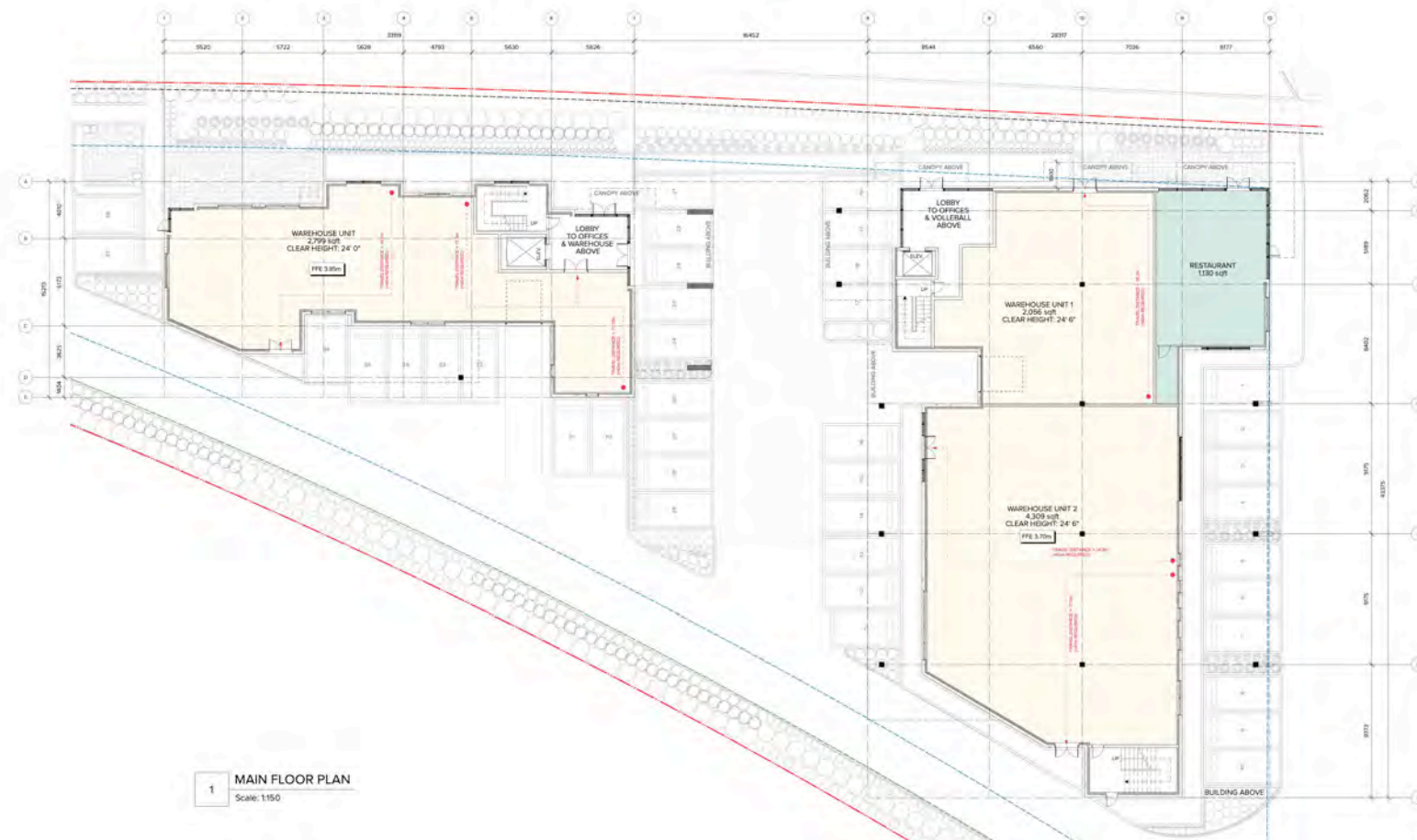
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Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
SITE PLAN

Sheet No. A2.01	Total Sheets 28	Contractors	Consultants Architecture Panel Inc.
Drawn By BF	Checked By RD	AHJ City of Surrey	Documents DP Application
Revised By RD	Status DP Application		

No	Date	Issue Notes
D	2022-03-11	Pre-Application
E	2022-03-15	Coordination
F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission





1 MAIN FLOOR PLAN
Scale: 1/150

SPACE LEGEND

- Services & Stairs/Elevator
- Warehouse
- Restaurant



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Project
Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
MAIN FLOOR PLAN

Sheet No. A2.02	Total Sheets 28	Contractors	Consultants Architecture Panel Inc.
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Reviewed By RD	Status DP Application		

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G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission

Scale

N



- SPACE LEGEND**
- Services & Stairs/Elevator
 - Volleyball courts (Building 2)
 - Offices
 - Warehouse
 - Washrooms
 - Corridor



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Project
Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
SECOND FLOOR PLAN

Sheet No.
A2.03

Total Sheets
28

Contractors
A+J City of Surrey

Consultants
Architecture Panel Inc.

Documents
DP Application

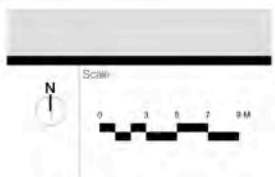
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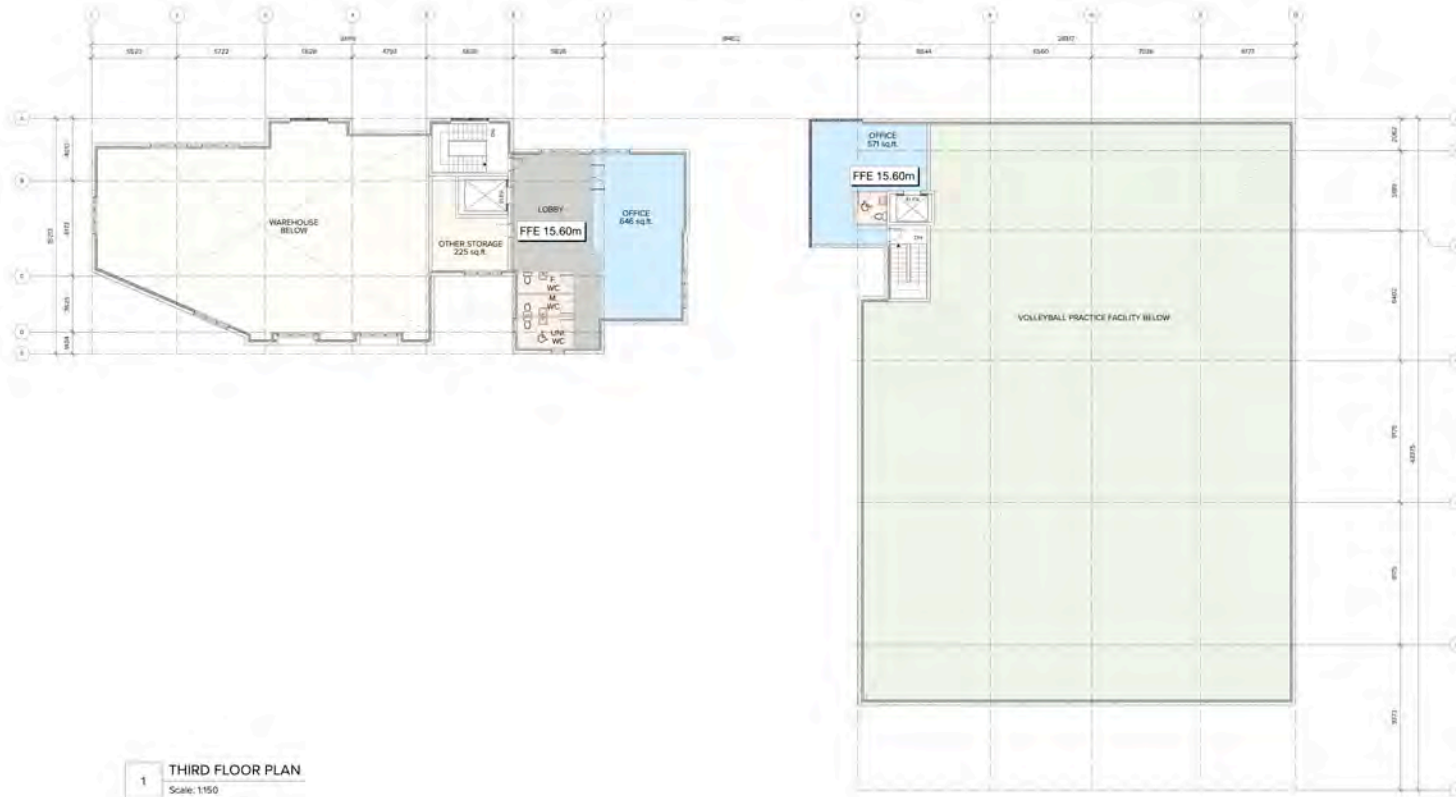
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RD

Status
DP Application

No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
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I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission





SPACE LEGEND

	Services & Stairs/Elevator
	Office Unit
	Warehouse
	Washrooms
	Corridor

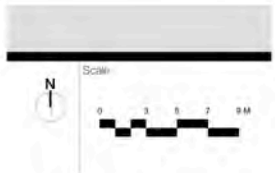


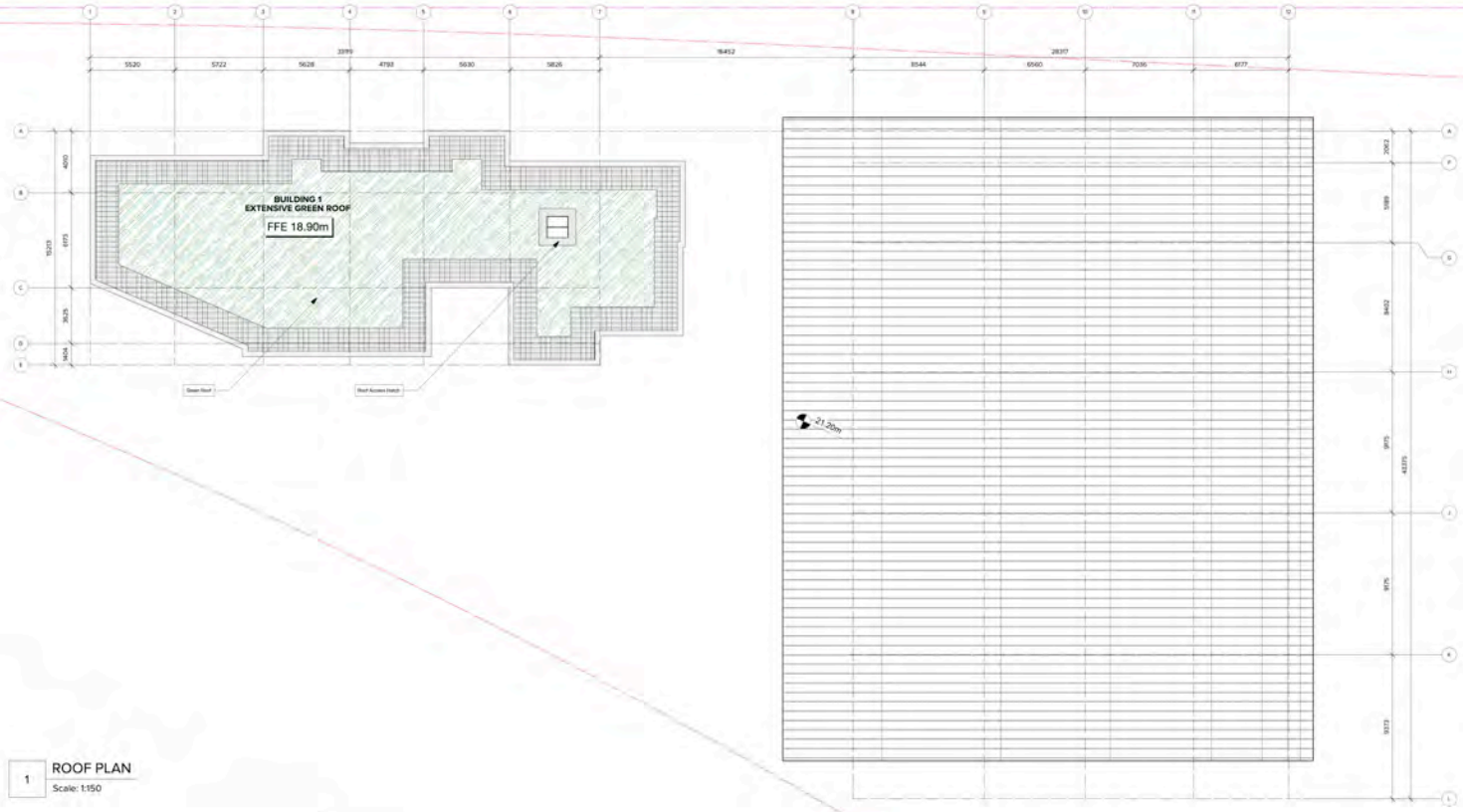
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Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
THIRD FLOOR PLAN

Sheet No. A2.04	Total Sheets 28	Contractors AHJ City of Surrey	Consultants Architecture Panel Inc.
Drawn By BF	Checked By RD	Documents DP Application	
Reviewed By RD	Status DP Application		

No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission





1 ROOF PLAN
Scale: 1:150

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ruch@architecturepanel.com

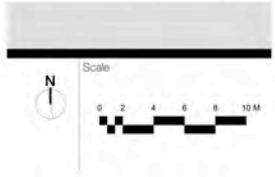
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Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
ROOF PLAN

Total Sheets
28
Sheet No.
A2.05
Drawn By
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Checked By
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RD
Contractors
**AHJ
City of Surrey**
Documents
DP Application
Status
DP Application

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Documents
DP Application

No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission





1 EAST ELEVATION
Scale: 1:150

Material Legend

- 1 Painted Tilt-up Panel
Color: Benjamin Moore Navajo White OC-95
- 2 Painted Tilt-up Panel
Color: Benjamin Moore Alexandra Beige HC-77
- 3 Corrugated Metal
Color: Gray
- 4 Hardie Panel
Color: Benjamin Moore Stormy Monday 212-50
- 5 Curtain glazing
- 6 Longboard Soffit
Color: Mahogany
- 7 Aluminum Composite Panel
Color: Dark Gray
- 8 Metal Column
Wooden Finish
- 9 Metal
Standing Seam
Color: Dark Gray
- 10 Longboard Wood Band

MATERIAL COLOR BOARD



2 NORTH ELEVATION (64 AVE)
Scale: 1:150



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Project
Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
NORTH/EAST ELEVATION

Sheet No.
A3.01

Total Sheets
28

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Documents
DP Application

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DP Application

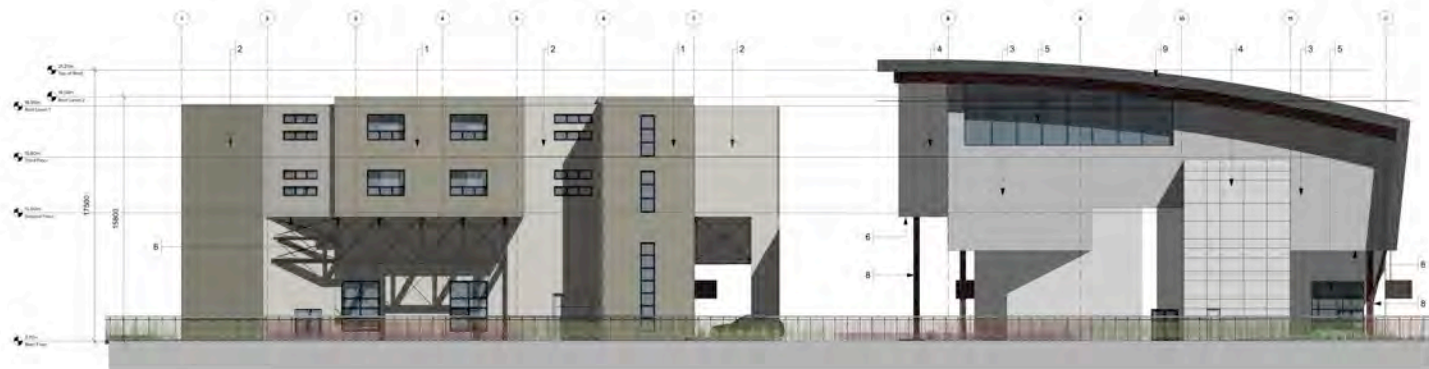
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No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission





1 WEST ELEVATION (152 ST)
Scale: 1:150

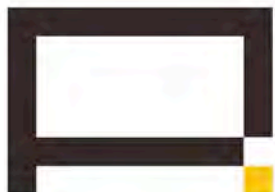


2 SOUTH ELEVATION
Scale: 1:150

Material Legend

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Color: Benjamin Moore Navajo White OC-95
- 2 Painted Tilt-up Panel
Color: Benjamin Moore Alexandra Beige HC-77
- 3 Corrugated Metal
Color: Gray
- 4 Hardie Panel
Color: Benjamin Moore Stormy Monday 212-50
- 5 Curtain glazing
- 6 Longboard Soffit
Color: Mahogany
- 7 Aluminum Composite Panel
Color: Dark Gray
- 8 Metal Column
Wooden Finish
- 9 Metal
Standing Seam
Color: Dark Gray
- 10 Longboard Wood Band

MATERIAL COLOR BOARD



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Project
Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
SOUTH/WEST ELEVATION

Sheet No.
A3.02

Total Sheets
28

Contractors

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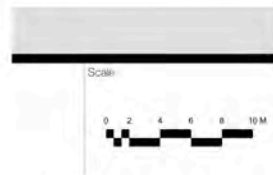
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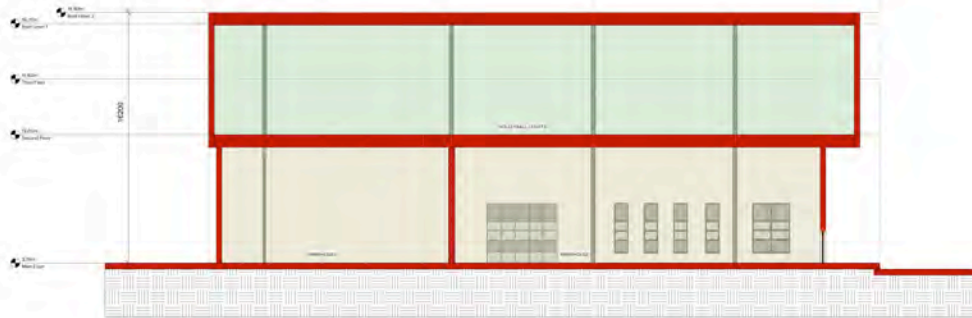
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No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
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I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission

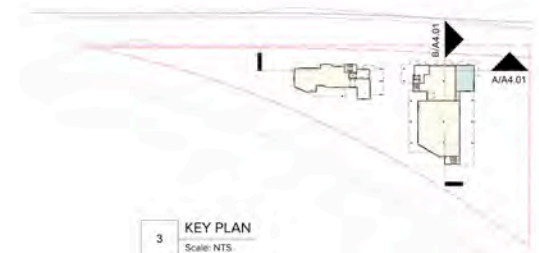




A SECTION A-A
Scale: 1:150



B SECTION B-B
Scale: 1:150



3 KEY PLAN
Scale: NTS



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Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
SECTIONS

Sheet No.
A4.01
Total Sheets
28
Drawn By
BF
Checked By
RD
Reviewed By
RD
Contractors
**AHJ
City of Surrey**
Consultants
Architecture Panel Inc.
Documents
DP Application
Status
DP Application

No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
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I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission





3 VIEW TO SITE FROM 64 AVE LOOKING SOUTH WEST
Scale: NTS



2 VIEW TO SITE FROM 64 AVE LOOKING SOUTH EAST
Scale: NTS



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Project
Proposed Warehouse Buildings

Owner
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Sheet Title
RENDERS

Sheet No.
A5.01

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28

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RD

Status
DP Application

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Documents
DP Application

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I	2022-10-20	DP Re-Submission
J	2023-04-06	DP Re-Submission

Scale



1 VIEW TO SITE FROM 64 AVE LOOKING SOUTH
Scale: NTS



2 VIEW TO SITE FROM 64 AVE LOOKING SOUTH EAST
Scale: NTS



3 VIEW FROM SITE LOOKING NORTH WEST
Scale: NTS



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Project
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Owner
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Sheet Title
RENDERS

Sheet No.
A5.02

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Total Sheets
28

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RD

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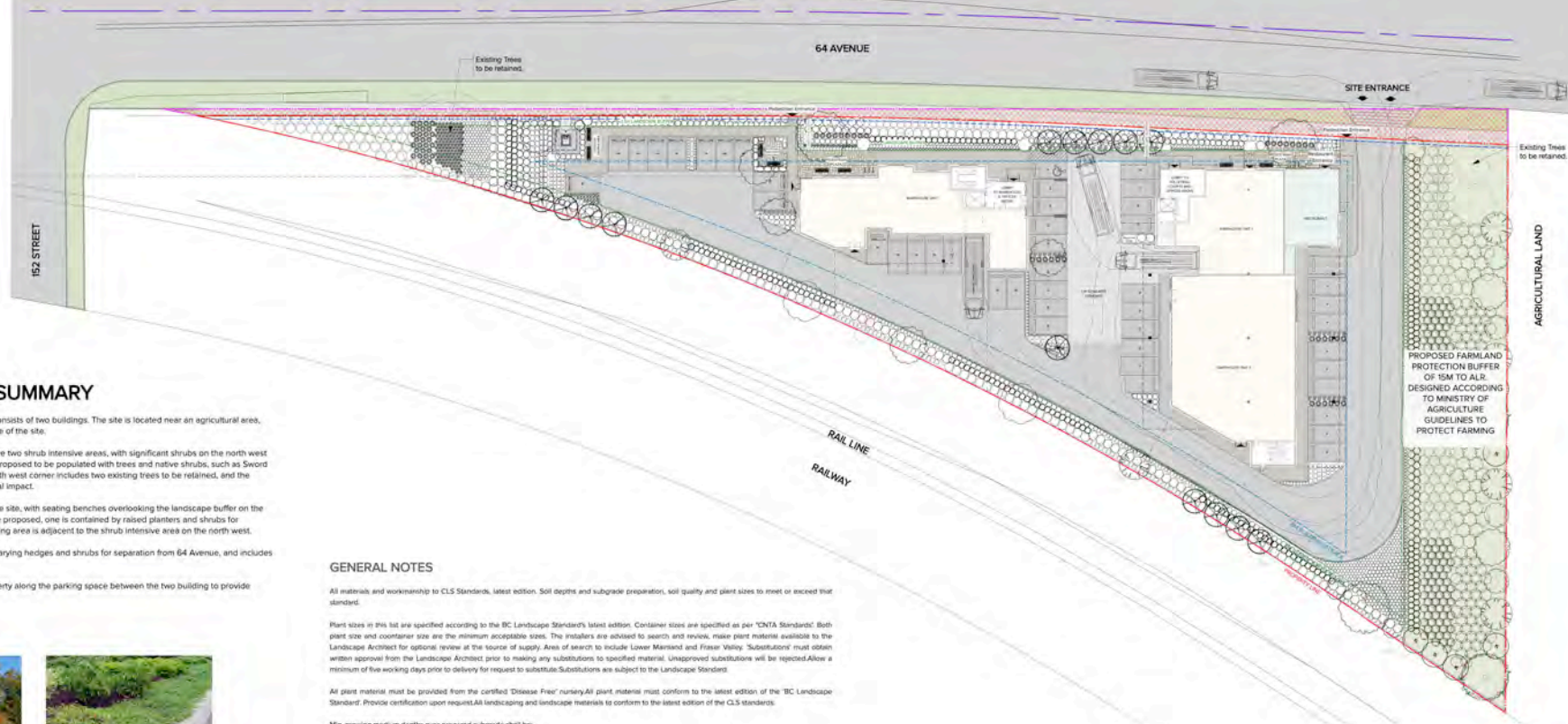
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Consultants
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Documents
DP Application

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Scale



DESIGN RATIONALE AND SUMMARY

This warehouses, volleyball training centre and office project consists of two buildings. The site is located near an agricultural area, and it includes a 15m farmland protection buffer on the east side of the site.

The triangular shape of the site provided the opportunity to have two shrub intensive areas, with significant shrubs on the north west corner and the other on the south east corner. Both areas are proposed to be populated with trees and native shrubs, such as Sword fern, Holidiscus Discolor and Kinnikinnick. Additionally, the north west corner includes two existing trees to be retained, and the planting around them consists ferns and Kinnikinnick for minimal impact.

Two pedestrian plazas are proposed near the entry points of the site, with seating benches overlooking the landscape buffer on the north side. Two other outdoor, more secluded seating areas are proposed, one is contained by raised planters and shrubs for separation from the adjacent parking space, and the other seating area is adjacent to the shrub intensive area on the north west.

The planting buffer on the north side of the property includes varying hedges and shrubs for separation from 64 Avenue, and includes more vibrant flowering plants near pedestrian plazas.

Acer rubrum bowhall is proposed on the north side of the property along the parking space between the two building to provide screening for more privacy.



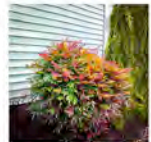
Hemerocallis 'Lemon Yellow'



Acer Rubrum bowhall



Kinnikinnick



Nandina Domestica



Vaccinium corymbosum



Liquidambar styraciflua

See Tree Schedules, Tables and Descriptions on L03

GENERAL NOTES

All materials and workmanship to CLS Standards, latest edition. Soil depths and subgrade preparation, soil quality and plant sizes to meet or exceed that standard.

Plant sizes in this list are specified according to the BC Landscape Standard's latest edition. Container sizes are specified as per 'CNTA Standards'. Both plant size and container size are the minimum acceptable sizes. The installers are advised to search and review, make plant material available to the Landscape Architect for optional review at the source of supply. Area of search to include Lower Mainland and Fraser Valley. Substitutions must obtain written approval from the Landscape Architect prior to making any substitutions to specified material. Unapproved substitutions will be rejected. Allow a minimum of five working days prior to delivery for request to substitute. Substitutions are subject to the Landscape Standard.

All plant material must be provided from the certified 'Disease Free' nursery. All plant material must conform to the latest edition of the 'BC Landscape Standard'. Provide certification upon request. All landscaping and landscape materials to conform to the latest edition of the CLS standards.

Min. growing medium depths over prepared subgrade shall be:	
Lawn areas	300mm
Ground Cover Areas	450mm
Shrub Areas	450mm
Tree Pits	300mm (ground root balls)

Growing medium shall have physical and chemical properties as described in the standards for 'Ground Areas', except for the areas over structures where the medium shall conform to the requirements for level 1 applications. Processing and mixing of the growing medium shall be done off-site using a mechanized screening process. Proposed growing medium shall be tested by a recognized laboratory. The contractor shall guarantee that the soil submitted for testing is a sample representative of the soil to be used at the site.

On-site or imported soils shall satisfy the requirements of the standards for growing medium. Soils shall be virtually free from subsoil, weed including woody plant parts, weed or reproductive parts of the weeds, plant pathogenic organisms, toxic material, stones over 30mm, and foreign objects.

All planting beds shall receive min. 50mm bark mulch. The contractor shall maintain clean working conditions, remove all refuse and debris and present the site in a safe and clean condition upon completion of all works.

Plant species and varieties may not be substituted without the approval of the Landscape architect. All wood fences to be cedar, with one coat of clear penetrating preservative.

All engineering drawings (Civil, Mechanical, Envelope and Electrical) to supersede the Landscape drawings where applicable. These Landscape drawings are to be considered overriding only in case of soft landscape painting.

All soft landscape areas to be serviced by High Efficiency Irrigation System.

1 KEY PLAN
Scale: 1:300

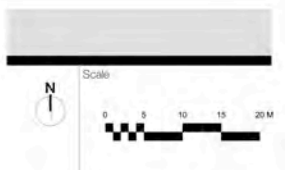
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Proposed Warehouses Buildings
Owner
Diyash Investments Inc.
Sheet Title
KEY PLAN

Total Sheets 7	Sheet No. L01	Contractors	Consultants Architecture Panel Inc.
Drawn By BF/BB	Checked By RD	AHJ City of Surrey	Documents DP Application
Reviewed By RD	Status DP Application		

No	Date	Issue Notes
C	2022-01-18	Pre-Application
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Smaller plants proposed to be planted under retained trees after final grading is done with the supervision of an arborist.

PMT surrounded by shrubs and a tree is planted to the West to block its view from the street.

1.5m wide hedges and shrub buffer

Pedestrian plaza near site entrance overlooking a garden area.

Pathways providing connection to outdoor seating areas and parking lots.

Hedges and thick layered shrubs offer buffer from 64th Avenue

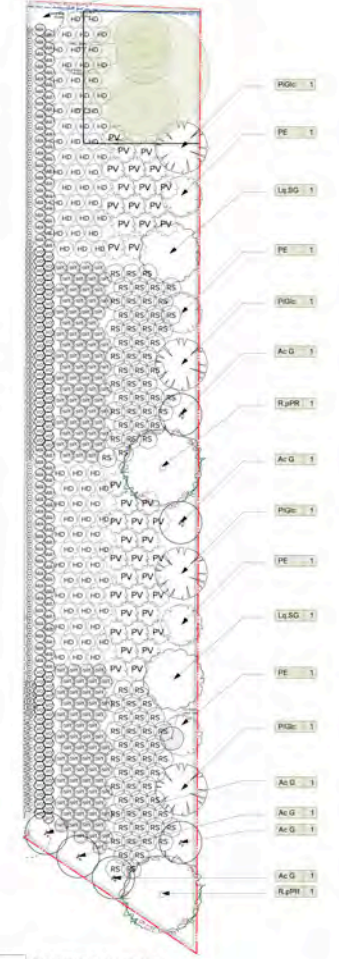
Proposed columnar trees near the main parking area

Pedestrian plaza with seating opportunity near site entrance.

Existing Trees to be retained



1 CONCEPT PLAN
Scale: 1:300



2 PLANTING PLAN OF ALR
Scale: 1:200

Refer to L03 for Planting Lists and Details.



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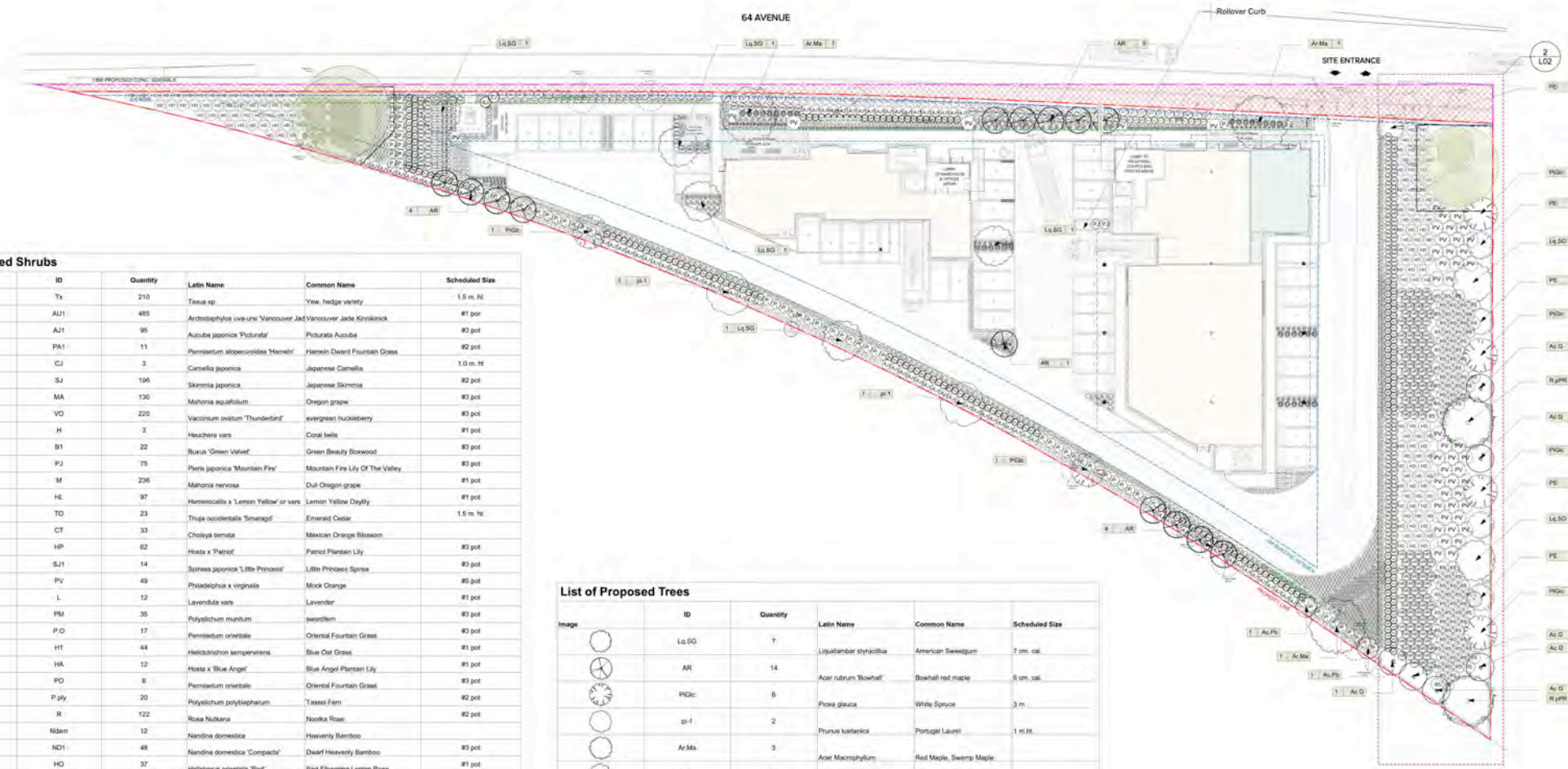
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Owner
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Sheet Title
CONCEPT PLAN

Total Sheets 7	Sheet No. L02	Contractors	Consultants Architecture Panel Inc.
Drawn By BF/BB	Checked By RD	AHJ City of Surrey	Documents DP Application
Reviewed By RD	Status DP Application		

No	Date	Issue Notes
C	2022-01-18	Pre-Application
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List of Proposed Shrubs

Image	ID	Quantity	Latin Name	Common Name	Scheduled Size
	Tx	210	Taxus sp.	Yew, hedge variety	1.5 m. H.
	AU1	485	Arctostaphylos uva-ursi 'Vancouver Jade'	Vancouver Jade Kinnikinnick	#1 por
	AJ1	95	Aucuba japonica 'Picturata'	Picturata Aucuba	#3 pot
	PA1	11	Pennisetum alopecuroides 'Hameln'	Hameln Dwarf Fountain Grass	#2 pot
	CJ	3	Camellia japonica	Japanese Camellia	1.0 m. H.
	SJ	196	Skimmia japonica	Japanese Skimmia	#2 pot
	MA	130	Mahonia aquifolium	Oregon grape	#3 pot
	VO	220	Vaccinium ovatum 'Thunderbolt'	evergreen huckleberry	#3 pot
	H	3	Heuchera var.	Coral bells	#1 pot
	B1	22	Buxus 'Green Velvet'	Green Beauty Boxwood	#3 pot
	PJ	75	Pieris japonica 'Mountain Fire'	Mountain Fire Lily Of The Valley	#3 pot
	M	226	Mahonia nervosa	Dull Oregon grape	#1 pot
	HE	97	Hemiscotilla x 'Lemon Yellow' or var.	Lemon Yellow Daylily	#1 pot
	TO	23	Thuja occidentalis 'Smaragd'	Emerald Cedar	1.5 m. H.
	CT	33	Choisya trimata	Mexican Orange Blossom	#3 pot
	HP	62	Hosta x 'Patrol'	Patrol Plantain Lily	#3 pot
	SJ1	14	Spiraea japonica 'Little Princess'	Little Princess Spiraea	#3 pot
	PV	49	Philadelphus x virginata	Mock Orange	#5 pot
	L	12	Lavendula var.	Lavender	#1 pot
	PM	35	Polystichum munifolium	isortifolium	#3 pot
	P.O	17	Pennisetum orientale	Oriental Fountain Grass	#3 pot
	H1	44	Helictotrichon sempervirens	Blue Owl Grass	#1 pot
	HA	12	Hosta x 'Blue Angel'	Blue Angel Plantain Lily	#1 pot
	PO	8	Pennisetum orientale	Oriental Fountain Grass	#3 pot
	P.poly	20	Polystichum polyblepharum	Tassel Fern	#2 pot
	R	122	Rosa Nutkana	Nootka Rose	#2 pot
	Ndn	12	Nandina domestica	Heavenly Bamboo	#3 pot
	ND1	45	Nandina domestica 'Compacta'	Dwarf Heavenly Bamboo	#3 pot
	HO	37	Heliboebe orientalis 'Red'	Red Flowering Larkspur Rose	#1 pot
	LM	17	Liriope muscari	Big Blue Lily Turf	#1 pot
	HD	50	Hedera discolor	oceanstray	#3 pot
	PM-1	27	Polystichum munifolium	isortifolium	#1 pot
	P.poly-1	121	Polystichum polyblepharum	Tassel Fern	#1 pot
	HD	86	Hedera discolor	oceanstray	#3 pot
	BR1	133	Sambucus racemosa 'SMNSRDA' USF	Lemony Lace™ Elderberry	#3 pot
	RS	91	Ribes sanguineum 'King Edward VII'	King Edward VII Flowering Currant	#3 pot
	RR	81	Rosa rugosa 'Champion'	Champion Hardy Shrub Rose	#2 por

List of Proposed Trees

Image	ID	Quantity	Latin Name	Common Name	Scheduled Size
	LqSG	7	Liquidambar styraciflua	American Sweetgum	7 cm. cal.
	AR	14	Acer rubrum 'Bowhall'	Bowhall red maple	5 cm. cal.
	PGL	5	Pinus glauca	White Spruce	3 m.
	zi-1	2	Prunus laetifolia	Portugal Laurel	1 m.H.
	ArMa	3	Acer macrophyllum	Red Maple, Swamp Maple	
	Ac.Pb	2	Acer palmatum 'Bloodgood'	Bloodgood Japanese Maple	5 cm. Cal.
	PE	5	Prunus emarginata 'Bitter Cherry'	Bitter Cherry	1 m.
	R.pR	2	Robinia pseudoacacia 'Purple R'	Purple Flowering Black Locust	7 cm. cal.
	Ac.G	6	Acer glabrum	Douglas maple	2.0m H.

1 PLANTING PLAN
Scale: 1:250

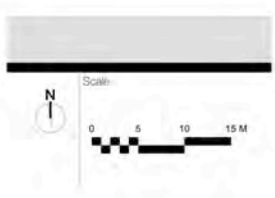


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Project
Proposed Warehouses Buildings
Owner
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Sheet Title
PLANTING PLAN

Total Sheets: 7
Sheet No: L03
Contractors: AH-U City of Surrey
Consultants: Architecture Panel Inc.
Documents: DP Application
Drawn By: BF/BB
Checked By: RD
Reviewed By: RD
Status: DP Application
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No	Date	Issue Notes
C	2022-01-18	Pre-Application
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I	2023-04-06	DP Re-Submission





Paving Legend (P)

- P1** AquaPave Standard Pavers, Color Harvest. (See L06/4)
- P2** AquaPave Standard Pavers, Color Natural with border. (See L06/4)
- P3** Patterned CIP Concrete, Sun Buff Colour 'Chestnut Antique Release'. (See L06/5)
- P4** Asphalt
- P5** CIP Concrete, Broom Finish.
- P6** Crushed Gravel

Furniture Legend (F)

- F1** Maglin Outdoor Bench (See L06/1)
- F2** Bike Rack (See L06/2)
- F3** Ameristar 6' Fence, Color Bronze (See L06/3)
- F4** Concrete Planter Wall

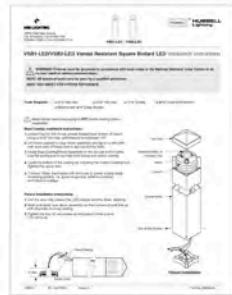
LIGHTING LEGEND

IMAGE	DESCRIPTION
	WALL/STEP LIGHT
	LIGHT BOLLARD
	SOFFIT DOWNLIGHTS

*NOTE: SOFFIT MOUNTED



2 WALL/STEP LIGHT
Scale: NTS



3 SQUARE BOLLARD LIGHT
Scale: NTS



4 SOFFIT DOWNLIGHTS
Scale: NTS

1 HARDSCAPE AND LIGHTING PLAN
Scale: 1:250



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 Owner
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 Sheet Title
**HARDSCAPE PLAN/
 LIGHTING PLAN**

Total Sheets
7

Sheet No.
L04

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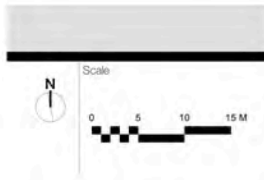
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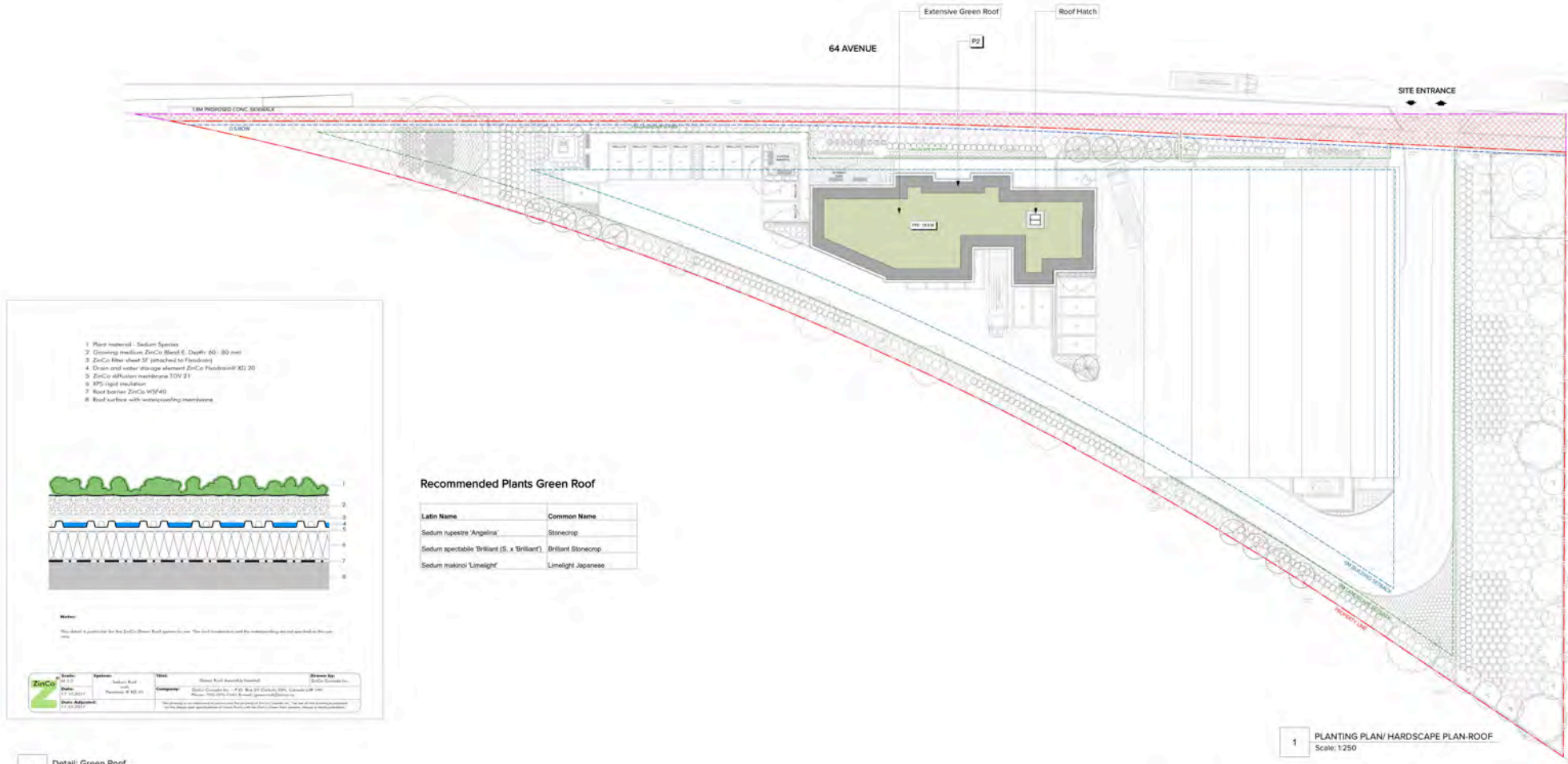
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I	2023-04-06	DP Re-Submission





1. Plant material - Sedum Species
 2. Growing medium ZinCo Blend E, Depth: 60 - 80 mm
 3. ZinCo filter cloth SF (attached to Floodrain)
 4. Drain and water storage element ZinCo Floodrain RD 20
 5. ZinCo all-purposes membrane TOV 21
 6. XPS rigid insulation
 7. Root barrier ZinCo WSF40
 8. Roof surface with waterproofing membrane

Recommended Plants Green Roof

Latin Name	Common Name
Sedum rupestre 'Angelina'	Stonecrop
Sedum spectabile 'Brilliant (S. x Brilliant)'	Brilliant Stonecrop
Sedum makinoi 'Limelight'	Limelight Japanese

2 Detail: Green Roof
Scale: NTS

ZinCo
 401-517-1111
 1715 2017
 1715 2017

System: Sedum Roof
 Patent # 2,823,201

Manufacturer: ZinCo Canada Inc.
 10000 104th Street, Surrey, BC V3V 2K9
 Phone: 604-591-1111
 Fax: 604-591-1112
 Website: www.zinco.com



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Project
Proposed Warehouses Buildings

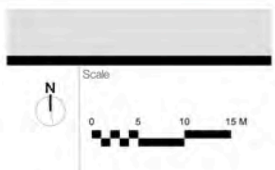
Owner
Diyash Investments Inc.

Sheet Title
**PLANTING PLAN/
 HARDSCAPE PLAN-ROOF**

Total Sheets 7	Sheet No. L05	Contractors	Consultants Architecture Panel Inc.
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Reviewed By RD	Status DP Application		

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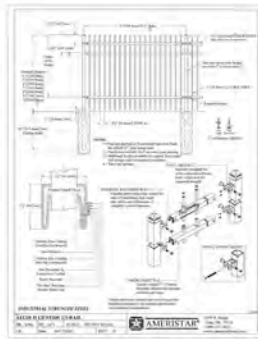




1 **MAGLIN OUTDOOR BENCH (F1)**
Scale: NTS



2 **BICYCLE RACK (F2)**
Scale: NTS



3 **AMERISTAR 6' FENCE, BRONZE (F3)**
Scale: NTS

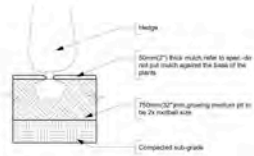


4 **AquaPave Standard (P1,P2)**
Scale: NTS

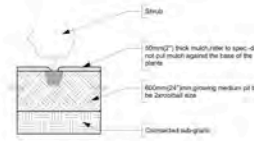
Colours for stamped Concrete



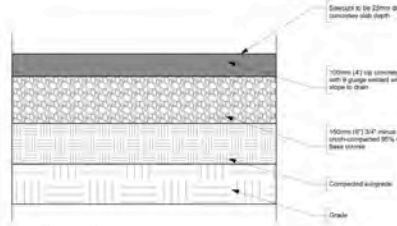
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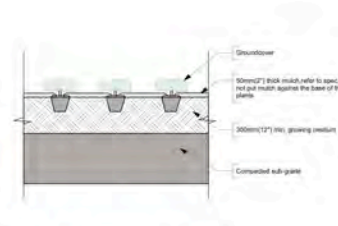
6 **DETAIL: HEDGE AT GRADE**
Scale: NTS



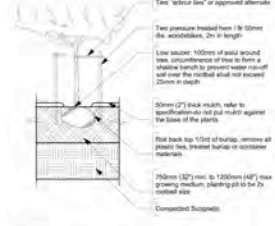
7 **DETAIL: SHRUB AT GRADE**
Scale: NTS



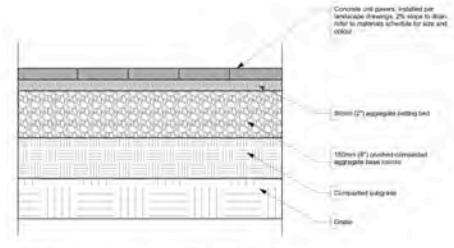
8 **DETAIL: CONCRETE ON GRADE**
Scale: NTS



9 **DETAIL: GROUNDCOVER AT GRADE**
Scale: NTS



10 **DETAIL: TREE AT GRADE**
Scale: NTS



11 **DETAIL: CONCRETE UNIT PAVERS ON GRADE**
Scale: NTS

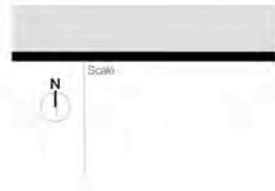


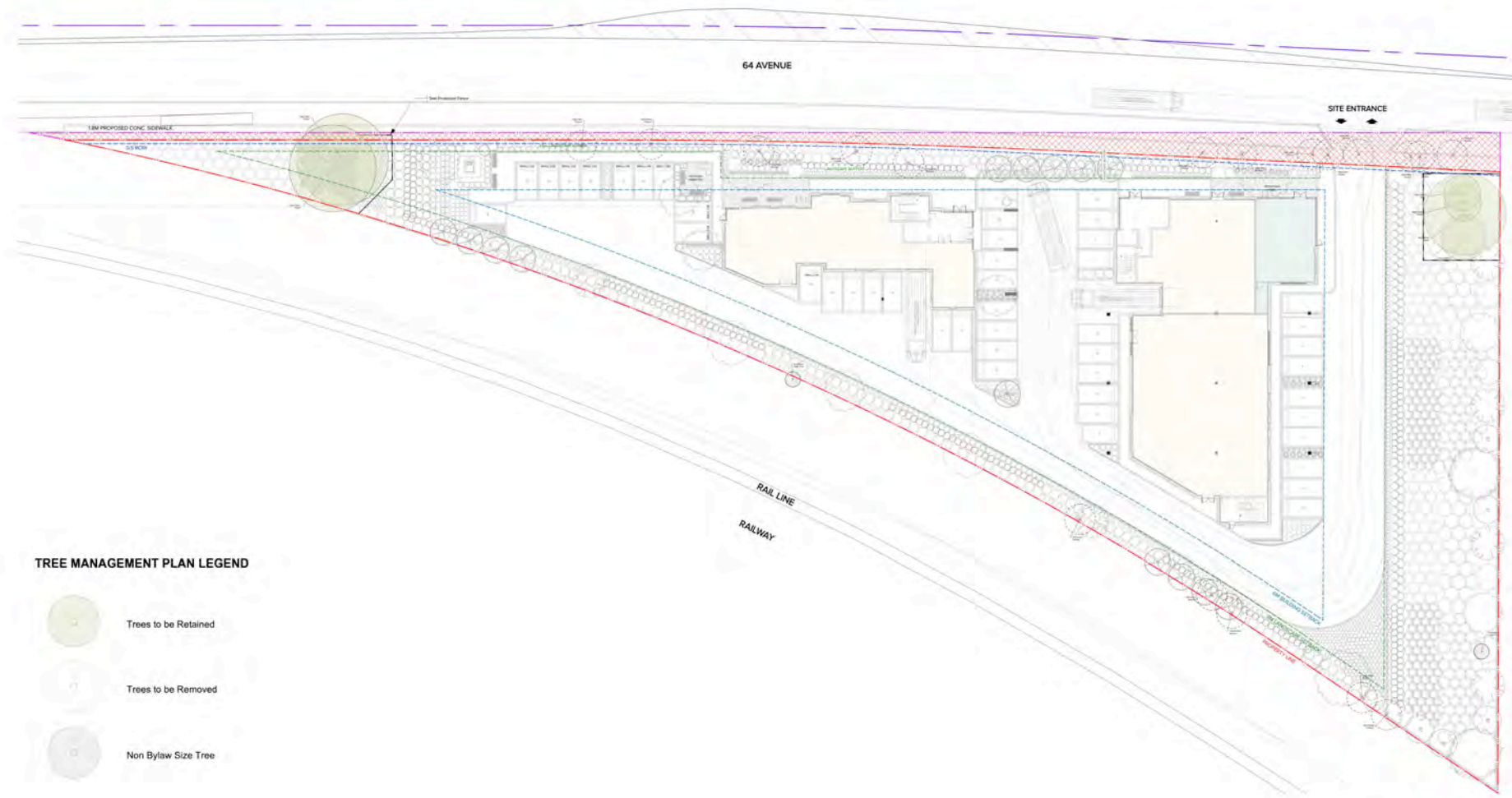
ARCHITECTURE PANEL INC.
ARCHITECTURE | LANDSCAPE ARCHITECTURE | URBAN DESIGN
Unit 103, 15505 Marine Drive, WhiteRock, BC | 6047831450 |
ruchi@architecturepanel.com
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Project
Proposed Warehouses Buildings
Owner
Diyash Investments Inc.
Sheet Title
DETAILS

Total Sheets: **7**
Sheet No.: **L06**
Contractors
City of Surrey
Consultants
Architecture Panel Inc.
Documents
DP Application
Drawn By
BF/BB
Checked By
RD
Reviewed By
RD
Status
DP Application

No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
E	2022-03-29	DP Application
F	2022-06-22	DP Application
G	2022-08-24	DP Re-Submission
H	2022-10-18	DP Re-Submission
I	2023-04-06	DP Re-Submission





TREE MANAGEMENT PLAN LEGEND

-  Trees to be Retained
-  Trees to be Removed
-  Non Bylaw Size Tree

1 TREE MANAGEMENT PLAN
Scale: 1:250



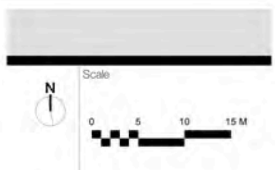
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Project
Proposed Warehouses Buildings
Owner
Diyash Investments Inc.
Sheet Title
TREE MANAGEMENT PLAN

Total Sheets 7	Sheet No. L07	Contractors	Consultants Architecture Panel Inc.
Drawn By BF/BB	Checked By RD	AHJ City of Surrey	Documents DP Application
Reviewed By RD	Status DP Application		

No	Date	Issue Notes
C	2022-01-18	Pre-Application
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INTER-OFFICE MEMO

Regular Council - Land use

B.3 7922-0111-00

Monday January 30, 2023

Supplemental Information

TO: City Clerk, Legislative Services Division

FROM: Acting Manager, Area Planning & Development – South Division

DATE: January 30, 2023 **FILE:** 7922-0111-00

RE: Agenda Item B.3, January 30, 2023 Regular Council –Land Use
Development Application No. 7922-0111-00
Replacement Pages for the Planning Report

Development Application No. 7922-0111-00 is on the agenda for consideration by Council at the January 30, 2023 Regular Council – Land Use Meeting under Item B.3.

After finalizing the Planning Report, staff identified a number of errors in the Transportation Considerations section of the report.

Pages 8 and 9 of the Planning Report have been updated to reflect the changes.

The replacement pages for the Planning Report detailing these changes are attached to this memorandum.

Shawn Low
Acting Manager, Area Planning & Development – South Division
Planning & Development Department

Attachment - 7922-0111-00- Pages 8 and 9 Replacement Pages

- City Manager
- General Manager, Planning & Development

Agriculture, Environment,
and Investment Advisory
Committee (AEIAC):

This proposal was considered by the AEIAC on September 07, 2022.

The OCP's Development Permit Guidelines for Farm protection DPs includes a recommendation for 15 metres planted landscape buffer and 30 metres building setback.

The applicant's request to reduce the building setback recommendation along the east property line from 30 metres to 23 metres was not supported by the AEIAC, and their recommendation was for an increased setback. The recommended 15 metre landscape buffer is being provided. The applicant has since increased the proposed building setback to 24 metres along the east side.

The AEIAC also recommended more uses that support agriculture and to prohibit assembly halls in the proposed CD Zone. These recommendations have been incorporated in the proposed CD Zone.

For consistency, an exclusion to the ALR has since been included in the application. Given that a new Agricultural Committee has not yet been formed, this application has not been referred back to the Committee for comments, but the design and intent of the proposal is still the same as previously reviewed. This exclusion would avoid creating a precedent for expansion of the Urban Containment Boundary into the ALR, and allowing Industrial development in the ALR. The property is exempt, but without the exclusion, it would still be formally part of the ALR.

Advisory Design Panel:

The application was not subject to review by the ADP but was reviewed by staff, including the City Architect, and found satisfactory.

Transportation Considerations

Road Network & Infrastructure:

- The applicant will be providing the following improvements:
 - Dedication of the south side of 64 Avenue along the site frontage **to the ultimate arterial width and sidewalk construction.**
 - **Construction of a multi-use path along the site frontage**
 - Pavement widening on 64 Avenue **to accommodate a westbound receiving lane for left-out truck movements from the site, as 64 Avenue is not a truck route east of 152 Street is required along the site's frontage to accommodate the following:**
 - ~~A westbound merge/receiving lane for left-out truck movements from the site, as 64 Avenue is not a truck route east of 152 Street; and~~
 - ~~A westbound left-turn bay into the site.~~

Traffic Impacts:

- The proposed development is anticipated to generate approximately 30 vehicle trips in the peak hour (approximately 1 vehicle every 2 minutes), according to industry standard rates.

A site-specific traffic impact assessment was not required as the proposal is below the City's threshold for triggering this requirement.

Access:

- Access to the subject site is proposed via 64 Avenue ~~to the north with no left-out movement.~~

Parking:

- The Zoning Bylaw requires a total of 55 stalls to be provided on-site. However, the applicant has demonstrated that the operating hours between the warehouse and volleyball centre will not overlap and is proposing to utilize the shared parking provisions that are permitted in the Zoning By-law to meet the parking requirements.
- Under the "Alternate Hours of Use" provision of the Zoning By-law, a maximum 25% of the parking can be shared for commercial, industrial or institutional uses that have different temporal distributions (alternate hours) of parking demand as demonstrated by having operating hours that do not significantly overlap.
- Due to the alternate hours, the applicant is proposing 46 spaces and 9 shared spaces (25%) in accordance with the provisions that are permitted in the Zoning By-law.
- The site is well served by nearby transit and bike lanes on 152 Street and 64 Avenue.

Natural Area Considerations

- The applicant submitted a watercourse classification confirming that the ditches located along the eastern property line and north property are not considered streams under the Water Sustainability Act. The classifications were accepted by staff.
- The northern ditch will be infilled for roadworks, and infilling this feature has been assessed by the QEP that it would not be considered a harmful alteration, disruption, or destruction (HADD) of fish habitat under the Fisheries Act.
- The eastern ditch will require a 7 metres setback in accordance with the requirements in the Zoning By-law. This will be incorporated into the 15 metre farmland protection setback. A QEP will need to sign off on the proposed planting for the first 7 metres of the buffer.

Sustainability Considerations

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist.
- In addition, the applicant is proposing green roofs on both Buildings 1 and 2. These consist of large planted areas on the roof top, which assist both with drainage, as well as lowering the heat island effect in urban areas.

Regular Council - Land Use
B.3 7922-0111-00
Monday January 30, 2023
Supplemental Information

TO: City Clerk, Legislative Services Division

FROM: Acting Manager, Area Planning & Development- South Division

DATE: January 30, 2023 **FILE: 7922-0111-00**

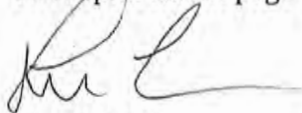
**RE: Agenda Item B.3, January 30, 2023 Regular Council -Land Use
Development Application No. 7922-0111-00
Replacement Pages for the Planning Report**

Development Application No. 7922-0111-00 is on the agenda for consideration by Council at the January 30, 2023 Regular Council - Land Use Meeting under Item B.3.

After finalizing the Planning Report, staff has identified that the proposed RGS amendment was missing from the cover page. This has now been added.

Page 1 of the Planning Report have been updated to reflect this change.

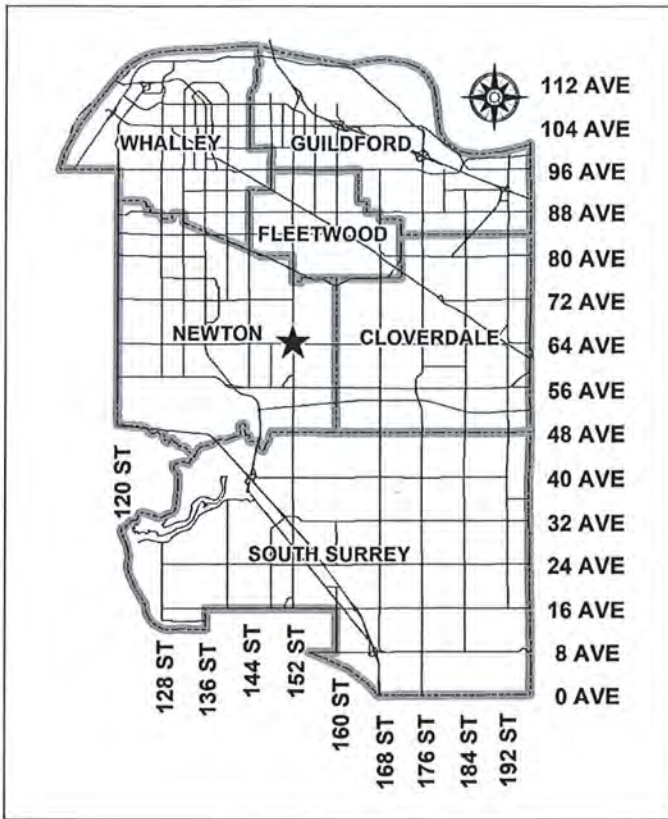
The replacement page for the Planning Report detailing this change is attached to this memorandum.



Shawn Low
Acting Manager, Area Planning & Development- South Division
Planning & Development Department

Attachment - 7922-0111-00- Page 1 Replacement Pages

- City Manager
- General Manager, Planning & Development



PROPOSAL:

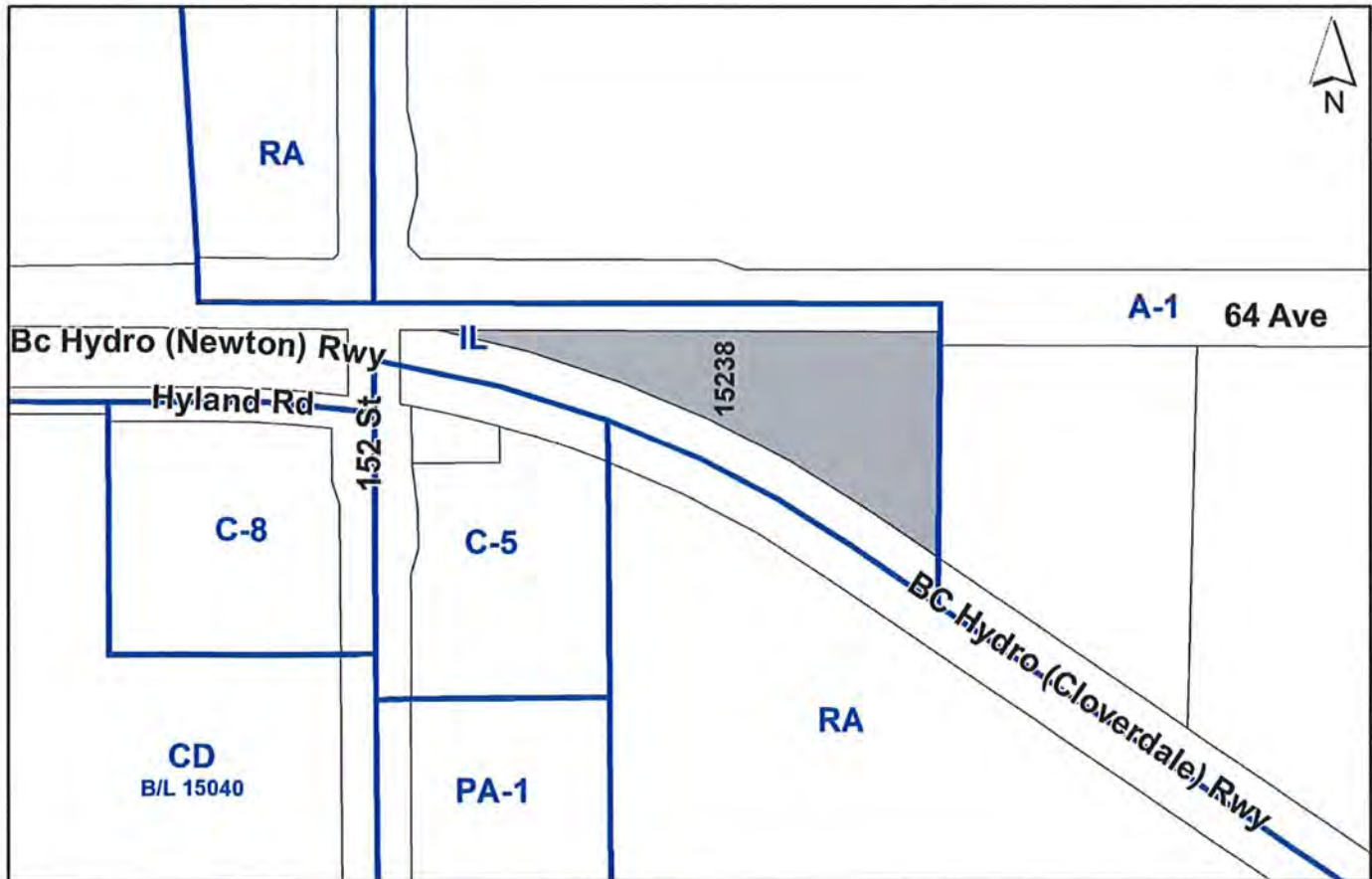
- OCP Amendment from Agricultural to Industrial
- Discharge of LUC No. 584
- Rezoning from IL to CD
- Development Permit
- **RGS amendment from Agricultural to Industrial**
- ALR exclusion under Section 29 of the *ALC Act*.

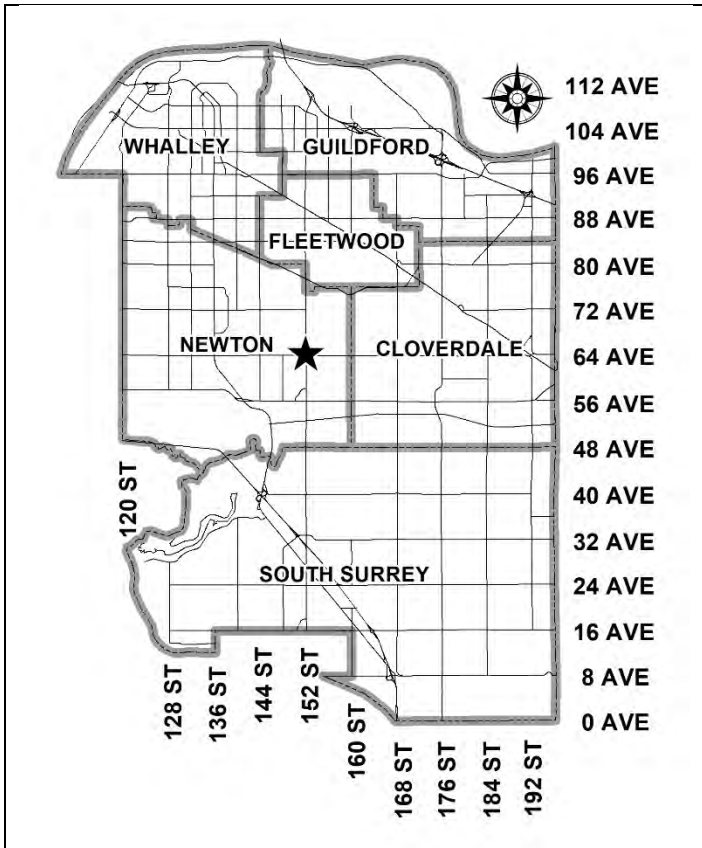
to permit the development of a multi-tenant industrial building, with a restaurant and a volleyball facility.

LOCATION: 15238 - 64 Avenue

ZONING: LUC No. 584 (Underlying IL)

OCP DESIGNATION: Agricultural





PROPOSAL:

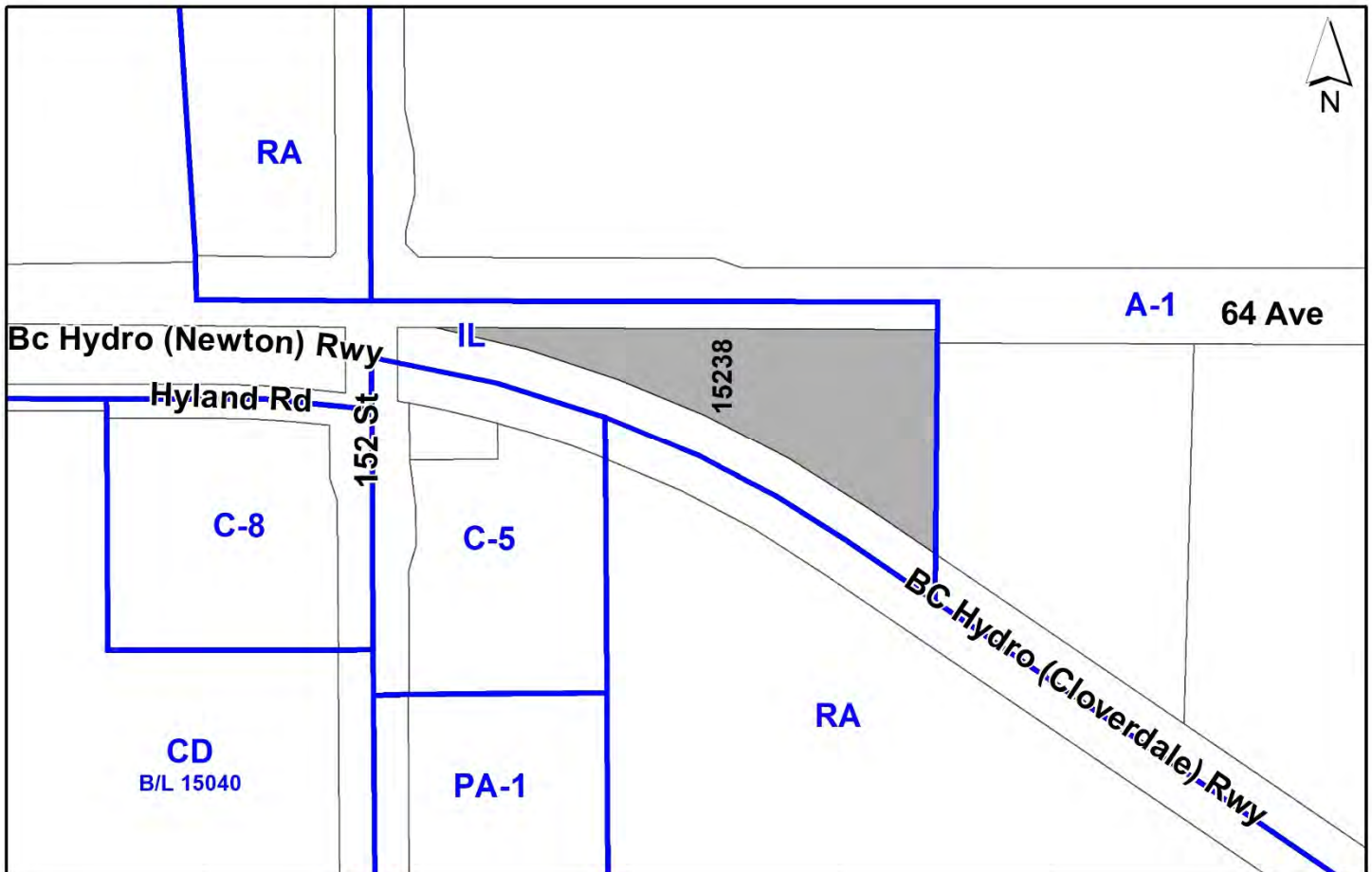
- **OCP Amendment** from Agricultural to Industrial
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to permit the development of a multi-tenant industrial building, with a restaurant and a volleyball facility.

LOCATION: 15238 - 64 Avenue

ZONING: LUC No. 584 (Underlying IL)

OCP DESIGNATION: Agricultural



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - Discharge Land Use Contract (LUC);
 - OCP Amendment; and
 - Rezoning.
- Approval to draft Development Permit for Form and Character, Hazard Lands, Sensitive Ecosystems, and Farm Protection.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposing an amendment to the Official Community Plan (OCP) from Agricultural to Industrial.

RATIONALE OF RECOMMENDATION

- The proposal is for multi-tenant industrial building, with a restaurant and a volleyball facility, with surface parking.
- The proposal does not comply with the Agricultural designation in both the Official Community Plan (OCP) and in the Metro Vancouver Regional Growth Strategy (RGS). The current land designations reflect the property's status as part of the Agricultural Land Reserve (ALR). The property is exempt from the Agricultural Lands Act regulations and this application proposes to formally exclude the land from the ALR. Given the location of the site and historical uses, staff are in support of the proposed amendments.
- An RGS amendment is required from Agricultural to Industrial and to expand the Urban Containment Boundary to include the subject property, and to allow for utilities servicing. This proposal requires a "Type II Amendment" to the RGS. Type II amendments require a two-thirds weighted vote of Metro Vancouver's Board and also require a regional Public Hearing. This step would occur subsequent to Council holding a Public Hearing and granting Third Reading to the proposed development, should the proposal be supported by Council. .
- The site is designated Agricultural and is located within the Agricultural Land Reserve. The parcel is small and exempt from the Agricultural Land Commission Act (under 2 acres and with a separate title prior to 1972), but for consistency, and in support of the proposed amendment to the Urban Containment Boundary, an exclusion from the ALR is also proposed as part of this application.
- The property has been historically used for industrial uses. The LUC permits a cement facility, which was the use for many years, and for the past decade the property has been used for truck parking.
- The proposed density and building form are appropriate for this part of Newton.

-
- The proposal complies with the Development Permit (DP) requirements in the OCP for Sensitive Ecosystems (Streamside Areas), for Hazard Lands (Flood Prone), Form and Character, and partially complies with the requirements in the OCP for Farming Protection.
 - The proposed building setbacks achieve a more urban, pedestrian streetscape in compliance with the Development Permit (Form and Character) design guidelines in the OCP.
 - The proposed buildings achieve an attractive architectural built form, which utilizes high quality, natural materials and contemporary lines. The street interface has been designed to a high quality to achieve a positive urban experience between the proposed building and the public realm.

RECOMMENDATION

The Planning & Development Department recommends that:

1. A By-law be introduced to amend the OCP for the following figures:
 - (a) Figure 3: General Land Use Designations for the subject site from Agricultural to Industrial (Appendix V);
 - (b) Figure 42: Major Employment Areas for the subject site by adding the Industrial designation for the subject site (Appendix V);
 - (c) Figure 43: Agricultural Lands for the subject site by removing the Agricultural designation for the subject site (Appendix V);
 - (d) Figure 51: Regional Growth Strategy Land Use Designations for the subject site from Agricultural to Industrial (Appendix V);
 - (e) Figure 67: Green Infrastructure Development Permit Area, by moving the ALR boundary east of the subject site (Appendix V);
 - (f) Figure 69: Farming Protection Development Permit Area, by moving the ALR Boundary east of the subject site and moving the Farming Protection Area east. accordingly (Appendix VI); and

a date be set for the Public Hearing.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading: to amend the Metro Vancouver Regional Growth Strategy (RGS) designation of the site from Agricultural to Industrial, and to extend the Urban Containment Boundary.
4. A By-law be introduced to discharge Land Use Contract No. 584 from the subject site and a date be set for Public Hearing.
5. A By-law be introduced to rezone the subject site from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
6. Council authorize staff to draft Development Permit No. 7922-0111-00 generally in accordance with the attached drawings (Appendix I) and the finalized Ecosystem Development Plan and geotechnical report.
7. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a road dedication plan to the satisfaction of the Approving Officer;

- (c) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (d) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (e) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (f) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;
 - (g) submission of a finalized Geotechnical Report to the satisfaction of City staff;
 - (h) final approval of the Agricultural Land Reserve exclusion application from the Agricultural Land Commission;
 - (i) final approval from Metro Vancouver for amendments to the Regional Growth Strategy and the Urban Containment Boundary;
 - (j) Registration of a Section 219 Restrictive Covenant to adequately address the City’s needs with respect to public art, to the satisfaction of the General Manager Parks, Recreation and Culture;
 - (k) Registration of a Section 219 Restrictive Covenant to inform future owners of farm practices in the area that may produce noise, odour and dust; and
 - (l) Registration of a Section 219 Restrictive Covenant to restrict the minimum building elevation (MBE)” area below the Flood Construction Level (FCL) and to inform current and future owners that the subject property is located within a floodplain area and that any buildings or structures constructed upon the lot may be damaged by flooding or erosion.
8. Council authorize staff to submit an exclusion application to the Agricultural Land Commission.

SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP Designation	Existing Zone
Subject Site	Truck parking	Agricultural	LUC No. 584 (underlying IL Zone)
North (Across 64 Avenue):	Vacant land. Development Application No. 7912-0304-00 for an industrial development	Agricultural	A-1

Direction	Existing Use	OCP Designation	Existing Zone
East:	Agricultural and single-family dwelling	Agricultural	A-1
South:	Sullivan Park and Sullivan Park Rail Car Barn	Suburban	RA and C-5
West (Across 152 Street):	Small commercial plaza	Urban	C-8

Context & Background

- The subject site is 0.67 hectares (1.65 acres) and designated “Agricultural” in the Official Community Plan (OCP), and the Regional Growth Strategy (RGS), is located in the Agricultural Land Reserve and is zoned Land Use Contract (LUC) No. 584, with a Light Impact Industrial (IL) underlying Zone.
- The property was originally used for a cement facility which was a very specific and restricted use in the Land Use Contract. Some years ago, operation stopped, and the property has since been used as an unauthorized truck parking facility.
- The site is bounded by the BC Hydro Cloverdale Railway to the south and west, and Sullivan Park further to the south across the railway. To the east, there is an agricultural property, a commercial plaza to the west across 152 Street, and a vacant site to the north, which was recently removed from the ALR and has an application on the site for an industrial development.
- The site is within the Development Permit areas for Farm Protection, Hazard Lands (flood prone), Sensitive Ecosystem (streamside protection) and Form and Character.

Land Use Contract

- In the early 1970’s, the Provincial Government adopted changes to the *Municipal Act* (now called the *Local Government Act*) that allowed local governments to enter into Land Use Contracts (LUCs) with land owners and/or developers that incorporated zoning, development control and servicing issues into one document.
- LUCs were adopted by By-law. The first LUC in Surrey was adopted by City Council by By-law on August 7, 1972. In the late 1970’s, the Provincial Government adopted changes to the *Municipal Act*, eliminating the ability of municipalities to enter into LUCs. Only 5 LUCs remain in the City today.
- When Zoning By-law, 1979, No. 5942 was adopted on April 21, 1980, zones were assigned to all properties in Surrey. Properties regulated by LUCs were also provided zones to align with the existing land uses in those areas. The zone assigned to a LUC lot is known as the “underlying zone” of that property. This means that the property is included in the Zoning By-law, but the regulations of the zone are not in effect while the LUC is on the property’s title.
- For the subject site, the LUC was very restrictive of a cement facility, but the underlying zone is “Light Impact Industrial Zone (IL)” which allows many additional uses.

DEVELOPMENT PROPOSAL

Planning Considerations

- The applicant is proposing an amendment to the OCP and RGS from Agricultural to Industrial, a discharge of Land Use Contract No. 584 and rezoning from Light Impact Industrial (IL) Zone to Comprehensive Development (CD) Zone, based on Light Impact Industrial (IL) Zone.
- The proposal includes road dedication along 64 Avenue to the north, and the development of two industrial buildings with other accessory uses and surface parking.
- The application proposes 1,244 square metres of warehouse space, 179 square metres of office space, a 93 square metre restaurant, and a 991 square metre volleyball training facility, for a total 2,507 square metres of floor area. The proposal represents a net Floor Area Ratio (FAR) of 0.5.

	Proposed
Lot Area	
Gross Site Area:	6,695 square metres
Road Dedication:	371 square metres
Undevelopable Area:	n/a
Net Site Area:	6,324 square metres
Number of Lots:	1
Building Height:	19.2 metres
Unit Density:	n/a
Floor Area Ratio (FAR):	0.5
Floor Area	
Industrial:	2,235 square metres
Commercial:	272 square metres
Total:	2,507 square metres

Referrals

Engineering:	The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix II.
Parks, Recreation & Culture:	Sullivan Park is the closest active park with amenities that include, a playground, tennis courts, softball diamonds, trails, and open space, and natural areas. The park is 220 metres walking distance from the development.
Surrey Fire Department:	No concerns.

Agriculture, Environment, and Investment Advisory Committee (AEIAC):

This proposal was considered by the AEIAC on September 07, 2022.

The OCP's Development Permit Guidelines for Farm protection DPs includes a recommendation for 15 metres planted landscape buffer and 30 metres building setback.

The applicant's request to reduce the building setback recommendation along the east property line from 30 metres to 23 metres was not supported by the AEIAC, and their recommendation was for an increased setback. The recommended 15 metre landscape buffer is being provided. The applicant has since increased the proposed building setback to 24 metres along the east side.

The AEIAC also recommended more uses that support agriculture and to prohibit assembly halls in the proposed CD Zone. These recommendations have been incorporated in the proposed CD Zone.

For consistency, an exclusion to the ALR has since been included in the application. Given that a new Agricultural Committee has not yet been formed, this application has not been referred back to the Committee for comments, but the design and intent of the proposal is still the same as previously reviewed. This exclusion would avoid creating a precedent for expansion of the Urban Containment Boundary into the ALR, and allowing Industrial development in the ALR. The property is exempt, but without the exclusion, it would still be formally part of the ALR.

Advisory Design Panel:

The application was not subject to review by the ADP but was reviewed by staff, including the City Architect, and found satisfactory.

Transportation Considerations

Road Network & Infrastructure:

- The applicant will be providing the following improvements:
 - Dedication of the south side of 64 Avenue along the site frontage and sidewalk construction.
 - Pavement widening on 64 Avenue is required along the site's frontage to accommodate the following:
 - A westbound merge/receiving lane for left-out truck movements from the site, as 64 Avenue is not a truck route east of 152 Street; and
 - A westbound left-turn bay into the site.

Traffic Impacts:

- The proposed development is anticipated to generate approximately 30 vehicle trips in the peak hour (approximately 1 vehicle every 2 minutes), according to industry standard rates.

A site-specific traffic impact assessment was not required as the proposal is below the City's threshold for triggering this requirement.

Access:

- Access to the subject site is proposed via 64 Avenue to the north with no left-out movement.

Parking:

- The Zoning Bylaw requires a total of 55 stalls to be provided on-site. However, the applicant has demonstrated that the operating hours between the warehouse and volleyball centre will not overlap and is proposing to utilize the shared parking provisions that are permitted in the Zoning By-law to meet the parking requirements.
- Under the "Alternate Hours of Use" provision of the Zoning By-law, a maximum 25% of the parking can be shared for commercial, industrial or institutional uses that have different temporal distributions (alternate hours) of parking demand as demonstrated by having operating hours that do not significantly overlap.
- Due to the alternate hours, the applicant is proposing 46 spaces and 9 shared spaces (25%) in accordance with the provisions that are permitted in the Zoning By-law.
- The site is well served by nearby transit and bike lanes on 152 Street and 64 Avenue.

Natural Area Considerations

- The applicant submitted a watercourse classification confirming that the ditches located along the eastern property line and north property are not considered streams under the Water Sustainability Act. The classifications were accepted by staff.
- The northern ditch will be infilled for roadworks, and infilling this feature has been assessed by the QEP that it would not be considered a harmful alteration, disruption, or destruction (HADD) of fish habitat under the Fisheries Act.
- The eastern ditch will require a 7 metres setback in accordance with the requirements in the Zoning By-law. This will be incorporated into the 15 metre farmland protection setback. A QEP will need to sign off on the proposed planting for the first 7 metres of the buffer.

Sustainability Considerations

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist.
- In addition, the applicant is proposing green roofs on both Buildings 1 and 2. These consist of large planted areas on the roof top, which assist both with drainage, as well as lowering the heat island effect in urban areas.

- The proposed green roof meets the Climate Adaptation Strategy policy for a green roof or a high-albedo roof, which is typically considered to have a Solar Radiance Index (SRI) value of 0.75.

POLICY & BY-LAW CONSIDERATIONS

Agricultural Land Commission

- The property is currently in the Agricultural Land Reserve (ALR). Given the small size of this parcel, an application to the Agricultural Land Commission (ALC) for exclusion from the ALR would not be required for the proposed use. However, as the application proposes expansion of the Urban Containment Boundary, an ALR exclusion is proposed for consistency with both Metro Vancouver's Regional Growth Strategy and the City's Official Community Plan.
- The property is exempt from the ALC Act, in terms of land use, given the small parcel size (2 AC) which is not efficient for agricultural use. This means that an application for non-farm use would not be required for the proposed industrial use on the site. However, since an application to Metro Vancouver is proposed to include the property in the Urban Containment Boundary to allow for utilities servicing, staff is recommending exclusion from the ALR, as to not set a precedent of having ALR land within the Urban Containment Boundary.
- The ALC has provided confirmation that the property falls under the following exception:
 - *23(1) Restrictions on the use of agricultural land do not apply to land that, on December 21, 1972, was, by separate certificate of title issued under the Land Registry Act, R.S.B.C. 1960, c. 208, less than 2 acres in area.*
- The applicant has posted a sign with the ALR exclusion application on the site, as required by the ALC.
- This ALR exclusion is not required for the proposed industrial use but is recommended for consistency.

Regional Growth Strategy

- The proposal does not comply with the Agricultural designation in the Metro Vancouver Regional Growth Strategy (RGS).
- All properties that are within the Agricultural Land Reserve (ALR) are designated Agricultural in the Regional Growth Strategy.
- The subject site is small and thus exempt from the ALC Act regarding land use, but an application to the Agricultural Land Commission (ALC) for exclusion from the ALR is being made in support of the proposed expansion of the Urban Containment Boundary, and to allow for consistency between all maps for ALC, Metro Vancouver and the Official Community Plan.
- An application is required to Metro Vancouver to redesignate the site from Agricultural to Industrial, and to expand the Urban Containment Boundary to service the site.

- This is considered an RGS "Type II Amendment". These amendments require a two-thirds weighted vote by Metro Vancouver's Board and also require a regional Public Hearing.
- Should Council grant this proposal Third Reading, a referral will be sent to Metro Vancouver for the proposed amendments.

Official Community Plan

Land Use Designation

- The proposal does not comply with the Agricultural designation in the Official Community Plan (OCP).
- The proposal includes an OCP amendment to redesignate the site from Agricultural to Industrial.

Amendment Rationale

- The property has historically been used as a concrete manufacturing facility, in accordance with the provisions of Land Use Contract No. 584. This was the only use permitted in the LUC, and it also had the restriction that the operation had to be run by members of the immediate family of the Developer as a home occupation.
- Once the LUC expires in July 2024, or if terminated sooner by the applicant, then the underlying zone would come into effect. The underlying zone is for Light Impact Industrial (IL) Zone. This application proposes industrial and accessory uses, but also recognizes the proximity to agricultural lands.

Themes/Policies

- B4.14 Ensure neighbourhoods are well served by civic and community facilities such as indoor and outdoor recreation centres, childcare centres, neighbourhood parks, and amenities specifically geared to youth.

The proposal includes an indoor recreation facility, in the form of volleyball courts.

- D1.4 Preserve riparian areas and watercourses in their natural state and link them with upland natural areas to develop a connected network of natural areas throughout Surrey.

The proposal includes retention and protection of two adjacent Class C ditches.

- D2.9 Permit development in areas subject to flood hazards only when it is demonstrated by a Qualified Professional that the proposal meets current flood protection requirements, at the time of development, with respect to proposed uses, building materials and required building elevations.

The applicant has demonstrated compliance with all requirements of the Flood Prone areas.

- E1.3 Identify lands that may be suitable for future employment uses and that are located in areas that provide suitable access to major transportation corridors.

The site has historically been used for industrial purposes, and has direct access to 64 Avenue, which is a major arterial road, with bus and bicycle infrastructure.

- E1.9 Consider the importance of agricultural land and environmentally significant features adjacent to industrial areas, in the planning of employment areas to ensure an appropriate interface, sufficient environmental protection and suitable tree protection.

The site provides the recommended planted buffer adjacent to agricultural lands to the east, and sufficient buffer to the park to the south.

- E.1.10 Ensure sufficient, convenient and appropriate access to employment lands including supply and goods movement routes and access to employment opportunities for Surrey's workforce.

The site is located southeast of the intersection of 64 Avenue and 152 Street, both of which are arterial roads and truck routes west of the site. This provides excellent access to major transportation routes. The site is also well served by bus and bicycle routes.

CD By-law

- The applicant proposes to terminate Land Use Contract No. 584, and to rezone the subject site from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)".
- The applicant is proposing a "Comprehensive Development Zone (CD)" to accommodate a proposed a multi-tenant industrial site, with a restaurant and a volleyball facility on the subject site. The proposed CD By-law for the proposed development site identifies the uses, densities and setbacks proposed. The CD By-law will have provisions based on the "Light Impact Industrial Zone (IL)".

A comparison of the density, lot coverage, setbacks, building height and permitted uses in the IL Zone and the proposed CD By-law is illustrated in the following table:

Zoning	IL Zone (Part 48)	Proposed CD Zone
Unit Density:	n/a	n/a
Floor Area Ratio:	1.00	1.00
Lot Coverage:	60%	60%
Yards and Setbacks	7.5 metres	Front Yard: 4.6 m Rear Yard: 7.5 m Side Yard: 24 m Side Yard Flanking Street: 7.5 m
Principal Building Height:	18 metres	20 metres

<p>Permitted Uses:</p>	<p><u>Principal Uses:</u></p> <ol style="list-style-type: none"> 1. Light impact industry. 2. Recycling depots. 3. Transportation industry. 4. Automotive service uses. 5. Automobile painting and body work. 6. Vehicle storage, including recreational vehicle storage. 7. Industrial equipment rentals. 8. General service uses, limited to the following: <ol style="list-style-type: none"> (a) Driving schools; (b) Fleet dispatch offices; (c) Industrial first aid training; and (d) Trade schools. 9. Warehouse uses. 10. Distribution centres. 11. Office uses, limited to the following: <ol style="list-style-type: none"> (a) Architectural and landscape architectural offices; (b) Engineering and surveying offices; (c) General contractor offices; (d) Government offices; and (e) Utility company offices. 12. Self-Storage Warehouse. 13. Liquor manufacturing, provided that: <ol style="list-style-type: none"> (a) If there is a liquor tasting lounge it shall not exceed 40% of the gross floor area of the entire liquor manufacturing business or 150 sq. m., whichever is lesser; (b) If there is an on-site store endorsement it must be included in the calculation of the maximum area permitted for the liquor tasting lounge in Sub-section B.13(a); and 	<p><u>Principal Uses:</u></p> <ol style="list-style-type: none"> 1. Light impact industry. 2. Recycling depots 3. Industrial equipment rentals. 4. General service uses, limited to the following: <ol style="list-style-type: none"> (a) Driving schools; (b) Fleet dispatch offices; (c) Industrial first aid training; and (d) Trade schools 5. Warehouse uses 6. Distribution centres 7. Office uses, limited to the following: <ol style="list-style-type: none"> (a) Architectural and landscape architectural offices; (b) Engineering and surveying offices; (c) General contractor offices; (d) Government offices; and (e) Utility company offices. 8. Self-Storage Warehouse. 9. Agriculture, horticulture and associated uses, excluding any use involving the keeping or raising of animals and birds <p><u>Accessory Uses:</u></p> <ol style="list-style-type: none"> 10. Coffee shops, restricted to 150 sq. m. 11. Eating establishments excluding drive-through restaurants, restricted to 150 sq. m. 12. Recreation facilities, excluding go-kart operations, drag racing and rifle ranges. 13. Community services. 14. Child care centres. 15. Caretaker unit.
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	<p>(c) If there is an outdoor patio associated with the liquor tasting lounge it must not exceed the total area of the permitted liquor tasting lounge in Sub-section B.13(a), or 80 sq. m., whichever is lesser.</p> <p><u>Accessory Uses:</u></p> <p>14. Coffee shops, limited to a maximum of 35 seats, pursuant to Section J.6 of this Zone.</p> <p>15. Recreation facilities, excluding go-kart operations, drag racing and rifle ranges.</p> <p>16. Community services.</p> <p>17. Assembly halls, limited to places of worship, to a maximum of 300 seats, pursuant to Section D.2 below.</p> <p>18. Child care centres, pursuant to Section J.7 of this Zone.</p> <p>19. Caretaker unit, pursuant to Section D.3 of this Zone.</p> <p>20. Sales of rebuilt vehicles < 5,000 kg G.V.W. provided that:</p> <p>(a) It is part of an automobile painting and body work business;</p> <p>(b) The number of rebuilt vehicles ready for sale shall not exceed 5 at any time;</p> <p>(c) The business operator holds a current and valid Motor Dealer's certificate; and</p> <p>(d) The business operator is an approved Insurance Corporation of British Columbia Salvage Buyer.</p>	
Parking (Part 5)		Proposed
Commercial:	43	34
Industrial:	12	12

Total:	55	46 (includes 9 shared spaces as permitted in the Zoning By-law)
--------	----	--

- The main differences between the IL Zone and the proposed CD Zone are the proposed uses, building setbacks, and building height.
- Several uses have been removed from the IL relative to the proposed CD Zone, which are uses that would generate parking and/or access concerns, and that are not considered appropriate adjacent agricultural uses.
- The maximum size of a coffee shop or restaurant has also been reduced, and the option to proceed with agriculture, horticulture and associated uses, has been added, recognizing there might still be potential for limited agricultural uses on the site. Below is a list of all the uses permitted in the IL Zone which have been removed for the proposed CD Zone:
 - Principal Uses:
 - Transportation industry.
 - Automotive service uses.
 - Automobile painting and body work.
 - Vehicle storage, including recreational vehicle storage.
 - Industrial equipment rentals.
 - Liquor manufacturing, provided that:
 - Accessory use:
 - Assembly halls
 - Sales of rebuilt vehicles < 5,000 kg G.V.W
- Regarding the building setbacks, the front yard setbacks is reduced from 7.5 metres to 4.6 metres to create a more urban interface on 64 Avenue, and to help accommodate the building, given the odd shape of the site. The setback to the east is increased from 7.5 metres to 24 metres, to ensure a large building setback is provided adjacent to agricultural uses.
- The maximum building height is proposed to be increased from 18 to 20 metres. This is required to accommodate the proposed volleyball facility on the second storey of one of the buildings.
- The proposed parking meets Part 5 of the Zoning By-law through the shared parking provision, and some of the uses do not have peak occupancy at the same time. No variance is required for the amount of shared parking proposed, as discussed in detail in the Transportation Considerations section of this report.

Public Art Policy

- The applicant will be required to provide public art or register a Restrictive Covenant agreeing to provide cash-in-lieu, at a rate of 0.5% of construction value, to adequately address the City's needs with respect to public art, in accordance with the City's Public Art Policy requirements. The applicant will be required to resolve this requirement prior to consideration of Final Adoption.

PUBLIC ENGAGEMENT

- Pre-notification letters were sent on September 21, 2022, and the Development Proposal Signs were installed on September 21, 2022. Staff received 6 responses from neighbouring owners. Comments are provided below:
 - Three adjacent residents were pleased to see development happening at this site, particularly with a building and not the existing truck parking facility.
 - One resident was concerned regarding the property not being used for agricultural uses.

The property is already exempt from the ALC Act, given its small size.
 - One resident was concerned traffic in the area is over congested, and additional development may increase demand on the intersection to the west at 64 Avenue and 152 Street.

The traffic generated by this proposal did not meet the threshold for a traffic study, but the applicant is being required to make improvement to 64 Avenue to facilitate access to the site without compromising 64 Avenue and its turning lanes.
 - One resident was concerned about this development happening in proximity to agricultural land and hazard land area (flood prone).

The application is subject to Development Permits for Hazard Lands, Sensitive Ecosystem and Farmland Protection, to address these issues and those are further discussed later in this report.
- The subject development application was reviewed by the Panorama Neighbourhood Association and Sullivan Amateur Athletic and Community Association, and no comments were received.

DEVELOPMENT PERMITS

Sensitive Ecosystems (Streamside Areas) Development Permit Requirement

- The subject property falls within the Sensitive Ecosystems Development Permit Area (DPA) for Streamside Areas in the OCP, given the location of two existing ditches: one that flows north, just east of the east property line, and a roadside ditch on the south side of 64 Avenue, just north of the subject site.
- Watercourse assessments, prepared by Remi Masson, R.P. Bio., of Redcedar Environmental Consulting Inc. and dated October 27, 2022, June 27, 2022 and a Sensitive Ecosystem Development Permit Report dated Aug 26, 2022 and updated October 10, 22 was reviewed by staff and found to be generally acceptable.
- As the agricultural buffer required under the Farmland Protection Development Protection Permit (15 metres) encompasses the 7 metre Part 7A Streamside setback area a complete Sensitive Ecosystems Development Permit was deemed to not be required. A QEP will need to sign off on the proposed planting for the first 7 metres of the buffer.

Sensitive Ecosystems (Green Infrastructure Areas) Development Permit Requirement

- The subject property falls within the Sensitive Ecosystems DPA buffer for Green Infrastructure Areas in the OCP, given the location of a Biodiversity Conservation Strategy (BCS) Green Infrastructure Network (GIN) Corridor located on the property to the north (across 64 Ave). The Sensitive Ecosystems (Green Infrastructure Areas) Development Permit is required to protect environmentally sensitive and/or unique natural areas from the impacts of development.
- The GIN is located across the street on the north side of 64 Avenue, and the proposed building setback and landscape proposed are considered sufficient protection.
- Given the location of the GIN corridor, the proposal is exempt from a Sensitive Ecosystem DPA for Green Infrastructure Area.

Hazard Lands (Flood Prone) Development Permit Requirement

- The subject property falls within the Hazard Lands (Flood Prone) Development Permit Area (DPA) in the OCP, given that the site is within the 200-year floodplain of the Serpentine River. The Hazard Land (Flood Prone) Development Permit is required to protect developments from hazardous conditions.
- The site slopes down from the west to the east, with the flood prone area located on the east portion of the site.
- A minimum flood plain elevation of approximately 2.6 metres geodetic is required. The applicant is proposing no building or structures within the flood plain area. The floodplain area needs to be landscaped and provide flood storage.
- The applicant has demonstrated the feasibility of the development through the servicing plan, and has further demonstrated that the 200-year floodplain of the Serpentine River will not be negatively impacted by the development. The main recommendation is not to build or raise grades within the flood protection area or any area at or below 2.6 metres. This area is proposed to be landscaped through the farmland protection buffer. No further improvements are required.
- Registration of a Section 219 Restrictive Covenant to restrict minimum building elevation (MBE) area below the Flood Construction Level (FCL) and to inform current and future owners that the subject property is located within a floodplain area and that any buildings or structures constructed upon the lot may be damaged by flooding or erosion is required as a condition of final adoption.

Farming Protection Development Permit Requirement

- The subject property falls within the Farming Protection Development Permit Area (DPA) in the OCP, given that it is located within 50 metres of the Agricultural Land Reserve (ALR) boundary. The Farm Protection Development Permit is required to reduce agricultural-urban conflicts through increased setbacks and vegetated buffering.

- The Farming Protection Development Permit guidelines for non-residential uses are outlined below:

- The minimum building setback for the ALR boundary is 30 metres.

The applicant is proposing to reduce the building setback to 24 metres, given the triangular shape of the site. Their previous proposal was for 23 metres, and it was increased to 24 metres after comments from the AEIAC. The committee's recommendation was to increase from 23 metres to try to achieve the full 30 metres.

- The minimum vegetated buffer width is 15 metres.

The proposal provides the recommended 15 metres planted buffer along the east property line.

- Any proposed vegetated buffer should include a mix of appropriate deciduous and coniferous trees, spaced a minimum of 2 metres to 4 metres apart. Existing mature trees and riparian areas within the proposed buffer area should be preserved and infill planting considered in order to provide a fuller vegetated buffer.

The new trees on the site will consist of a variety of trees including American Sweetgum, Bowhall Red Maple, White Spruce, Portugal Laurel, Red Maple, Bloodgood Japanese Maple, Purple Flowering Black Locust and Douglas Maple, as well as a variety of shrubs

- For any property within 50 metres of the ALR boundary, a Section 219 Restrictive Covenant is required to inform future owners of farm practices in the area that may produce noise, odour and dust.

The recommended Restrictive Covenant will be a requirement should the proposal be supported by Council.

Form and Character Development Permit Requirement

- The proposed development is subject to a Development Permit for Form and Character.
- The proposed development generally complies with the Form and Character Development Permit guidelines in the OCP.
- The applicant has worked with staff to improve the interface along 64 Avenue, provide adequate building articulation, and increase glazing. Most staff comments have been addressed.
- The site plan consists of two buildings on the ground floor, separated by parking, and partially connected on the upper floors. The west building has a warehouse unit on the ground floor, and offices on the upper floors, and the east building has warehouse units and a small restaurant on the ground floor, with a volleyball practice facility on the upper floor. The 'bridge' connecting the two buildings at the north end consists of additional storage space and supporting offices.

- The buildings are proposed with a modern look and linear expression. Materials consisting of stucco, longboard, and aluminum panel. The colours palette consists of white, beige, grey, and brown (mahogany and maple chestnut).
- The proposal is of appropriate design, quality and scale for this location and meets the OCP DP requirements.
- Details of signage have not been proposed at this time.

Landscaping

- The landscaping consists of planted buffers along all property lines.
- The main buffer is a 15-metre buffer along the east property line. This buffer will serve as riparian protection, flood storage, and farmland protection.
- Along the south property line, a 3-metres planted buffer is proposed, along the railway and adjacent park.
- Along the west, there is a planted triangle on the northwest portion of the site, approximately 46 metres in length.
- Both buildings are proposed with extensive green roofs, occupying the entire extent of both main buildings.
- The new trees on the site will consist of a variety of trees including American Sweetgum, Bowhall Red Maple, White Spruce, Portugal Laurel, Red Maple, Bloodgood Japanese Maple, Purple Flowering Black Locust and Douglas Maple, as well as a variety of shrubs

Outstanding Items

- There are a limited number of Urban Design items that remain outstanding, and which do not affect the overall character or quality of the project. These generally include confirmation of location for PMT and BC Hydro kiosk and some minor adjustments.
- The applicant has been provided a detailed list identifying these requirements and has agreed to resolve these prior to Final Approval of the Development Permit, should the application be supported by Council.

TREES

- Francis Kilmo, ISA Certified Arborist of Kilmo and Associated Ltd, prepared an Arborist Assessment for the subject property. The table below provides a summary of the tree retention and removal by tree species:

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Alder	10	10	0
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Weeping Willow	2	0	2
Coniferous Trees			
Western Red Cedar	13	9	4
Total (excluding Alder and Cottonwood Trees)	15	9	6
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		47	
Total Retained and Replacement Trees		53	
Contribution to the Green City Program		n/a	

- The Arborist Assessment states that there are a total of 15 mature trees on the site, excluding Alder and Cottonwood trees. 10 existing trees, approximately 40 % of the total trees on the site, are Alder trees. It was determined that 6 trees can be retained as part of this development proposal. The proposed tree retention was assessed taking into consideration the location of services, building footprints, road dedication and proposed lot grading.
- For those trees that cannot be retained, the applicant will be required to plant trees on a 1 to 1 replacement ratio for Alder trees, and a 2 to 1 replacement ratio for all other trees. This will require a total of 28 replacement trees on the site. The applicant is proposing 47 replacement trees, exceeding City requirements.
- The new trees on the site will consist of a variety of trees including American Sweetgum, Bowhall Red Maple, White Spruce, Portugal Laurel, Red Maple, Bloodgood Japanese Maple, Purple Flowering Black Locust and Douglas Maple, as well as a variety of shrubs
- In summary, a total of 53 trees are proposed to be retained or replaced on the site with no contribution required to the Green City Program.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Survey Plan, Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix II.	Engineering Summary
Appendix III.	Summary of Tree Survey and Tree Preservation
Appendix IV.	Agriculture, Environment and Investment Advisory Committee Minutes (draft)
Appendix V.	OCP Redesignation Map for Figures 3, 42, 43, 51 and 67
Appendix VI.	OCP Redesignation Map: OCP Figure 69: Farming Protection Development Permit Area

approved by Shawn Low

Jeff Arason
Acting General Manager
Planning and Development

LFM/ar

PROPOSED WAREHOUSES & VOLLEYBALL TRAINING CENTER DEVELOPMENT

15238 64 Ave, Surrey, BC



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LAND SURVEYOR	Dhalwai & Associates Land Surveying Inc.	Unit 216, 12899 76 Ave Surrey, BC, Canada	Sukhvir Grewal	(604) 501 6188
PROJECT OWNERS	Diyash Investments Inc.	106-12885 76 AVE, Surrey, BC, Canada		(604) 597 4084
GEOP	Red Cedar Environmental Consulting	32141 Sandpiper Place, Mission, BC Canada	Remi Masson	(604) 621 9811
ARCHITECT	Francis Klimo	112-4300 Fraser Way, Burnaby, BC, Canada		(604) 358 5562
SHJ	CITY OF SURREY			

DRAWING INDEX - DOCUMENTATION

ARCHITECTURAL DRAWING INDEX

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	A0.02	PROJECT STATISTICS
	A0.03	CONTEXT PLAN
	A0.04	DESIGN RATIONALE
SITE	A1.01	SURVEY PLAN
	A1.02	BASE PLAN
	A1.03	CIVIL KEY PLAN
	A1.04	CIVIL GRADING PLAN
	A1.05	FIRE SITE PLAN
PLANS	A2.01	SITE PLAN
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ELEVATIONS	A3.01	NORTH/EAST ELEVATION
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	A5.02	RENDERS

LANDSCAPE ARCHITECTURAL DRAWING INDEX

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	L02	CONCEPT PLAN
	L03	PLANTING PLAN
	L04	HARDSCAPE PLAN
	L05	ROOF PLAN
	L06	DETAILS
	L07	DETAILS



ARCHITECTURE PANEL INC.

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Project Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
COVER SHEET

Sheet No. **A0.01**
Total Sheets **26**

Drawn By **BF**
Checked By **RD**
A/H/J **City of Surrey**

Reviewed By **RD**
Status **DP Application**

207 of 592

Contractors
Consultants
Architecture Panel Inc.

Documents
DP Application

No	Date	Issue Notes
B	2021-11-12	Pre-Application
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission

Scale

PROJECT STATISTICS

LEGEND

- Warehouse Units
- Restaurant
- Volleyball Courts
- Offices Unit

BUILDING 2 - SECOND FLOOR
VOLLEYBALL COURTS AREA: 10,667 sq ft
GROSS FLOOR AREA: 12,023 sq ft

BUILDING 1 - THIRD FLOOR
OFFICES AREA: 1,900 sq ft
WAREHOUSE AREA: 301 sq ft
GROSS FLOOR AREA: 3,633 sq ft

BUILDING 1 - SECOND FLOOR
WAREHOUSE AREA: 3,645 sq ft
GROSS FLOOR AREA: 6,239 sq ft

BUILDING 1 - MAIN FLOOR
WAREHOUSE AREA: 2,527 sq ft
GROSS FLOOR AREA: 3,804 sq ft

BUILDING 2 - MAIN FLOOR
WAREHOUSE AREA: 6,939 sq ft
RESTAURANT AREA: 1,001 sq ft
GROSS FLOOR AREA: 8,794 sq ft



PROJECT DATA

Address: 15238 64 AVE, SURREY, BC
Project Name: WAREHOUSES & VOLLEYBALL TRAINING CENTRE
Year: BCBC 2018

AREA CALCULATION	REQUIRED	PROPOSED
BUILDING HEIGHT	18m (60 ft)	16.2m (53ft 2in)
TOTAL PROPOSED WAREHOUSE AREA		1,244 sq m (13,290 sq ft)
TOTAL PROPOSED OFFICE AREA		179 sq m (1,927 sq ft)
TOTAL PROPOSED RESTAURANT AREA		93 sq m (1,001 sq ft)
TOTAL PROPOSED VOLLEYBALL TRAINING CENTER AREA		991 sq m (10,667 sq ft)
% INDUSTRIAL USE		69.7%
SITE		72066.38 sq ft
TOTAL BUILT UP AREA		34493 sq ft
F.A.R (Gross site area)		0.47%
NET F.A.R		0.507
GROSS SITE AREA		72066.38 sq ft
NET SITE AREA		68075.53 sq ft
SITE COVERAGE		18 %

SETBACKS	REQUIRED	PROPOSED
MINIMUM SETBACK PROVIDED (PRE-DEDICATION)		
NORTH	24.6ft (7.5m)	24.6ft (7.5m)
SOUTH	19.69ft(6m)	19.69ft(6m)
WEST	24.6ft (7.5m)	15.35ft(4.78m)
EAST	49.21ft(15m)	78.7ft(24m)

PARKING	REQUIRED	PROPOSED
NUMBER OF PARKING SPOTS - WAREHOUSES (1244 SQ.M.)	(1 per 100 sqm)	12
NUMBER OF PARKING SPOTS - OFFICES (179 SQ.M.)	(2.5 per 100 sqm)	4
NUMBER OF PARKING SPOTS - RESTAURANT (93 SQ.M.)	(3 per 150 sqm)	3
NUMBER OF PARKING SPOTS - VOLLEYBALL TRAINING CENTER (991 SQ.M.)	(3.6/100 sqm)	36
TOTAL NUMBER OF PARKING SPOTS		55
% PARKING REDUCTION PROPOSED		16%
NUMBER OF SHARED PARKING SPOTS WITH VOLLEYBALL TRAINING CENTER (25% OF TOTAL) = 9 SHARED SPOTS	(55 total - 9 shared)	46

PARKING REPORT	Num Spaces	Space Length	Space Width
REGULAR CAR - 1	30	5500	2600
REGULAR CAR - 2	1	5500	2750
SMALL CAR	4	4900	2600
SMALL CAR	9	4900	2750
SMALL CAR	1	4900	2900
ACCESSIBLE CAR	1	5500	2500 (+1500)
% SMALL CARS	30.43%		
TOTAL	46		

GROSS AREA CALCULATION (EXCLUDING PARKING & INDOOR AMENITY)		
BUILDINGS	LEVEL	AREA
BUILDING 1	MAIN FLOOR LEVEL	3804 sq ft
	SECOND FLOOR LEVEL	6239 sq ft
	THIRD FLOOR LEVEL	3633 sq ft
BUILDING 2	MAIN FLOOR LEVEL	8794 sq ft
	SECOND FLOOR LEVEL	12023 sq ft
GROSS AREA	GROSS AREA	34493 sq ft



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Project Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

PROJECT STATISTICS

Sheet No.
A0.02

Total Sheets
26

Contractors

Consultants
Architecture Panel Inc.

Drawn By
BF

Checked By
RD

A-H
City of Surrey

Documents
DP Application

Reviewed By
RD

Status
DP Application

No	Date	Issue Notes
B	2021-11-12	Pre-Application
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission



CONTEXT PLAN



CONTEXT

As evident by the footprint configuration of the surrounding developments, this development is being proposed as a prominent urban element on a farm and industrial area of our fast growing city. The proposed development site currently falls in an IL zone, and proposed to be changed to CD. The developer is proposing an industrial and commercial development.

We seek to have a vehicular entrance at the East side, adjacent to ALR, and provided a farmland protection buffer for a smooth and undisturbed access to on grade parking and loading bays.

KEY

- Proposed Industrial/Commercial Building
- Proposed Farmland Protection Buffer
- Existing Buildings
- Adjacent ALR
- Road Dedication from Existing Property Line
- Existing Property Line
- Proposed Property Line
- Building Setback Line
- Landscape Buffer
- ROW

1 CONTEXT PLAN
Scale: 1:500



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Project Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
CONTEXT PLAN

Sheet No.
A0.03

Total Sheets
26

Contractors

Consultants
Architecture Panel Inc.

Drawn By
BF

Checked By
RD

AHJ
City of Surrey

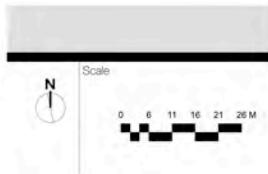
Documents
DP Application

Reviewed By
RD

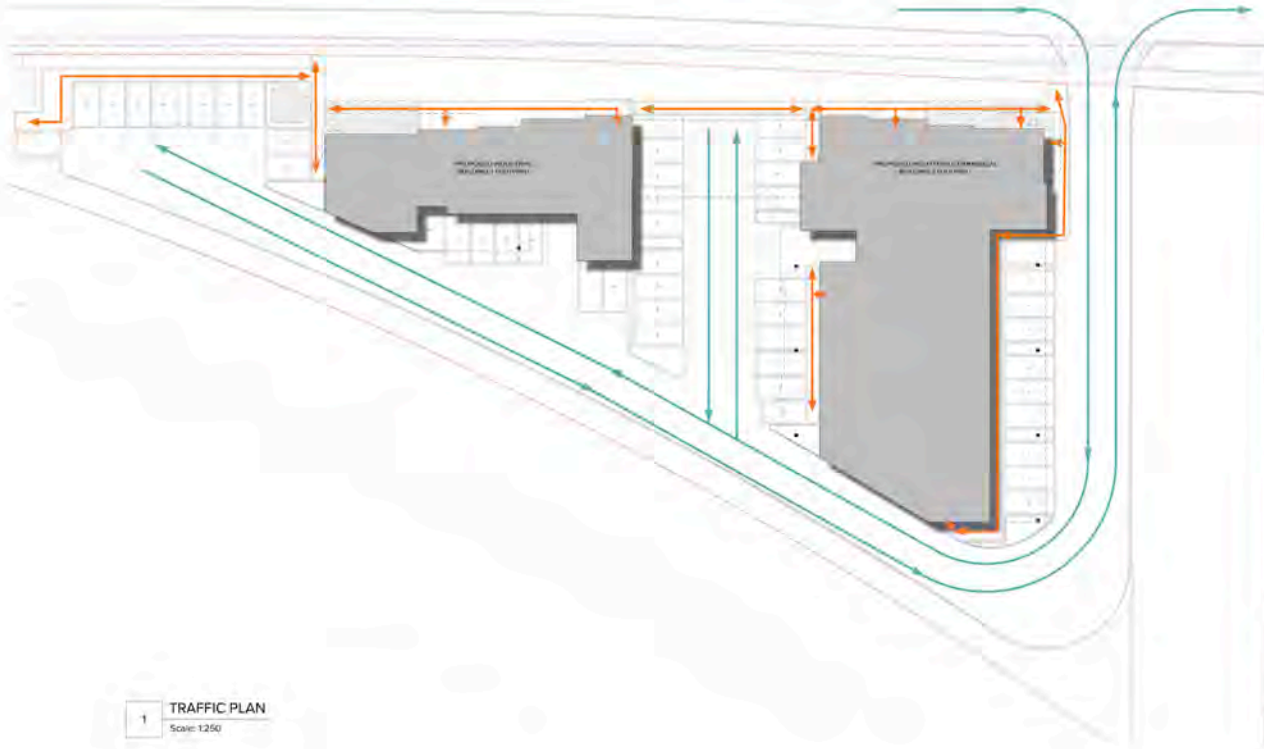
Status
DP Application

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H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission



DESIGN RATIONALE



1 TRAFFIC PLAN
Scale: 1:250

VEHICULAR TRAFFIC
 PEDESTRIAN TRAFFIC

SITE PLANNING PRINCIPLES

The site has tight constraints with unique geometry. We have worked diligently to incorporate all of the functional requirements for the buildings and site including but not limited to the tight vehicular movements, ALR farmland protection buffer, railway line related setbacks, and other screening requirements as directed by the city.

The site design has evolved with continual guidance from the City staff over last few months. We have taken the principal points that the CoS considered vital in the evolution of this site design which include the following.

- Setbacks provided with landscape buffers to provide screening to parkings facing 64 Ave
- Provide pedestrian friendly walkways and Outdoor Amenity Spaces for workers.
- Allow for separate public pedestrian entrances leading to entrance lobbies of each building.
- Allow for Public Parking on grade with safety, and carefully considered driveways for safe truck maneuvers.
- Develop easily accessible entries to commercial and industrial units.
- Landscape buffer provided for farmland protection adjacent to neighboring ALR.
- Building expression and elevations designed to relate to the asymmetric site and building form.
- Landscape buffer on North side provides natural shading to the walkways and building face.

As guided by the CoS staff at the very beginning, we continued to work with the same principles, setbacks and the requirements and faithfully followed the CoS staff's directives in the site planning of this development.

The proposal includes an industrial and commercial development consisting of 2 Buildings. Building 1 is a 3-storey industrial & commercial building with warehouses on main floor (24' clearance) & 2nd floor, and Offices space on 3rd Floor. Building 2 is a 2-storey industrial building consisting of warehouses and a restaurant in Ground floor, and a volleyball training centre on 2nd floor.

We have also introduced landscape features along the sidewalk and a pedestrian plaza to look more pleasing to the public. Colors of the building facade are also carefully chosen to be aesthetically pleasing. Outdoor Amenity areas are provided on site, and are safe and away from noise.

ENVIRONMENTAL / SUSTAINABILITY FEATURES

This project is designed in compliance with CoS, the Building Codes, and the Official Community Plan Development Permit Guidelines. We have taken careful consideration to design the site with landscaping, walkways and open spaces that add to the sustainability of the building and site. Some of the sustainable features include:

- Design Elements such as overhangs, and landscape elements allowing for natural shading and protection of the Building.
- Rich selection of plants, shrubs and trees on site to reduce any heat island effects.
- Bike and pedestrian paths with easy access to transit lines.
- Green roof design.
- Curtain glazings and large windows selection to reduce excess window junctions, and spandrel panels provided to block solar radiations.



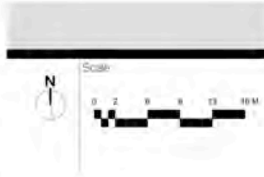
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Project
Proposed Warehouse Buildings
 Owner
Diyash Investments Inc.
 Sheet Title
DESIGN RATIONALE

Sheet No. **A0.04** Total Sheets **26** Contractors
 Drawn By **BF** Checked By **RD** AHJ **City of Surrey**
 Reviewed By **RD** Status **DP Application**

Consultants
Architecture Panel Inc.
 Documents
DP Application

No	Date	Issue Notes
B	2021-11-12	Pre-Application
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
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I	2022-10-20	DP Re-Submission





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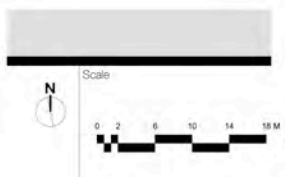
Project
Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

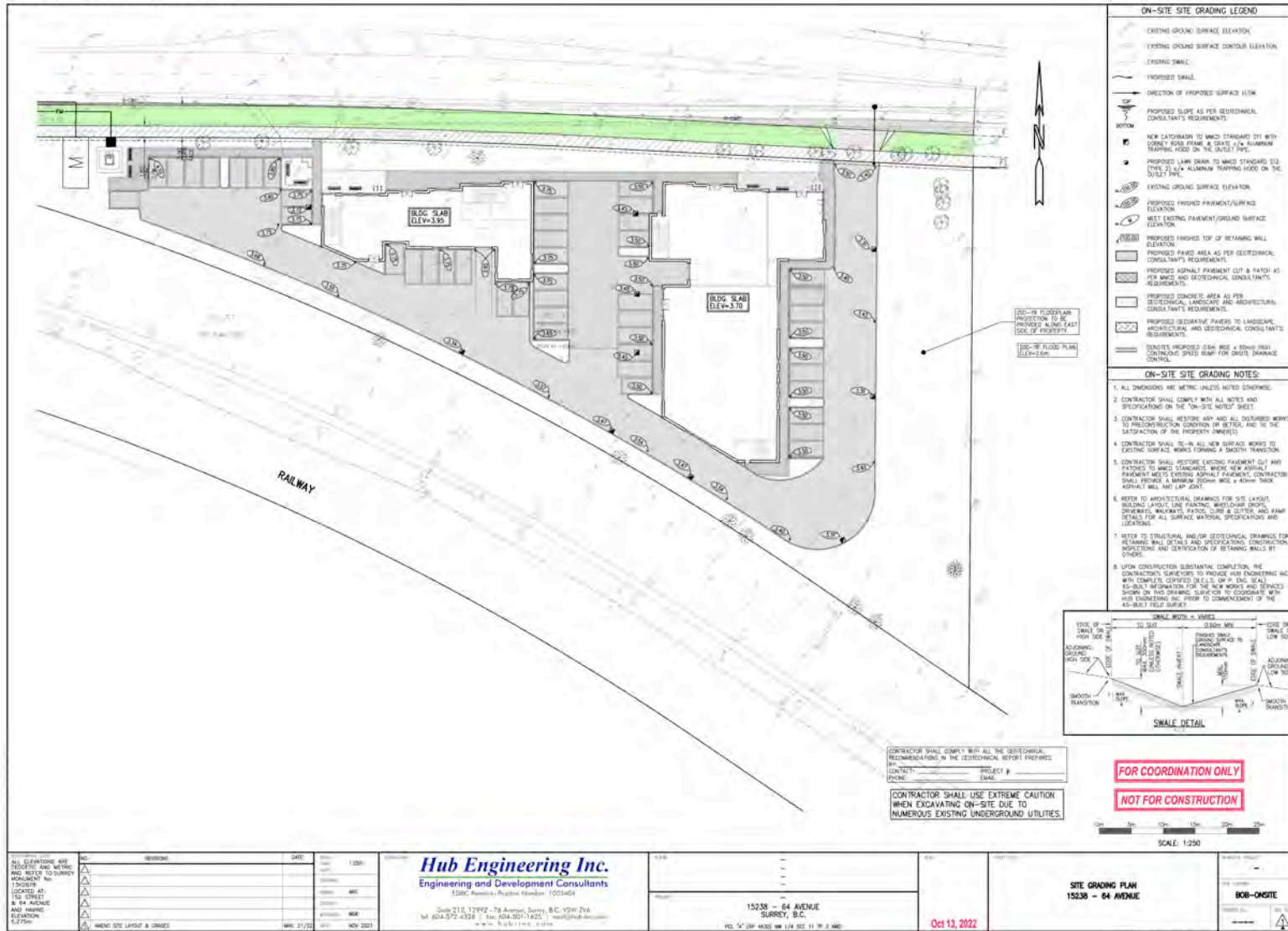
Sheet Title
BASE PLAN

Sheet No. A1.02	Total Sheets 26	Contractors	Consultants Architecture Panel Inc.
Drawn By BF	Checked By RD	AH-U City of Surrey	Documents DP Application
Reviewed By RD	Status DP Application		

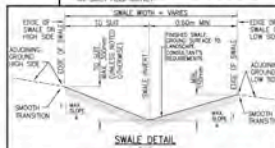
No	Date	Issue Notes
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I	2022-10-20	DP Re-Submission



CIVIL GRADING PLAN



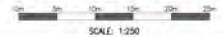
- ### ON-SITE SITE GRADING LEGEND
- EXISTING GROUND SURFACE ELEVATION
 - EXISTING GROUND SURFACE CONTOUR ELEVATION
 - EXISTING SWALE
 - PROPOSED SWALE
 - DIRECTION OF PROPOSED SURFACE FLOW
 - PROPOSED SLOPE AS PER GEOTECHNICAL CONSULTANT'S REQUIREMENTS
 - NEW CATCHBASIN TO MATCH STANDARD 101 WITH CONCRETE FRAME & GRATE / 1/4" ALUMINUM TRAPPING HOOD ON THE GUTTER
 - PROPOSED LAWN DRAIN TO MATCH STANDARD 101 WITH 2" x 1/4" ALUMINUM TRAPPING HOOD ON THE GUTTER
 - EXISTING GROUND SURFACE ELEVATION
 - PROPOSED FINISHED PAVEMENT/SURFACE ELEVATION
 - MEET EXISTING PAVEMENT/GROUND SURFACE ELEVATION
 - PROPOSED FINISHED TOP OF RETAINING WALL ELEVATION
 - PROPOSED PAVED AREA AS PER GEOTECHNICAL CONSULTANT'S REQUIREMENTS
 - PROPOSED ASPHALT PAVEMENT CUT & PATCH AT JED MISC AND GEOTECHNICAL CONSULTANT'S REQUIREMENTS
 - PROPOSED CONCRETE AREA AS PER GEOTECHNICAL, LANDSCAPE AND ARCHITECTURAL CONSULTANT'S REQUIREMENTS
 - PROPOSED DECORATIVE PAVERS TO LANDSCAPE, ARCHITECTURAL AND GEOTECHNICAL CONSULTANT'S REQUIREMENTS
 - TRAFFIC PROPOSED 0.5M WIDE x 0.5M HIGH CONTINUOUS SPEED BUMP FOR DRIVE CHANGE CONTROL
- ### ON-SITE SITE GRADING NOTES:
- ALL DIMENSIONS ARE METRIC UNLESS NOTED OTHERWISE
 - CONTRACTOR SHALL COMPLY WITH ALL NOTES AND SPECIFICATIONS ON THE "ON-SITE" NOTES SHEET.
 - CONTRACTOR SHALL RESTORE ANY AND ALL DISTURBED WORKS TO PRECONSTRUCTION CONDITION OR BETTER, AND TO THE SATISFACTION OF THE PROJECT OWNERS.
 - CONTRACTOR SHALL BE IN ALL NEW SURFACE WORKS TO EXISTING SURFACE WORKS FORMING A SMOOTH TRANSITION.
 - CONTRACTOR SHALL RESTORE EXISTING PAVEMENT CUT & PATCH TO MATCH STANDARD, WITH NEW SURFACE PAVEMENT MEETS EXISTING ASPHALT PAVEMENT. CONTRACTOR SHALL PROVIDE A MINIMUM 200MM WIDE x 40MM DEEP JOINT.
 - REFER TO ARCHITECTURAL DRAWINGS FOR SITE LAYOUT, BUILDING LAYOUT, LINE PAINTING, WHEEL CHAIR DROPS, GENERAL MAINTENANCE, PARKING CURB & CUTTER, AND RAMP DETAILS FOR ALL SURFACE MATERIAL SPECIFICATIONS AND LOCATIONS.
 - REFER TO STRUCTURAL AND/OR GEOTECHNICAL DRAWINGS FOR RETAINING WALL DETAILS AND SPECIFICATIONS. CONSTRUCTION, PROTECTION AND CONSTRUCTION OF RETAINING WALLS BY OTHERS.
 - UPON CONSTRUCTION SUBSTANTIAL COMPLETION, THE CONTRACTOR'S SUPERVISOR TO PROVIDE HIS ENGINEERING AND SIGN COMPLETE CERTIFIED (E.C.E.) OF THE SLOPE. ALL SLOPE INFORMATION FOR THE NEW WORKS AND REPAIRS SHOWN ON THIS DRAWING SUBJECT TO COORDINATION WITH HIS ENGINEERING AND PRIOR TO COMMENCEMENT OF THE AS-BUILT FIELD SURVEY.



CONTRACTOR SHALL COMPLY WITH ALL THE GEOTECHNICAL RECOMMENDATIONS IN THE GEOTECHNICAL REPORT PREPARED BY: _____ PROJECT # _____ CONTRACT # _____ DRAWING # _____

CONTRACTOR SHALL USE EXTREME CAUTION WHEN EXCAVATING ON-SITE DUE TO NUMEROUS EXISTING UNDERGROUND UTILITIES.

FOR COORDINATION ONLY
NOT FOR CONSTRUCTION



<p>ALL DIMENSIONS ARE METRIC UNLESS NOTED OTHERWISE. REFER TO SURVEY MONUMENT No. 1300008</p> <p>LOCATED AT THE CORNER AND HAVING BEARINGS 1.27m</p>	<p>NO. 15038</p> <p>REVISIONS</p>	<p>DATE</p> <p>NOV 2021</p>	<p>PROJECT</p> <p>15038 - 64 AVENUE</p>	<p>CLIENT</p> <p>DIYASH INVESTMENTS INC.</p>	<p>DATE</p> <p>OCT 13, 2022</p>	<p>SCALE</p> <p>1:250</p>	<p>SITE GRADING PLAN</p> <p>15038 - 64 AVENUE</p> <p>BOB-ON-SITE</p>
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Hub Engineering Inc.
Engineering and Development Consultants
5180C Renwick's Practice Number: 1001404

Suite 212, 12992 - 76 Avenue, Surrey, B.C. V2W 2V6
Tel: 604-572-4328 | Fax: 604-501-1821 | email: info@hub-engineering.com
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Project
Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
CIVIL GRADING PLAN

Sheet No. **A1.04** Total Sheets **26**

Contractors
City of Surrey

Consultants
Architecture Panel Inc.

Documents
DP Application

Drawn By **BF** Checked By **RD** AHU
City of Surrey

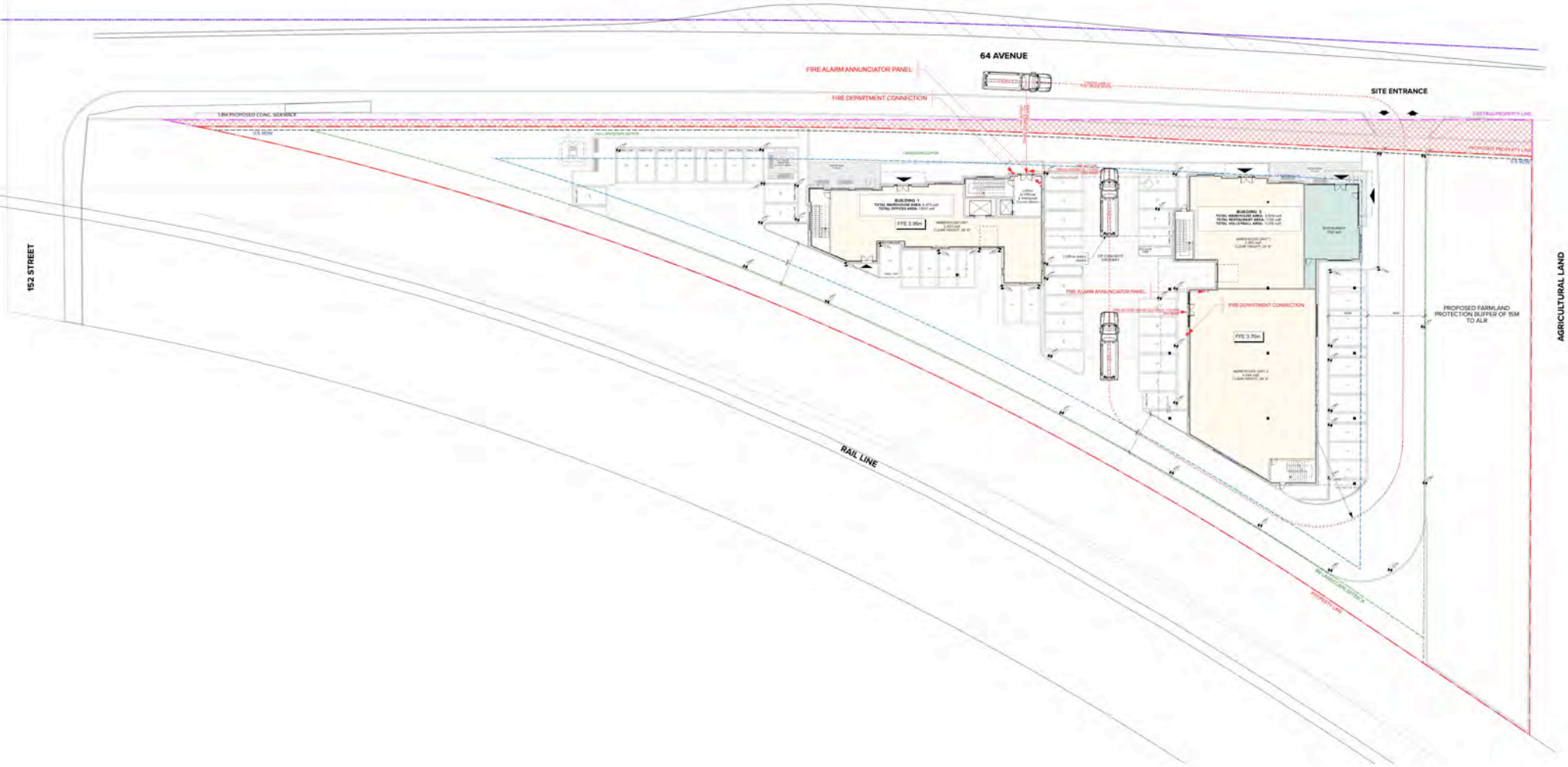
Reviewed By **RD** Status **DP Application**

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No	Date	Issue Notes
B	2021-11-12	Pre-Application
C	2022-01-16	Pre-Application
D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission

Scale

N



1 FIRE SITE PLAN
Scale: 1:250



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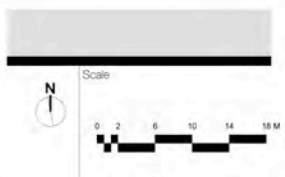
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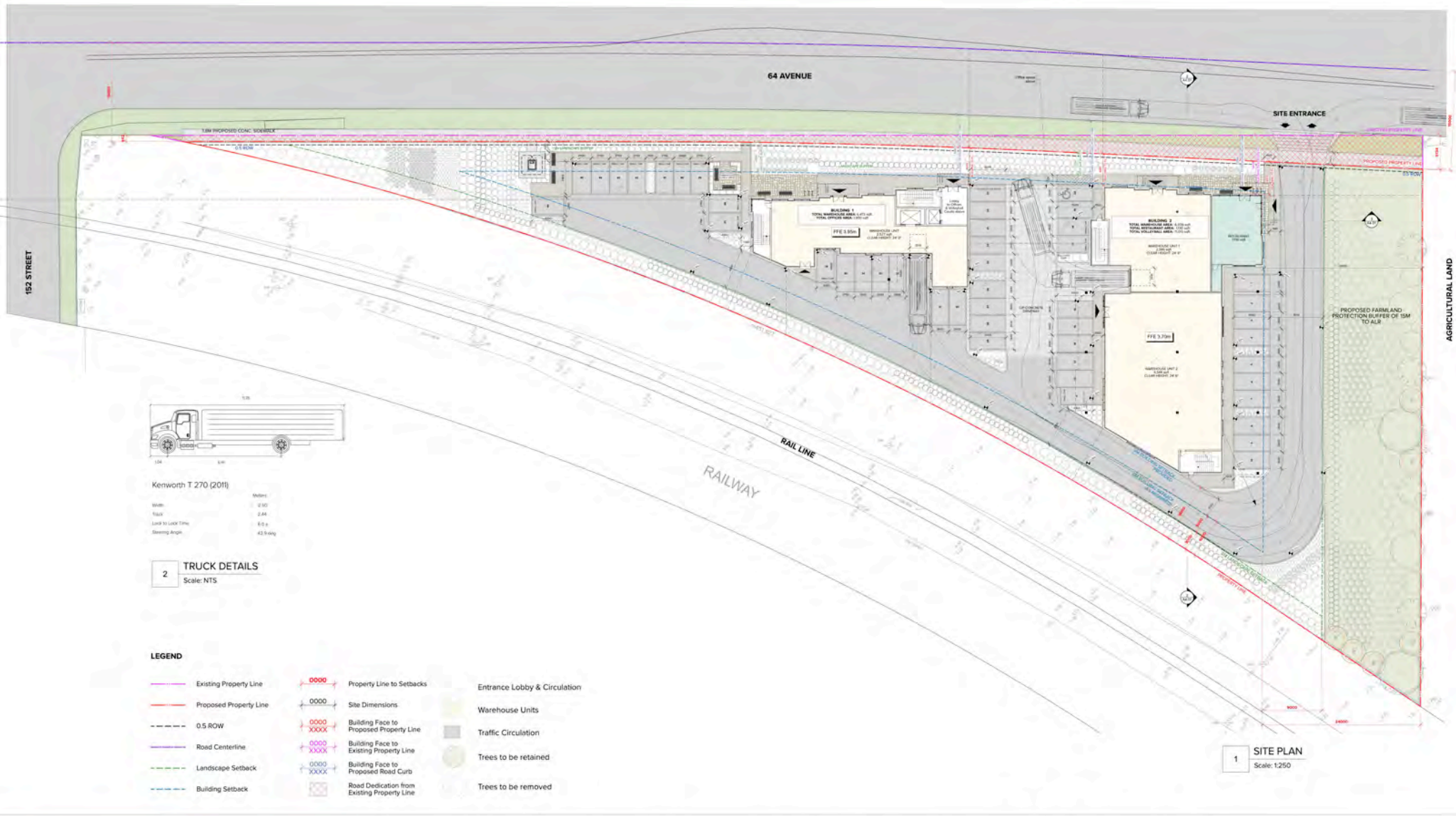
Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
FIRE SITE PLAN

Sheet No. A1.05	Total Sheets 26	Contractors	Consultants Architecture Panel Inc.
Drawn By BF	Checked By RD	AH-U City of Surrey	Documents DP Application
Reviewed By RD	Status DP Application		

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No	Date	Issue Notes
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
E	2022-03-15	Coordination
F	2022-03-29	DP Application
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1 SITE PLAN
Scale: 1:250



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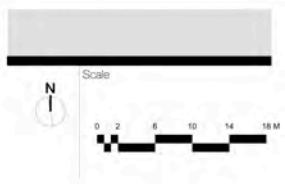
Project
Proposed Warehouse Buildings

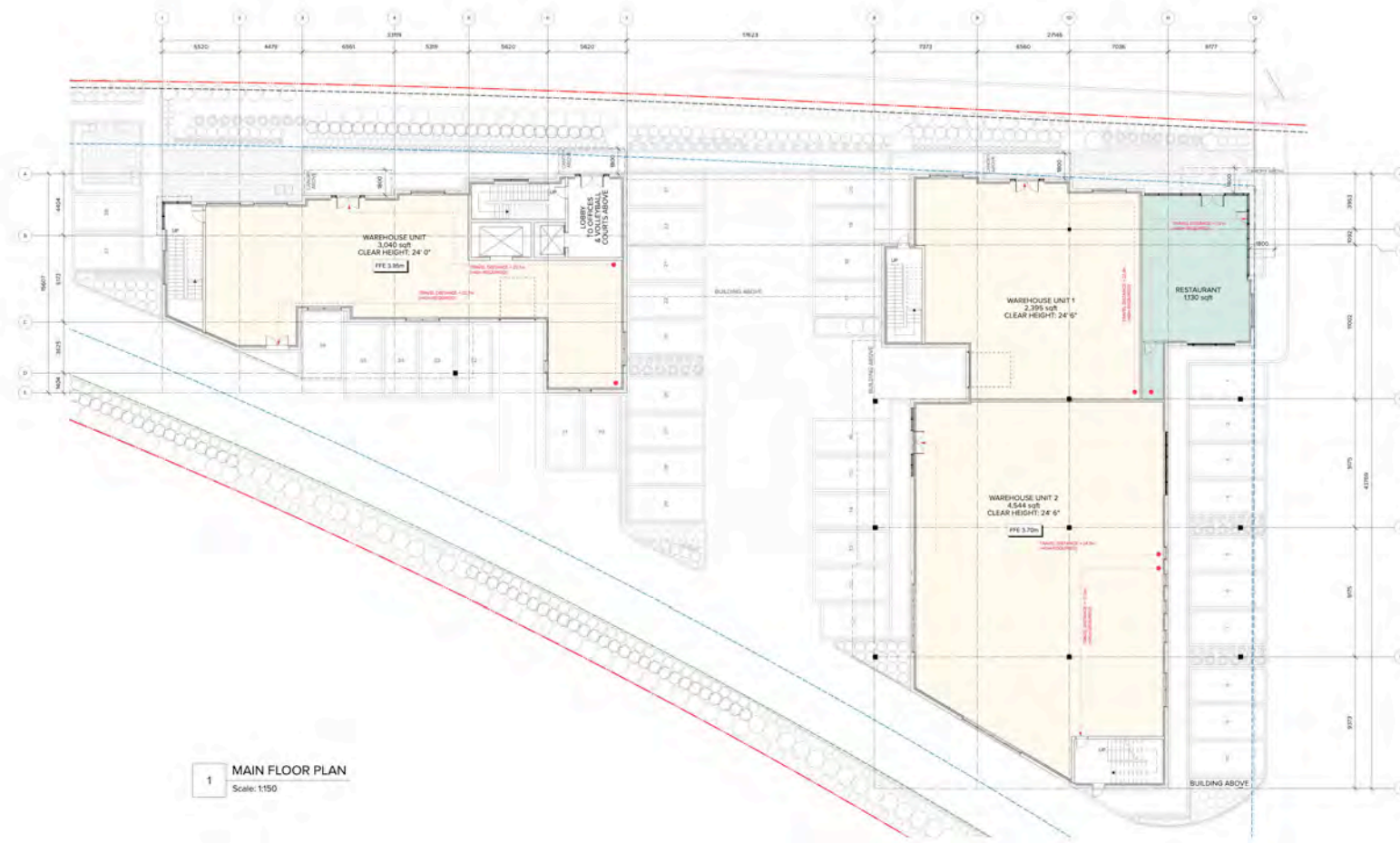
Owner
Diyash Investments Inc.

Sheet Title
SITE PLAN

Sheet No. A2.01	Total Sheets 26	Contractors	Consultants Architecture Panel Inc.
Drawn By BF	Checked By RD	AHU City of Surrey	Documents DP Application
Reviewed By RD	Status DP Application		

No	Date	Issue Notes
C	2022-01-18	Pre-Application
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I	2022-10-20	DP Re-Submission





1 MAIN FLOOR PLAN
Scale: 1:150

SPACE LEGEND

- Services & Stairs/Elevator
- Warehouse
- Restaurant



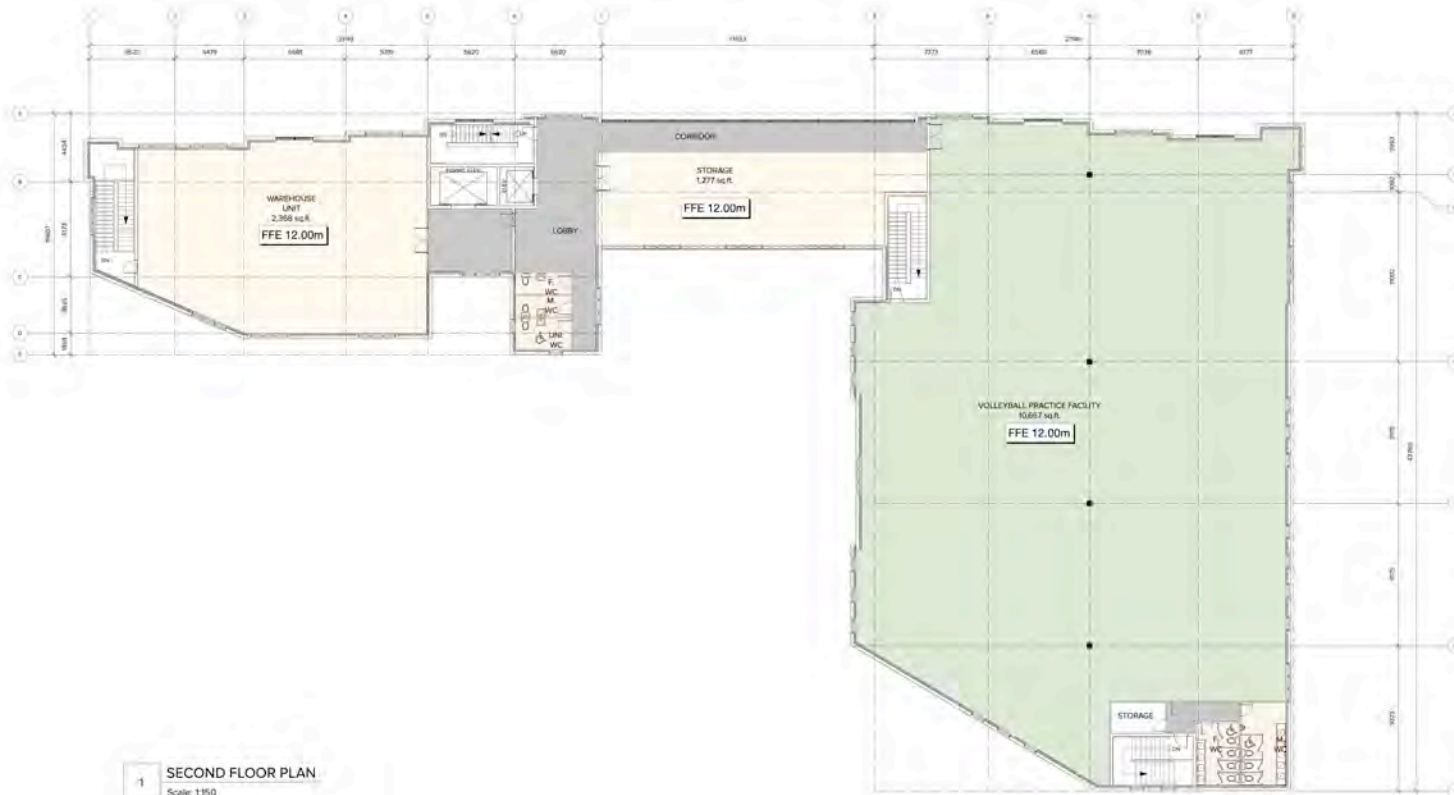
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Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
MAIN FLOOR PLAN

Sheet No. A2.02	Total Sheets 26	Contractors AH-U City of Surrey	Consultants Architecture Panel Inc.
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Reviewed By RD	Status DP Application		

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H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission

Scale
0 3 6 7 9 M



1 SECOND FLOOR PLAN
Scale: 1/150

SPACE LEGEND

- Services & Stairs/Elevator
- Volleyball courts (Building 2)
- Warehouse
- Washrooms
- Corridor



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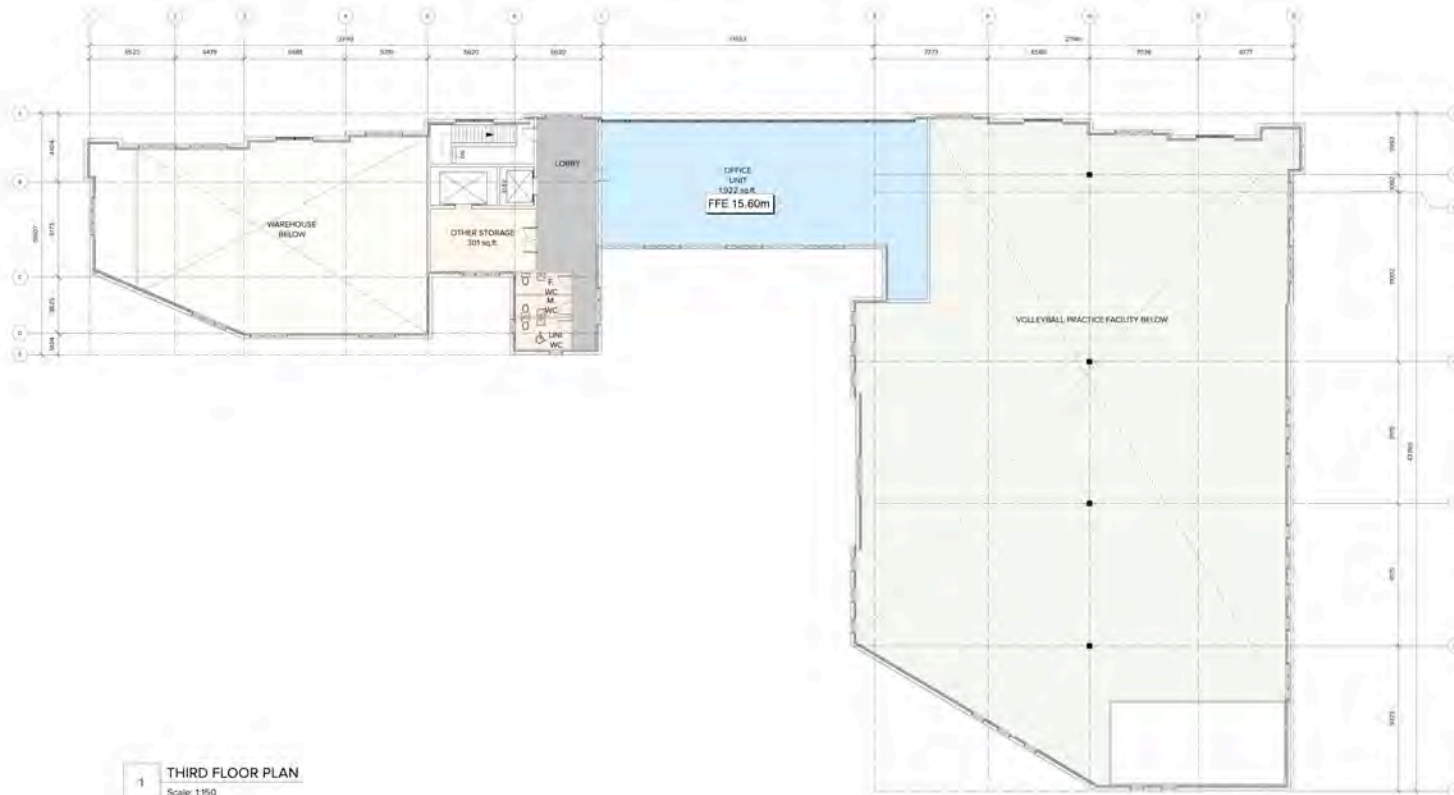
Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
SECOND FLOOR PLAN

Sheet No.
A2.03
Drawn By
BF
Reviewed By
RD
Total Sheets
26
Checked By
RD
Status
DP Application

Contractors
City of Surrey
Consultants
Architecture Panel Inc.
Documents
DP Application

No	Date	Issue Notes
B	2021-11-12	Pre-Application
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F	2022-03-29	DP Application
G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission

Scale



1 THIRD FLOOR PLAN
Scale: 1:150

SPACE LEGEND

[Symbol]	Services & Stairs/Elevator
[Symbol]	Office Unit
[Symbol]	Warehouse
[Symbol]	Washrooms
[Symbol]	Corridor

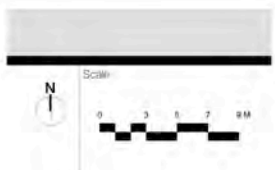


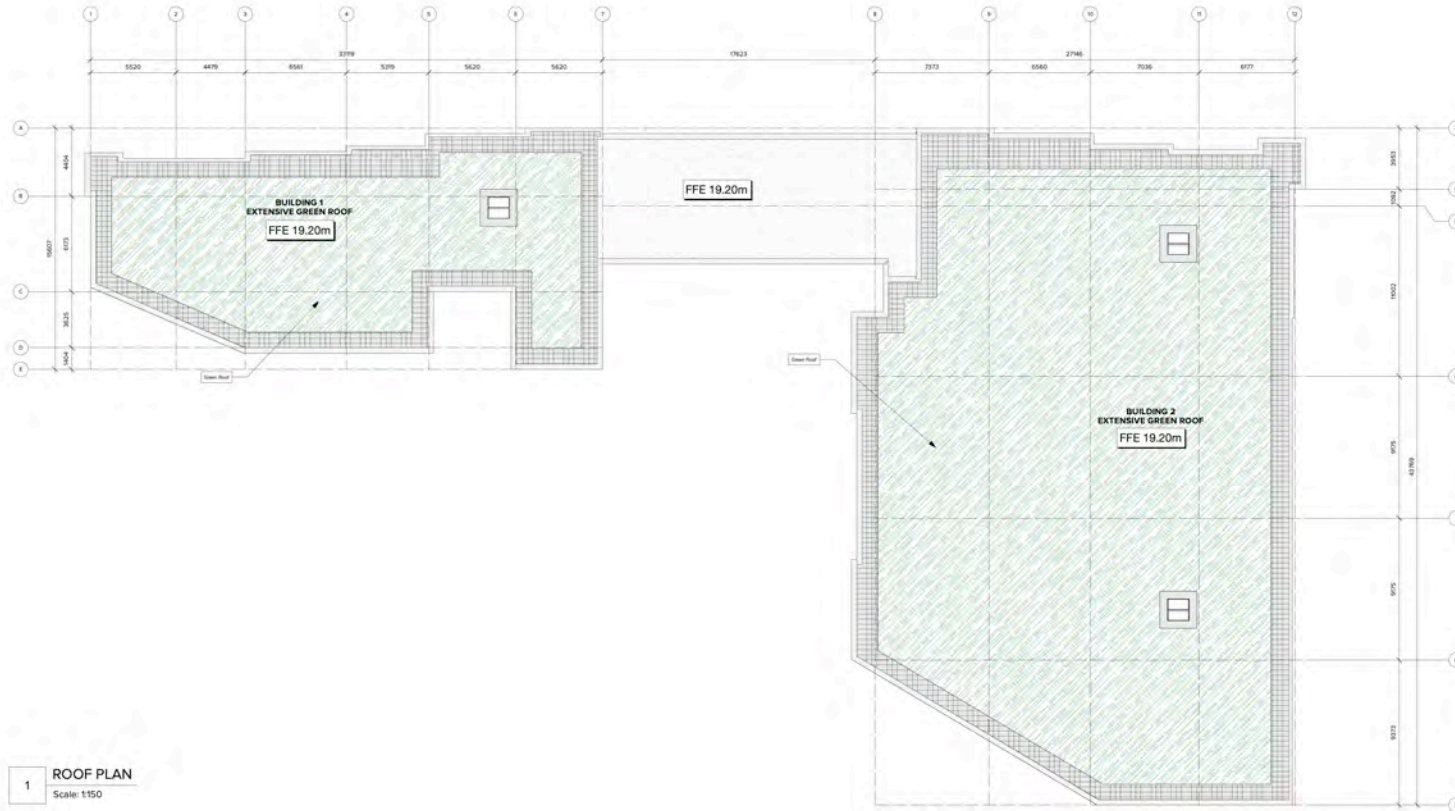
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Project
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Owner
Diyash Investments Inc.
Sheet Title
THIRD FLOOR PLAN

Sheet No. A2.04	Total Sheets 26	Contractors	Consultants Architecture Panel Inc.
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I	2022-10-20	DP Re-Submission





1 ROOF PLAN
Scale: 1:150



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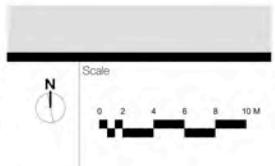
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Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
ROOF PLAN

Total Sheets
26
Sheet No.
A2.05
Contractors
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City of Surrey**
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Architecture Panel Inc.
Documents
DP Application
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Reviewed By
RD
Status
DP Application

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No	Date	Issue Notes
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D	2022-03-11	Pre-Application
F	2022-03-29	DP Application
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I	2022-10-20	DP Re-Submission





1 EAST ELEVATION
Scale: 1:150

Material Legend

- 1 Painted Tilt-up Panel
- Color: White
- 2 Painted Tilt-up Panel
- Color: Beige
- 3 Painted Tilt-up Panel
- Color: Maple Chestnut
- 4 Aluminum Composite Panel
Color: Gray
- 5 Curtain glazing
- 6 Longboard Soffit
- Mahogany
- 7 Aluminum Composite Panel
Color: Dark Gray
- 8 Metal Column
- Dark Gray

MATERIAL COLOR BOARD

- 1 STUCCO
COLOR: WHITE
- 2 STUCCO
COLOR: BEIGE
- 3 STUCCO
COLOR: MAPLE CHESTNUT
- 4 ALUMINUM COMPOSITE PANEL
COLOR: GRAY
- 6 LONGBOARD SOFFIT
COLOR: MAHOGANY
- 7 ALUMINUM COMPOSITE PANEL
COLOR: DARK GRAY
- 8 METAL COLUMN
COLOR: DARK GRAY



2 NORTH ELEVATION (64 AVE)
Scale: 1:150



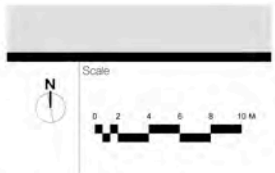
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Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
NORTH/EAST ELEVATION

Sheet No.
A3.01
Total Sheets
26
Contractors
**AHJ
City of Surrey**
Consultants
Architecture Panel Inc.
Documents
DP Application
Drawn By
BF
Checked By
RD
Reviewed By
RD
Status
DP Application

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I	2022-10-20	DP Re-Submission





1 WEST ELEVATION (152 ST)
Scale: 1:150

Material Legend

- 1 Painted Tilt-up Panel
Color: White
- 2 Painted Tilt-up Panel
Color: Gray
- 3 Painted Tilt-up Panel
Color: Maple Chestnut
- 4 Aluminum Composite Panel
Color: Dark Gray
- 5 Curtain glazing
- 6 Longboard Soffit
Mahogany
- 7 Metal Column
Dark Gray

MATERIAL COLOR BOARD



2 SOUTH ELEVATION
Scale: 1:150



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Project
Proposed Warehouse Buildings

Owner
Diyash Investments Inc.

Sheet Title
SOUTH/WEST ELEVATION

Sheet No.
A3.02

Total Sheets
26

Contractors

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BF

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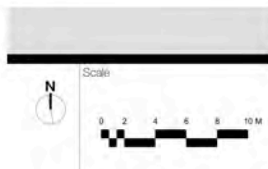
Documents
DP Application

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RD

Status
DP Application

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No	Date	Issue Notes
B	2021-11-12	Pre-Application
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G	2022-06-22	DP Application
H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission

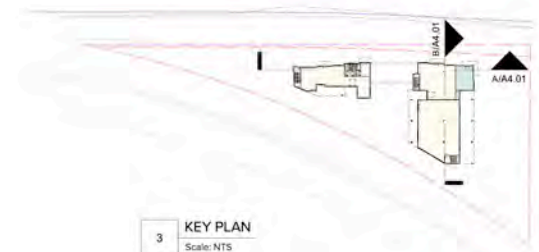




A SECTION A-A
Scale: 1/50



B SECTION B-B
Scale: 1/50



3 KEY PLAN
Scale: NTS

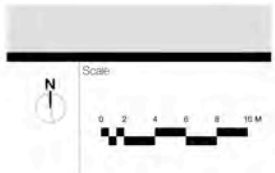


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Project
Proposed Warehouse Buildings
Owner
Diyash Investments Inc.
Sheet Title
SECTIONS

Sheet No. A4.01	Total Sheets 26	Contractors	Consultants Architecture Panel Inc.
Drawn By BF	Checked By RD	AH-J City of Surrey	Documents DP Application
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I	2022-10-20	DP Re-Submission





1 VIEW TO SITE FROM 64 AVE LOOKING SOUTH
Scale: NTS



2 VIEW TO SITE FROM 64 AVE LOOKING SOUTH EAST
Scale: NTS



3 VIEW TO SITE FROM 64 AVE LOOKING SOUTH WEST
Scale: NTS



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Project
Proposed Warehouse Buildings
Owner
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Sheet Title
RENDERS

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B	2021-11-12	Pre-Application
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H	2022-08-22	DP Re-Submission
I	2022-10-20	DP Re-Submission





1 VIEW TO SITE FROM 64 AVE LOOKING SOUTH EAST
Scale: NTS



2 VIEW FROM SITE LOOKING NORTH WEST
Scale: NTS



3 VIEW FROM BACK LANE
Scale: NTS



4 VIEW OF OUTDOOR AMENITY LOOKING SOUTH EAST
Scale: NTS



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Project
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Sheet Title
RENDERS

Sheet No.
A5.02

Total Sheets
26

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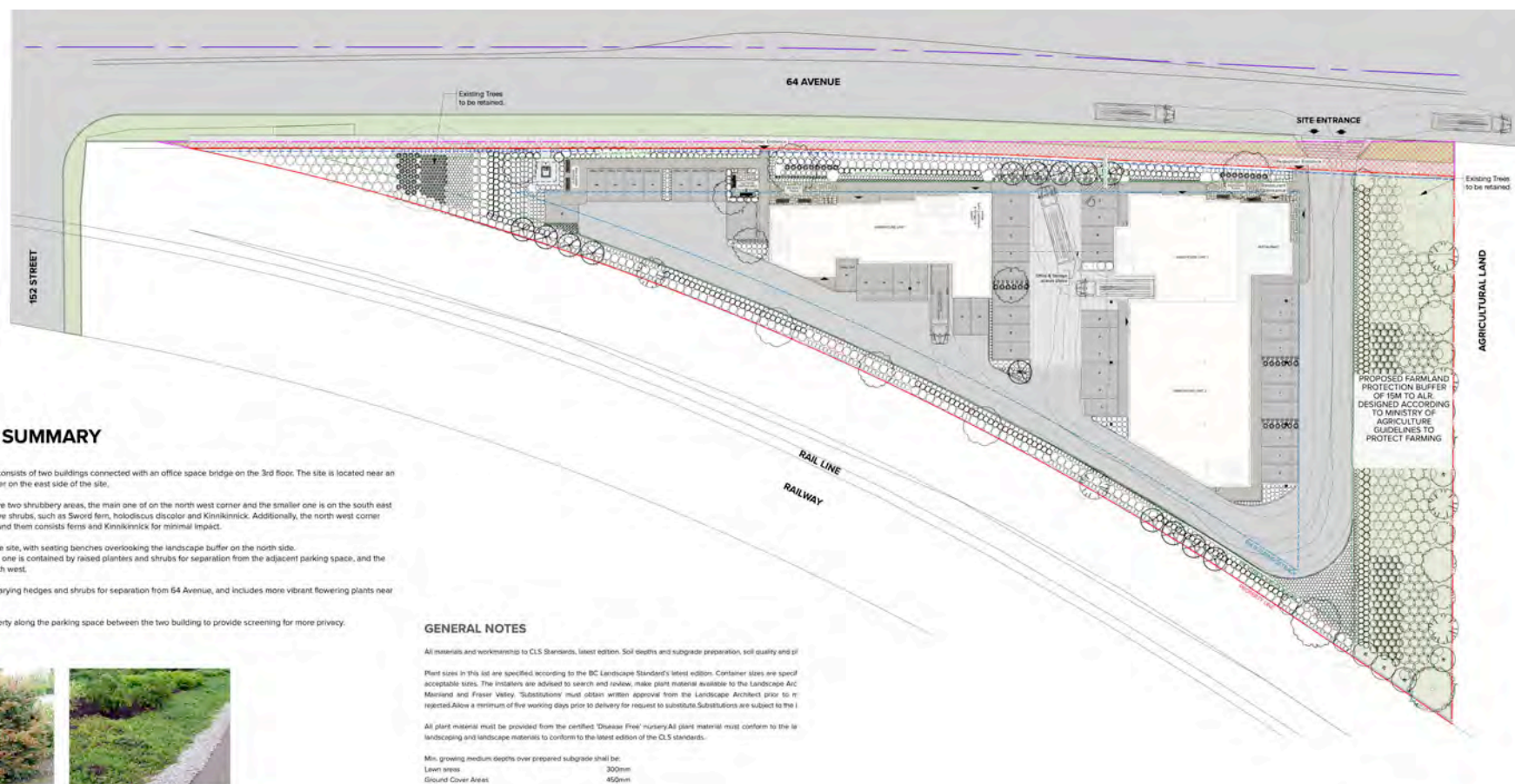
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Scale



DESIGN RATIONALE AND SUMMARY

This warehouse, volleyball training centre and offices project consists of two buildings connected with an office space bridge on the 3rd floor. The site is located near an agricultural area, and it includes a 15m farmland protection buffer on the east side of the site.

The triangular shape of the site provided the opportunity to have two shrubby areas, the main one of on the north west corner and the smaller one is on the south east corner. Both areas are proposed to be filled with trees and native shrubs, such as Sword fern, holodocus discolor and Kivikivik. Additionally, the north west corner includes two existing trees to be retained, and the planting around them consists ferns and Kivikivik for minimal impact.

Two pedestrian plazas are proposed near the entry points of the site, with seating benches overlooking the landscape buffer on the north side.

Two other outdoor, more secluded seating areas are proposed, one is contained by raised planters and shrubs for separation from the adjacent parking space, and the other seating area is adjacent to the shrubby area on the north west.

The planting buffer on the north side of the property includes varying hedges and shrubs for separation from 64 Avenue, and includes more vibrant flowering plants near pedestrian plazas.

Azer rubrum bowhall is proposed on the north side of the property along the parking space between the two building to provide screening for more privacy.



Hemerocallis 'Lemon Yellow' Vaccinium Ouleum Kivikivik



Nandina Domestica Azer Rubrum bowhall Liquidambar styraciflua

See Tree Schedules, Tables and Descriptions on L03

GENERAL NOTES

All materials and workmanship to CLS Standards, latest edition. Soil depths and subgrade preparation, soil quality and all

Plant sizes in this list are specified according to the BC Landscape Standard's latest edition. Container sizes are specific acceptable sizes. The installers are advised to search and review, make plant material available to the Landscape Architect (Landscape Architect and Fraser Valley "Substitutions" must obtain written approval from the Landscape Architect prior to rejection. Allow a minimum of five working days prior to delivery for request to substitute. Substitutions are subject to the

All plant material must be provided from the certified "Disease Free" nursery. All plant material must conform to the landscape and landscape materials to conform to the latest edition of the CLS standards.

Min. growing medium depths over prepared subgrade shall be:

Levelling areas	300mm
Ground Cover Areas	450mm
Shrub Areas	450mm
Tree Pits	300mm (ground root ball)

Growing medium shall have physical and chemical properties as described in the standards for "Growing Areas, except for level" applications. Processing and mixing of the growing medium shall be done off-site using a mechanized screening; contractor shall guarantee that the soil submitted for testing is a sample representative of the soil to be used at the site.

On-Site or imported soils shall satisfy the requirements of the standards for growing medium. Soils shall be visually free of weeds, plant pathogenic organisms, toxic material, stones over 30mm, and foreign objects.

All planting beds shall receive min. 50mm bark mulch.

The contractor shall maintain clean working conditions, remove all refuse and debris and prevent the site in a safe and clean condition. Plant species and varieties may not be substituted without the approval of the Landscape Architect. All wood fences to be cedar, with one coat of clear penetrating preservative.

All engineering (Structural, Mechanical, Envelope and Electrical) to supersede the Landscape drawings where applicable and soft landscaping.

All soft landscape areas to be serviced by High Efficiency Irrigation System.

1 KEY PLAN
Scale: 1:300

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Project Proposed Warehouses Buildings

Owner
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KEY PLAN

Total Sheets
7

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L01

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Smaller planting under retained trees to be planted after final grading is done with the supervision of an arborist.

PMT location with shrubbery and a tree to shield it from street view.

1.5m wide hedges and shrubbery buffer

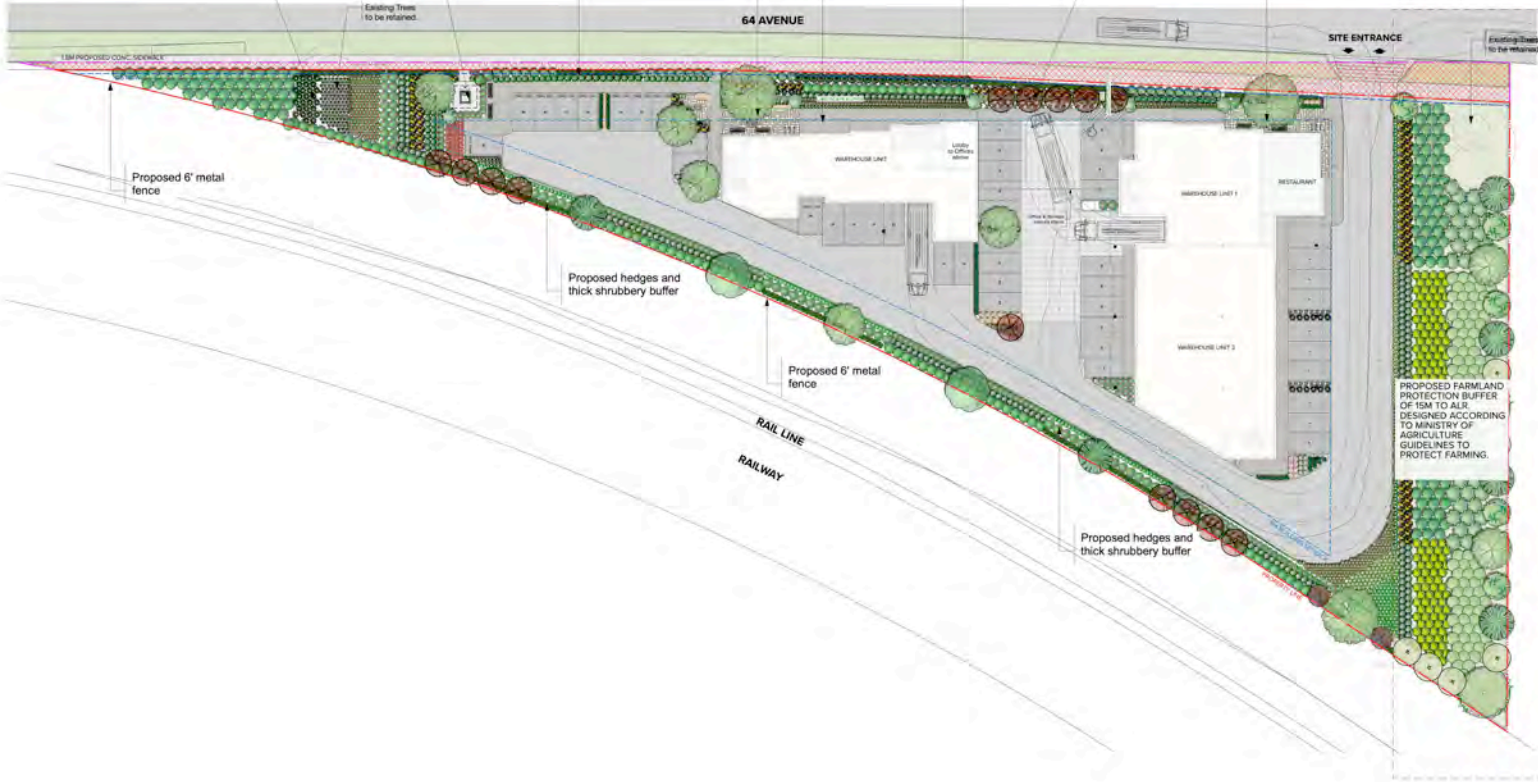
Pedestrian plaza near site entrance overlooking a garden area.

Pathways providing connection to outdoor seating areas and parking lots.

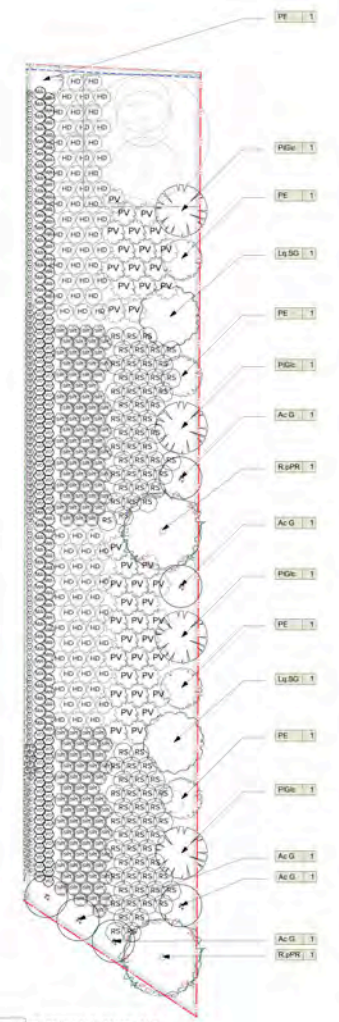
Proposed hedges and thick shrubbery buffer

Proposed columnar trees near the main parking area

Pedestrian plaza with seating opportunity near site entrance.



1 CONCEPT PLAN
Scale: 1:300



2 PLANTING PLAN OF ALR
Scale: 1:200

Refer to L03 for Planting Lists and Details.



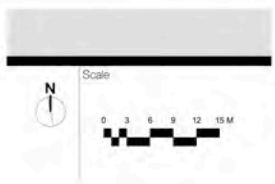
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CONCEPT PLAN

Total Sheets 7	Sheet No. L02	Contractors	Consultants Architecture Panel Inc.
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List of Proposed Shrubs

Image	ID	Quantity	Latin Name	Common Name	Scheduled Size
	TX	215	Taxus sp.	Yew, hedge variety	1.5 m. ht.
	AU1	491	Arctostaphylos uva-ursi	Yencover and Yencover Jade Kinnarick	#1 pot
	AU1	85	Aucuba japonica 'Picturata'	Picturata Aucuba	#2 pot
	PA1	11	Pennisetum alopecuroides 'Nanette'	Nanette Dwarf Fountain Grass	#2 pot
	SJ	198	Skimmia japonica	Japanese Skimmia	#2 pot
	CJ	2	Camellia japonica	Japanese Camellia	1.0 m. ht.
	MA	132	Mahonia aquifolium	Oregon grape	#3 pot
	VO	220	Vaccinium ovatum 'Thunderbird'	evergreen huckleberry	#3 pot
	H	3	Heuchera vars.	Coral bells	#1 pot
	BT	22	Buxus 'Green Velvet'	Green Beauty Boxwood	#3 pot
	PJ	75	Persea japonica 'Mountain Fir'	Mountain Fire Lily Of The Valley	#3 pot
	M	230	Mahonia nervosa	Dull Oregon grape	#1 pot
	HE	97	Hemerocallis x 'Lemon Yellow' or vars.	Lemon Yellow Daylily	#1 pot
	TO	23	Thuja occidentalis 'Smaragd'	Emerald Cedar	1.5 m. ht.
	CT	33	Choisya ternata	Mexican Orange Blossom	#3 pot
	HP	62	Hosta x 'Patrol'	Patrol Plantain Lily	#3 pot
	SJ1	14	Spiraea japonica 'Little Princess'	Little Princess Spirea	#3 pot
	PV	48	Philadelphus x virginica	Mock Orange	#5 pot
	L	12	Lavendula vars.	Lavender	#1 pot
	PM	29	Polystichum multum	swortfern	#3 pot
	PG	8	Pennisetum orientale	Oriental Fountain Grass	#3 pot
	H1	44	Helictichon sempervirens	Blue Oat Grass	#1 pot
	HA	12	Hosta x 'Blue Angel'	Blue Angel Plantain Lily	#1 pot
	PO	8	Pennisetum orientale	Oriental Fountain Grass	#3 pot
	Paly	20	Polystichum polyblepharum	Tassel Fern	#2 pot
	R	122	Rosa Nutkana	Nooka Rose	#2 pot
	Ndam	12	Nandina domestica	Heavenly Bamboo	#3 pot
	ND1	48	Nandina domestica 'Compacta'	Dwarf Heavenly Bamboo	#3 pot
	HD	37	Helleborus orientalis 'Red'	Red Flowering Lenten Rose	#1 pot
	LM	17	Liriope muscari	Big Blue Lily Turf	#1 pot
	HD	50	Holdibius discolor	scapanery	#3 pot
	PM-1	27	Polystichum multum	swortfern	#1 pot
	Paly-1	121	Polystichum polyblepharum	Tassel Fern	#1 pot
	HD	86	Holdibius discolor	scapanery	#3 pot
	SR1	133	Sambucus racemosa 'SMNERD4' USP	Lemony Lace™ Elderberry	#3 pot
	RS	91	Ribes sanguineum 'King Edward VII'	King Edward VII Flowering Currant	#3 pot
	RR	81	Rosa rugosa 'Champion'	Champion Hardy Shrub Rose	#2 pot

List of Proposed Trees

Image	ID	Quantity	Latin Name	Common Name	Scheduled Size
	Lq.SG	7	Liquidambar styraciflua	American Sweetgum	7 cm. cal.
	AR	14	Acer rubrum 'Bowhall'	Bowhall red maple	6 cm. cal.
	PGC	6	Picea glauca	White Spruce	3 m.
	P-1	2	Prunus lusitana	Portugal Laurel	1 m. ht.
	Ar.Ma	3	Acer macrophyllum	Red Maple, Swamp Maple	1 m. ht.
	Ac.Pb	2	Acer palmatum 'Bloodgood'	Bloodgood Japanese Maple	6 cm. Cal.
	PE	5	Prunus emarginata 'Bitter Cherry'	Bitter Cherry	1 m.
	RupR	2	Robinia pseudoacacia 'Purple R'	Purple Flowering Black Locust	7 cm. cal.
	Ac.Q	6	Acer glabrum	Douglas maple	2.0m ht.

1 PLANTING PLAN
Scale: 1:250



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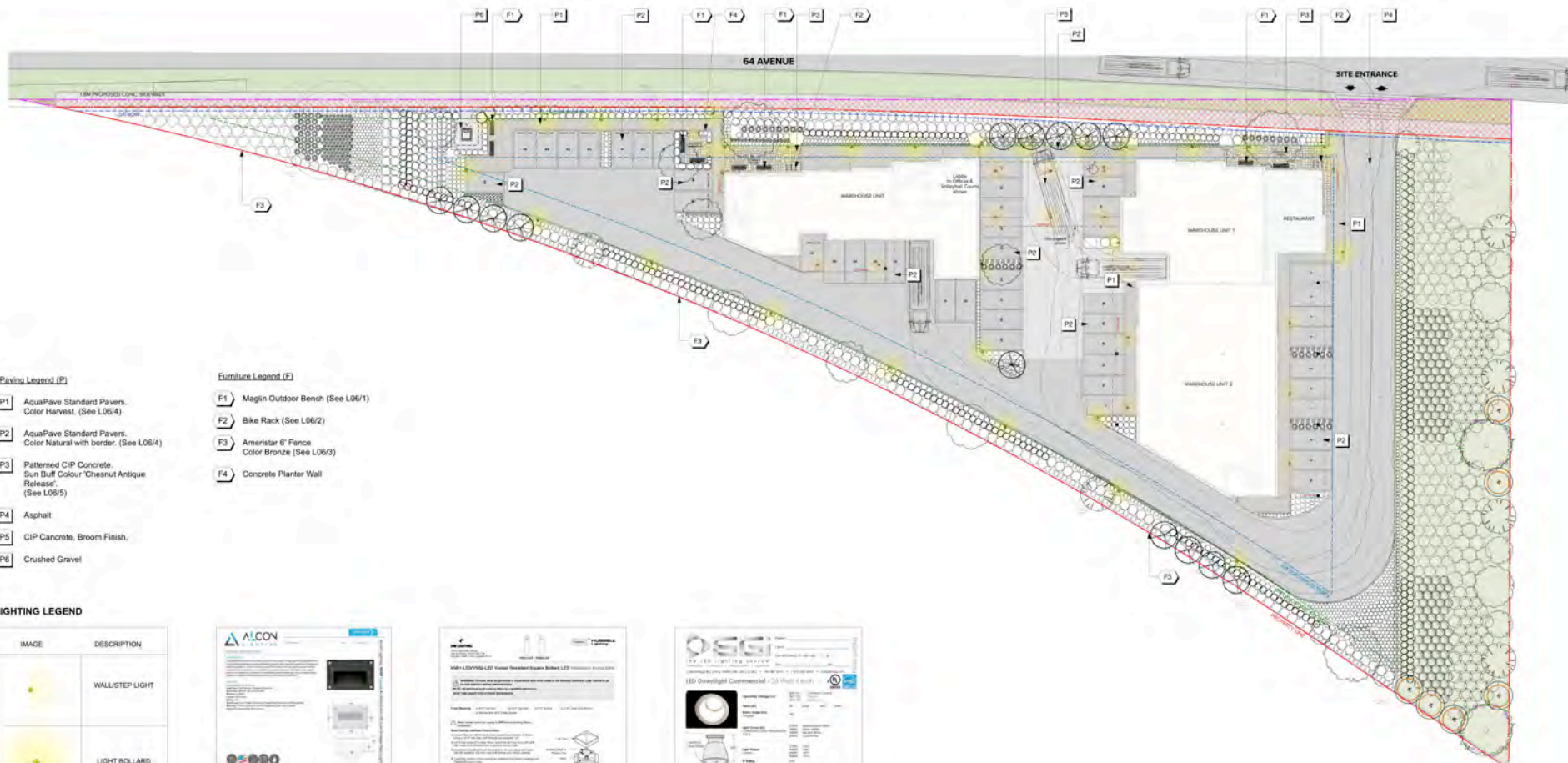
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PLANTING PLAN

Total Sheets
7
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L03
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Paving Legend (P)

- P1** AquaPave Standard Pavers, Color Harvest. (See L06/4)
- P2** AquaPave Standard Pavers, Color Natural with border. (See L06/4)
- P3** Patterned CIP Concrete, Sun Buff Colour 'Chesnut Antique Release'. (See L06/5)
- P4** Asphalt
- P5** CIP Concrete, Broom Finish.
- P6** Crushed Gravel

Furniture Legend (F)

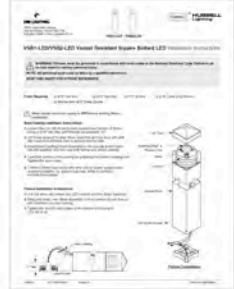
- F1** Maglin Outdoor Bench (See L06/1)
- F2** Bike Rack (See L06/2)
- F3** Amstar 6" Fence, Color Bronze (See L06/3)
- F4** Concrete Planter Wall

LIGHTING LEGEND

IMAGE	DESCRIPTION
	WALL/STEP LIGHT
	LIGHT BOLLARD
	SOFFIT DOWNLIGHTS
*NOTE: SOFFIT MOUNTED	



2 WALL/STEP LIGHT
Scale: NTS



3 SQUARE BOLLARD LIGHT
Scale: NTS



4 SOFFIT DOWNLIGHTS
Scale: NTS

1 HARDSCAPE PLAN
Scale: 1:250



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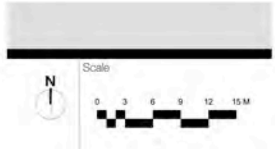
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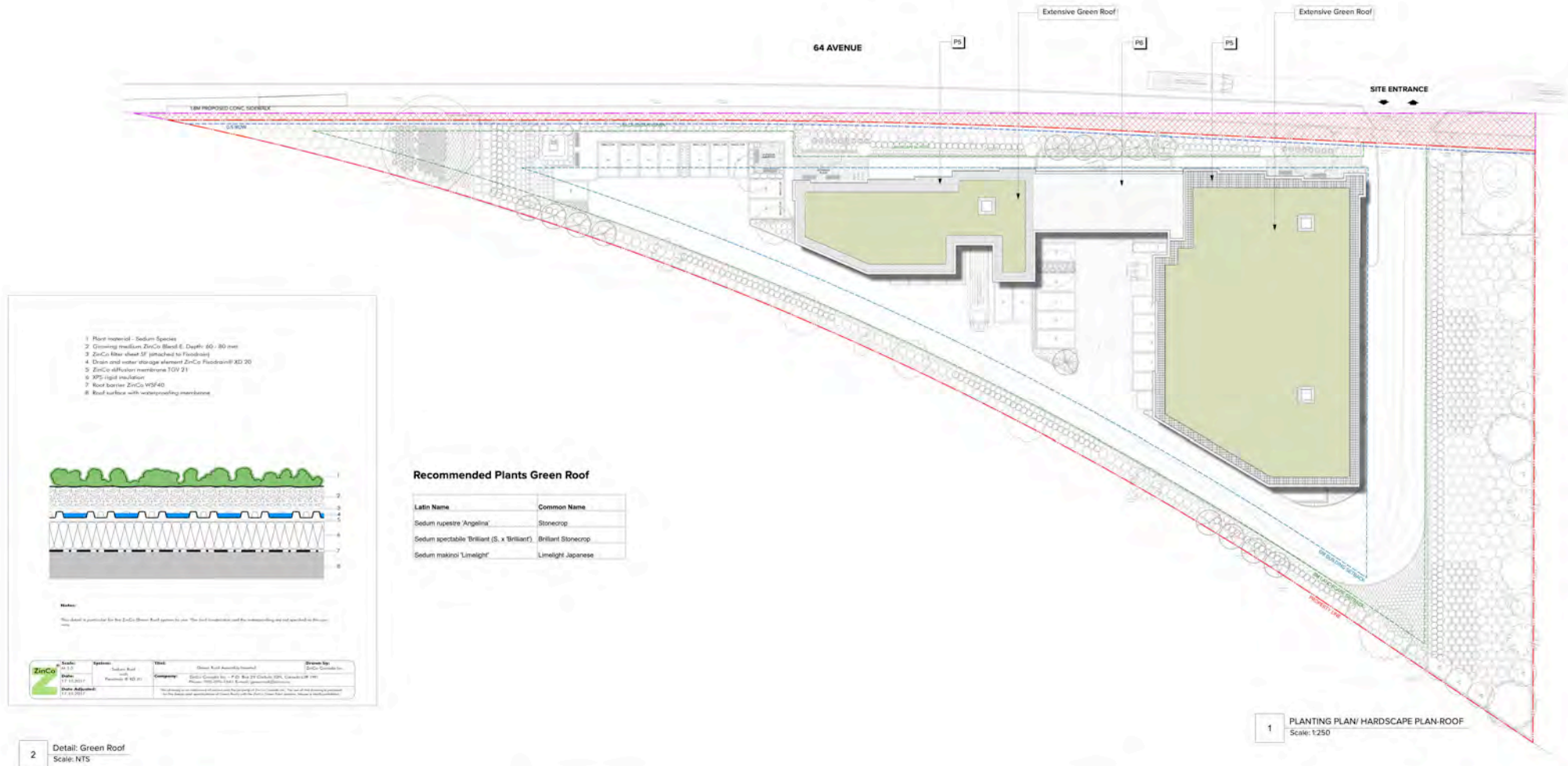
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**HARDSCAPE PLAN/
 LIGHTING PLAN**

Total Sheets
7
 Sheet No.
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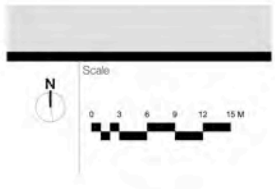
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 Sheet Title
**PLANTING PLAN/
 HARDSCAPE PLAN-ROOF**

Total Sheets 7	Sheet No. L05	Contractors	Consultants Architecture Panel Inc.
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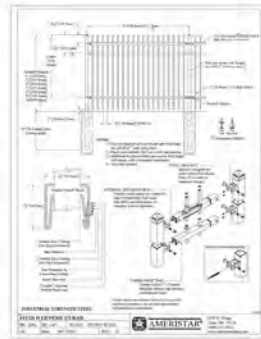




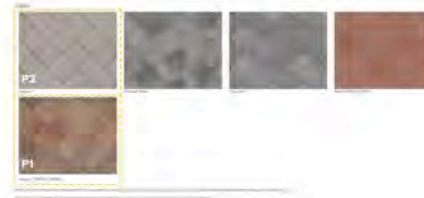
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Scale: NTS



2 **BICYCLE RACK (F2)**
Scale: NTS

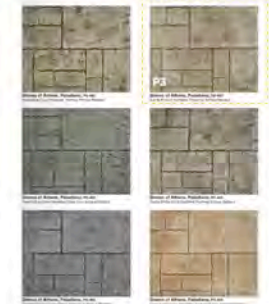


3 **AMERISTAR 6' FENCE, BRONZE (F3)**
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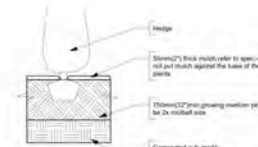


4 **AquaPave Standard (P1,P2)**
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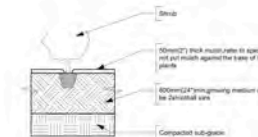
Colours for stamped Concrete



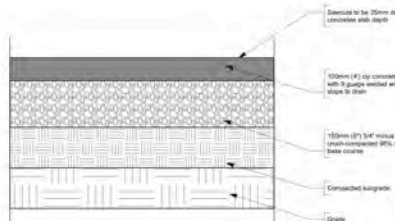
5 **Patterned CIP Concrete (P3)**
Scale: NTS



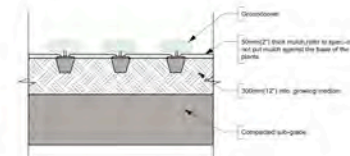
6 **DETAIL: HEDGE AT GRADE**
Scale: NTS



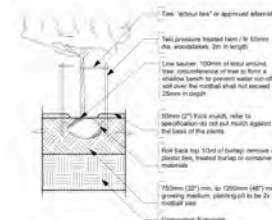
7 **DETAIL: SHRUB AT GRADE**
Scale: NTS



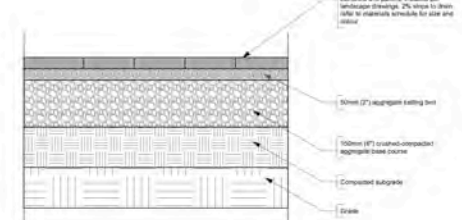
8 **DETAIL: CONCRETE ON GRADE**
Scale: NTS



9 **DETAIL: GROUNDCOVER AT GRADE**
Scale: NTS



10 **DETAIL: TREE AT GRADE**
Scale: NTS



11 **DETAIL: CONCRETE UNIT PAVERS ON GRADE**
Scale: NTS



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Project
Proposed Warehouses Buildings

Owner
Diyash Investments Inc.

Sheet Title
DETAILS

Total Sheets
7

Sheet No.
L06

Contractors

Consultants
Architecture Panel Inc.

Drawn By
BF/LT

Checked By
RD

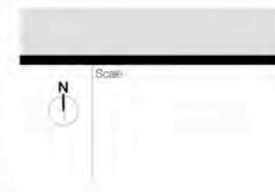
AHJ
City of Surrey

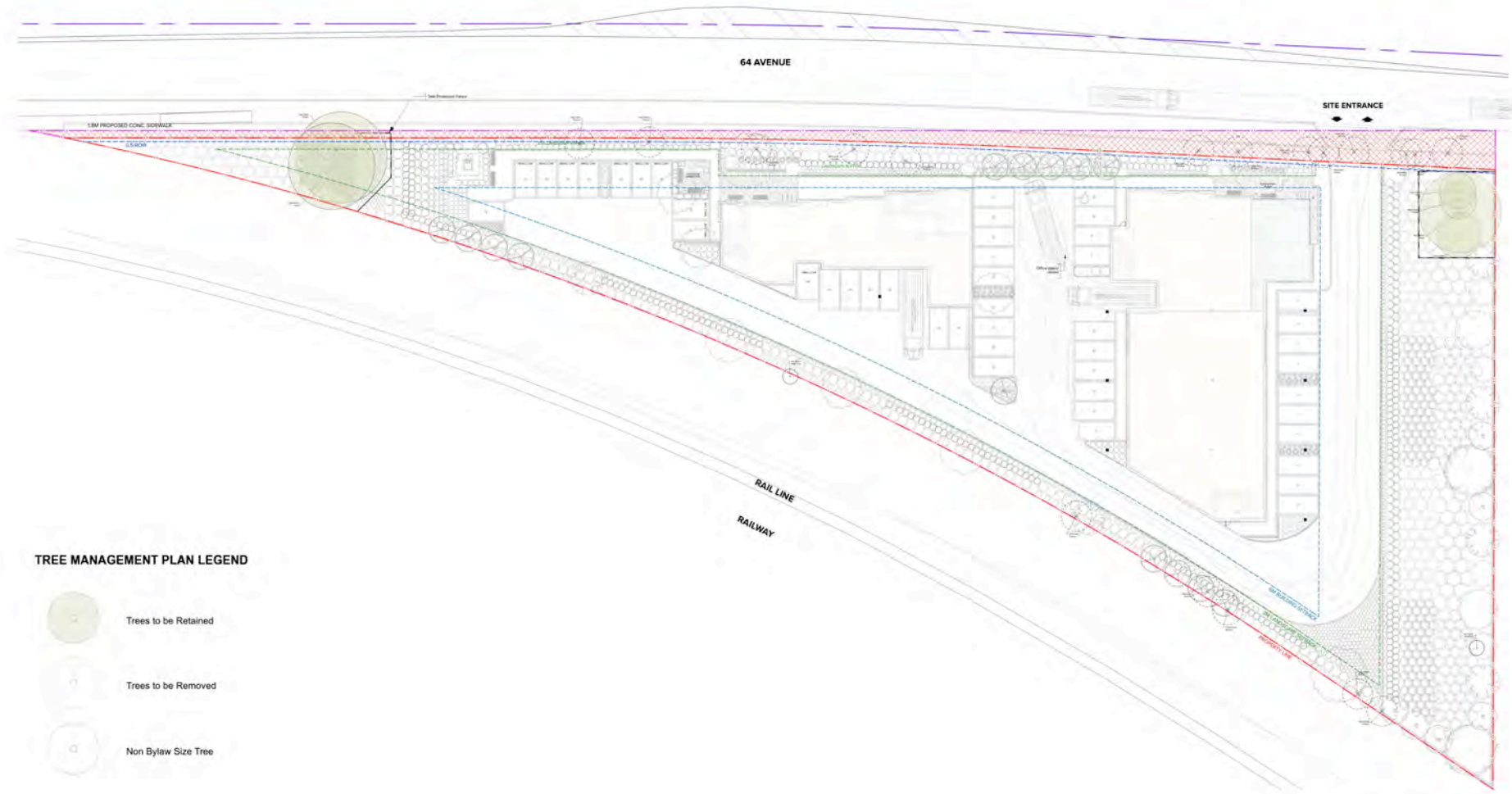
Documents
DP Application

Reviewed By
RD

Status
DP Application

No	Date	Issue Notes
B	2021-11-12	Pre-Application
C	2022-01-16	Pre-Application
D	2022-03-11	Pre-Application
E	2022-03-29	DP Application
F	2022-06-22	DP Application
G	2022-08-24	DP Pre-Submission
H	2022-10-18	DP Re-Submission





TREE MANAGEMENT PLAN LEGEND

-  Trees to be Retained
-  Trees to be Removed
-  Non Bylaw Size Tree

1 TREE MANAGEMENT PLAN
Scale: 1:250



ARCHITECTURE PANEL INC.
ARCHITECTURE | LANDSCAPE ARCHITECTURE | URBAN DESIGN
Unit 103, 15505 Marine Drive, White Rock, BC | 6047831450 |
rutch@architecturepanel.com

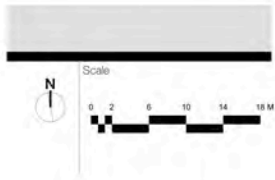
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Project
Proposed Warehouses Buildings
Owner
Diyash Investments Inc.
Sheet Title
TREE MANAGEMENT PLAN

Total Sheets
7
Sheet No.
L07
Drawn By
BF/LT
Checked By
RD
Reviewed By
RD
Contractors
**AHJ
City of Surrey**
Consultants
Architecture Panel Inc.
Documents
DP Application
Status
DP Application

230 of 592

No	Date	Issue Notes
B	2021-11-12	Pre-Application
C	2022-01-18	Pre-Application
D	2022-03-11	Pre-Application
E	2022-03-29	DP Application
F	2022-06-22	DP Application
G	2022-08-24	DP Re-Submission
H	2022-10-18	DP Re-Submission



TO: **Manager, Area Planning & Development
- South Surrey Division
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **November 22, 2022** PROJECT FILE: **7822-0111-00**

RE: **Engineering Requirements (Industrial)
Location: 15238 64 Avenue**

REZONE

Property and Statutory Right-of-Way (SRW) Requirements

- Dedication varies for 64 Avenue to accommodate existing conditions
- Register 0.5 metre SRW along 64 Avenue

Works and Services

- Construct 64 Avenue
- Build water main fronting the site
- Provide sewage disposal system to service the lands
- Implement onsite water quality and sediment control features
- Install water, sanitary and storm sewer service connections

A Servicing Agreement is required prior to Rezone.

OCP AMENDMENT

There are no engineering requirements relative to the OCP Amendment beyond those listed above.

DEVELOPMENT PERMIT

There are no engineering requirements relative to issuance of the Development Permit beyond those listed above.



Jeff Pang, P.Eng.
Development Services Manager

KMH

7.0 TREE PRESERVATION SUMMARY

Surrey Project No: N/A

Address: 15238 64 Ave, Surrey, B.C., V3S 1Y1

Registered Arborist: Francis Klimo

On-Site Trees	Number of Trees
Protected Trees Identified <i>(on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas and non-bylaw protected trees)</i>	25
Protected Trees to be Removed	19
Protected Trees to be Retained <i>(excluding trees within proposed open space or riparian areas)</i>	6
Total Replacement Trees Required:	
Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 10 X one (1) = 10	10
All other Trees Requiring 2 to 1 Replacement Ratio 9 X two (2) = 18	18
Replacement Trees Proposed	47
Replacement Trees in Deficit	0
Protected Trees to be Retained in Proposed [Open Space / Riparian Areas]	N/A

Off-Site Trees	Number of Trees
Protected Off-Site Trees to be Removed	0
Total Replacement Trees Required:	
Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 0 X one (1) = 0	0
All other Trees Requiring 2 to 1 Replacement Ratio 0 X two (2) = 0	0
Replacement Trees Proposed	0
Replacement Trees in Deficit	0

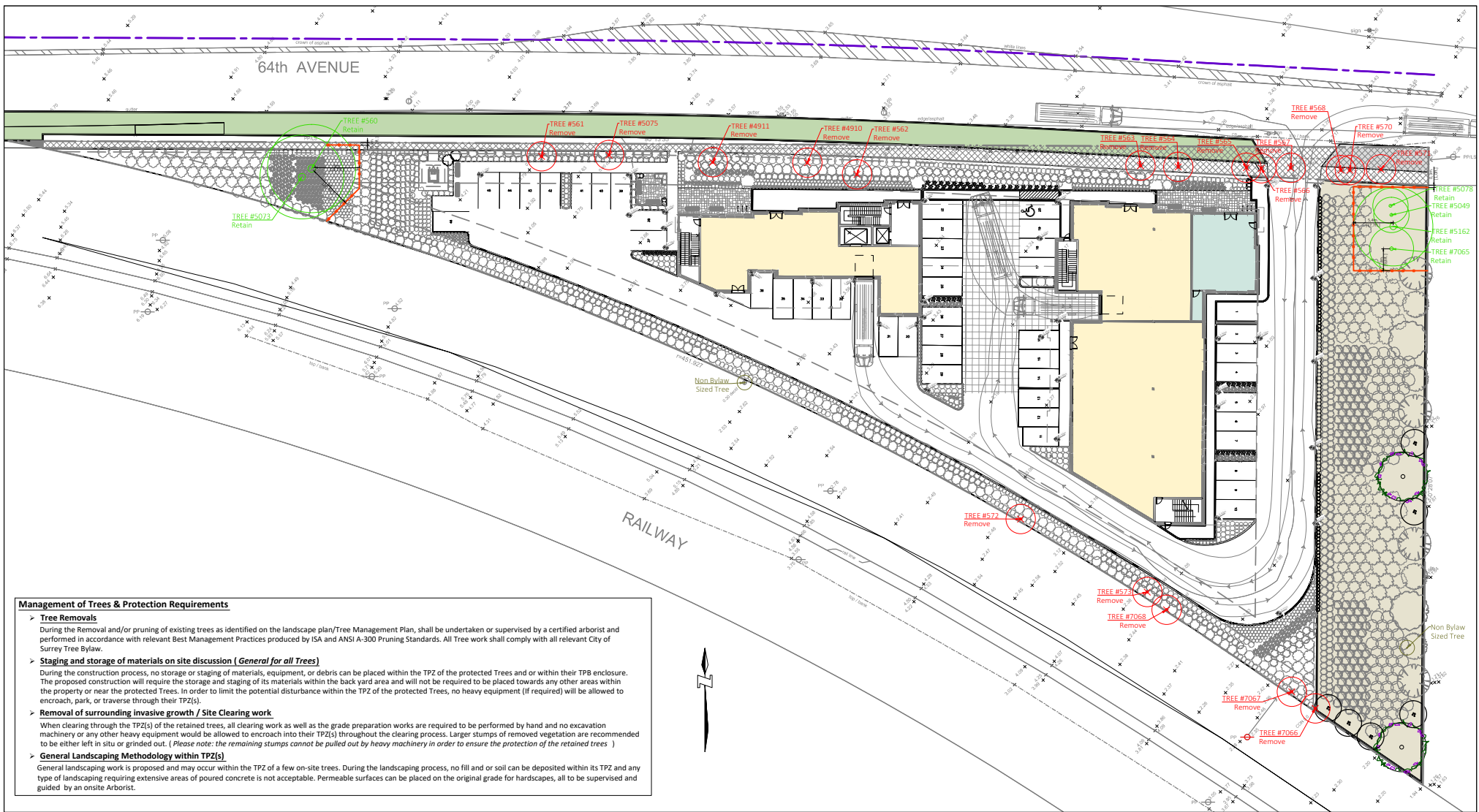
Summary, report and plan prepared and submitted by:

Francis Klimo

January 10, 2023

(Signature of Arborist)

Date



Management of Trees & Protection Requirements

- Tree Removals**
During the Removal and/or pruning of existing trees as identified on the landscape plan/Tree Management Plan, shall be undertaken or supervised by a certified arborist and performed in accordance with relevant Best Management Practices produced by ISA and ANSI A-300 Pruning Standards. All Tree work shall comply with all relevant City of Surrey Tree Bylaw.
- Staging and storage of materials on site discussion (General for all Trees)**
During the construction process, no storage or staging of materials, equipment, or debris can be placed within the TPZ of the protected Trees and or within their TPB enclosure. The proposed construction will require the storage and staging of its materials within the back yard area and will not be required to be placed towards any other areas within the property or near the protected Trees. In order to limit the potential disturbance within the TPZ of the protected Trees, no heavy equipment (if required) will be allowed to encroach, park, or traverse through their TPZ(s).
- Removal of surrounding invasive growth / Site Clearing work**
When clearing through the TPZ(s) of the retained trees, all clearing work as well as the grade preparation works are required to be performed by hand and no excavation machinery or any other heavy equipment would be allowed to encroach into their TPZ(s) throughout the clearing process. Larger stumps of removed vegetation are recommended to be either left in situ or grinded out. (Please note: the remaining stumps cannot be pulled out by heavy machinery in order to ensure the protection of the retained trees)
- General Landscaping Methodology within TPZ(s)**
General landscaping work is proposed and may occur within the TPZ of a few on-site trees. During the landscaping process, no fill and or soil can be deposited within its TPZ and any type of landscaping requiring extensive areas of poured concrete is not acceptable. Permeable surfaces can be placed on the original grade for hardscapes, all to be supervised and guided by an onsite Arborist.



REMOVAL OF NINETEEN (19) TREES AS PER ARBORIST REPORT. TREES #561-573,4910,4911,5075,7066-7068 TO ACCOMMODATE CONSTRUCTION OF PROPOSED HOUSE AS PER ATTACHED APPENDIX A REPLACEMENT OF TBD TREES ACCEPTABLE TO CITY OF SURREY STANDARDS. REPLACEMENT TREES MUST NOT BE PLANTED WITHIN 3M OF A FOUNDATION OR WHERE THEIR MATURE SIZE WILL INTERFERE WITH UTILITIES, ESPECIALLY OVERHEAD BC HYDRO SERVICE/TRANSMISSION LINES. NOTE THAT TREES OBVIOUSLY PLANTED AS HEDGEROWS WILL NOT BE COUNTED AS REPLACEMENT TREES. ALL OTHER TREES TO BE RETAINED, MAINTAINED (ESPECIALLY WATERED) AND PROTECTED FOR THE DURATION OF CONSTRUCTION. THE BARRIERS MAY ONLY BE REMOVED WITH THE PERMISSION OF THE CITY ARBORIST OR AT THE SPECIFIC INTERVALS IDENTIFIED IN THE LETTER OF UNDERTAKING. ALL WORK CARRIED OUT AFTER BARRIERS REMOVED MUST BE DONE BY HAND IN CRITICAL ROOTZONES. NO HEAVY EQUIPMENT (INCLUDING BOBCATS) IS TO ENTER CRITICAL ROOTZONES, STUMPS AND UNDERLYING ROOTS OF "TREES TO BE REMOVED" TO REMAIN INSITU IF THEY ARE WITHIN THE CRITICAL ROOTZONE RADIUS OF "TREES TO BE RETAINED". THEY MAY BE GROUND TO THE SURFACE WITH A STUMP GRINDER. CRITICAL ROOTZONE RADIUS DETERMINATION IS DESCRIBED IN BARRIER DETAIL DRAWING ON THE BACK OF TREE CUTTING PERMIT APPLICATIONS.

TREE MANAGEMENT PLAN
Project Number

Date: March 18, 2022 Sheet #
Scale: 1:500
Drawn: Danier Kholmik
Checked:

Revisions	
No.	Date

Francis R. Klimo
ISA Certified Arborist #PN-8149A
ISA Certified Tree Risk Assessor (TRAQ)
BC Wildlife Danger Tree Assessor #7193

15238 64 Ave, Surrey
233 of 592

Klimo & Associates



***DRAFT Agriculture,
Environment, and
Investment Committee
Minutes***

Location: Virtual
WEDNESDAY, SEPTEMBER 7, 2022
Time: 6:00 p.m.

Present:

Councillor Patton, Chair
Councillor Elford
M. Lamont
S. Rai
S. Van Keulen

Regrets:

Councillor Nagra
Drew Bondar, Ministry of Agriculture

Staff Present:

Y. Yohannes, Manager, Utilities
L. Moraes, Planner
S. Johal, Planner
S. Lee, Administrative Assistant
S. Nichols, Deputy City Clerk

C. NEW BUSINESS

1. Development Application 7922-0111-00

Luciana Moraes, Planner
Address: 15238 - 64 Avenue

Luciana Moraes, Planner, summarized the report dated August 25, 2022 regarding Development Application 7922-0111-00. The application proposes to discharge Land Use Contract (LUC) No. 584 and rezone the site located at 15238 - 64 Avenue, from Light Industrial Zone (IL) to Comprehensive Development Zone (CD) (based on IL) in order to develop a multi-tenant industrial site. The following information was highlighted:

- Located on the southeast corner of 152 Street and 64 Avenue, the site is triangular and slopes downward from west to east. Though the property is officially in the Agricultural Land Reserve (ALR), it is exempt from the Agricultural Act given its small size and the applicant does not require an exclusion request.
- The current LUC only allows for a cement plant. When the LUC expires in June 2024, the underlying IL will come into effect. Staff is working with the applicant to rezone the site to CD because the IL is broader and allows for uses that the City would not recommend given the site proximity to the two roads nearby and the ALR.
- The site has never been used for agriculture. The applicant is proposing to develop a multi-tenant industrial site, with a restaurant at the northeast corner, and an indoor volleyball facility and offices on the second floor. The applicant has been working with staff and Metro Vancouver to service the site and include an Official Community Plan (OCP) amendment from Agricultural to Industrial to reflect the current zone, the proposed uses, and the new zoning.

- The applicant is also proposing a 15-metre landscape buffer, as required in the OCP. Since Transportation requested the site access to be far from the intersection, the site access and vehicular circulation has been placed adjacent to the buffer, to further move the proposed buildings as far west as possible.
- Given the site's irregular shape and small size, the applicants are requesting support from the AEIAC committee to reduce the building setback from 30 metres (recommended in the OCP) to 23 metres.

M. Lamont and S. Rai joined the meeting at 6:07PM.

In response to questions from the Committee, Ms. Moraes provided the following information:

- The total required number of surface parking stalls is 52 stalls. The volleyball facility will mainly use the parking lot in the evening (or after school hours), and they will be sharing six parking stalls with the industrial site that are mainly used during the day. Since these stalls will be shared during different times, the applicants are proposing 46 stalls instead of 52 stalls that are required.
- The applicant is not asking to relax the required 15-metre landscape buffer. They are only asking for a 23-metre building setback to the ALR on the east because the subject site has a triangular shape and the building narrows down on the west. The extra seven metres will significantly improve their proposal by expanding the size of the usable building space on the eastern side of the subject site.
- The applicant is proposing a volleyball facility because the owners are already involved with a volleyball group that is now renting a facility elsewhere. Since the group is having difficulty finding a facility elsewhere due to the height requirement in the gymnasium for this sport, the owners' goal for building the new facility on this site was to provide a permanent place for this group. In addition, this indoor recreational facility use is also considered compatible with the IL zone.
- The subject site is currently used for truck parking. The current site access is near the northwest side of the site on 64 Avenue. One of the goals of proposing the CD Bylaw (instead of leaving as IL) is to make restrictions on the amount of floor area that could be used for offices, restaurant, industrial site, and volleyball facility. If the Land Use Contract is allowed to expire, the IL zone will come into effect, and they can continue using the site legally for truck parking. To avoid this continuation, Staff is working with the applicant to clean up the site, do proper landscape buffers and servicing connections to the site, and restrict the uses to what is manageable there.

- The applicant is not proposing any agricultural use on the site since they are exempt from the Agricultural Act given their small size. Staff did discuss agricultural use with the applicant, but it is hard to enforce due to the underlying IL. As a result, the staff worked with the applicant to find a more agricultural friendly option by proposing the 15-metre landscape buffer to the ALR, better site access and vehicular circulation placed adjacent to the buffer, and a restrictive covenant advising any future owners that they are adjacent to agricultural uses.

The Committee noted the following comments:

- The committee does not recommend the continuation of existing truck parking on the site.
- The committee is concerned that the number of parking stalls will not be sufficient and recommend that staff considers environmentally friendly gravel parking stalls in the 15-metre landscape buffer area. Another alternative recommended is to replace the restaurant with more parking stalls.
- Since the site access and vehicular circulation has been placed adjacent to the buffer, the committee recommended a stronger rationale for the 23-metre building setback such as additional parking stalls. Otherwise, it will become a precedent for future projects to ask for reduced setbacks without strong justifications.
- Staff to encourage the applicant with an agricultural pathway as the site could help with the capacity issues that the local agricultural businesses are currently facing. For example, making it more obvious that agricultural uses are welcome on the site by adding in the CD Bylaw that 'warehouses for agricultural purpose' as one of the permitted use.
- The committee agreed there is a need of more indoor recreational facilities in the City but are concerned that the volleyball facility may later convert to other uses, such as a banquet hall or offices. They recommended restricting the land uses in the CD Bylaw by adding the maximum floor area for each type of use.

It was

Moved by S. Van Keulen

Seconded by Councillor Elford

That the Agriculture, Environment, and Investment Advisory Committee recommend that the General Manager of Planning and Development forward Development Application 7922-0111-00, as presented in the staff report dated August 25, 2022 with the Committee's comments, to Council.

Carried



From "Agricultural" to "Industrial".
Add Industrial designation.
Remove Agricultural designation.
Move ALR boundary east of subject site.

64 Ave

152 St

BC Hydro (Cloverdale) Rwy





Move ALR Boundary east of the subject site.
Move Farming Protection Area east.

64 Ave

152 St

BC Hydro (Cloverdale) Rwy



**METRO VANCOUVER REGIONAL DISTRICT
 BYLAW NO. 1396, 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” 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. 1396, 2024”.

Schedule

- 2. The following Schedule is attached to and forms part of the bylaw:
 - Schedule “A”, Subject Properties.

Amendment of Bylaw

- 3.1 “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is amended as follows:

(a) Re-designating the subject properties, as listed in the table below:

PID	Legal Description
013-215-426	PARCEL "A" (REFERENCE PLAN 4630), NORTH WEST QUARTER, SECTION 11, TOWNSHIP 2, NEW WESTMINSTER DISTRICT

from ‘Agricultural’ to ‘Industrial’, as shown in Schedule “A” of this bylaw; and

(b) Amending the Urban Containment Boundary to include the subject properties, as listed in the table below:

PID	Legal Description
013-215-426	PARCEL "A" (REFERENCE PLAN 4630), NORTH WEST QUARTER, SECTION 11, TOWNSHIP 2, NEW WESTMINSTER DISTRICT

as shown in Schedule “A” of this bylaw.

3.2 “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by amending maps numbered 2, 3, 4, 5, 6, 7, 8, 9, and 12 to incorporate the changes outlined in section 3.1 of this bylaw.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

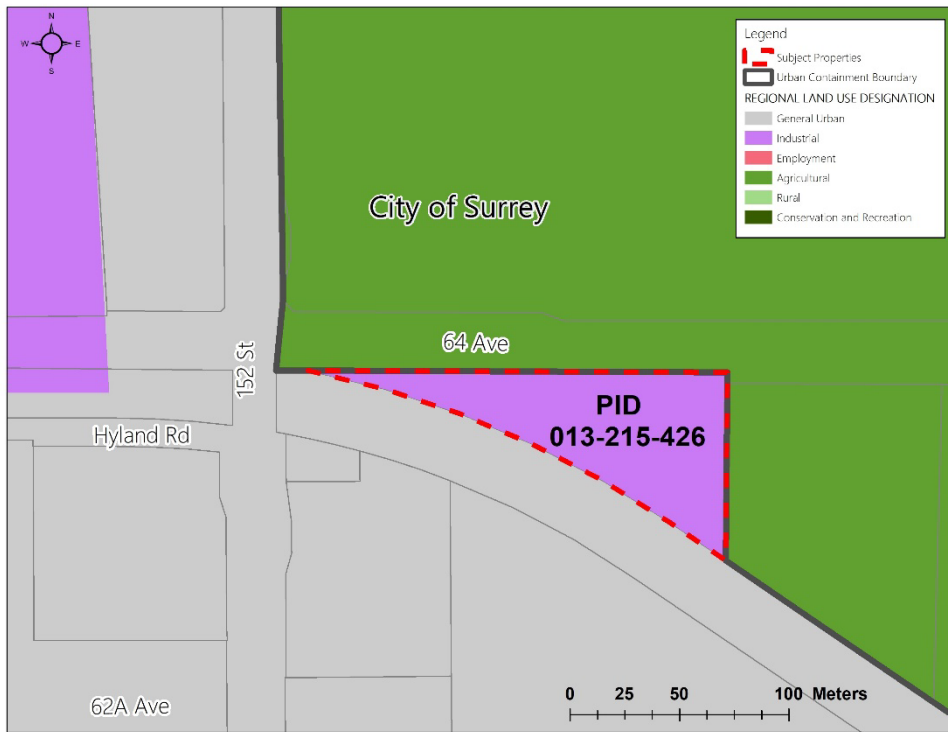
Dorothy Shermer, Corporate Officer

Schedule A Subject Properties

Prior to Amendment



Post Amendment





Metro 2050 Type 3 Proposed Amendment

CITY OF SURREY (15238-64 AVENUE)

Marcin Pachcinski
 Division Manager, Electoral Area and Implementation Services
 Regional Planning and Housing Services

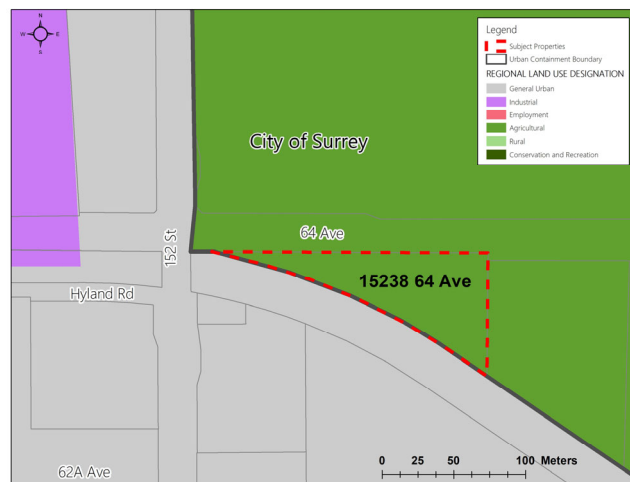
Victor Cheung
 Regional Planner, Regional Planning and Housing Services



Regional Planning Committee - October 4, 2024

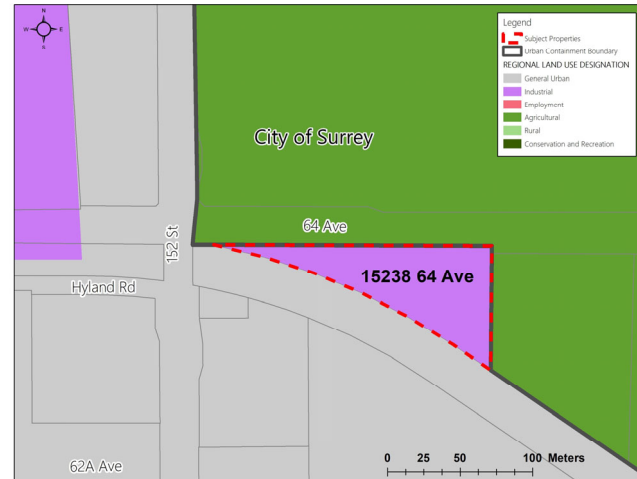
REGIONAL LAND USE DESIGNATION

- Designated Agricultural in *Metro 2050*
- Previously used for cement facility; truck parking
- Lands north and east are designated Agricultural
- Lands south and west are designated General Urban



PROPOSED AMENDMENT

- Amend the regional land use from Agricultural to Industrial to accommodate a multi-tenant industrial building, with a restaurant and a volleyball facility
- Amend the Urban Containment Boundary to include the subject site
- Type 3 amendment



SITE PHOTO



SITE PHOTO

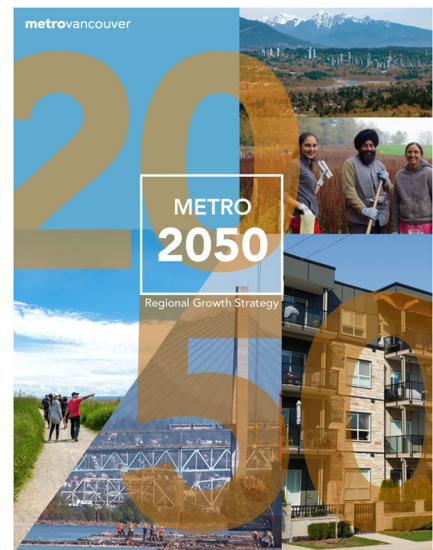


metrovancover

6

METRO 2050 CONSISTENCY ANALYSIS

- Subject property has been used for industrial purposes for many years and is not a viable site for agricultural uses
- Excluded from the Agricultural Land Reserve;
- Would add 0.67 hectares of Industrial land;
- Potential pressure to expand urban uses onto nearby agricultural lands; and
- Potential higher trip generation, particularly for passenger vehicles.



metrovancover

7

RECOMMENDATION

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Surrey's requested amendment to include the property located at 15238 - 64 Avenue within the Urban Containment Boundary and amend its regional land use designation from Agricultural to Industrial;
- b) give first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024*; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.



To: Finance Committee

From: Linda Sabatini, Director, Financial Operations, Financial Services

Date: September 12, 2024 Meeting Date: October 9, 2024

Subject: **MVRD Temporary Borrowing Bylaw No. 1397, 2024**

RECOMMENDATION

That the MVRD Board:

- a) give consent to temporary borrow on behalf of the *Metro Vancouver Housing Corporation* (“MVHC”) an amount, or amounts in aggregate, not exceeding \$70 million dollars, the amount of the *Metro Vancouver Loan Authorization Bylaw No. 1381, 2024*, and the maximum borrowing authorized;
 - b) give first, second and third readings to “*Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024*”; and
 - a) adopt “*Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024*” and forward it to the Municipal Finance Authority of British Columbia as approval for anticipated temporary borrowing applications.
-

EXECUTIVE SUMMARY

MVHC is seeking to borrow through MVRD an amount up to \$70 million over the next five years, to fund required building envelope repairs, and deep retrofits to reduce greenhouse gas emissions and improve energy efficiency at several of its housing complexes as contained in the endorsed budget and five-year financial plan.

Pursuant to Section 179 of the *Community Charter*, MVRD may lend to the MVHC. *Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024* (“*Bylaw No. 1381*”) was adopted by the MVRD Board on July 26, 2024, allowing long-term borrowing by MVRD on behalf of MVHC from the Municipal Finance Authority. However, an additional bylaw is required to authorize MVRD to borrow from MFA on a temporary basis on behalf of MVHC, which will provide flexibility for cash management and allow the same borrowing methods used by municipalities. Adoption of the “*Metro Vancouver Regional District Temporary Loan Authorization Bylaw No. 1397, 2024*” will provide the authority for MVRD to temporary borrow from MFA on behalf of MVHC.

PURPOSE

To seek MVRD Board approval for temporary borrowing through the *Municipal Finance Authority of British Columbia* (“*MFA*”) on behalf of the MVHC, for required building envelope repairs, for an amount, or amounts in the aggregate, not exceeding \$70.0 million dollars, the amount of the long-term borrowing *Bylaw No. 1381*, the maximum borrowing authorized.

BACKGROUND

MVHC is seeking to borrow an amount up to \$70 million over the next five years, to fund required building envelope repairs, and deep retrofits to reduce greenhouse gas emissions and improve energy efficiency at several of its housing complexes. This work is neutral to source of energy. Adoption of the *"Metro Vancouver Regional District Temporary Loan Authorization Bylaw No. 1397, 2024"*, provides the authority for MVRD to borrow short-term from MFA on behalf of MVHC up to \$70 million as contained in the endorsed budget and five-year financial plan.

TEMPORARY BORROWING AUTHORITY

MVRD Board adopted the *Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024 ("Bylaw No. 1381")*, on July 26, 2024, allowing long-term borrowing by MVRD on behalf of MVHC from the MFA. However, an additional bylaw is required to allow MVRD to borrow on a temporary basis on behalf of MVHC. Temporary borrowing will provide flexibility for cash management during periods of construction and allows the same borrowing methods used by municipalities. Approval of *"Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024"* provides the authority for MVRD to temporary borrow from MFA on behalf of MVHC amount(s) not exceeding \$70.0 million, the maximum borrowing authorized under the *Bylaw No. 1381*.

MVHC BORROWING

Several Metro Vancouver Housing projects require substantial building envelope repairs. MVHC has secured several significant grants from other levels of government to complete the repair work and assist in meeting the *Metro Vancouver Housing 10-Year Housing Plan* targets for greenhouse gas reductions. Additional grants and funds are being sought to support the project from available funding sources. Costs not covered by grants would be funded through MVHC's budget, with a strategy of borrowing in the short term to expedite the work in order to take advantage of granting opportunities. Temporary borrowing from MFA provides an alternative for MVHC and is less expensive than commercial lending institutions. The current short-term rate with MFA is 4.92% versus a line-of-credit or loan from a financial institution at 6.4%.

Board approval is requested for a block of temporary borrowing over the next five years, in advance of any actual borrowing. Without temporary borrowing, MVHC would only be able to borrow long-term through MFA's debenture offerings in the spring and fall, losing the flexibility to manage cash requirements during periods of construction.

The proposed borrowing of up to \$70 million for MVHC through MFA is identified in MVHC's capital plan to finance rehabilitation projects at a number of existing properties, including Strathearn Court, Somerset Gardens, Minato West, Manor House and Le Chateau Place. Debt servicing costs are included in the annual operating budget. The temporary borrowing under the bylaw would be a liability of MVHC, owing to MFA through the MVRD.

ALTERNATIVES

1. That the MVRD Board:
 - a) give consent to temporary borrow on behalf of the *Metro Vancouver Housing Corporation ("MVHC")* an amount, or amounts in aggregate, not exceeding \$70 million dollars, the amount of the *Metro Vancouver Loan Authorization Bylaw No. 1381, 2024*, and the maximum borrowing authorized;
 - b) give first, second and third readings to "*Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024*"; and
 - b) adopt "*Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024*" and forward it to the Municipal Finance Authority of British Columbia as approval for anticipated temporary borrowing applications.

2. That the MVRD Board direct staff to continue the practice of long-term borrowing on behalf of MVHC, and not take advantage of opportunities available with temporary borrowing.

FINANCIAL IMPLICATIONS

The approval of alternative one will provide staff with the authority to make prudent financing decisions with respect to MVHC's capital programs and the required borrowing in periods of construction. A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns.

Should this authority not be granted, under alternative two, staff will borrow long-term for MVHC when cash is required to fund the building envelope repairs.

CONCLUSION

This Borrowing Bylaw, as recommended under alternative one, provides the necessary authorization for the MVHC to temporary borrow funds as and when required up to a maximum of \$70 million, the amount of the *Metro Vancouver Loan Authorization Bylaw No. 1381, 2024*, and the maximum borrowing authorized.

Attachments

1. *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024*

60235005

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1397, 2024
A Bylaw to Undertake Temporary Borrowing on behalf of the Metro Vancouver Housing
Corporation Pending the Sale of Debentures**

WHEREAS:

- A. Section 409(1) of the *Local Government Act* provides that the Metro Vancouver Regional District (“MVRD”) Board may, where it has adopted a loan authorization bylaw, temporarily borrow by bylaw an amount not exceeding the difference between the total amount authorized by the loan authorization bylaw and the amount already borrowed in relation to that bylaw;
- B. The MVRD has adopted “*Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024*”, authorizing MVRD to borrow, from time to time and as required, a sum up to but not exceeding at any one time the aggregate principal amount of seventy million Canadian dollars (\$70,000,000 CAD) for the purpose of lending such monies to the Metro Vancouver Housing Corporation (“MVHC”) for capital projects (the “*Loan Authorization Bylaw*”);
- C. On March 22, 2024, the MVRD and MVHC entered into an agreement (the “*Borrowing Agreement*”) whereby the MVHC agrees to pay all costs of the MVRD associated with any borrowing made on its behalf;
- D. Pursuant to resolutions adopted at its meeting held September 27, 2024 the MVHC Board has requested the MVRD to provide temporary financing to the MVHC for an amount or amounts not exceeding the sum of \$70,000,000 CAD, as set out in this bylaw; and
- E. The sale of debentures has been temporarily deferred and no loan has been made and is outstanding under the Loan Authorization Bylaw.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

- 1. **Citation**
The official citation of this bylaw is “*Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024*”.
- 2. MVRD is hereby authorized and empowered to borrow from the Municipal Finance Authority of British Columbia an amount or amounts not exceeding the sum of seventy million Canadian dollars (\$70,000,000 CAD), as the same may be required, to lend to MVHC for the purpose of funding MVHC’s capital requirements for which financing is to be used in accordance with its approved financial plan.
- 3. The maximum term of any borrowing made to or from the MVRD under this bylaw is five years.

4. The MVRD will issue one or more promissory notes to evidence amounts borrowed under this bylaw, each of which must be approved and executed in accordance with *Metro Vancouver Regional District Banking Authority Bylaw No. 1361, 2023*.
5. All money borrowed under this bylaw will be used solely for the purposes set out in the Loan Authorization Bylaw.
6. The proceeds from the sale of debentures or so much thereof as may be necessary will be used to repay the money borrowed by the MVRD under this bylaw.
7. **Severability**
If any portion of this bylaw is deemed ultra vires, illegal, invalid, or unenforceable in any way in whole or in part by any court of competent jurisdiction, such decision will not be deemed to invalidate or void the remainder of the bylaw.

Read a first, second and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

To: MVRD Board of Directors

From: Harji Varn, General Manager, Financial Services/Chief Financial Officer

Date: October 25, 2024 Meeting Date: November 1, 2024

Subject: **MVRD 2025 Budget and 2025 - 2029 Financial Plan and Five Year Bylaw 1401**

RECOMMENDATION

1. That the MVRD Board approve the 2025 Annual Budget and endorse the 2025 - 2029 Financial Plan as shown in Attachment 1 of the report dated October 25, 2024, titled "MVRD 2025 Budget and 2025 - 2029 Financial Plan and Five Year Bylaw 1401", in the following schedules:
 - Revenue and Expenditure Summary
 - Air Quality and Climate Action
 - E911 Emergency Telephone Service
 - Electoral Area Service
 - General Government Administration
 - General Government Zero Waste Collaboration Initiatives
 - Housing Planning and Policy
 - Invest Vancouver
 - Regional Emergency Management
 - Regional Employer Services
 - Regional Global Positioning System
 - Regional Parks
 - Capital Portfolio - Regional Parks
 - Regional Planning

 2. That the MVRD Board approve the 2025 Annual Budget and endorse the 2025 - 2029 Financial Plan as shown in Attachment 1 as presented for the Sasamat Fire Protection Service, and shown in the following schedules:
 - Revenue and Expenditure Summary
 - Sasamat Fire Protection Service
(Only Anmore and Belcarra may vote)

 3. That the MVRD Board approve the 2025 Reserve Applications as shown in Attachment 2 of the report dated October 25, 2024, titled "MVRD 2025 Budget and 2025 - 2029 Financial Plan and Five Year Bylaw 1401".

 4. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024*; and
 - b) pass and finally adopt *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024*.
-

EXECUTIVE SUMMARY

The 2025 Budget and the 2025 - 2029 Metro Vancouver Financial Plan have been prepared following direction from the Financial Plan Task Force and from the Board at the Board Budget Workshops in the Spring and on October 16, 2024. The 2025 Budget has come under the household impact targets that were recommended by the Financial Plan Task Force and endorsed by the Board, which has resulted in an overall consolidated household impact for 2025 of 9.9%, down from the 11.0% projected for 2025 in the prior financial planning cycle.

For all Metro Vancouver Regional District Services, the combined 2025 operating budget is \$152.2 million with a capital cash flow of \$44.4 million for Regional Parks.

In addition, being brought forward is a request to authorize the application of 2025 reserve funds which requires the approval of the MVRD Board pursuant to the Board's *Operating, Discretionary, and Statutory Reserves Policy*.

PURPOSE

To consider and approve the 2025 MVRD Annual Budget for Regional District Services, endorse the MVRD 2025 - 2029 Financial Plan and adopt *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024*.

BACKGROUND

Metro Vancouver's annual budget process includes the development of detailed annual budgets and updating of five-year financial plans for each of the four Metro Vancouver legal entities (Metro Vancouver Regional District, Metro Vancouver Housing Corporation, Greater Vancouver Water District and Greater Vancouver Sewerage and Drainage District).

Three Board Budget Workshops were held in the Spring with the objective to seek direction for the preparation of the 2025 - 2029 Financial Plan. This has resulted in a plan that maintains the goals and objectives of Metro Vancouver while minimizing the impact on ratepayers through evaluation and optimizing the capital and operating programs. In addition, on October 16, 2024, these budgets were also presented at the Board Budget Workshop and are summarized in the report titled "2025 - 2029 Financial Plan – Metro Vancouver Districts and Housing Corporation" (Attachment 4).

This report focuses on the Regional District Service Areas function including both operating and capital budget elements for 2025 to 2029.

The MVRD 2025 Annual Budget and 2025 - 2029 Financial Plan is now being brought forward to the Board for consideration and approval. Also being brought forward is a request to authorize the application of 2025 reserve funds which requires the approval of the MVRD Board pursuant to the Board's *Operating, Discretionary, and Statutory Reserves Policy* (Attachment 2). Approval of the budget requires the adoption of *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024* which is now being presented to the Board for consideration (Attachment 3).

BOARD BUDGET APPROVAL REQUIREMENTS

In accordance with s.374 of the *Local Government Act*, regional districts are required to adopt a five-year financial plan by bylaw annually by March 31. In addition, a process of public consultation must be undertaken regarding the financial plan prior to its adoption.

The 2025 Annual Budgets and 2025 - 2029 Financial Plans for regional district functions were presented through the month of October to applicable Standing Committees, various Regional Advisory Committees, and the Board Budget Workshop on October 16, 2024. The Board Budget Workshop also included an invitation to the public to attend and provide comments.

The *2025 to 2029 Financial Plan Bylaw No. 1401*, has now been prepared for Board consideration and formalizes the approval of the 2025 Annual Budget and 2025 - 2029 Financial Plan. The 2025 - 2029 Financial Plan has been summarized in the format prescribed by s.374 of the *Local Government Act* and forms part of this bylaw.

In alignment with Metro Vancouver’s policies that adhere to long term financial planning principles, the financial plan has been developed based on a detailed budgeting process that is designed to predict anticipated future revenue requirements to cover operating expenditures, capital expenditures and debt servicing costs over the next five years. This information is essential in supporting Metro Vancouver’s overall budgeting process, but also provides critical information to member jurisdictions that is used in preparing individual member jurisdiction financial plans.

ALTERNATIVES

1. (a) That the MVRD Board approve the 2025 Annual Budget and endorse the 2025 - 2029 Financial Plan as shown in Attachment 1 of the report dated October 25, 2024, titled “MVRD 2025 Budget and 2025 - 2029 Financial Plan and Five Year Bylaw 1401”, in the following schedules:
 - Revenue and Expenditure Summary
 - Air Quality and Climate Action
 - E911 Emergency Telephone Service
 - Electoral Area Service
 - General Government Administration
 - General Government Zero Waste Collaboration Initiatives
 - Housing Planning and Policy
 - Invest Vancouver
 - Regional Emergency Management
 - Regional Employer Services
 - Regional Global Positioning System
 - Regional Parks
 - Capital Portfolio - Regional Parks
 - Regional Planning

- (b) That the MVRD Board approve the 2025 Annual Budget and endorse the 2025 - 2029 Financial Plan as shown in Attachment 1 as presented for the Sasamat Fire Protection Service, and shown in the following schedules:
 - Revenue and Expenditure Summary

- Sasamat Fire Protection Service
(Only Anmore and Belcarra may vote)
- (c) That the MVRD Board approve the 2025 Reserve Applications as shown in Attachment 2 of the report dated October 25, 2024, titled “MVRD 2025 Budget and 2025 - 2029 Financial Plan and Five Year Bylaw 1401”.
- (d) That the MVRD Board:
- i. give first, second and third reading to *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024*; and
 - ii. pass and finally adopt *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024*.
2. That the Board provide alternative direction as appropriate.

FINANCIAL IMPLICATIONS

If the Board approves alternative one, the 2025 Annual Budget will be approved as presented through the adoption of *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024* and authority will be provided to undertake the Regional District Service Area work plans presented in the budget reports. The 2025 to 2029 Financial Plan for Regional District Services will also be endorsed and will provide greater certainty for budget planning in future years, as well as improved information to the public and to member jurisdictions on anticipated budgets and future rate impacts.

Under alternative two, the Board may wish to amend the 2025 budget and adopt *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2025* as amended. If Bylaw No. 1401 is not adopted, *2024 to 2028 Financial Plan Bylaw No. 1371, 2023* will remain in place until a new bylaw has been adopted.

CONCLUSION

The 2025 Revenue and Expenditure Budgets and the 2025 Reserve Applications require Board approval. Endorsing the MVRD 2025 - 2029 Financial Plan and adoption of *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024* provides the authority for the 2025 operations of the individual MVRD functions and aligns with Metro Vancouver’s financial planning practices and concludes the administrative process of the 2025 budget development cycle. Staff recommend approving the MVRD 2025 Annual Budget and 2025 - 2029 Financial Plan and adopting *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024* as presented in alternative one.

ATTACHMENTS

1. MVRD 2025 - 2029 Financial Plan
2. 2025 Reserve Applications
3. *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024*
4. Report “2025 - 2029 Financial Plan - Metro Vancouver Districts and Housing Corporation” dated October 9, 2024

Reference

[Metro Vancouver Board Budget Workshop Agenda - October 16, 2024](#)

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**METRO VANCOUVER DISTRICTS
REVENUE AND EXPENDITURE SUMMARY
2025 - 2029 FINANCIAL PLAN**

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Water Sales	\$ 367,535,244	\$ 399,008,564	8.6%	\$ 430,307,762	7.8%	\$ 448,193,029	4.2%	\$ 464,660,294	3.7%	\$ 473,883,406	2.0%
Liquid Waste Services Levy	389,498,103	575,550,267	47.8%	630,676,135	9.6%	687,272,027	9.0%	748,600,165	8.9%	817,846,127	9.3%
Solid Waste Tipping Fees	132,115,288	148,874,301	12.7%	158,583,891	6.5%	168,545,177	6.3%	178,785,121	6.1%	189,343,450	5.9%
Metro Vancouver Regional District Requisitions	113,178,691	117,237,833	3.6%	105,264,055	(10.2%)	108,261,109	2.8%	111,995,103	3.4%	116,115,756	3.7%
Compensation Services Revenue	598,160	738,700	23.5%	859,129	16.3%	978,769	13.9%	1,101,835	12.6%	1,128,953	2.5%
Collective Bargaining Services Revenue	1,061,436	1,165,689	9.8%	1,242,885	6.6%	1,318,177	6.1%	1,398,664	6.1%	1,431,856	2.4%
Housing Rents	45,207,881	44,610,986	(1.3%)	50,502,924	13.2%	58,499,464	15.8%	60,920,380	4.1%	61,876,177	1.6%
Liquid Waste Industrial Charges	13,169,057	13,655,992	3.7%	14,044,413	2.8%	14,465,746	3.0%	14,827,389	2.5%	15,198,073	2.5%
Energy Sales	6,254,000	6,250,000	(0.1%)	6,250,000	0.0%	5,889,423	(5.8%)	6,000,000	1.9%	6,000,000	0.0%
Transfer from DCC Reserves	74,818,693	83,338,352	11.4%	154,006,314	84.8%	208,449,001	35.4%	261,680,650	25.5%	351,660,240	34.4%
User Fees	9,289,531	13,893,141	49.6%	15,737,258	13.3%	17,880,940	13.6%	20,393,807	14.1%	22,971,317	12.6%
Housing Mortgage and Rental Subsidies	1,254,012	1,530,721	22.1%	1,709,210	11.7%	1,815,948	6.2%	1,852,808	2.0%	1,879,592	1.4%
Non-Road Diesel Fees	1,316,250	1,690,000	28.4%	2,055,000	21.6%	2,895,000	40.9%	2,890,000	(0.2%)	2,890,000	0.0%
Regional Global Positioning System User Fees	306,424	311,558	1.7%	327,493	5.1%	337,548	3.1%	369,191	9.4%	412,472	11.7%
Electoral Area Requisition	433,645	454,892	4.9%	468,469	3.0%	467,275	(0.2%)	487,429	4.2%	497,186	2.0%
Love Food Hate Waste	375,000	-	(100.0%)	-	N/A	-	N/A	-	N/A	-	N/A
Zero Waste Conference	260,000	260,000	0.0%	260,000	0.0%	260,000	0.0%	260,000	0.0%	260,000	0.0%
Other External Revenues	15,281,044	21,722,862	42.2%	19,217,025	(11.5%)	20,182,854	5.0%	20,135,169	(0.2%)	19,433,125	(3.5%)
Transfer from Sustainability Innovation Fund Reserves	14,670,013	2,051,155	(86.0%)	1,367,500	(33.3%)	-	(100.0%)	-	N/A	-	N/A
Transfer from Reserves	29,405,137	31,317,683	6.5%	46,898,913	49.8%	78,470,389	67.3%	119,862,508	52.7%	156,653,125	30.7%
TOTAL REVENUES	\$1,216,027,609	\$1,463,662,696	20.4%	\$1,639,778,376	12.0%	\$1,824,182,326	11.2%	\$2,016,220,513	10.5%	\$2,239,480,855	11.1%
EXPENDITURES											
Operating Programs:											
Greater Vancouver Water District	\$ 378,883,747	\$ 408,867,559	7.9%	\$ 468,189,576	14.5%	\$ 515,982,862	10.2%	\$ 564,810,282	9.5%	\$ 611,325,810	8.2%
Greater Vancouver Sewerage and Drainage District:											
Liquid Waste Services	487,916,887	681,878,667	39.8%	797,034,433	16.9%	915,299,144	14.8%	1,042,561,506	13.9%	1,202,888,870	15.4%
Solid Waste Services	142,411,329	160,053,191	12.4%	172,075,858	7.5%	183,474,063	6.6%	193,978,378	5.7%	204,694,407	5.5%
Metro Vancouver Housing Corporation	60,320,353	60,687,829	0.6%	68,619,307	13.1%	72,893,588	6.2%	73,323,176	0.6%	75,028,675	2.3%
Metro Vancouver Regional District											
Air Quality and Climate Action	17,561,130	16,293,920	(7.2%)	16,764,963	2.9%	17,110,035	2.1%	17,413,480	1.8%	17,912,312	2.9%
E911 Emergency Telephone Service	6,469,826	7,276,404	12.5%	7,421,931	2.0%	7,570,370	2.0%	7,721,777	2.0%	7,876,214	2.0%
Electoral Area Service	1,218,728	6,304,809	417.3%	1,715,504	(72.8%)	821,321	(52.1%)	846,740	3.1%	848,005	0.1%
General Government Administration	8,598,225	8,848,544	2.9%	8,984,950	1.5%	9,085,124	1.1%	9,307,726	2.5%	9,380,725	0.8%
General Government-Zero Waste Collaboration Initiative	1,521,633	692,758	(54.5%)	644,938	(6.9%)	640,752	(0.6%)	636,545	(0.7%)	632,803	(0.6%)
Housing Planning and Policy	9,351,276	7,695,894	(17.7%)	8,072,481	4.9%	7,051,198	(12.7%)	7,096,430	0.6%	7,145,144	0.7%
Invest Vancouver	4,251,161	4,753,867	11.8%	4,787,702	0.7%	4,926,371	2.9%	5,082,832	3.2%	5,248,424	3.3%
Regional Emergency Management	191,549	199,686	4.2%	205,691	3.0%	211,866	3.0%	219,283	3.5%	219,242	0.0%
Regional Employers Services	4,351,426	4,382,540	0.7%	4,400,235	0.4%	4,496,539	2.2%	4,526,509	0.7%	4,632,332	2.3%
Regional Global Positioning System	378,174	485,102	28.3%	552,876	14.0%	914,816	65.5%	948,391	3.7%	454,455	(52.1%)
Regional Parks	86,077,581	89,473,461	3.9%	74,465,035	(16.8%)	77,839,307	4.5%	81,846,978	5.1%	85,183,832	4.1%
Regional Planning	5,612,977	4,819,386	(14.1%)	4,886,575	1.4%	4,901,217	0.3%	4,929,099	0.6%	5,030,391	2.1%
Sasamat Fire Protection Service	911,607	949,079	4.1%	956,321	0.8%	963,753	0.8%	971,381	0.8%	979,214	0.8%
	146,495,293	152,175,450	3.9%	133,859,202	(12.0%)	136,532,669	2.0%	141,547,171	3.7%	145,543,093	2.8%
TOTAL EXPENDITURES	\$1,216,027,609	\$1,463,662,696	20.4%	\$1,639,778,376	12.0%	\$1,824,182,326	11.2%	\$2,016,220,513	10.5%	\$2,239,480,855	11.1%

**METRO VANCOUVER REGIONAL DISTRICT
AIR QUALITY AND CLIMATE ACTION
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 8,366,532	\$ 8,381,668	0.2%	\$ 8,584,090	2.4%	\$ 7,904,816	(7.9%)	\$ 7,848,040	(0.7%)	\$ 8,076,347	2.9%
User Fees	3,000,000	3,200,000		3,700,000		4,200,000		4,700,000		4,800,000	
Non-Road Diesel Fees	1,316,250	1,690,000		2,055,000		2,895,000		2,890,000		2,890,000	
Other External Revenues	770,425	844,127		673,085		748,635		756,924		765,379	
Transfer from Sustainability Innovation Fund Reserves	2,037,923	230,000		—		—		—		—	
Transfer from Reserves	2,070,000	1,948,125		1,752,788		1,361,584		1,218,516		1,380,586	
TOTAL REVENUES	<u>\$17,561,130</u>	<u>\$16,293,920</u>	(7.2%)	<u>\$16,764,963</u>	2.9%	<u>\$17,110,035</u>	2.1%	<u>\$17,413,480</u>	1.8%	<u>\$17,912,312</u>	2.9%
EXPENDITURES											
Operating Programs:											
Ambient Air Quality Monitoring	\$ 2,709,224	\$ 2,846,336		\$ 3,158,042		\$ 3,044,756		\$ 2,923,374		\$ 3,118,928	
Regional Climate Action Policy	3,414,877	3,688,864		3,802,324		3,761,430		3,862,009		3,973,586	
Air Quality Bylaw and Regulation Development	1,319,732	1,361,201		1,394,864		1,435,174		1,476,860		1,524,057	
Corporate Climate Action Services	740,219	844,010		670,298		870,687		875,153		902,938	
Engineers in Training	49,308	61,653		63,593		65,593		67,654		69,784	
Regional Sustainability Initiatives	2,087,923	280,000		—		—		—		—	
Administration and Department Support	764,718	788,486		814,175		839,857		866,306		892,778	
	<u>11,086,001</u>	<u>9,870,550</u>	(11.0%)	<u>9,903,296</u>	0.3%	<u>10,017,497</u>	1.2%	<u>10,071,356</u>	0.5%	<u>10,482,071</u>	4.1%
Communications Program	445,000	295,000	(33.7%)	300,900	2.0%	306,918	2.0%	313,055	2.0%	319,317	2.0%
Environmental Regulation and Enforcement	4,719,554	4,932,148	4.5%	5,250,384	6.5%	5,532,675	5.4%	5,856,031	5.8%	6,012,063	2.7%
Allocation of Centralized Support Costs	1,310,575	1,196,222	(8.7%)	1,310,383	9.5%	1,252,945	(4.4%)	1,173,038	(6.4%)	1,098,861	(6.3%)
TOTAL EXPENDITURES	<u>\$17,561,130</u>	<u>\$16,293,920</u>	(7.2%)	<u>\$16,764,963</u>	2.9%	<u>\$17,110,035</u>	2.1%	<u>\$17,413,480</u>	1.8%	<u>\$17,912,312</u>	2.9%

**METRO VANCOUVER REGIONAL DISTRICT
E911 EMERGENCY TELEPHONE SERVICE
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 6,469,826	\$ 7,276,404	12.5%	\$ 7,421,931	2.0%	\$ 7,570,370	2.0%	\$ 7,721,777	2.0%	\$ 7,876,214	2.0%
TOTAL REVENUES	<u>\$ 6,469,826</u>	<u>\$ 7,276,404</u>	12.5%	<u>\$ 7,421,931</u>	2.0%	<u>\$ 7,570,370</u>	2.0%	<u>\$ 7,721,777</u>	2.0%	<u>\$ 7,876,214</u>	2.0%
EXPENDITURES											
Operating Programs:											
Emergency Telephone Service	\$ 6,342,967	\$ 7,133,729		\$ 7,276,403		\$ 7,421,931		\$ 7,570,370		\$ 7,721,778	
Allocation of Centralized Support Costs	126,859	142,675		145,528		148,439		151,407		154,436	
TOTAL EXPENDITURES	<u>\$ 6,469,826</u>	<u>\$ 7,276,404</u>	12.5%	<u>\$ 7,421,931</u>	2.0%	<u>\$ 7,570,370</u>	2.0%	<u>\$ 7,721,777</u>	2.0%	<u>\$ 7,876,214</u>	2.0%

**METRO VANCOUVER REGIONAL DISTRICT
ELECTORAL AREA SERVICE
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Electoral Area Requisition	\$ 433,645	\$ 454,892	4.9%	\$ 468,469	3.0%	\$ 467,725	(0.2%)	\$ 487,429	4.2%	\$ 497,186	2.0%
User Fees	12,000	12,000		12,000		12,000		12,000		12,000	
Other External Revenues	653,083	5,718,550		1,018,550		218,550		224,892		224,892	
Transfer from Reserves	120,000	119,367		216,485		123,046		122,419		113,927	
TOTAL REVENUES	\$ 1,218,728	\$ 6,304,809	417.3%	\$ 1,715,504	(72.8%)	\$ 821,321	(52.1%)	\$ 846,740	3.1%	\$ 848,005	0.1%
EXPENDITURES											
Operating Programs:											
Community Planning	\$ 889,432	\$ 5,945,322		\$ 1,266,289		\$ 467,594		\$ 489,239		\$ 491,272	
Building Inspections	27,191	38,461		39,411		40,391		41,403		42,448	
Local Government Election	-	-		124,676		-		-		-	
Fraser Valley Library Services	2,000	2,000		2,000		2,000		2,000		2,000	
Emergency Planning	20,000	20,000		20,000		20,000		20,000		20,000	
	938,623	6,005,783	539.9%	1,452,376	(75.8%)	529,985	(63.5%)	552,642	4.3%	555,720	0.6%
Contribution to Election Reserve	30,000	30,000		-		30,000		30,000		30,000	
Contribution to Reserve	203,083	218,550	7.6%	218,550	0.0%	218,550	0.0%	224,892	2.9%	224,892	0.0%
	233,083	248,550	6.6%	218,550	(12.1%)	248,550	13.7%	254,892	2.6%	254,892	0.0%
Allocation of Centralized Support Costs	47,022	50,476	7.3%	44,578	(11.7%)	42,786	(4.0%)	39,206	(8.4%)	37,393	(4.6%)
TOTAL EXPENDITURES	\$ 1,218,728	\$ 6,304,809	417.3%	\$ 1,715,504	(72.8%)	\$ 821,321	(52.1%)	\$ 846,740	3.1%	\$ 848,005	0.1%

**METRO VANCOUVER REGIONAL DISTRICT
GENERAL GOVERNMENT ADMINISTRATION
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 7,205,225	\$ 7,558,132	4.9%	\$ 7,691,730	1.8%	\$ 7,789,040	1.3%	\$ 8,008,720	2.8%	\$ 8,078,739	0.9%
Other External Revenues	1,093,000	990,412		993,220		996,084		999,006		1,001,986	
Transfer from Reserves	300,000	300,000		300,000		300,000		300,000		300,000	
TOTAL REVENUES	\$ 8,598,225	\$ 8,848,544	2.9%	\$ 8,984,950	1.5%	\$ 9,085,124	1.1%	\$ 9,307,726	2.5%	\$ 9,380,725	0.8%
EXPENDITURES											
Operating Programs:											
Audit and Insurance	\$ 149,848	\$ 155,942		\$ 158,751		\$ 161,616		\$ 164,539		\$ 167,519	
Board Administrative Services	4,680,437	4,802,431		4,918,319		5,037,105		5,158,818		5,283,735	
External Contributions	605,000	605,000		605,000		605,000		605,000		605,000	
Leadership and Engagement	670,268	720,853		735,034		725,456		838,670		785,616	
Mosquito Control Contract	223,575	175,589		179,104		182,689		186,345		190,071	
Regional Culture	39,853	38,133		39,356		40,617		41,915		43,258	
Contribution to Sustainability Innovation Fund Reserve	347,000	347,000		347,000		347,000		347,000		347,000	
	6,715,981	6,844,948	1.9%	6,982,564	2.0%	7,099,483	1.7%	7,342,287	3.4%	7,422,199	1.1%
Communications Program	883,600	939,554	6.3%	954,806	1.6%	970,361	1.6%	986,229	1.6%	1,002,415	1.6%
Allocation of Centralized Support Costs	998,644	1,064,042	6.5%	1,047,580	(1.5%)	1,015,280	(3.1%)	979,210	(3.6%)	956,111	(2.4%)
TOTAL EXPENDITURES	\$ 8,598,225	\$ 8,848,544	2.9%	\$ 8,984,950	1.5%	\$ 9,085,124	1.1%	\$ 9,307,726	2.5%	\$ 9,380,725	0.8%

**METRO VANCOUVER REGIONAL DISTRICT
GENERAL GOVERNMENT ZERO WASTE COLLABORATION INITIATIVES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 786,633	\$ 432,758	(45.0%)	\$ 384,938	(11.1%)	\$ 380,752	(1.1%)	\$ 376,545	(1.1%)	\$ 372,803	(1.0%)
Other External Revenues	100,000	-		-		-		-		-	
Love Food Hate Waste	375,000	-		-		-		-		-	
Zero Waste Conference	260,000	260,000		260,000		260,000		260,000		260,000	
TOTAL REVENUES	\$ 1,521,633	\$ 692,758	(54.5%)	\$ 644,938	(6.9%)	\$ 640,752	(0.6%)	\$ 636,545	(0.7%)	\$ 632,803	(0.6%)
EXPENDITURES											
Operating Programs:											
National Zero Waste Council	\$ 220,700	\$ 120,700		\$ 120,700		\$ 120,700		\$ 120,700		\$ 120,700	
Love Food Hate Waste	375,000	-		-		-		-		-	
Zero Waste Conference	472,000	472,000		472,000		472,000		472,000		472,000	
	1,067,700	592,700	(44.5%)	592,700	0.0%	592,700	0.0%	592,700	0.0%	592,700	0.0%
Allocation of Centralized Support Costs	453,933	100,058	(78.0%)	52,238	(47.8%)	48,052	(8.0%)	43,845	(8.8%)	40,103	(8.5%)
TOTAL EXPENDITURES	\$ 1,521,633	\$ 692,758	(54.5%)	\$ 644,938	(6.9%)	\$ 640,752	(0.6%)	\$ 636,545	(0.7%)	\$ 632,803	(0.6%)

**METRO VANCOUVER REGIONAL DISTRICT
HOUSING PLANNING AND POLICY
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 6,569,294	\$ 6,931,694	5.5%	\$ 7,004,981	1.1%	\$ 7,051,198	0.7%	\$ 7,096,430	0.6%	\$ 7,145,144	0.7%
Transfer from Sustainability Innovation Fund Reserves	2,781,982	764,200		1,067,500		-		-		-	
TOTAL REVENUES	\$ 9,351,276	\$ 7,695,894	(17.7%)	\$ 8,072,481	4.9%	\$ 7,051,198	(12.7%)	\$ 7,096,430	0.6%	\$ 7,145,144	0.7%
EXPENDITURES											
Operating Programs:											
Housing Planning and Policy	\$ 4,210,059	\$ 2,534,721		\$ 2,889,231		\$ 1,876,478		\$ 1,930,767		\$ 1,987,813	
Contribution to Housing Planning and Policy Re-development Reserve	1,000,000	1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
Contribution to Housing Planning and Policy Development Reserve	4,000,000	4,000,000		4,000,000		4,000,000		4,000,000		4,000,000	
	9,210,059	7,534,721	(18.2%)	7,889,231	4.7%	6,876,478	(12.8%)	6,930,767	0.8%	6,987,813	0.8%
Communications Program	25,000	25,000	0.0%	25,000	0.0%	25,000	0.0%	25,000	0.0%	25,000	0.0%
Allocation of Centralized Support Costs	116,217	136,173	17.2%	158,250	16.2%	149,720	(5.4%)	140,663	(6.0%)	132,331	(5.9%)
TOTAL EXPENDITURES	\$ 9,351,276	\$ 7,695,894	(17.7%)	\$ 8,072,481	4.9%	\$ 7,051,198	(12.7%)	\$ 7,096,430	0.6%	\$ 7,145,144	0.7%

**METRO VANCOUVER REGIONAL DISTRICT
INVEST VANCOUVER
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 3,931,161	\$ 4,233,867	7.7%	\$ 4,527,702	6.9%	\$ 4,726,371	4.4%	\$ 4,932,832	4.4%	\$ 5,098,424	3.4%
Other External Revenues	-	150,000		150,000		150,000		150,000		150,000	
Transfer from Reserves	320,000	370,000		110,000		50,000		-		-	
TOTAL REVENUES	\$ 4,251,161	\$ 4,753,867	11.8%	\$ 4,787,702	0.7%	\$ 4,926,371	2.9%	\$ 5,082,832	3.2%	\$ 5,248,424	3.3%
EXPENDITURES											
Operating Programs:											
Collaboration	\$ 981,458	\$ 1,112,378		\$ 1,157,124		\$ 1,203,740		\$ 1,252,213		\$ 1,302,926	
Data, Research and Policy	668,674	986,974		1,022,338		1,059,000		1,096,983		1,136,429	
Strategic Investment	1,643,361	1,164,785		1,052,972		1,092,640		1,133,834		1,176,696	
Leadership and Administration	603,571	1,124,524		1,168,468		1,214,198		1,261,765		1,311,331	
	3,897,064	4,388,661	12.6%	4,400,902	0.3%	4,569,578	3.8%	4,744,795	3.8%	4,927,382	3.8%
Allocation of Centralized Support Costs	354,097	365,206	3.1%	386,800	5.9%	356,793	(7.8%)	338,037	(5.3%)	321,042	(5.0%)
TOTAL EXPENDITURES	\$ 4,251,161	\$ 4,753,867	11.8%	\$ 4,787,702	0.7%	\$ 4,926,371	2.9%	\$ 5,082,832	3.2%	\$ 5,248,424	3.3%

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL EMERGENCY MANAGEMENT
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 132,985	\$ 162,109	21.9%	\$ 176,524	8.9%	\$ 178,848	1.3%	\$ 201,935	12.9%	\$ 201,894	0.0%
Transfer from Reserves	58,564	37,577		29,167		33,018		17,348		17,348	
TOTAL REVENUES	<u>\$ 191,549</u>	<u>\$ 199,686</u>	4.2%	<u>\$ 205,691</u>	3.0%	<u>\$ 211,866</u>	3.0%	<u>\$ 219,283</u>	3.5%	<u>\$ 219,242</u>	0.0%
EXPENDITURES											
Operating Programs:											
Regional Emergency Management	\$ 182,428	\$ 190,177		\$ 195,896		\$ 201,777		\$ 208,841		\$ 208,436	
Allocation of Centralized Support Costs	9,121	9,509		9,795		10,089		10,442		10,806	
TOTAL EXPENDITURES	<u>\$ 191,549</u>	<u>\$ 199,686</u>	4.2%	<u>\$ 205,691</u>	3.0%	<u>\$ 211,866</u>	3.0%	<u>\$ 219,283</u>	3.5%	<u>\$ 219,242</u>	0.0%

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL EMPLOYERS SERVICES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 1,243,816	\$ 1,287,604	3.5%	\$ 1,310,263	1.8%	\$ 1,337,798	2.1%	\$ 1,364,134	2.0%	\$ 1,394,903	2.3%
Compensation Services Revenue	598,160	738,700		859,129		978,769		1,101,835		1,128,953	
Collective Bargaining Services Revenue	1,061,436	1,165,689		1,242,885		1,318,177		1,398,664		1,431,856	
Other External Revenues	470,014	511,547		543,958		576,795		611,876		626,620	
Transfer from Reserves	978,000	679,000		444,000		285,000		50,000		50,000	
TOTAL REVENUES	\$ 4,351,426	\$ 4,382,540	0.7%	\$ 4,400,235	0.4%	\$ 4,496,539	2.2%	\$ 4,526,509	0.7%	\$ 4,632,332	2.3%
EXPENDITURES											
Operating Programs:											
Information and Advisory Services	\$ 1,693,440	\$ 1,587,989		\$ 1,554,985		\$ 1,598,243		\$ 1,567,761		\$ 1,613,645	
Compensation Services	1,029,676	1,065,252		1,099,128		1,134,045		1,170,016		1,207,188	
Collective Bargaining	1,308,581	1,351,476		1,393,161		1,436,127		1,480,371		1,526,091	
	4,031,697	4,004,717	(0.7%)	4,047,274	1.1%	4,168,415	3.0%	4,218,148	1.2%	4,346,924	3.1%
Allocation of Centralized Support Costs	319,729	377,823	18.2%	352,961	(6.6%)	328,124	(7.0%)	308,361	(6.0%)	285,408	(7.4%)
TOTAL EXPENDITURES	\$ 4,351,426	\$ 4,382,540	0.7%	\$ 4,400,235	0.4%	\$ 4,496,539	2.2%	\$ 4,526,509	0.7%	\$ 4,632,332	2.3%

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GLOBAL POSITIONING SYSTEM
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Regional Global Positioning System User Fees	\$ 306,424	\$ 311,558	1.7%	\$ 327,493	5.1%	\$ 337,548	3.1%	\$ 369,191	9.4%	\$ 412,472	11.7%
Transfer from Reserves	-	100,000		150,000		500,000		500,000		-	
Other External Revenues	71,750	73,544		75,383		77,268		79,200		41,983	
TOTAL REVENUES	\$ 378,174	\$ 485,102	28.3%	\$ 552,876	14.0%	\$ 914,816	65.5%	\$ 948,391	3.7%	\$ 454,455	(52.1%)
EXPENDITURES											
Operating Programs:											
Regional Global Positioning System	\$ 314,242	\$ 423,971		\$ 483,193		\$ 842,680		\$ 852,432		\$ 362,485	
Contribution to Reserve	31,000	31,682		32,316		32,962		33,621		34,293	
Allocation of Centralized Support Costs	32,932	29,449		37,367		39,174		62,338		57,677	
TOTAL EXPENDITURES	\$ 378,174	\$ 485,102	28.3%	\$ 552,876	14.0%	\$ 914,816	65.5%	\$ 948,391	3.7%	\$ 454,455	(52.1%)

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS
2025 - 2029 FINANCIAL PLAN**

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 73,123,635	\$ 75,510,132	3.3%	\$ 62,684,000	(17.0%)	\$ 65,821,946	5.0%	\$ 68,909,210	4.7%	\$ 72,106,683	4.6%
User Fees	878,074	967,292		973,616		977,536		981,554		985,672	
Other External Revenues	1,602,027	2,043,239		2,028,024		2,032,956		2,038,036		2,027,789	
Transfer from Sustainability Innovation Fund	467,656	36,955		-		-		-		-	
Reserves											
Transfer from Reserves	10,006,189	10,915,843		8,779,395		9,006,869		9,918,178		10,063,688	
TOTAL REVENUES	\$ 86,077,581	\$ 89,473,461	3.9%	\$ 74,465,035	(16.8%)	\$ 77,839,307	4.5%	\$ 81,846,978	5.1%	\$ 85,183,832	4.1%
EXPENDITURES											
Operating Programs:											
Systems Planning, Design and Development Services											
Planning and Resource Management	\$ 3,299,496	\$ 2,945,077		\$ 2,955,031		\$ 3,045,937		\$ 3,090,590		\$ 3,280,604	
Design and Development	1,725,156	1,643,735		1,704,303		1,769,013		1,831,850		1,924,017	
Engineers in Training	16,436	20,551		21,198		21,864		22,551		23,261	
	5,041,088	4,609,363	(8.6%)	4,680,532	1.5%	4,836,814	3.3%	4,944,991	2.2%	5,227,882	5.7%
Systems Visitor and Operations Services											
Visitor Services	1,521,557	1,694,555		1,665,157		1,643,484		1,674,433		1,705,306	
Operations Services	1,970,362	2,089,075		2,154,873		2,238,943		2,254,420		2,303,297	
	3,491,919	3,783,630	8.4%	3,820,030	1.0%	3,882,427	1.6%	3,928,853	1.2%	4,008,603	2.0%
Central Area Services											
Operations and Maintenance	7,558,260	7,848,833		8,308,967		8,602,270		8,899,288		9,199,925	
Area Visitor Services	680,961	719,140		764,605		767,995		789,003		810,717	
Area Management and Administration	3,491,779	3,214,760		736,333		758,892		782,240		806,386	
Area Planning	180,135	185,566		190,259		195,097		205,081		210,233	
Burns Bog Ecological Conservancy Area	526,683	559,123		570,775		611,740		649,549		690,883	
Contribution to Reserve	123,000	173,000		173,000		173,000		173,000		173,000	
	12,560,818	12,700,422	1.1%	10,743,939	(15.4%)	11,108,994	3.4%	11,498,161	3.5%	11,891,144	3.4%
East Area Services											
Operations and Maintenance	5,648,740	5,927,325		6,465,403		6,762,260		6,915,786		7,068,250	
Area Visitor Services	673,320	742,931		764,360		784,403		805,054		826,048	
Area Management and Administration	688,513	711,345		735,805		758,349		781,573		805,585	
Area Planning	180,853	185,784		195,566		200,404		205,388		210,540	
	7,191,426	7,567,385	5.2%	8,161,134	7.8%	8,505,416	4.2%	8,707,801	2.4%	8,910,423	2.3%
West Area Services											
Operations and Maintenance	5,689,497	6,060,756		6,495,318		6,813,800		7,043,415		7,358,655	
Area Visitor Services	699,949	788,798		808,529		828,884		850,357		892,033	
Area Management and Administration	1,035,059	731,861		753,434		775,678		798,589		822,274	
Area Planning	171,046	199,429		204,122		208,960		213,944		219,096	
	7,595,551	7,780,844	2.4%	8,261,403	6.2%	8,627,322	4.4%	8,906,305	3.2%	9,292,058	4.3%
Administration and Department Support											
Communications Program	130,000	132,420	1.9%	135,069	2.0%	137,770	2.0%	140,525	2.0%	143,336	2.0%
Utility Voice Radio	73,622	76,030	3.3%	79,222	4.2%	82,543	4.2%	85,970	4.2%	88,085	2.5%
Quality Control Allocated	61,717	65,276	5.8%	70,252	7.6%	72,525	3.2%	74,362	2.5%	76,635	3.1%
Allocation of Centralized Support Costs	5,150,430	5,278,925	2.5%	5,222,816	(1.1%)	4,985,803	(4.5%)	4,958,441	(0.5%)	4,747,251	(4.3%)
Total Operating Programs	42,954,392	43,655,618	1.6%	42,873,954	(1.8%)	43,978,889	2.6%	45,026,077	2.4%	46,208,533	2.6%
Allocation of Project Delivery Cost											
	-	-	N/A	220,686	N/A	230,549	4.5%	239,723	4.0%	248,611	3.7%
Asset Maintenance											
	7,121,189	8,115,843	14.0%	8,638,395	6.4%	8,897,869	3.0%	9,849,178	10.7%	9,994,688	1.5%
Contribution to Capital Infrastructure Reserve											
	8,432,000	10,132,000	20.2%	12,732,000	25.7%	14,732,000	15.7%	16,732,000	13.6%	18,732,000	12.0%
Contribution to Parkland Acquisition and Development Reserve											
	27,570,000	27,570,000	0.0%	10,000,000	(63.7%)	10,000,000	0.0%	10,000,000	0.0%	10,000,000	0.0%
TOTAL EXPENDITURES	\$ 86,077,581	\$ 89,473,461	3.9%	\$ 74,465,035	(16.8%)	\$ 77,839,307	4.5%	\$ 81,846,978	5.1%	\$ 85,183,832	4.1%

**METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL EXPENDITURES									
Major Projects									
Grouse Mountain Trail and Amenity Improvement	\$ 3,725,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	Construction	Capacity, Growth & Ecological Resilience
Widgeon Marsh Park Development	20,500,000	2,000,000	2,000,000	4,000,000	5,000,000	5,000,000	18,000,000	Construction	Capacity, Growth & Ecological Resilience
Campbell Valley - Park and Greenway Development	12,600,000	1,500,000	2,500,000	2,500,000	3,000,000	-	9,500,000	Construction	Capacity, Growth & Ecological Resilience
Belcarra - South Picnic Area and Cabins	4,789,600	3,000,000	500,000	-	-	-	3,500,000	Construction	Capacity, Growth & Ecological Resilience
West Creek Wetlands - Park Development	3,050,000	300,000	-	500,000	750,000	1,500,000	3,050,000	Planned	Capacity, Growth & Ecological Resilience
Burns Bog - Fire Restoration	-	-	-	250,000	500,000	1,000,000	1,750,000	Planned	Capacity, Growth & Ecological Resilience
Codd Wetland - Park Development	9,100,000	200,000	-	-	-	900,000	1,100,000	Planned	Capacity, Growth & Ecological Resilience
Regional Park Development	10,000,000	5,000,000	5,000,000	-	-	-	10,000,000	Planned	Capacity, Growth & Ecological Resilience
Upper Campbell Corridor / South Langley	3,500,000	500,000	1,500,000	1,500,000	-	-	3,500,000	Planned	Capacity, Growth & Ecological Resilience
Advanced Design and Improvements	3,500,000	300,000	300,000	300,000	300,000	300,000	1,500,000	Planned	Capacity, Growth & Ecological Resilience
Boundary Bay - 72nd Staging Area	-	-	-	-	50,000	-	50,000	Planned	Capacity, Growth & Ecological Resilience
Total Major Projects	\$ 70,764,600	\$ 13,300,000	\$ 11,800,000	\$ 9,050,000	\$ 9,600,000	\$ 8,700,000	\$ 52,450,000		
Greenways									
Burns Bog Delta Nature Reserve Development	\$ 13,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,000,000	\$ 2,500,000	\$ -	\$ 12,500,000	Planned	Connected Network
Boundary Bay - Perimeter Trail	2,150,000	-	500,000	-	-	-	500,000	Planned	Connected Network
Greenway Connection	4,000,000	2,000,000	500,000	-	-	-	2,500,000	Planned	Connected Network
Total Greenways	\$ 19,650,000	\$ 5,500,000	\$ 4,500,000	\$ 3,000,000	\$ 2,500,000	\$ -	\$ 15,500,000		
Service Facilities									
Burnaby Lake - Service Yard Building Replacement	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 150,000	\$ 200,000	Planned	Facility Replacement & Asset Management
Capilano River Service Yard Replacement	3,093,000	500,000	-	-	-	-	500,000	Construction	Facility Replacement & Asset Management
Regional Park Service Yard Replacement	-	-	-	-	250,000	1,000,000	1,250,000	Planned	Facility Replacement & Asset Management
Total Service Facilities	\$ 3,093,000	\$ 500,000	\$ -	\$ -	\$ 300,000	\$ 1,150,000	\$ 1,950,000		
Park Development									
Campbell Valley - Replacement of Little River Loop Boardwalk	\$ 2,050,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000	Design	Facility Replacement & Asset Management
Pacific Spirit - Beach Access Improvements	1,700,000	200,000	1,500,000	-	-	-	1,700,000	Design	Facility Replacement & Asset Management
Lynn Headwaters - Parking and Access Improvements	5,500,000	250,000	500,000	1,750,000	3,000,000	-	5,500,000	Design	Facility Replacement & Asset Management
Second Canyon Lookout	600,000	500,000	-	-	-	-	500,000	Design	Facility Replacement & Asset Management
Shoreline Stabilization	1,750,000	1,500,000	-	-	-	-	1,500,000	Design	Facility Replacement & Asset Management
Pineridge Bridge Replacement	550,000	500,000	-	-	-	-	500,000	Design	Facility Replacement & Asset Management
Deas Island - Waste Water Infrastructure Renewal	350,000	250,000	-	-	-	-	250,000	Design	Facility Replacement & Asset Management

**METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
Lynn Valley - New Crossing of Lynn Creek at Hanes Valley Trailhead	700,000	150,000	-	500,000	-	-	650,000	Design	Facility Replacement & Asset Management
Burns Bog - West Ditch Restoration	-	-	-	-	50,000	250,000	300,000	Planned	Facility Replacement & Asset Management
Surrey Bend - Parking Lot Expansion	-	-	-	-	-	50,000	50,000	Planned	Facility Replacement & Asset Management
Brunette Fraser Greenway - Coal House Heritage Restoration	-	-	-	-	-	50,000	50,000	Planned	Facility Replacement & Asset Management
Kanaka Creek - Cliff Falls Staging Area	-	-	-	-	200,000	-	200,000	Planned	Facility Replacement & Asset Management
White Pine Beach Landscape & Drainage Improvements	-	-	-	-	-	50,000	50,000	Planned	Facility Replacement & Asset Management
Burnaby Lake - Nature House	-	-	-	-	-	50,000	50,000	Planned	Facility Replacement & Asset Management
Gordons Brook Activity Area	-	-	-	-	150,000	-	150,000	Design	Facility Replacement & Asset Management
Iona Beach Washroom Upgrades	-	-	-	700,000	-	-	700,000	Design	Facility Replacement & Asset Management
Deas Island - Dyke and Drainage Improvements	-	-	50,000	-	600,000	-	650,000	Planned	Facility Replacement & Asset Management
Total Park Development	\$ 13,200,000	\$ 5,100,000	\$ 2,050,000	\$ 2,950,000	\$ 4,000,000	\$ 450,000	\$ 14,550,000		
Regional Parks Land Acquisition									
Regional Parks Land Acquisition	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 100,000,000		Land Acquisition
Total Regional Parks Land Acquisition	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 100,000,000		
TOTAL CAPITAL EXPENDITURES	\$126,707,600	\$44,400,000	\$38,350,000	\$35,000,000	\$36,400,000	\$30,300,000	\$ 184,450,000		
CAPITAL FUNDING									
Reserve	92,069,518	35,800,000	21,350,000	16,000,000	14,600,000	10,500,000	98,250,000		
DCCs	19,800,000	-	10,000,000	15,000,000	19,800,000	19,800,000	64,600,000		
External Funding - Grants	14,838,082	8,600,000	7,000,000	4,000,000	2,000,000	-	21,600,000		
Total	\$126,707,600	\$44,400,000	\$38,350,000	\$35,000,000	\$36,400,000	\$30,300,000	\$ 184,450,000		
SUMMARY BY DRIVER									
Capacity, Growth & Ecological Resilience	70,764,600	13,300,000	11,800,000	9,050,000	9,600,000	8,700,000	52,450,000		
Facility Replacement & Asset Management	16,293,000	5,600,000	2,050,000	2,950,000	4,300,000	1,600,000	16,500,000		
Connected Network	19,650,000	5,500,000	4,500,000	3,000,000	2,500,000	-	15,500,000		
Land Acquisition	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	100,000,000		
Total	\$126,707,600	\$44,400,000	\$38,350,000	\$35,000,000	\$36,400,000	\$30,300,000	\$ 184,450,000		

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 4,447,977	\$ 4,519,386	1.6%	\$ 4,526,575	0.2%	\$ 4,541,217	0.3%	\$ 4,569,099	0.6%	\$ 4,790,391	4.8%
Transfer from Sustainability Innovation Fund Reserves	800,000	–		–		–		–		–	
Transfer from Reserves	365,000	300,000		360,000		360,000		360,000		240,000	
TOTAL REVENUES	\$ 5,612,977	\$ 4,819,386	(14.1%)	\$ 4,886,575	1.4%	\$ 4,901,217	0.3%	\$ 4,929,099	0.6%	\$ 5,030,391	2.1%
EXPENDITURES											
Operating Programs:											
Implementation Services	\$ 707,293	\$ 620,482		\$ 637,553		\$ 605,154		\$ 623,284		\$ 642,027	
Regional Land Use Policy	1,796,784	1,878,392		1,941,696		1,951,210		1,931,196		1,977,394	
Planning Analytics	1,049,783	1,001,442		1,032,604		1,063,272		1,094,241		1,126,258	
Regional Sustainability Initiatives	800,000	–		–		–		–		–	
Administration and Department Support	789,976	825,293		843,613		869,825		897,050		925,197	
	5,143,836	4,325,609	(15.9%)	4,455,466	3.0%	4,489,461	0.8%	4,545,771	1.3%	4,670,876	2.8%
Communications Program	45,000	45,000	0.0%	45,900	2.0%	46,818	2.0%	47,754	2.0%	48,708	2.0%
Allocation of Centralized Support Costs	424,141	448,777	5.8%	385,209	(14.2%)	364,938	(5.3%)	335,574	(8.0%)	310,807	(7.4%)
TOTAL EXPENDITURES	\$ 5,612,977	\$ 4,819,386	(14.1%)	\$ 4,886,575	1.4%	\$ 4,901,217	0.3%	\$ 4,929,099	0.6%	\$ 5,030,391	2.1%

**METRO VANCOUVER REGIONAL DISTRICT
SASAMAT FIRE PROTECTION SERVICE
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 901,607	\$ 944,079	4.7%	\$ 951,321	0.8%	\$ 958,753	0.8%	\$ 966,381	0.8%	\$ 974,214	0.8%
Other External Revenues	10,000	5,000		5,000		5,000		5,000		5,000	
TOTAL REVENUES	\$ 911,607	\$ 949,079	4.1%	\$ 956,321	0.8%	\$ 963,753	0.8%	\$ 971,381	0.8%	\$ 979,214	0.8%
EXPENDITURES											
Operating Programs:											
Sasamat Fire Protection Service	\$ 416,195	\$ 415,435		\$ 422,019		\$ 428,775		\$ 435,710		\$ 442,831	
Contribution to Capital Reserve	107,100	92,100		92,100		92,100		92,100		92,100	
Contribution to Capital Facilities Reserve	348,192	400,000		400,000		400,000		400,000		400,000	
	871,487	907,535	4.1%	914,119	0.7%	920,875	0.7%	927,810	0.8%	934,931	0.8%
Allocation of Centralized Support Costs	40,120	41,544	3.5%	42,202	1.6%	42,878	1.6%	43,571	1.6%	44,283	1.6%
TOTAL EXPENDITURES	\$ 911,607	\$ 949,079	4.1%	\$ 956,321	0.8%	\$ 963,753	0.8%	\$ 971,381	0.8%	\$ 979,214	0.8%

2025 Budget - Proposed Application And Transfers of Reserves (To Be Approved by the Board in October 2024)

Function	Description	Reserve Name	Operating Reserves	Discretionary Reserves	Statutory Reserves
PROPOSED APPLICATIONS					
MVRD					
Air Quality	Fund SIF Projects	MVRD SIF Reserve			230,000
	Fund Air Quality Projects and Initiatives	Air Quality General Reserve		1,948,125	
Electoral Area Service	Fund Electoral Area Service Projects, Initiatives and Studies	Electoral Area General Reserve		119,367	
General Government	Fund Cultural Grants	Grant Reserve Fund			300,000
Housing Planning and Policy	Fund SIF Projects	MVRD SIF Reserve			764,200
	Transfer to MVHC Capital Development Reserve	Housing Planning and Policy Re-development Reserve			8,000,000
	Transfer to MVHC Capital Development Reserve	Housing Planning and Policy Development Reserve			20,000,000
Invest Vancouver	Fund Regional Economic Prosperity Projects and Initiatives	Regional Economic Prosperity General Reserve		370,000	
Regional Emergency Management (REM)	Fund REM program initiatives	REM General Reserve		37,577	
Regional Employer Services	Fund Regional Employer Services Projects and Initiatives	Labour Relations General Reserve		679,000	
Regional Global Positioning System	Fund Regional Global Positioning System Projects and Initiatives	Regional Geospatial Reference System Reserve			100,000
Regional Parks	Fund SIF Projects	MVRD SIF Reserve			36,955
	Fund Litigation Cost/ Legal Fees	Regional Parks General Reserve		2,500,000	
	Fund Regional Parks Projects and Initiatives	Regional Parks General Reserve		175,000	
	Fund Regional Parkland Acquisitions and Development	Regional Parkland Acquisition and Development Reserve			20,000,000
	Fund Regional Parks Capital Replacement, Maintenance and Initiatives	Regional Parks Infrastructure Reserve			23,915,843
	Fund Pacific Parklands Foundation Stewardship Programs	Regional Parks Legacy Fund			125,000
Regional Planning	Fund Regional Planning Projects and Initiatives	Regional Planning General Reserve		300,000	
Corporate Services	Fund Corporate Services Projects, Equipment Replacements and Building Improvements	Centralized Support Reserve		9,457,516	
	Fund Fleet Vehicle Purchases	Corporate Fleet Reserve			7,294,700
Human Resources	Fund Human Resources Projects and Initiatives	Centralized Support Reserve		30,000	
Procurement and Real Estate Services	Fund Procurement and Real Estate Services Projects and Initiatives	Centralized Support Reserve		2,258,750	
TOTAL PROPOSED APPLICATIONS 272 of 592			\$	- \$	17,875,335 \$80,766,698

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1401, 2024
A bylaw to adopt the financial plan for the years 2025 to 2029**

The Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is “Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024”.

Effective Date

2. This bylaw will come into effect on January 1, 2025.

Repeal of Bylaw

3. “Metro Vancouver Regional District 2024 to 2028 Financial Plan Bylaw No. 1371, 2023” is repealed.

Schedule

4. The Five-Year Financial Plan for the Metro Vancouver Regional District attached hereto as “Schedule “A”, Metro Vancouver Regional District Revenue and Expenditures Summary 2025 - 2029 Financial Plan, forms part of this bylaw.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

Schedule A

METRO VANCOUVER REGIONAL DISTRICT REVENUE AND EXPENDITURES SUMMARY 2025 - 2029 FINANCIAL PLAN

	2025 BUDGET	2026 FORECAST	2027 FORECAST	2028 FORECAST	2029 FORECAST	
REVENUES						
Metro Vancouver Regional District Requisitions	\$117,237,833	\$105,264,055	\$108,261,109	\$111,995,103	\$116,115,756	
Compensation Services Revenue	738,700	859,129	978,769	1,101,835	1,128,953	
Collective Bargaining Services Revenue	1,165,689	1,242,885	1,318,177	1,398,664	1,431,856	
Electoral Area Requisition	454,892	468,469	467,725	487,429	497,186	
Regional Global Positioning System User Fees	311,558	327,493	337,548	369,191	412,472	
User Fees	4,179,292	4,685,616	5,189,536	5,693,554	5,797,672	
Non-Road Diesel Fees	1,690,000	2,055,000	2,895,000	2,890,000	2,890,000	
Zero Waste Conference	260,000	260,000	260,000	260,000	260,000	
Other External Revenues	10,336,419	5,487,220	4,805,288	4,864,934	4,843,649	
Transfer from Sustainability Innovation Fund Reserves	1,031,155	1,067,500	-	-	-	
Transfer from Reserves	14,769,912	12,141,835	12,019,517	12,486,461	12,165,549	
TOTAL REVENUES	\$152,175,450	\$133,859,202	\$136,532,669	\$141,547,171	\$145,543,093	
EXPENDITURES						
Metro Vancouver Regional District						
Air Quality and Climate Action	\$ 16,293,920	\$ 16,764,963	\$ 17,110,035	\$ 17,413,480	\$ 17,912,312	
E911 Emergency Telephone Service	7,276,404	7,421,931	7,570,370	7,721,777	7,876,214	
Electoral Area Service	6,304,809	1,715,504	821,321	846,740	848,005	
General Government Administration	8,848,544	8,984,950	9,085,124	9,307,726	9,380,725	
General Government-Zero Waste Collaboration Initiatives	692,758	644,938	640,752	636,545	632,803	
Housing Planning and Policy	7,695,894	8,072,481	7,051,198	7,096,430	7,145,144	
Invest Vancouver	4,753,867	4,787,702	4,926,371	5,082,832	5,248,424	
Regional Emergency Management	199,686	205,691	211,866	219,283	219,242	
Regional Employers Services	4,382,540	4,400,235	4,496,539	4,526,509	4,632,332	
Regional Global Positioning System	485,102	552,876	914,816	948,391	454,455	
Regional Parks	89,473,461	74,465,035	77,839,307	81,846,978	85,183,832	
Regional Land Use Policy	4,819,386	4,886,575	4,901,217	4,929,099	5,030,391	
Sasamat Fire Protection Service	949,079	956,321	963,753	971,381	979,214	
TOTAL EXPENDITURES	\$152,175,450	\$133,859,202	\$136,532,669	\$141,547,171	\$145,543,093	
CAPITAL FUNDING						
Reserve	\$ 35,800,000	\$ 21,350,000	\$ 16,000,000	\$ 14,600,000	\$ 10,500,000	APPROVED CAPITAL BUDGET \$ 92,069,518
DCCs	-	10,000,000	15,000,000	19,800,000	19,800,000	19,800,000
External Funding - Grants	8,600,000	7,000,000	4,000,000	2,000,000	-	14,838,082
	\$ 44,400,000	\$ 38,350,000	\$ 35,000,000	\$ 36,400,000	\$ 30,300,000	\$126,707,600
CAPITAL EXPENDITURES						
Capital Expenditures - Regional Parks	\$ 44,400,000	\$ 38,350,000	\$ 35,000,000	\$ 36,400,000	\$ 30,300,000	\$126,707,600
Household Impact	\$ 94	\$ 84	\$ 85	\$ 86	\$ 87	



To: Metro Vancouver Districts Boards of Directors
Metro Vancouver Housing Corporation Board of Directors

From: Jerry Dobrovolny, Commissioner/Chief Administrative Officer
Harji Varn, General Manager, Financial Services/Chief Financial Officer

Date: October 9, 2024 Meeting Date: October 16, 2024

Subject: **2025 - 2029 Financial Plan – Metro Vancouver Districts and Housing Corporation**

RECOMMENDATION

That the MVRD/MVHC/GVWD/GVS&DD Board direct staff to prepare the necessary 2025 Budget and 2025-2029 Financial Plan to be presented at the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings for consideration of adoption and endorsement.

EXECUTIVE SUMMARY

The 2025 - 2029 Metro Vancouver Financial Plan has been prepared following direction from the Financial Plan Task Force and from the Board at the spring Board Budget Workshops. The 2025 Budget has come under the household impact targets that were recommended by the Financial Plan Task Force and endorsed by the Board, and has resulted in an overall consolidated household impact for 2025 of 9.9%, down from the 11.0% projected for 2025 in the prior financial planning cycle.

The proposed 2025 Budget and 2025-2029 Financial Plan reflects the Board's strategic priorities in the *2022-2026 Board Strategic Plan*, which include:

- Financial Sustainability and Affordability;
- Climate Action;
- Resilient Services and Infrastructure;
- Housing; and
- Reconciliation.

The proposed 2025 operating budget is \$1.46B and the capital cash flow for 2025 is \$1.77B. The 2025 estimated average Household Impact (HHI) is \$875 for all Metro Vancouver services.

PURPOSE

To present for consideration the 2025 Budget and 2025 - 2029 Financial Plan for the Greater Vancouver Sewerage and Drainage District (GVS&DD), Greater Vancouver Water District (GVWD), Metro Vancouver Housing Corporation (MVHC) and Metro Vancouver Regional District (MVRD).

BACKGROUND

Metro Vancouver's annual budget process includes the development of a detailed annual budget and the updating of the five-year financial plan for each of the four Metro Vancouver legal entities (GVS&DD, GVWD, MVHC, and MVRD). Three Board Budget Workshops were held in the Spring with the objective of seeking direction for the preparation of the 2025-2029 Financial Plan. This has resulted in a plan that maintains the Board's goals and objectives while minimizing the impact on ratepayers. This was achieved through evaluation and optimizing the capital and operating programs. This report provides an overview of all four legal entities including both operating and capital budget elements for the years 2025 to 2029.

During the month of October, the 2025 Budget and 2025-2029 Financial Plans for Metro Vancouver's four legal entities were presented to the following ten Board Standing Committees for the functions that fall under the oversight of those Committees:

- Indigenous Relations
- Climate Action
- Electoral Area
- Finance
- Housing
- Regional Parks
- Regional Planning
- Water
- Liquid Waste
- Zero Waste

The committees were presented with individual reports covering the 2025 Budget and 2025-2029 Financial Plan for the respective function including program highlights and financial plan highlights (see agenda item B2). The reports included financial information for multiple years as well as a "What's Happening" summary page that describes the key activities projected over the five-year Financial Plan period. Each committee has reviewed and endorsed their respective Financial Plan, and provided comments and direction where appropriate for consideration by the Board at the October 16, 2024 Board Budget Workshop.

The 2025 Budget and 2025-2029 Financial Plan reflect alignment with the legislative authority of the individual legal entities and functions. Prepared with the direction provided at the Board Budget Workshop on May 31, 2024, the 2025 Budget and 2025-2029 Financial Plan support the vision and mission as articulated in the Board's 2022-2026 Strategic Plan and the corresponding suite of Metro Vancouver Management Plans.

This report is being brought forward to present for consideration the 2025 budget and 2025-2029 Financial Plan for GVS&DD, GVWD, MVRD, and MVHC and to forward to the Board meeting on November 1, 2024 for approval. In addition, at the October 27, 2023 Board meeting, the Board passed the following resolution:

That the MVRD Board direct staff to conduct annual reviews of a) the DCC bylaws, including economic impact analysis, and b) the DCC waiver program with the aim of supporting rental housing and incentivizing affordable housing, and report results to the Board, who after review would forward the updates to the Provincial and Federal Ministers of Housing.

This report also provides the results of the most recent economic analysis as well as information about next steps regarding the DCC program. It also presents the allocation of the BC Growing Communities Fund provided to Metro Vancouver.

DEVELOPMENT OF 2025 BUDGET AND FIVE-YEAR FINANCIAL PLAN

The Metro Vancouver *Proposed 2025-2029 Financial Plan* (Attachment 1) provides the financial details of the proposed 2025 Budget and 2025-2029 Financial Plan including financial information by sub-region for the GVS&DD sewerage areas. The attachment also shows the impact of the plan on the cost to the average regional household by those sub-regions to assist member jurisdictions in anticipating the financial impact of Metro Vancouver services to their communities.

The 2025 Budget and 2025-2029 Financial Plan are aligned with the Board's strategic priorities that guide the development of Metro Vancouver's long term plans and budgets including:

- Financial Sustainability and Affordability;
- Climate Action;
- Resilient Services and Infrastructure;
- Housing; and
- Reconciliation.

The Metro Vancouver financial planning process is also framed by a number of Board policies:

- *Financial Management Policy*
- *Corporate Allocation Policy*
- *Operating, Statutory and Discretionary Reserves Policy; and*
- Asset Management policies for individual functions.

The proposed 2025-2029 Financial Plan builds on the direction received at the April 2023 Board Budget Workshop, and upon the recommendations from the Financial Plan Task Force setting the following Household Impact (HHI) targets over the 5 years:

- 2024 = 12%
- 2025 = 11%
- 2026 = 5%
- 2027 = 5%

In addition, to meet those HHI targets, direction was received directing staff to prepare the 2024–2028 Financial Plan with the following development cost charge (DCC) rate assumptions:

- Liquid Waste Development Cost Charges moving to a 1% assist factor with interest as part of the 2024–2028 Financial Plan;
- Water Development Cost Charges moving to a 1% assist factor with interest as part of the 2024–2028 Financial Plan; and
- Implementation of a Development Cost Charge for Regional Parks and move to a 1% assist factor within the 2024–2028 Financial Plan

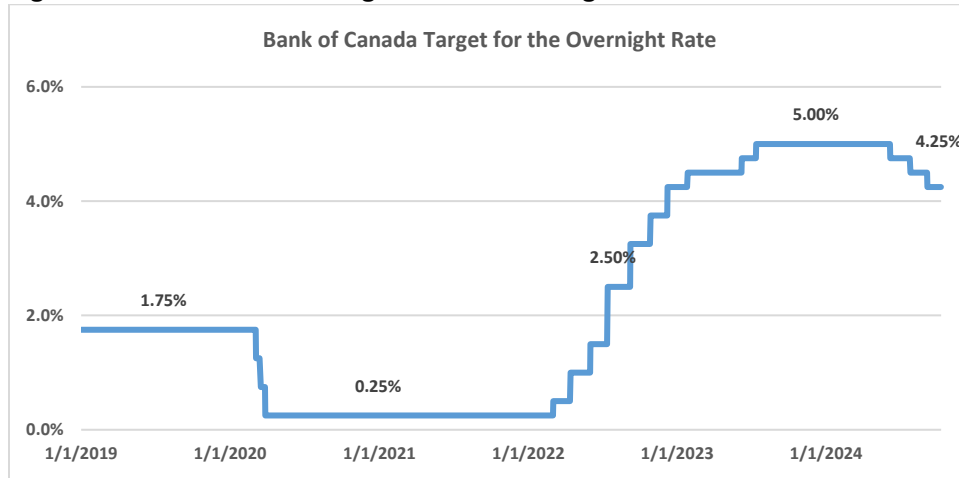
In spring 2024, the Board approved the \$2.8B required to complete the North Shore Wastewater Treatment Plant Program, and gave direction on a revised allocation for the budget increase by sewerage area. This equates to \$121.2M for the 2025 budget.

The proposed 2025-2029 Financial Plan is aligned with the Board direction noted above. The overall projected household impact net increase is 9.9%, which is lower than the previously projected 11.0%. This reduction is a result of revisions to capital spend timing for large projects such as the Iona Wastewater Treatment Plant and the Coquitlam Main. This results in a net increase of \$126.5M resulting in a total proposed 2025 operating budget of \$1.46B and an expected capital cash flow of \$1.77B. The estimated average Household Impact (HHI) is \$875 for 2025.

MACRO-ECONOMIC CONDITIONS

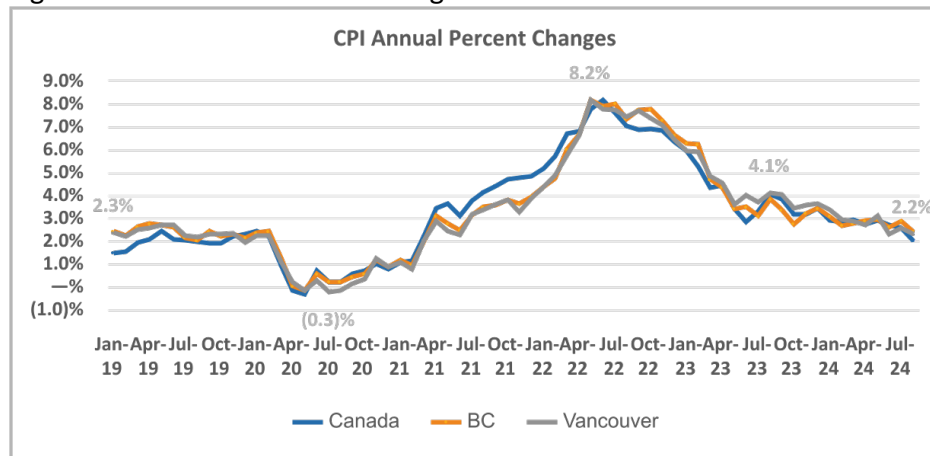
A concern for many organizations is the pervading and fluctuating macro-economic conditions. These are most evident in the recent changes in interest rates and inflation highlighted in the figures below.

Figure 1. Bank of Canada Target for the Overnight Rate.



Source: Bank of Canada

Figure 2. CPI Annual Percent Changes



Source: Statistics Canada. Table 18-10-0004-01 Consumer Price Index, monthly, not seasonally adjusted

Assumptions used in the development of the proposed 2025 Budget and 2025 - 2029 Financial Plan include a 4.1% interest rate for borrowing for 2025 and 4.0% for 2026-2029.

DEVELOPMENT COST CHARGE (DCC) PROGRAM

At the October 27, 2023 Board meeting, staff provided the results of the economic analysis on the potential impacts of the proposed Metro Vancouver DCC rate increases on land values, profit margins, or unit prices as compared to other market variables that impact development projects. This point in time analysis was high level and focused on residential development. Board direction at the meeting was to ensure that any proposed changes to the DCC program or the DCC waiver program be data driven based on ongoing economic analysis.

Metro Vancouver recently received the latest economic analysis on the DCC program. The summary of the consultant report is Attachment 3. The consultant’s full report will be posted on the Metro Vancouver website following the Board budget workshop. The consultant conducted point in time analysis as of June 2024, and examined 40 development types ranging from single family homes, townhouses, 4 to 6 storey strata apartment or mixed-use, high-rise strata apartment or mixed use, market rental apartment or mixed-use, office and industrial.

The key findings are:

- The financial viability of new development projects is influenced by many market factors and government policies, which have shifted significantly in recent months. These include: interest rate reductions, policy and regulation changes by the Province, local government policy changes and evolving DCC and ACC programs. Given the volatility in the market, isolating the impact of one factor is challenging.
- For residential projects, Metro Vancouver DCC rates are unlikely to lead to increases in market prices for new single family lots, units at new townhouse projects in greenfield locations (e.g. for parts of Langley, Surrey, and Maple Ridge), and units in new strata high-rise apartment developments.
- Metro Vancouver DCCs are likely to lead to increases in market prices for units in some types of new projects, including townhouse projects in urban areas, 4 to 6 storey strata apartment projects, and market rental projects. The projected increased unit prices would likely be to a maximum of about 2% to 3% depending on the type of project and location. As comparison, the same unit price would be required to cover the impact of a 3% to 4% increase in construction costs.
- For non-residential projects, Metro Vancouver DCC rates are unlikely to lead to increases in market prices for new industrial projects in greenfield locations (e.g. in parts of Langley, Surrey, and Maple Ridge).
- Metro Vancouver DCC rates are likely to lead to increases in market lease rates or strata unit prices for new office projects and new higher density industrial projects that come through redevelopment of existing industrial sites. The projected increased price would likely be to a maximum of about 1% to 3% depending on the type of project and location. As comparison, the increase is similar to a 1% to 6% increase in construction costs.

Aligned with Board direction, the consultant recommends that Metro Vancouver continue to evaluate the potential impacts of its DCCs over the implementation period from 2025 to 2027.

In response to the consultant findings and the October 2023 Board resolution, Metro Vancouver is initiating a project (aligned with the timing for the next planned update for the DCC rates in 2027) to model and potentially recommend amended DCC rates by housing type and location to better reflect regional housing and growth management policy objectives in *Metro 2050*, and to continue to ensure that regional DCCs do not destabilize housing development in the region, particularly rental and affordable housing. In addition, the Board can expect to see proposed updates to the Metro Vancouver DCC Waiver program in early 2025, with proposals to expand the program to include affordable housing owned by the private sector at the time of application and inclusionary units.

GROWING COMMUNITIES FUND

In February 2023, the provincial government announced the Growing Communities Fund, which provided a one-time grant to BC municipalities and regional districts. The intent of the grant was to support the delivery of infrastructure projects necessary to enable community growth. Metro Vancouver received \$50.78M, and the funds are included in the 2025-2029 Financial Plan. The allocation is as follows.

Project	Rationale	Amount
Regional Park Development at Widgeon Marsh	New Park development servicing growing population	\$10M
Metro Vancouver Non-market Housing Development - Malaspina	Providing non-market housing	\$20M
Electoral Area A – Barnston Island	Implement additional Barnston Island dike infrastructure improvements to support growing population	\$1.5M

Property Acquisition for Liquid Waste Infrastructure	Property acquisition to secure future growth of wastewater infrastructure expansion	\$11M
Fleetwood Park Reservoir	Support water needs of population growth	\$8.28M
Total		\$50.78M

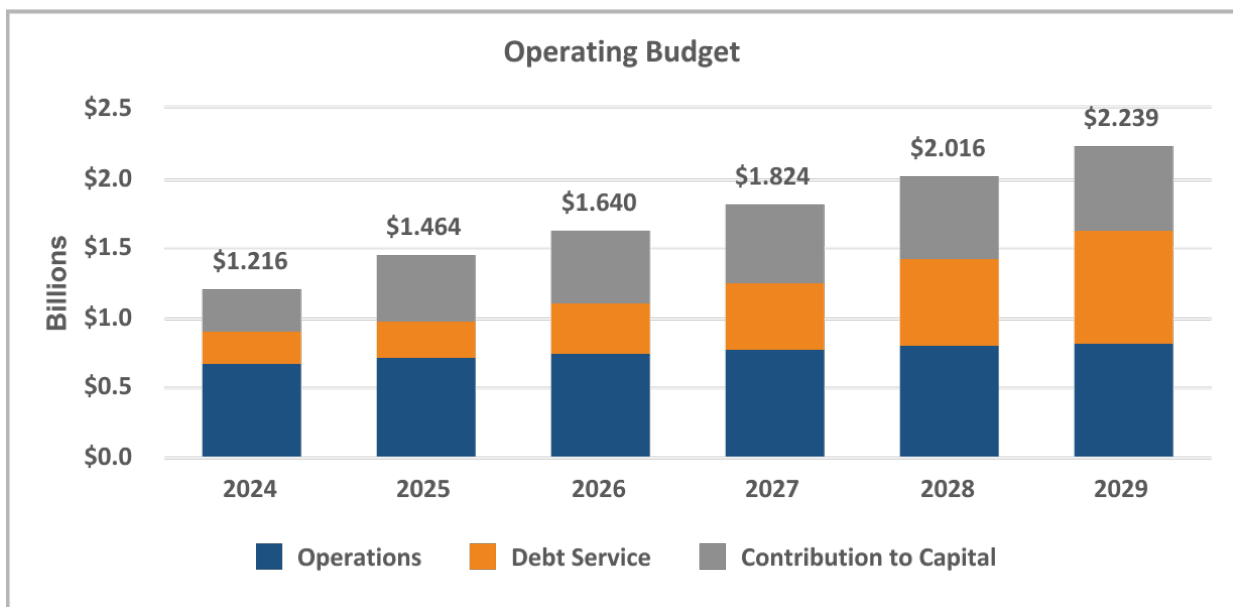
HOUSEHOLD IMPACT

Household Impact is the main budget metric utilized by Metro Vancouver. It estimates the impact of Metro Vancouver services on an average regional household based on services used. The projection for 2025 in the 2024-2028 Financial Plan was for an increase of \$88 in the average Household Impact for a total of \$884. For this cycle, the average Household Impact for 2025 is projected to increase by \$79 for a total of \$875. The total household impact following the NSWWTP Program budget increase compared to that projected in the previous financial plan is provided below.

Projected Average Household Impact 2025-2029							
	2024	Amended NSWWTP Program	2025	2026	2027	2028	2029
Water	\$189	\$189	\$200	\$211	\$215	\$218	\$218
Liquid Waste	\$349	447	510	549	587	627	672
Solid Waste	\$68	68	71	74	78	82	86
Regional District	\$92	92	94	84	85	86	87
Total Household Impact	\$698	\$796	\$875	\$918	\$965	\$1,013	\$1,063
% Change			9.9%	5.0%	5.0%	5.0%	5.0%
Prior Year Forecast			\$884	\$933	\$981	\$1,033	

FINANCIAL PLAN OVERVIEW

As proposed, the 2025-2029 Financial Plan has total operating expenditures for 2025 of \$1.46B, which is largely driven from the growing capital plan being reflected in the debt servicing and contribution to capital. The projected capital cash flow for 2025 is \$1.77 billion. The 2025-2029 Financial Plan and capital cash flow are summarized in the tables below.



The overall Metro Vancouver operating budget can be categorized into Operations, Debt Service and Contribution to Capital.

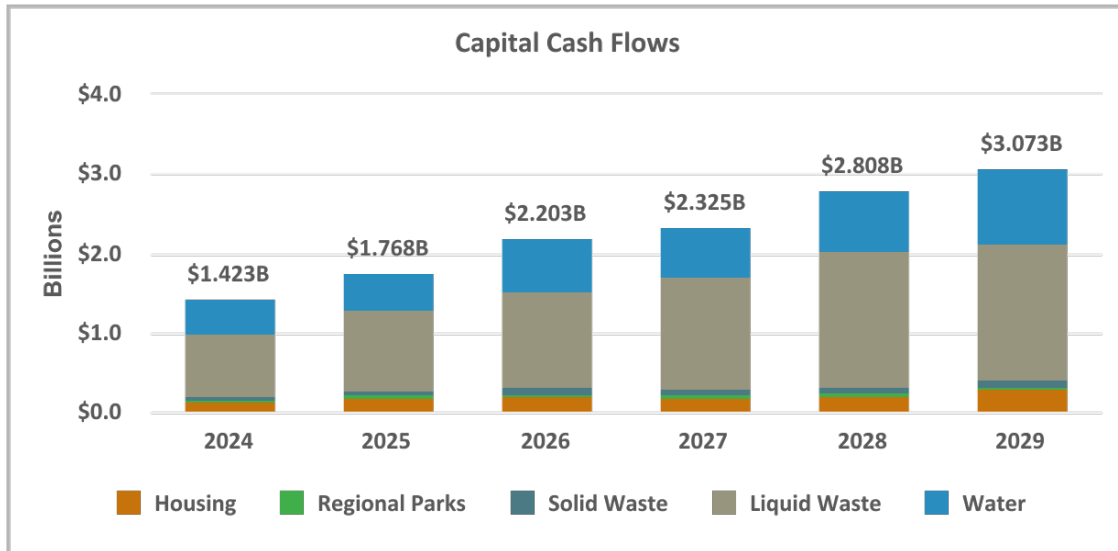
- **Operations** – These are the basic inputs for all of the services that Metro Vancouver provides – materials, supplies, labour, energy, chemicals, contractors. This is stable and essentially inflationary, especially taking into consideration regional growth.
- **Debt Service** – This represents about 18% of the proposed 2025 operating budget. The Board approved Financial Management Policy states that Metro Vancouver must stay below a 40% debt service ratio. Much of the capital program is funded through borrowing, therefore debt servicing is a function of the size of that capital program which is projected to grow over the five-year term but will be under the Financial Management Policy threshold.
- **Contribution to Capital** – This is the “Pay as You Go” funding for the capital program which is a key factor in avoiding debt and keeping long term costs as low as possible. This represents about 33% of the proposed 2025 operating budget and is increasing over the 5 years to support the growing capital plan.

The 2025 - 2029 Metro Vancouver Operating Budget is summarized in the table below.

2025-2029 METRO VANCOUVER OPERATING BUDGET						
\$ Millions	2024	2025	2026	2027	2028	2029
Revenues						
Water Sales	\$367.5	\$399.0	\$430.3	\$448.2	\$464.7	\$473.9
Liquid Waste Services Levy	\$389.5	\$575.6	\$630.7	\$687.3	\$748.6	\$817.8
Solid Waste Tipping Fees	\$132.1	\$148.9	\$158.6	\$168.5	\$178.8	\$189.3
Housing Rents	\$45.2	\$44.6	\$50.5	\$58.5	\$60.9	\$61.9
MVRD Requisitions	\$113.2	\$117.2	\$105.3	\$108.3	\$112.0	\$116.1
Other Revenue	\$124.4	\$46.8	\$216.2	\$274.9	\$331.4	\$423.8
Transfers from Reserves	\$44.1	\$33.4	\$48.3	\$78.5	\$119.9	\$156.7
Total Revenues	\$1,216.0	\$1,463.7	\$1,639.8	\$1,824.2	\$2,016.2	\$2,239.5
Expenditures						
Water Services	\$378.9	\$408.9	\$468.2	\$516.0	\$564.8	\$611.3
Liquid Waste Services	\$487.9	\$681.9	\$797.0	\$915.3	\$1,042.6	\$1,202.9
Solid Waste Services	\$142.4	\$160.1	\$172.1	\$183.5	\$194.0	\$204.7
MVHC	\$60.3	\$60.7	\$68.6	\$72.9	\$73.3	\$75.0
MVRD	\$146.5	\$152.2	\$133.9	\$136.5	\$141.5	\$145.5
Total Expenditures	\$1,216.0	\$1,463.7	\$1,639.8	\$1,824.2	\$2,016.2	\$2,239.5

Capital Expenditures

The 2025-2029 Metro Vancouver planned capital cash flows are summarized in the table below.



The major drivers for the 2025-2029 Financial Plan are growth and resilience projects for Water Services, regulatory upgrades for Liquid Waste, Waste-to-Energy projects for Solid Waste, Metro Vancouver Housing expanded housing projects, and parkland acquisition and park development for Regional Parks.

ALTERNATIVES

1. That the MVRD/MVHC/GVWD/GVS&DD Board direct staff to prepare the necessary 2025 Budget and 2025-2029 Financial Plan to be presented at the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings for consideration of adoption and endorsement.
2. That the MVRD/MVHC/GVWD/GVS&DD Board direct staff to make the following amendments to the 2025 Budget and 2025-2029 Financial Plan for the Metro Vancouver Districts and Housing Corporation: _____ and to prepare the 2025 Budget and 2025-2029 Financial Plan to be presented at an upcoming Metro Vancouver Districts and Housing Corporation Board meeting for consideration of adoption and endorsement.

FINANCIAL IMPLICATIONS

If the Board endorses Alternative 1, the 2025 Budget and 2025-2029 Financial Plans for the Greater Vancouver Sewerage and Drainage District (GVS&DD), Greater Vancouver Water District (GVWD), Metro Vancouver Housing Corporation (MVHC) and Metro Vancouver Regional District (MVRD), will be presented at the November 1, 2024 Board meeting for consideration of approval and endorsement. The 2025 operating budget will be \$1.46B and the capital cash flow for 2025 will be \$1.77B. The 2025 estimated average Household Impact (HHI) will be \$875.

The Board may wish to consider amending the 2025 Budget and 2025-2029 Financial Plan to reflect alternative program priorities. However, any changes will require an update to the revenues required to fund the priorities in the plan, will impact endorsed Committee budgets, and updated budget will not be available for the November 1, 2024 Board meeting.

CONCLUSION

During October 2024, the 2025 Budget and 2025-2029 Financial Plan for GVS&DD, GVWD, MVHC and MVRD were presented to the following ten Board Standing Committees for the individual functions that fall under the oversight of those Committees:

- Indigenous Relations
- Climate Action
- Electoral Area
- Finance
- Housing
- Regional Parks
- Regional Planning
- Water
- Liquid Waste
- Zero Waste

The committees were presented with individual reports covering the 2025 Budget and 2025-2029 Financial Plans for the respective function including program highlights and financial plan highlights (see agenda item B2). The reports included financial information for multiple years as well as a “What’s Happening” summary page that describes the key activities projected over the five-year Financial Plan period. Each committee has reviewed and endorsed their respective financial plan, and provided comments and direction where appropriate for consideration by the Board at the October 16, 2024 Board Budget Workshop.

Within this report, the 2025 Budget and 2025-2029 Financial Plan for the Metro Vancouver Districts and Housing Corporation have been consolidated for Board consideration and present the financial forecast for Metro Vancouver for the next five years. The proposed 2025-2029 Financial Plan includes significant capital investment that will be required if Metro Vancouver and its member jurisdictions are to meet the anticipated growth and regulatory requirements over the coming years, and is in line with direction received by the Board at the May 31, 2024 Board Budget Workshop. The proposed 2025 operating budget is \$1.46B and the capital cash flow for 2025 is \$1.77B. The estimated average Household Impact (HHI) is \$875 for 2025.

Staff recommend endorsing the 2025 Budget and 2025-2029 Financial Plan as presented under Alternative one.

ATTACHMENTS:

1. Proposed 2025-2029 Financial Plan
2. Budget Overview – Presentation
3. Memorandum dated October 7, 2024 titled “Evaluation of Impact of Increased Metro Vancouver DCC Rates on New Development”

71163652

2025 - 2029 Financial Plan



**Metro Vancouver Districts
2025 - 2029 Financial Plan Information
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**METRO VANCOUVER DISTRICTS
ESTIMATED HOUSEHOLD IMPACT
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	NSWWTP AMENDED	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
Vancouver Sewerage Area												
Water Services	\$ 189	\$ 189	\$ 200	5.7%	\$ 211	5.5%	\$ 215	2.0%	\$ 218	1.6%	\$ 218	0.1%
Liquid Waste Services	432	582	650	11.6%	706	8.7%	755	7.0%	799	5.7%	869	8.8%
Solid Waste Services	68	68	71	4.8%	74	4.6%	78	5.1%	82	4.8%	86	4.6%
Metro Vancouver Regional District Services	92	92	94	2.3%	84	(10.9%)	85	0.8%	86	1.5%	87	1.8%
Total Household Impact	\$ 781	\$ 931	1,015	9.0%	\$ 1,075	5.9%	\$ 1,133	5.4%	\$ 1,185	4.6%	\$ 1,260	6.4%
North Shore Sewerage Area												
Water Services	\$ 189	\$ 189	\$ 200	5.7%	\$ 211	5.5%	\$ 215	2.0%	\$ 218	1.6%	\$ 218	0.1%
Liquid Waste Services	464	582	782	34.5%	980	25.2%	1,123	14.7%	1,262	12.4%	1,401	11.0%
Solid Waste Services	68	68	71	4.8%	74	4.6%	78	5.1%	82	4.8%	86	4.6%
Metro Vancouver Regional District Services	92	92	94	2.3%	84	(10.9%)	85	0.8%	86	1.5%	87	1.8%
Total Household Impact	\$ 813	\$ 931	\$ 1,147	23.3%	\$ 1,349	17.5%	\$ 1,501	11.3%	\$ 1,648	9.8%	\$ 1,792	8.8%
Lulu Island West Sewerage Area												
Water Services	\$ 189	\$ 189	\$ 200	5.7%	\$ 211	5.5%	\$ 215	2.0%	\$ 218	1.6%	\$ 218	0.1%
Liquid Waste Services	295	375	418	11.6%	464	11.1%	496	6.7%	505	2.0%	515	2.0%
Solid Waste Services	68	68	71	4.8%	74	4.6%	78	5.1%	82	4.8%	86	4.6%
Metro Vancouver Regional District Services	92	92	94	2.3%	84	(10.9%)	85	0.8%	86	1.5%	87	1.8%
Total Household Impact	\$ 644	\$ 724	\$ 783	8.2%	\$ 833	6.4%	\$ 874	4.8%	\$ 891	2.1%	\$ 906	1.7%
Fraser Sewerage Area												
Water Services	\$ 189	\$ 189	\$ 200	5.7%	\$ 211	5.5%	\$ 215	2.0%	\$ 218	1.6%	\$ 218	0.1%
Liquid Waste Services	301	391	421	7.7%	434	3.0%	454	4.5%	485	6.9%	512	5.7%
Solid Waste Services	68	68	71	4.8%	74	4.6%	78	5.1%	82	4.8%	86	4.6%
Metro Vancouver Regional District Services	92	92	94	2.3%	84	(10.9%)	85	0.8%	86	1.5%	87	1.8%
Total Household Impact	\$ 650	\$ 740	\$ 786	6.3%	\$ 803	2.1%	\$ 832	3.5%	\$ 871	4.8%	\$ 903	3.8%
Metro Vancouver Average												
	2024		2025		2026		2027		2028		2029	
	Budget	NSWWTP Amended	Prior Year Forecast	Current Year Forecast	Prior Year Forecast	Current Year Forecast	Prior Year Forecast	Current Year Forecast	Prior Year Forecast	Current Year Forecast	Prior Year Forecast	Current Year Forecast
Water Services	\$ 189	\$ 189	\$ 203	\$ 200	\$ 214	\$ 211	\$ 219	\$ 215	\$ 223	\$ 218	N/A	\$ 218
Liquid Waste Services	349	447	516	510	562	549	606	587	651	627	N/A	672
Solid Waste Services	68	68	71	71	74	74	78	78	82	82	N/A	86
Metro Vancouver Regional District Services	92	92	94	94	83	84	78	85	77	86	N/A	87
Total Household Impact	\$ 698	\$ 796	\$ 884	\$ 875	\$ 933	\$ 918	\$ 981	\$ 965	\$ 1,033	\$ 1,013	N/A	\$ 1,063
% Change Total				9.9 %		5.0 %		5.0 %		5.0 %		5.0 %

**METRO VANCOUVER DISTRICTS
REVENUE AND EXPENDITURE SUMMARY
2025 - 2029 FINANCIAL PLAN**

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Water Sales	\$ 367,535,244	\$ 399,008,564	8.6%	\$ 430,307,762	7.8%	\$ 448,193,029	4.2%	\$ 464,660,294	3.7%	\$ 473,883,406	2.0%
Liquid Waste Services Levy	389,498,103	575,550,267	47.8%	630,676,135	9.6%	687,272,027	9.0%	748,600,165	8.9%	817,846,127	9.3%
Solid Waste Tipping Fees	132,115,288	148,874,301	12.7%	158,583,891	6.5%	168,545,177	6.3%	178,785,121	6.1%	189,343,450	5.9%
Metro Vancouver Regional District Requisitions	113,178,691	117,237,833	3.6%	105,264,055	(10.2%)	108,261,109	2.8%	111,995,103	3.4%	116,115,756	3.7%
Compensation Services Revenue	598,160	738,700	23.5%	859,129	16.3%	978,769	13.9%	1,101,835	12.6%	1,128,953	2.5%
Collective Bargaining Services Revenue	1,061,436	1,165,689	9.8%	1,242,885	6.6%	1,318,177	6.1%	1,398,664	6.1%	1,431,856	2.4%
Housing Rents	45,207,881	44,610,986	(1.3%)	50,502,924	13.2%	58,499,464	15.8%	60,920,380	4.1%	61,876,177	1.6%
Liquid Waste Industrial Charges	13,169,057	13,655,992	3.7%	14,044,413	2.8%	14,465,746	3.0%	14,827,389	2.5%	15,198,073	2.5%
Energy Sales	6,254,000	6,250,000	(0.1%)	6,250,000	0.0%	5,889,423	(5.8%)	6,000,000	1.9%	6,000,000	0.0%
Transfer from DCC Reserves	74,818,693	83,338,352	11.4%	154,006,314	84.8%	208,449,001	35.4%	261,680,650	25.5%	351,660,240	34.4%
User Fees	9,289,531	13,893,141	49.6%	15,737,258	13.3%	17,880,940	13.6%	20,393,807	14.1%	22,971,317	12.6%
Housing Mortgage and Rental Subsidies	1,254,012	1,530,721	22.1%	1,709,210	11.7%	1,815,948	6.2%	1,852,808	2.0%	1,879,592	1.4%
Non-Road Diesel Fees	1,316,250	1,690,000	28.4%	2,055,000	21.6%	2,895,000	40.9%	2,890,000	(0.2%)	2,890,000	0.0%
Regional Global Positioning System User Fees	306,424	311,558	1.7%	327,493	5.1%	337,548	3.1%	369,191	9.4%	412,472	11.7%
Electoral Area Requisition	433,645	454,892	4.9%	468,469	3.0%	467,275	(0.2%)	487,429	4.2%	497,186	2.0%
Love Food Hate Waste	375,000	-	(100.0%)	-	N/A	-	N/A	-	N/A	-	N/A
Zero Waste Conference	260,000	260,000	0.0%	260,000	0.0%	260,000	0.0%	260,000	0.0%	260,000	0.0%
Other External Revenues	15,281,044	21,722,862	42.2%	19,217,025	(11.5%)	20,182,854	5.0%	20,135,169	(0.2%)	19,433,125	(3.5%)
Transfer from Sustainability Innovation Fund Reserves	14,670,013	2,051,155	(86.0%)	1,367,500	(33.3%)	-	(100.0%)	-	N/A	-	N/A
Transfer from Reserves	29,405,137	31,317,683	6.5%	46,898,913	49.8%	78,470,389	67.3%	119,862,508	52.7%	156,653,125	30.7%
TOTAL REVENUES	\$1,216,027,609	\$1,463,662,696	20.4%	\$1,639,778,376	12.0%	\$1,824,182,326	11.2%	\$2,016,220,513	10.5%	\$2,239,480,855	11.1%
EXPENDITURES											
Operating Programs:											
Greater Vancouver Water District	\$ 378,883,747	\$ 408,867,559	7.9%	\$ 468,189,576	14.5%	\$ 515,982,862	10.2%	\$ 564,810,282	9.5%	\$ 611,325,810	8.2%
Greater Vancouver Sewerage and Drainage District:											
Liquid Waste Services	487,916,887	681,878,667	39.8%	797,034,433	16.9%	915,299,144	14.8%	1,042,561,506	13.9%	1,202,888,870	15.4%
Solid Waste Services	142,411,329	160,053,191	12.4%	172,075,858	7.5%	183,474,063	6.6%	193,978,378	5.7%	204,694,407	5.5%
Metro Vancouver Housing Corporation	60,320,353	60,687,829	0.6%	68,619,307	13.1%	72,893,588	6.2%	73,323,176	0.6%	75,028,675	2.3%
Metro Vancouver Regional District											
Air Quality and Climate Action	17,561,130	16,293,920	(7.2%)	16,764,963	2.9%	17,110,035	2.1%	17,413,480	1.8%	17,912,312	2.9%
E911 Emergency Telephone Service	6,469,826	7,276,404	12.5%	7,421,931	2.0%	7,570,370	2.0%	7,721,777	2.0%	7,876,214	2.0%
Electoral Area Service	1,218,728	6,304,809	417.3%	1,715,504	(72.8%)	821,321	(52.1%)	846,740	3.1%	848,005	0.1%
General Government Administration	8,598,225	8,848,544	2.9%	8,984,950	1.5%	9,085,124	1.1%	9,307,726	2.5%	9,380,725	0.8%
General Government-Zero Waste Collaboration Initiative	1,521,633	692,758	(54.5%)	644,938	(6.9%)	640,752	(0.6%)	636,545	(0.7%)	632,803	(0.6%)
Housing Planning and Policy	9,351,276	7,695,894	(17.7%)	8,072,481	4.9%	7,051,198	(12.7%)	7,096,430	0.6%	7,145,144	0.7%
Invest Vancouver	4,251,161	4,753,867	11.8%	4,787,702	0.7%	4,926,371	2.9%	5,082,832	3.2%	5,248,424	3.3%
Regional Emergency Management	191,549	199,686	4.2%	205,691	3.0%	211,866	3.0%	219,283	3.5%	219,242	0.0%
Regional Employers Services	4,351,426	4,382,540	0.7%	4,400,235	0.4%	4,496,539	2.2%	4,526,509	0.7%	4,632,332	2.3%
Regional Global Positioning System	378,174	485,102	28.3%	552,876	14.0%	914,816	65.5%	948,391	3.7%	454,455	(52.1%)
Regional Parks	86,077,581	89,473,461	3.9%	74,465,035	(16.8%)	77,839,307	4.5%	81,846,978	5.1%	85,183,832	4.1%
Regional Planning	5,612,977	4,819,386	(14.1%)	4,886,575	1.4%	4,901,217	0.3%	4,929,099	0.6%	5,030,391	2.1%
Sasamat Fire Protection Service	911,607	949,079	4.1%	956,321	0.8%	963,753	0.8%	971,381	0.8%	979,214	0.8%
	146,495,293	152,175,450	3.9%	133,859,202	(12.0%)	136,532,669	2.0%	141,547,171	3.7%	145,543,093	2.8%
TOTAL EXPENDITURES	\$1,216,027,609	\$1,463,662,696	20.4%	\$1,639,778,376	12.0%	\$1,824,182,326	11.2%	\$2,016,220,513	10.5%	\$2,239,480,855	11.1%

**GREATER VANCOUVER WATER DISTRICT
WATER SERVICES
2025 - 2029 FINANCIAL PLAN**

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Water Sales	\$367,535,244	\$399,008,564	8.6%	\$430,307,762	7.8%	\$448,193,029	4.2%	\$464,660,294	3.7%	\$473,883,406	2.0%
Other External Revenues	3,479,737	2,969,279		2,948,675		2,989,649		2,914,692		2,089,504	
Transfer from DCC Reserves	1,823,949	5,869,716		34,633,139		64,800,184		97,235,296		135,352,900	
Transfer from Sustainability Innovation Fund Reserves	6,044,817	1,020,000		300,000		-		-		-	
TOTAL REVENUES	\$378,883,747	\$408,867,559	7.9%	\$468,189,576	14.5%	\$515,982,862	10.2%	\$564,810,282	9.5%	\$611,325,810	8.2%
EXPENDITURES											
Operating Programs:											
Policy Planning and Analysis											
Contribution to Sustainability Innovation Reserve	\$ 723,000	\$ 723,000		\$ 723,000		\$ 723,000		\$ 723,000		\$ 723,000	
Research and Innovation	716,477	771,357		803,224		1,040,593		1,081,429		1,104,989	
Utility Modeling and Data Analytics	2,334,267	2,698,464		2,848,301		2,621,812		2,725,153		2,849,242	
Utility Policy and Planning	6,107,180	1,986,582		2,007,786		2,209,541		2,311,454		2,414,860	
	9,880,924	6,179,403	(37.5%)	6,382,311	3.3%	6,594,946	3.3%	6,841,036	3.7%	7,092,091	3.7%
Engineering and Construction											
Minor Capital Projects	10,718,619	10,958,971		11,531,252		11,867,388		12,181,901		12,477,808	
Infrastructure Operations Support	2,546,667	2,662,505		2,729,499		2,977,267		3,048,344		3,121,803	
Dispatch	137,664	138,315		142,526		146,866		150,503		154,823	
	13,402,950	13,759,791	2.7%	14,403,277	4.7%	14,991,521	4.1%	15,380,748	2.6%	15,754,434	2.4%
Shared and Support Services											
Engineers in Training	528,011	513,776		529,943		546,611		563,781		581,533	
Business & Shared Services Support	1,558,072	1,671,683		1,845,858		1,918,286		2,174,759		2,256,812	
Shared & Utility Services	858,652	746,765		554,443		262,356		270,501		278,915	
Minor Capital Projects	949,937	971,238		1,021,957		1,051,747		1,079,620		1,105,845	
Records Management	154,748	154,736		159,578		164,565		169,703		175,009	
	4,049,420	4,058,198	0.2%	4,111,779	1.3%	3,943,565	(4.1%)	4,258,364	8.0%	4,398,114	3.3%
Watershed and Environmental Management											
Watershed and Environmental Management	15,209,574	15,703,658		16,032,687		16,743,749		17,375,275		17,979,450	
	15,209,574	15,703,658	3.2%	16,032,687	2.1%	16,743,749	4.4%	17,375,275	3.8%	17,979,450	3.5%
Water Dam Safety											
Water Dam Safety	3,922,949	3,816,660		3,906,272		4,012,319		4,134,082		4,249,001	
	3,922,949	3,816,660	(2.7%)	3,906,272	2.3%	4,012,319	2.7%	4,134,082	3.0%	4,249,001	2.8%
Operations and Maintenance											
Drinking Water Residuals	1,278,759	1,729,966		1,916,963		1,975,264		1,992,277		2,010,677	
Lake City Operations	1,058,985	455,620		468,685		556,338		572,449		581,060	
Maintenance	10,245,375	10,391,508		10,768,018		11,312,034		11,921,271		12,575,814	
SCADA Control Systems	6,912,373	7,732,392		8,158,729		8,511,725		8,873,161		9,120,511	
Secondary Disinfection	1,438,602	1,579,653		1,693,705		1,807,783		1,948,436		2,000,294	
Seymour Capilano Filtration Plant	13,496,605	14,330,420		14,973,587		15,625,585		16,208,221		16,690,502	
Coquitlam Water Treatment Plant	8,385,800	8,764,184		9,357,866		9,655,066		10,224,935		10,525,940	
Energy Management	156,107	216,399		223,582		231,409		239,427		247,736	
Utility Voice Radio	109,261	112,835		117,572		122,501		127,587		130,725	
Water Supply	20,915,815	22,949,607		23,712,548		24,439,436		25,184,041		25,455,125	
	63,997,682	68,262,584	6.7%	71,391,255	4.6%	74,237,141	4.0%	77,291,805	4.1%	79,338,384	2.6%
Interagency Projects and Quality Control											
Drinking Water Quality Control	3,251,635	3,375,315		3,396,282		3,635,598		3,768,417		3,881,887	
Interagency Projects	617,670	638,377		670,679		689,550		708,987		729,081	
Contribution to Reserve	50,000	50,000		50,000		50,000		50,000		50,000	
	3,919,305	4,063,692	3.7%	4,116,961	1.3%	4,375,148	6.3%	4,527,404	3.5%	4,660,968	3.0%
Administration and Department Support											
Communications Program	2,899,799	2,994,661	3.3%	3,088,917	3.1%	3,270,200	5.9%	3,371,985	3.1%	3,477,150	3.1%
Allocation of Centralized Support Costs	644,158	563,469	(12.5%)	574,739	2.0%	586,234	2.0%	597,959	2.0%	609,919	2.0%
Total Operating Programs	33,335,180	34,993,970	5.0%	36,091,171	3.1%	38,282,603	6.1%	38,756,152	1.2%	39,179,019	1.1%
	151,261,941	154,396,086	2.1%	160,099,369	3.7%	167,037,426	4.3%	172,534,810	3.3%	176,738,530	2.4%
Allocation of Project Delivery Cost	4,064,247	4,095,832	0.8%	4,195,068	2.4%	4,382,504	4.5%	4,556,956	4.0%	4,725,915	3.7%
Debt Service	83,113,987	86,528,282	4.1%	111,802,723	29.2%	146,446,452	31.0%	181,179,264	23.7%	223,322,113	23.3%
Contribution to Capital	140,443,572	163,847,359	16.7%	192,092,416	17.2%	198,116,480	3.1%	206,539,252	4.3%	206,539,252	0.0%
TOTAL EXPENDITURES	\$378,883,747	\$408,867,559	7.9%	\$468,189,576	14.5%	\$515,982,862	10.2%	\$564,810,282	9.5%	\$611,325,810	8.2%

**GREATER VANCOUVER WATER DISTRICT
CAPITAL PORTFOLIO
WATER SERVICES
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	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL EXPENDITURES									
Water Mains									
37th Avenue Main No. 2 (Rupert Street to Little Mountain Reservoir)	\$ 1,150,000	\$ -	\$ -	\$ -	\$ 500,000	\$ 550,000	\$ 1,050,000	Design	Maintenance
Angus Drive Main	30,700,000	500,000	500,000	-	-	-	1,000,000	Construction	Growth
Angus Drive Turbine	-	-	-	-	50,000	1,550,000	1,600,000	Not Started	Opportunity
Annacis Main No. 2 - Queensborough Crossover Improvement	300,000	150,000	50,000	-	50,000	850,000	1,100,000	Design	Maintenance
Annacis Main No. 2 (River Crossing Removal)	-	-	-	-	-	400,000	400,000	Not Started	Maintenance
Annacis Main No. 2 and Barnston Island Main Online Chlorine and pH Analyzers	1,200,000	450,000	-	-	-	-	450,000	Construction	Upgrade
Annacis Main No. 5 (North)	81,100,000	10,500,000	20,100,000	15,000,000	13,200,000	18,500,000	77,300,000	Construction	Growth
Annacis Main No. 5 (South)	80,950,000	15,300,000	18,200,000	7,600,000	7,250,000	20,500,000	68,850,000	Construction	Growth
Annacis Water Supply Tunnel*	482,100,000	65,000,000	54,500,000	50,000,000	10,000,000	32,366,000	211,866,000	Construction	Growth
Burnaby Mountain Main No. 2	2,300,000	300,000	3,200,000	5,000,000	6,500,000	-	15,000,000	Design	Maintenance
Cambie-Richmond Water Supply Tunnel*	62,800,000	2,200,000	2,700,000	8,000,000	7,500,000	38,785,000	59,185,000	Design	Resilience
Central Park Main No. 2 (10th Ave to Westburnco)	35,250,000	3,050,000	12,700,000	7,000,000	4,500,000	5,000,000	32,250,000	Construction	Maintenance
Central Park Main No. 2 (Patterson to 10th Ave)	132,600,000	17,900,000	21,950,000	18,500,000	17,200,000	-	75,550,000	Construction	Maintenance
Clayton Langley Main No. 2	1,900,000	550,000	1,400,000	5,000,000	3,800,000	-	10,750,000	Design	Resilience
Coquitlam Water Main*	1,333,200,000	77,820,000	170,900,000	130,000,000	150,500,000	177,000,000	706,220,000	Multiple	Growth
Douglas Road Main No. 2 (Flow Meter 169) Replacement	2,000,000	750,000	1,100,000	-	-	-	1,850,000	Construction	Maintenance
Douglas Road Main No. 2 (Vancouver Heights Section)	21,450,000	300,000	500,000	-	-	-	800,000	Construction	Maintenance
Douglas Road Main No. 2 Still Creek	60,050,000	3,050,000	5,900,000	-	-	-	8,950,000	Construction	Maintenance
Douglas Road Main Protection	1,550,000	50,000	50,000	50,000	50,000	50,000	250,000	Construction	Maintenance
Haney Main No. 4 (West Section)	8,900,000	950,000	3,500,000	10,000,000	21,000,000	20,500,000	55,950,000	Multiple	Growth
Haney Water Supply Tunnel*	50,250,000	25,000,000	7,747,000	8,000,000	9,000,000	25,000,000	74,747,000	Design	Resilience
Hellings Tank No. 2	-	-	2,000,000	2,500,000	5,000,000	4,000,000	13,500,000	Definition	Growth
Improvements to Capilano Mains No. 4 and 5	2,700,000	250,000	1,750,000	500,000	-	-	2,500,000	Construction	Maintenance
Kennedy Newton Main	166,350,000	20,100,000	7,500,000	5,000,000	3,200,000	-	35,800,000	Construction	Growth
Lulu Island - Delta Main - Scour Protection Phase 2	250,000	50,000	50,000	100,000	-	3,300,000	3,500,000	Design	Maintenance
Lulu-Delta Water Supply Tunnel*	5,000,000	1,300,000	1,300,000	6,500,000	24,500,000	18,350,000	51,950,000	Definition	Maintenance
Lynn Valley Road Main No. 2	650,000	-	-	50,000	550,000	1,000,000	1,600,000	Design	Maintenance
Lynn Valley Road Main, Seymour Main No. 3 & Seymour Main No. 4 Aerial Crossings Rehabilitation	4,200,000	850,000	1,050,000	-	-	-	1,900,000	Construction	Maintenance
Maple Ridge Main West Lining Repairs	5,400,000	500,000	1,000,000	3,650,000	-	-	5,150,000	Construction	Maintenance
Newton Reservoir Connection	850,000	400,000	1,100,000	2,500,000	4,200,000	7,000,000	15,200,000	Design	Growth
Palisade Outlet Works Rehabilitation	2,950,000	1,500,000	250,000	50,000	50,000	50,000	1,900,000	Construction	Maintenance

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Port Mann Main No. 2 (South)	39,100,000	550,000	1,000,000	1,600,000	3,000,000	4,500,000	10,650,000	Multiple	Growth
Port Mann No. 1 South Section Decommissioning	650,000	150,000	800,000	1,000,000	-	-	1,950,000	Design	Maintenance
Port Moody Main No. 1 Christmas Way Relocation	2,400,000	100,000	100,000	100,000	100,000	100,000	500,000	Construction	Maintenance
Port Moody Main No. 3 Scott Creek Section	28,000,000	8,800,000	20,750,000	9,950,000	9,000,000	1,850,000	50,350,000	Construction	Maintenance
Queensborough Main Royal Avenue Relocation	7,500,000	100,000	100,000	100,000	100,000	100,000	500,000	Construction	Maintenance
Rehabilitation of AN2 on Queensborough Bridge	3,850,000	100,000	500,000	400,000	-	-	1,000,000	Construction	Maintenance
Relocation and Protection for MOTI Expansion Project Broadway	8,900,000	100,000	100,000	100,000	100,000	100,000	500,000	Construction	Maintenance
Relocation and Protection for MOTI George Massey Crossing Replacement	2,450,000	100,000	100,000	100,000	100,000	100,000	500,000	Construction	Maintenance
Relocation and Protection for Translink Expansion Project Surrey Langley SkyTrain	6,600,000	100,000	100,000	100,000	100,000	100,000	500,000	Construction	Maintenance
Sapperton Main No. 1 New Line Valve and Chamber	4,350,000	300,000	-	-	-	-	300,000	Construction	Upgrade
Sapperton Main No. 2 North Road Relocation and Protection	6,500,000	100,000	100,000	100,000	100,000	100,000	500,000	Construction	Maintenance
Scour Protection Assessments and Construction General	4,000,000	550,000	550,000	650,000	-	-	1,750,000	Construction	Resilience
Second Narrows Crossing 1 & 2 (Burrard Inlet Crossing Removal)*	2,000,000	400,000	400,000	400,000	700,000	3,000,000	4,900,000	Design	Maintenance
Second Narrows Water Supply Tunnel*	468,550,000	15,000,000	10,000,000	10,000,000	10,000,000	32,637,000	77,637,000	Construction	Resilience
Seymour Main No. 2 Joint Improvements	7,100,000	50,000	500,000	2,000,000	1,250,000	2,000,000	5,800,000	Construction	Resilience
Seymour Main No. 5 III (North)	26,600,000	2,000,000	5,000,000	7,400,000	18,000,000	73,400,000	105,800,000	Design	Resilience
South Delta Main No. 1 - Ferry Road Check Valve Replacement	600,000	100,000	-	-	-	-	100,000	Construction	Maintenance
South Delta Mains - 28 Ave Crossover	12,350,000	500,000	500,000	750,000	-	-	1,750,000	Construction	Upgrade
South Fraser Storage Yard	9,000,000	1,500,000	4,250,000	3,500,000	1,000,000	7,000,000	17,250,000	Design	Maintenance
South Surrey Main No. 1 Nickomekl Dam Relocation	7,100,000	1,100,000	3,500,000	2,100,000	-	-	6,700,000	Construction	Maintenance
South Surrey Main No. 2	18,500,000	1,150,000	4,950,000	9,500,000	25,000,000	39,000,000	79,600,000	Design	Growth
South Surrey Main No. 2 Nickomekl Dam Prebuild	2,000,000	500,000	1,000,000	500,000	-	-	2,000,000	Construction	Growth
South Surrey Supply Main (Serpentine River) Bridge Support Modification	1,350,000	50,000	250,000	-	-	-	300,000	Construction	Maintenance
Stanley Park Water Supply Tunnel*	495,000,000	64,652,000	75,083,000	50,000,000	70,000,000	50,000,000	309,735,000	Construction	Maintenance
Tilbury Junction Chamber Valves Replacement with Actuators	5,600,000	450,000	400,000	-	-	-	850,000	Construction	Upgrade
Tilbury Main North Fraser Way Valve Addition	3,100,000	150,000	1,000,000	1,400,000	-	-	2,550,000	Construction	Maintenance
Water Chamber Improvements and Repairs	2,000,000	250,000	300,000	300,000	300,000	300,000	1,450,000	Construction	Maintenance
Water Meter Upgrades	22,400,000	1,500,000	1,500,000	1,500,000	1,000,000	3,250,000	8,750,000	Construction	Upgrade
Water Optimization - Instrumentation	39,050,000	2,400,000	3,400,000	5,500,000	6,250,000	8,600,000	26,150,000	Multiple	Upgrade
Whalley Kennedy Main No. 2	2,900,000	500,000	1,800,000	2,800,000	17,600,000	25,500,000	48,200,000	Design	Growth
Whalley Main	31,800,000	500,000	-	-	-	-	500,000	Construction	Growth
Total Water Mains	\$ 3,849,400,000	\$ 352,572,000	\$ 479,030,000	\$ 396,850,000	\$ 452,300,000	\$ 626,388,000	\$ 2,307,140,000		

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Pump Stations									
Barnston/Maple Ridge Pump Station - Back-up Power	\$ 16,000,000	\$ 4,000,000	\$ 750,000	\$ 600,000	\$ 2,100,000	\$ 12,850,000	\$ 20,300,000	Construction	Resilience
Barnston/Maple Ridge Pump Station Power Generation	2,900,000	–	–	–	200,000	1,000,000	1,200,000	Construction	Opportunity
Burnaby Mountain Pump Station Improvement	–	–	6,000,000	–	–	–	6,000,000	Not Started	Upgrade
Burnaby Mountain Pump Station No. 2	9,300,000	1,100,000	3,500,000	4,500,000	25,250,000	25,000,000	59,350,000	Design	Maintenance
Cape Horn Pump Station No. 2 Power Distribution and DC Drive Replacement	–	–	200,000	400,000	400,000	800,000	1,800,000	Not Started	Maintenance
Cape Horn Pump Station No. 3	29,050,000	3,000,000	4,400,000	37,000,000	82,000,000	75,000,000	201,400,000	Design	Growth
Capilano Primary Disinfection Decommissioning	–	–	2,000,000	–	–	–	2,000,000	Not Started	Maintenance
Capilano Raw Water Pump Station - Back-up Power	81,000,000	22,000,000	8,000,000	1,450,000	–	–	31,450,000	Construction	Resilience
Capilano Raw Water Pump Station Bypass PRV Upgrades	3,800,000	2,100,000	750,000	–	–	–	2,850,000	Construction	Maintenance
Central Park WPS Starters Replacement	20,000,000	3,000,000	7,150,000	7,000,000	–	–	17,150,000	Construction	Maintenance
Grandview Pump Station Improvements	4,500,000	1,000,000	400,000	–	–	–	1,400,000	Construction	Resilience
Newton Pump Station No. 2	82,550,000	13,650,000	17,500,000	17,500,000	9,500,000	4,000,000	62,150,000	Construction	Growth
Pebble Hill Pump Station Seismic Upgrade	–	–	150,000	350,000	1,000,000	1,000,000	2,500,000	Not Started	Resilience
Westburnco Pump Station - Back-up Power	5,300,000	1,500,000	7,550,000	16,500,000	16,000,000	12,000,000	53,550,000	Design	Resilience
Westburnco Pump Station No. 2 VFD Replacements	3,050,000	1,000,000	400,000	–	–	–	1,400,000	Construction	Maintenance
Total Pump Stations	\$ 257,450,000	\$ 52,350,000	\$ 58,750,000	\$ 85,300,000	\$ 136,450,000	\$ 131,650,000	\$ 464,500,000		
Reservoirs									
Burnaby Mountain Tank No. 2 and No. 3	\$ 6,750,000	\$ 600,000	\$ 2,260,000	\$ 3,050,000	\$ 12,000,000	\$ 14,800,000	\$ 32,710,000	Design	Resilience
Cape Horn Reservoir Condition Assessment and Structural Repair	500,000	200,000	1,100,000	1,000,000	–	–	2,300,000	Design	Maintenance
Capilano Energy Recovery Facility 66" PRV Replacement	1,800,000	500,000	1,300,000	3,500,000	3,500,000	–	8,800,000	Design	Maintenance
Capilano Energy Recovery Facility Operational Upgrades	1,800,000	450,000	500,000	250,000	–	–	1,200,000	Construction	Maintenance
Central Park Reservoir Structural Improvements	700,000	200,000	2,200,000	3,000,000	1,600,000	–	7,000,000	Design	Maintenance
Dechlorination for Reservoir Overflow and Underdrain Discharges	3,500,000	800,000	1,000,000	500,000	–	–	2,300,000	Construction	Maintenance
Fleetwood Reservoir	61,150,000	5,000,000	4,000,000	–	–	–	9,000,000	Construction	Growth
Grandview Reservoir Unit No. 2	–	–	–	300,000	1,500,000	2,700,000	4,500,000	Not started	Growth
Hellings Tank Operational Upgrades	15,950,000	800,000	5,000,000	2,900,000	–	–	8,700,000	Construction	Growth
Kersland Reservoir No. 1 Structural Improvements	5,500,000	100,000	1,650,000	–	–	–	1,750,000	Construction	Maintenance
Newton Reservoir Cell #2 Structural Improvements	–	–	200,000	1,900,000	2,900,000	1,500,000	6,500,000	Not Started	Maintenance
Pebble Hill Reservoir No. 3 Seismic Upgrade	500,000	50,000	–	6,000,000	6,000,000	–	12,050,000	Design	Resilience
Pebble Hill Reservoir Seismic Upgrade	12,850,000	500,000	–	–	–	–	500,000	Construction	Resilience
Prospect Reservoir Knotweed Removal and Drainage Improvements	2,000,000	500,000	1,000,000	500,000	–	–	2,000,000	Construction	Maintenance
Reservoir Isolation Valve Automation	6,450,000	1,250,000	1,550,000	1,000,000	1,000,000	–	4,800,000	Construction	Resilience
Reservoir Sampling Kiosks - Multi Location	1,300,000	550,000	350,000	–	–	–	900,000	Construction	Upgrade

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Reservoir Structural Assessments Phase 1	3,200,000	1,100,000	100,000	–	–	–	1,200,000	Definition	Maintenance
Reservoir Structural Assessments Phase 2	–	–	500,000	1,700,000	1,000,000	–	3,200,000	Not Started	Maintenance
Sasamat Reservoir Refurbishment	400,000	200,000	750,000	1,300,000	500,000	–	2,750,000	Design	Maintenance
Sunnyside Reservoir Units 1 and 2 Seismic Upgrade	25,000,000	2,100,000	11,000,000	4,000,000	–	–	17,100,000	Construction	Resilience
Vancouver Heights System Resiliency Improvements	2,500,000	300,000	1,000,000	–	–	–	1,300,000	Construction	Resilience
Total Reservoirs	\$ 151,850,000	\$ 15,200,000	\$ 35,460,000	\$ 30,900,000	\$ 30,000,000	\$ 19,000,000	\$ 130,560,000		
Treatment Plants									
Coquitlam Intake Tower Seismic Upgrade	\$ 2,200,000	\$ –	\$ –	\$ –	\$ –	\$ 1,000,000	\$ 1,000,000	Design	Resilience
Coquitlam Lake Water Supply*	160,750,000	30,750,000	34,750,000	41,900,000	60,200,000	68,200,000	235,800,000	Design	Growth
Critical Control Sites - Back-Up Power	–	–	300,000	400,000	500,000	800,000	2,000,000	Not Started	Resilience
CWTP CO2 System Improvements	750,000	500,000	2,000,000	2,000,000	2,000,000	500,000	7,000,000	Design	Maintenance
CWTP Mobile Disinfection System	900,000	350,000	1,500,000	500,000	–	–	2,350,000	Construction	Upgrade
CWTP Ozone Back-up Power	–	–	800,000	1,300,000	6,000,000	3,000,000	11,100,000	Not Started	Resilience
CWTP Ozone Generation Upgrades for Units 2 & 3	7,500,000	1,200,000	–	–	–	–	1,200,000	Construction	Upgrade
CWTP Ozone Sidestream Pipe Heat Trace and Insulation	900,000	100,000	–	–	–	–	100,000	Construction	Maintenance
CWTP Ozone Sidestream Pump VFD Replacement	1,400,000	450,000	200,000	–	–	–	650,000	Construction	Maintenance
CWTP Temporary Water Supply	–	–	–	–	400,000	2,000,000	2,400,000	Not Started	Maintenance
Online Chlorine and pH Analyzers	2,500,000	1,500,000	350,000	–	500,000	1,500,000	3,850,000	Construction	Upgrade
SCADA Moscad Server & ICS Historian Expansion & Partitioning	1,500,000	50,000	–	–	–	–	50,000	Construction	Maintenance
Industrial Communication Manager Migration	500,000	500,000	1,500,000	2,500,000	1,750,000	1,000,000	7,250,000	Design	Maintenance
SCFP - Greenwood and Back Wash Water Supply Pumps & SCOUR Blower VFD Replacement	4,500,000	800,000	2,200,000	1,000,000	500,000	–	4,500,000	Construction	Maintenance
SCFP Additional Pre-Treatment	–	–	1,000,000	5,500,000	22,000,000	30,000,000	58,500,000	Not Started	Upgrade
SCFP Centralized Compressed Air System	1,900,000	500,000	300,000	–	–	–	800,000	Construction	Maintenance
SCFP Clearwell Baffle Replacement	3,100,000	1,650,000	1,000,000	1,000,000	3,300,000	3,000,000	9,950,000	Construction	Maintenance
SCFP Clearwell Membrane Replacement	1,800,000	200,000	800,000	7,500,000	7,500,000	3,900,000	19,900,000	Design	Maintenance
SCFP CO2 Tank Upgrade - Heat Insulation/Heater Replacement	–	–	1,000,000	–	–	–	1,000,000	Not Started	Upgrade
SCFP Floc Tank Baffle Replacement and Ladder Installation to Improve Accessibility	13,800,000	2,400,000	6,050,000	5,000,000	–	–	13,450,000	Construction	Maintenance
SCFP Heat Pump Retrofit	–	–	4,000,000	–	–	–	4,000,000	Not Started	Maintenance
SCFP OMC Building Expansion	4,600,000	2,300,000	1,050,000	550,000	–	–	3,900,000	Construction	Maintenance
SCFP Polymer System Upgrade	4,650,000	150,000	–	–	–	–	150,000	Construction	Maintenance
SCFP Residuals Handling PH Adjustment Permanent System	–	–	4,000,000	–	–	–	4,000,000	Not Started	Upgrade
Total Treatment Plants	\$ 213,250,000	\$ 43,400,000	\$ 62,800,000	\$ 69,150,000	\$ 104,650,000	\$ 114,900,000	\$ 394,900,000		

**GREATER VANCOUVER WATER DISTRICT
CAPITAL PORTFOLIO
WATER SERVICES
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
Others									
Beach Yard Facility - Site Redevelopment	–	–	2,800,000	3,200,000	13,500,000	26,000,000	45,500,000	Design	Maintenance
Capilano Raw Water Pump Station VFD Upgrades	2,600,000	1,600,000	1,200,000	600,000	300,000	–	3,700,000	Construction	Maintenance
Capilano Reservoir and Seymour Reservoir Dam Safety Boom Replacement	9,700,000	5,310,000	1,250,000	2,500,000	–	–	9,060,000	Construction	Maintenance
Capilano Watershed Bridge Replacements - Crown Creek and Capilano River	–	–	–	95,000	200,000	1,000,000	1,295,000	Not Started	Maintenance
Capilano Watershed Security Gatehouse	5,700,000	1,900,000	850,000	–	–	–	2,750,000	Construction	Maintenance
CLD & SFD Fasteners Replacement & Coating Repairs	2,350,000	150,000	300,000	–	–	–	450,000	Construction	Maintenance
CLD and SFD Lead Paint Removal, Surface Crack Injection and General Corrosion Mitigation	3,000,000	1,550,000	1,500,000	1,000,000	1,000,000	–	5,050,000	Construction	Maintenance
Cleveland Dam - Lower Outlet HBV Rehabilitation	5,200,000	300,000	–	–	–	–	300,000	Construction	Maintenance
Cleveland Dam Drumgate Seal Replacement	1,300,000	250,000	250,000	–	–	–	500,000	Construction	Maintenance
Cleveland Dam MCE Seismic Upgrades	–	–	–	–	1,000,000	4,000,000	5,000,000	Not Started	Resilience
Cleveland Dam Power Resiliency Improvements	1,700,000	50,000	750,000	750,000	–	–	1,550,000	Construction	Resilience
Cleveland Dam Public Warning System and Enhancements	10,000,000	2,000,000	2,250,000	700,000	–	–	4,950,000	Construction	Maintenance
Cleveland Dam Seismic Stability Evaluation	1,500,000	300,000	600,000	200,000	–	–	1,100,000	Design	Resilience
Cleveland Dam Spillway Resurfacing	–	–	400,000	1,000,000	3,000,000	3,400,000	7,800,000	Not Started	Maintenance
Facilities O&M Documentation Development	2,000,000	800,000	750,000	–	–	–	1,550,000	Design	Resilience
Lake City HVAC Upgrade	1,500,000	600,000	800,000	–	–	–	1,400,000	Construction	Resilience
Loch Lomond Formalized Spillway Design and Construction	–	–	–	–	50,000	250,000	300,000	Not Started	Maintenance
Loch Lomond Outlet Works Rehabilitation	450,000	200,000	500,000	200,000	5,700,000	3,500,000	10,100,000	Design	Resilience
Lower Seymour Conservation Reserve Learning Lodge Replacement	5,050,000	250,000	–	–	–	–	250,000	Construction	Upgrade
Microbiology Laboratory Expansion	500,000	200,000	600,000	1,500,000	3,000,000	250,000	5,550,000	Design	Maintenance
Newton Rechlorination Station No. 2	850,000	400,000	1,150,000	1,200,000	2,500,000	1,000,000	6,250,000	Design	Maintenance
Palisade and Burwell Dam Boom Detailed Design and Construction	–	–	100,000	350,000	400,000	–	850,000	Not started	Resilience
Pitt River Rechlorination Station Reconstruction	–	–	500,000	1,200,000	3,300,000	5,000,000	10,000,000	Not Started	Maintenance
Rechlorination Sites - Back-Up Power	–	–	–	–	–	200,000	200,000	Not Started	Resilience
Rechlorination Station Upgrades	5,300,000	2,000,000	1,300,000	6,000,000	6,000,000	3,500,000	18,800,000		Maintenance
Rice Lake Dams Rehabilitation	3,000,000	250,000	1,500,000	900,000	–	–	2,650,000		Maintenance
Seymour Falls Dam Backup Generator Containment and Replacement	–	–	2,000,000	–	–	–	2,000,000	Not Started	Maintenance
Seymour Falls Dam Public Warning System	10,000,000	800,000	2,000,000	2,000,000	500,000	500,000	5,800,000	Construction	Maintenance
Seymour Falls Dam Seismic Stability Assessment	1,800,000	500,000	1,800,000	1,350,000	1,000,000	2,500,000	7,150,000	Definition	Resilience
Small Logic Controller Control System Upgrades Phase 1	3,000,000	600,000	600,000	600,000	600,000	400,000	2,800,000	Construction	Maintenance
South Fraser Works Yard	61,000,000	1,000,000	7,900,000	16,900,000	16,700,000	2,000,000	44,500,000	Design	Maintenance
Total Others	\$ 137,500,000	\$ 21,010,000	\$ 33,650,000	\$ 42,245,000	\$ 58,750,000	\$ 53,500,000	\$ 209,155,000		
TOTAL CAPITAL EXPENDITURES	\$ 4,609,450,000	\$ 484,532,000	\$ 669,690,000	\$ 624,445,000	\$ 782,150,000	\$ 945,438,000	\$ 3,506,255,000		

**GREATER VANCOUVER WATER DISTRICT
CAPITAL PORTFOLIO
WATER SERVICES
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL FUNDING									
New External Borrowing	\$ 995,612,000	\$ 128,958,000	\$ 126,851,000	\$ 91,702,000	\$ 165,260,000	\$ 244,558,000	\$ 757,329,000		
New Borrowing funded by DCC	2,312,310,000	180,219,000	345,631,000	332,276,000	408,175,000	492,596,000	1,758,897,000		
Contribution to Capital	1,271,428,000	163,847,000	192,092,000	198,116,000	206,539,000	206,539,000	967,133,000		
Reserve	4,567,000	3,474,000	-	-	-	-	3,474,000		
External Funding - Interagency	25,533,000	8,034,000	5,116,000	2,351,000	2,176,000	1,745,000	19,422,000		
Total	\$ 4,609,450,000	\$ 484,532,000	\$ 669,690,000	\$ 624,445,000	\$ 782,150,000	\$ 945,438,000	\$ 3,506,255,000		
SUMMARY BY DRIVER									
Growth	\$ 2,627,900,000	\$ 246,970,000	\$ 352,700,000	\$ 336,600,000	\$ 413,150,000	\$ 498,766,000	\$ 1,848,186,000		
Maintenance	1,083,250,000	147,012,000	230,033,000	195,545,000	236,750,000	173,300,000	982,640,000		
Resilience	793,200,000	81,100,000	66,957,000	78,550,000	102,250,000	227,472,000	556,329,000		
Upgrade	102,200,000	9,450,000	20,000,000	13,750,000	29,750,000	43,350,000	116,300,000		
Opportunity	2,900,000	-	-	-	250,000	2,550,000	2,800,000		
Total	\$ 4,609,450,000	\$ 484,532,000	\$ 669,690,000	\$ 624,445,000	\$ 782,150,000	\$ 945,438,000	\$ 3,506,255,000		

* Project is part of Metro Vancouver's formal stage gate framework. Detailed project report will be brought forward as part of the stage gate review process.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
LIQUID WASTE SERVICES
2025 - 2029 FINANCIAL PLAN

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Liquid Waste Services Levy	\$ 389,498,103	\$ 575,550,267	47.8%	\$ 630,676,135	9.6%	\$ 687,272,027	9.0%	\$ 748,600,165	8.9%	\$ 817,846,127	9.3%
User Fees	5,399,457	9,713,849		11,051,642		12,691,404		14,700,253		17,173,645	
Transfer from DCC Reserves	72,994,744	77,468,636		119,373,175		143,648,817		164,445,354		216,307,340	
Liquid Waste Industrial Charges	13,169,057	13,655,992		14,044,413		14,465,746		14,827,389		15,198,073	
Other External Revenues	1,986,884	2,399,840		2,411,840		2,188,361		1,980,883		2,010,883	
Transfer from Sustainability Innovation Fund Reserves	2,537,635	-		-		-		-		-	
Transfer from Reserves	2,331,007	3,090,083		19,477,228		55,032,789		98,007,462		134,352,802	
TOTAL REVENUES	\$ 487,916,887	\$ 681,878,667	39.8%	\$ 797,034,433	16.9%	\$ 915,299,144	14.8%	\$ 1,042,561,506	13.9%	\$ 1,202,888,870	15.4%
EXPENDITURES											
Operating Programs:											
Policy Planning and Analysis											
Contribution to Sustainability Innovation Fund Reserve	\$ 1,127,000	\$ 1,127,000		\$ 1,127,000		\$ 1,127,000		\$ 1,127,000		\$ 1,127,000	
Utility Analysis and Infrastructure	3,217,058	3,530,958		4,322,304		4,444,560		4,119,290		4,246,941	
Utility Policy and Planning	3,854,351	3,777,189		4,090,041		4,599,874		4,964,482		5,130,545	
Wastewater Research and Innovation	3,828,100	1,674,892		1,924,127		1,981,459		2,072,135		2,168,750	
Wastewater Facilities Planning	870,969	730,081		1,138,018		1,356,830		1,276,156		1,396,053	
	<u>12,897,478</u>	<u>10,840,120</u>	(16.0%)	<u>12,601,490</u>	16.2%	<u>13,509,723</u>	7.2%	<u>13,559,063</u>	0.4%	<u>14,069,289</u>	3.8%
Management Systems and Utility Services											
Annacis Research Centre	525,741	589,535		592,888		610,280		626,894		654,861	
Dispatch	168,597	179,871		185,345		190,989		195,720		201,338	
Energy Management	364,251	504,930		521,692		539,955		558,663		578,050	
Engineers in Training	823,862	822,041		847,908		874,578		902,050		930,453	
Management Systems Utility Services	1,311,325	1,331,118		1,350,595		1,386,201		1,423,029		1,461,279	
Records Management	189,518	201,224		207,520		214,007		220,688		227,588	
Utility Voice Radio	142,589	147,254		153,436		159,869		166,507		170,600	
	<u>3,525,883</u>	<u>3,775,973</u>	7.1%	<u>3,859,384</u>	2.2%	<u>3,975,879</u>	3.0%	<u>4,093,551</u>	3.0%	<u>4,224,169</u>	3.2%
Environmental Management and Quality Control											
Environmental Management and Quality Control	15,573,512	17,946,660		18,786,707		18,941,172		21,089,418		20,979,186	
Source Compliance Monitoring	438,745	523,092		702,331		553,227		570,754		585,416	
Contribution to Reserve	108,399	109,835		113,062		116,264		119,501		125,476	
	<u>16,120,656</u>	<u>18,579,587</u>	15.3%	<u>19,602,100</u>	5.5%	<u>19,610,663</u>	0.0%	<u>21,779,673</u>	11.1%	<u>21,690,078</u>	(0.4%)
Engineering, Design & Construction											
Minor Capital Projects	9,706,543	9,900,367		10,292,324		10,514,000		10,812,815		11,053,101	
	<u>9,706,543</u>	<u>9,900,367</u>	2.0%	<u>10,292,324</u>	4.0%	<u>10,514,000</u>	2.2%	<u>10,812,815</u>	2.8%	<u>11,053,101</u>	2.2%
Operations and Maintenance											
Lake City Operations	1,058,982	455,619		468,684		556,337		572,448		581,060	
Liquid Waste Residuals	42,152,634	41,741,733		46,024,377		47,877,050		48,892,653		52,110,203	
Maintenance	38,457,280	40,320,712		42,243,278		43,841,564		45,546,900		49,252,903	
SCADA Control Systems	1,373,250	1,559,069		1,660,986		1,736,398		1,813,250		1,864,006	
Urban Drainage	2,106,676	2,270,768		2,322,503		2,522,976		2,608,229		2,715,411	
Wastewater Collection	18,560,488	20,165,785		21,277,120		22,745,727		23,509,972		24,646,652	
Wastewater Treatment	63,322,632	71,339,119		78,526,027		76,253,174		79,245,602		83,787,536	
	<u>167,031,942</u>	<u>177,852,805</u>	6.5%	<u>192,522,975</u>	8.2%	<u>195,533,226</u>	1.6%	<u>202,189,054</u>	3.4%	<u>214,957,771</u>	6.3%
Administration and Department Support											
Communications Program	2,969,536	3,144,206	5.9%	3,375,485	7.4%	3,689,030	9.3%	3,946,389	7.0%	4,417,073	11.9%
Environmental Regulation and Enforcement	503,500	527,064	4.7%	537,606	2.0%	548,359	2.0%	559,326	2.0%	570,513	2.0%
Allocation of Centralized Support Costs	2,432,995	2,517,369	3.5%	2,650,917	5.3%	2,717,453	2.5%	2,800,721	3.1%	2,891,593	3.2%
	<u>39,923,864</u>	<u>44,752,933</u>	12.1%	<u>48,498,840</u>	8.4%	<u>53,100,476</u>	9.5%	<u>56,405,554</u>	6.2%	<u>59,598,868</u>	5.7%
Total Operating Programs	<u>255,112,397</u>	<u>271,890,424</u>	6.6%	<u>293,941,121</u>	8.1%	<u>303,198,809</u>	3.1%	<u>316,146,146</u>	4.3%	<u>333,472,455</u>	5.5%
Allocation of Project Delivery Cost											
Debt Service	7,265,724	8,246,594	13.5%	8,446,402	2.4%	8,823,784	4.5%	9,175,031	4.0%	9,515,209	3.7%
Contribution to Capital	126,907,374	149,116,775	17.5%	215,662,186	44.6%	295,821,788	37.2%	393,770,768	33.1%	523,258,839	32.9%
	<u>98,631,392</u>	<u>252,624,874</u>	156.1%	<u>278,984,724</u>	10.4%	<u>307,454,763</u>	10.2%	<u>323,469,561</u>	5.2%	<u>336,642,367</u>	4.1%
TOTAL EXPENDITURES	\$ 487,916,887	\$ 681,878,667	39.8%	\$ 797,034,433	16.9%	\$ 915,299,144	14.8%	\$ 1,042,561,506	13.9%	\$ 1,202,888,870	15.4%

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
LIQUID WASTE SERVICES
2025 - 2029 FINANCIAL PLAN
VANCOUVER SEWERAGE AREA

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Liquid Waste Services Levy	\$ 125,868,534	\$ 190,295,659	51.2%	\$ 209,508,774	10.1%	\$ 228,863,031	9.2%	\$ 246,949,227	7.9%	\$ 274,102,265	11.0%
User Fees	1,528,984	3,005,568		3,452,859		4,002,628		4,677,692		5,510,500	
Transfer from DCC Reserves	7,342,921	7,743,983		10,355,416		13,654,894		17,378,956		25,218,490	
Liquid Waste Industrial Charges	3,386,906	3,522,382		3,628,053		3,736,895		3,830,317		3,926,075	
Other External Revenues	237,127	166,697		166,697		166,697		166,697		166,697	
Transfer from Sustainability Innovation Fund Reserves	974,959	-		-		-		-		-	
Transfer from Reserves	1,921,267	696,704		4,609,217		13,126,074		23,700,430		32,586,482	
TOTAL REVENUES	\$ 141,260,698	\$ 205,430,993	45.4%	\$ 231,721,016	12.8%	\$ 263,550,219	13.7%	\$ 296,703,319	12.6%	\$ 341,510,509	15.1%
EXPENDITURES											
Operating Programs:											
Policy Planning and Analysis											
Contribution to Sustainability Innovation Fund Reserve	\$ 432,993	\$ 432,993		\$ 432,993		\$ 432,993		\$ 432,993		\$ 432,993	
Utility Analysis and Infrastructure	1,168,759	1,282,647		1,585,100		1,631,826		1,545,728		1,594,516	
Utility Policy and Planning	1,461,632	1,395,481		1,514,122		1,704,198		1,842,562		1,905,008	
Wastewater Research and Innovation	1,470,756	640,144		735,401		757,314		791,970		828,896	
Wastewater Facilities Planning	334,626	279,037		434,950		518,580		487,747		533,571	
	<u>4,868,766</u>	<u>4,030,302</u>	(17.2%)	<u>4,702,566</u>	16.7%	<u>5,044,911</u>	7.3%	<u>5,101,000</u>	1.1%	<u>5,294,984</u>	3.8%
Management Systems and Utility Services											
Annacis Research Centre	201,990	225,320		226,602		233,249		239,599		250,288	
Dispatch	49,654	51,759		53,335		54,959		56,320		57,937	
Energy Management	107,277	145,297		150,122		155,377		160,759		166,337	
Engineers in Training	316,519	314,184		324,070		334,264		344,763		355,619	
Management Systems Utility Services	386,198	383,029		388,634		398,879		409,477		420,483	
Records Management	55,816	57,904		59,716		61,582		63,505		65,490	
Utility Voice Radio	51,196	52,872		55,091		57,402		59,785		61,254	
	<u>1,168,650</u>	<u>1,230,365</u>	5.3%	<u>1,257,570</u>	2.2%	<u>1,295,712</u>	3.0%	<u>1,334,208</u>	3.0%	<u>1,377,408</u>	3.2%
Environmental Management and Quality Control											
Environmental Management and Quality Control	5,774,470	6,644,043		6,947,699		7,000,079		7,815,366		7,765,766	
Source Compliance Monitoring	168,566	199,926		268,431		211,443		218,142		223,746	
Contribution to Reserve	41,647	41,979		43,212		44,436		45,673		47,957	
	<u>5,984,683</u>	<u>6,885,948</u>	15.1%	<u>7,259,342</u>	5.4%	<u>7,255,958</u>	0.0%	<u>8,079,181</u>	11.3%	<u>8,037,469</u>	(0.5%)
Engineering, Design & Construction											
Minor Capital Projects	2,815,821	2,512,000		2,631,419		2,691,241		2,772,033		2,842,159	
	<u>2,815,821</u>	<u>2,512,000</u>	(10.8%)	<u>2,631,419</u>	4.8%	<u>2,691,241</u>	2.3%	<u>2,772,033</u>	3.0%	<u>2,842,159</u>	2.5%
Operations and Maintenance											
Lake City Operations	406,867	174,138		179,132		212,632		218,790		222,081	
Liquid Waste Residuals	25,227,925	23,929,059		25,799,511		26,794,869		27,558,715		29,019,818	
Maintenance	10,278,917	10,743,314		11,529,667		11,865,797		12,361,155		12,824,965	
SCADA Control Systems	378,739	435,324		463,777		484,803		506,230		520,397	
Wastewater Collection	5,534,858	6,060,775		6,368,914		6,710,282		6,959,762		7,187,968	
Wastewater Treatment	17,159,736	18,966,142		19,488,466		20,689,153		21,417,241		22,142,358	
	<u>58,987,042</u>	<u>60,308,752</u>	2.2%	<u>63,829,467</u>	5.8%	<u>66,757,536</u>	4.6%	<u>69,021,893</u>	3.4%	<u>71,917,587</u>	4.2%
Administration and Department Support											
Communications Program	874,558	904,745	3.5%	971,296	7.4%	1,061,518	9.3%	1,135,573	7.0%	1,271,013	11.9%
Environmental Regulation and Enforcement	193,445	201,444	4.1%	205,473	2.0%	209,583	2.0%	213,774	2.0%	218,050	2.0%
Allocation of Centralized Support Costs	456,916	478,804	4.8%	504,204	5.3%	516,860	2.5%	532,697	3.1%	549,981	3.2%
	<u>11,703,180</u>	<u>13,011,078</u>	11.2%	<u>14,093,389</u>	8.3%	<u>15,089,333</u>	7.1%	<u>16,138,167</u>	7.0%	<u>17,029,252</u>	5.5%
Total Operating Programs	87,053,061	89,563,438	2.9%	95,454,726	6.6%	99,922,652	4.7%	104,328,526	4.4%	108,537,903	4.0%
Allocation of Project Delivery Cost											
Debt Service	2,338,649	2,441,970	4.4%	2,501,137	2.4%	2,612,886	4.5%	2,716,897	4.0%	2,817,630	3.7%
Contribution to Capital	15,036,345	18,723,691	24.5%	30,446,380	62.6%	50,713,920	66.6%	77,876,317	53.6%	117,453,187	50.8%
	<u>36,832,643</u>	<u>94,701,894</u>	157.1%	<u>103,318,773</u>	9.1%	<u>110,300,761</u>	6.8%	<u>111,781,579</u>	1.3%	<u>112,701,789</u>	0.8%
TOTAL EXPENDITURES	\$ 141,260,698	\$ 205,430,993	45.4%	\$ 231,721,016	12.8%	\$ 263,550,219	13.7%	\$ 296,703,319	12.6%	\$ 341,510,509	15.1%

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
LIQUID WASTE SERVICES
2025 - 2029 FINANCIAL PLAN
NORTH SHORE SEWERAGE AREA

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Liquid Waste Services Levy	\$ 37,993,285	\$ 64,272,761	69.2%	\$ 81,372,399	26.6%	\$ 94,730,042	16.4%	\$ 108,013,468	14.0%	\$ 121,688,824	12.7%
User Fees	60,893	69,812		71,494		73,218		74,985		76,796	
Transfer from DCC Reserves	2,470,796	2,857,776		4,876,304		6,534,874		8,162,956		10,522,056	
Liquid Waste Industrial Charges	942,527	960,435		978,683		1,008,043		1,033,244		1,059,075	
Other External Revenues	27,405	27,577		27,577		27,577		27,577		27,577	
Transfer from Sustainability Innovation Fund Reserves	159,871	-		-		-		-		-	
Transfer from Reserves	18,900	1,184,948		7,095,160		20,094,892		35,242,697		48,060,309	
TOTAL REVENUES	\$ 41,673,677	\$ 69,373,309	66.5%	\$ 94,421,617	36.1%	\$ 122,468,646	29.7%	\$ 152,554,927	24.6%	\$ 181,434,637	18.9%
EXPENDITURES											
Operating Programs:											
Policy Planning and Analysis											
Contribution to Sustainability Innovation Fund Reserve	\$ 71,001	\$ 71,001		\$ 71,001		\$ 71,001		\$ 71,001		\$ 71,001	
Utility Analysis and Infrastructure	191,650	214,110		264,598		272,398		258,026		266,170	
Utility Policy and Planning	239,674	232,945		252,750		284,479		307,576		318,000	
Wastewater Research and Innovation	241,171	106,858		122,759		126,417		132,202		138,366	
Wastewater Facilities Planning	54,871	46,579		72,606		86,566		81,419		89,068	
	<u>798,367</u>	<u>671,493</u>	(15.9%)	<u>783,714</u>	16.7%	<u>840,861</u>	7.3%	<u>850,224</u>	1.1%	<u>882,605</u>	3.8%
Management Systems and Utility Services											
Annacis Research Centre	33,122	37,612		37,826		38,936		39,996		41,780	
Dispatch	15,406	15,364		15,829		16,310		16,716		17,196	
Energy Management	33,287	43,121		44,552		46,112		47,710		49,365	
Engineers in Training	51,897	52,446		54,097		55,798		57,551		59,363	
Management Systems Utility Services	119,829	113,677		115,341		118,382		121,527		124,793	
Records Management	17,317	17,186		17,723		18,277		18,848		19,437	
Utility Voice Radio	13,572	14,016		14,605		15,217		15,849		16,238	
	<u>284,430</u>	<u>293,422</u>	3.2%	<u>299,973</u>	2.2%	<u>309,032</u>	3.0%	<u>318,197</u>	3.0%	<u>328,172</u>	3.1%
Environmental Management and Quality Control											
Environmental Management and Quality Control	1,095,946	1,264,156		1,327,204		1,340,901		1,481,209		1,478,315	
Source Compliance Monitoring	27,641	33,373		44,809		35,296		36,414		37,350	
Contribution to Reserve	6,829	7,007		7,213		7,418		7,624		8,005	
	<u>1,130,416</u>	<u>1,304,536</u>	15.4%	<u>1,379,226</u>	5.7%	<u>1,383,615</u>	0.3%	<u>1,525,247</u>	10.2%	<u>1,523,670</u>	(0.1%)
Engineering, Design & Construction											
Minor Capital Projects	301,847	1,982,000		1,993,437		2,001,768		2,010,458		2,017,965	
	<u>301,847</u>	<u>1,982,000</u>	556.6%	<u>1,993,437</u>	0.6%	<u>2,001,768</u>	0.4%	<u>2,010,458</u>	0.4%	<u>2,017,965</u>	0.4%
Operations and Maintenance											
Lake City Operations	66,715	29,069		29,902		35,495		36,523		37,072	
Liquid Waste Residuals	1,011,097	970,279		1,101,409		1,147,801		1,162,141		1,257,291	
Maintenance	4,301,122	4,347,185		4,669,598		4,932,709		5,115,913		5,329,545	
SCADA Control Systems	212,682	225,967		240,754		251,774		263,008		270,377	
Wastewater Collection	3,605,297	3,945,188		4,164,585		4,355,015		4,498,990		4,689,927	
Wastewater Treatment	7,974,484	10,717,690		10,912,838		11,211,400		11,627,936		12,869,504	
	<u>17,171,397</u>	<u>20,235,378</u>	17.8%	<u>21,119,086</u>	4.4%	<u>21,934,194</u>	3.9%	<u>22,704,511</u>	3.5%	<u>24,453,716</u>	7.7%
Administration and Department Support											
Communications Program	271,356	268,515	(1.0%)	288,266	7.4%	315,043	9.3%	337,022	7.0%	377,218	11.9%
Environmental Regulation and Enforcement	31,721	33,627	6.0%	34,299	2.0%	34,985	2.0%	35,685	2.0%	36,399	2.0%
Allocation of Centralized Support Costs	135,518	146,259	7.9%	154,018	5.3%	157,884	2.5%	162,722	3.1%	168,002	3.2%
	<u>3,626,724</u>	<u>3,791,902</u>	4.6%	<u>4,948,550</u>	30.5%	<u>5,714,460</u>	15.5%	<u>6,508,133</u>	13.9%	<u>7,255,856</u>	11.5%
Total Operating Programs	<u>23,751,776</u>	<u>28,727,132</u>	20.9%	<u>31,000,569</u>	7.9%	<u>32,691,842</u>	5.5%	<u>34,452,199</u>	5.4%	<u>37,043,603</u>	7.5%
Allocation of Project Delivery Cost	493,754	1,362,710	176.0%	1,395,728	2.4%	1,458,088	4.5%	1,516,130	4.0%	1,572,343	3.7%
Debt Service	7,688,674	11,163,036	45.2%	23,959,440	114.6%	39,695,131	65.7%	57,383,559	44.6%	72,778,284	26.8%
Contribution to Capital	9,739,473	28,120,431	188.7%	38,065,880	35.4%	48,623,585	27.7%	59,203,039	21.8%	70,040,407	18.3%
TOTAL EXPENDITURES	\$ 41,673,677	\$ 69,373,309	66.5%	\$ 94,421,617	36.1%	\$ 122,468,646	29.7%	\$ 152,554,927	24.6%	\$ 181,434,637	18.9%

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
LIQUID WASTE SERVICES
2025 - 2029 FINANCIAL PLAN
LULU ISLAND WEST SEWERAGE AREA

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Liquid Waste Services Levy	\$ 32,235,087	\$ 46,147,331	43.2%	\$ 51,949,296	12.6%	\$ 56,443,199	8.7%	\$ 58,577,937	3.8%	\$ 60,787,178	3.8%
User Fees	134,132	137,365		140,728		144,175		147,708		151,330	
Transfer from DCC Reserves	2,427,028	2,345,261		3,176,583		3,990,095		4,773,240		6,618,754	
Liquid Waste Industrial Charges	953,991	972,117		990,587		1,020,305		1,045,813		1,071,958	
Other External Revenues	705,059	717,489		729,489		741,489		769,489		799,489	
Transfer from Sustainability Innovation Fund Reserves	175,351	-		-		-		-		-	
Transfer from Reserves	20,730	122,528		949,402		2,713,846		4,896,950		6,737,330	
TOTAL REVENUES	\$ 36,651,378	\$ 50,442,091	37.6%	\$ 57,936,085	14.9%	\$ 65,053,109	12.3%	\$ 70,211,137	7.9%	\$ 76,166,039	8.5%
EXPENDITURES											
Operating Programs:											
Policy Planning and Analysis											
Contribution to Sustainability Innovation Fund Reserve	\$ 77,876	\$ 77,876		\$ 77,876		\$ 77,876		\$ 77,876		\$ 77,876	
Utility Analysis and Infrastructure	210,206	238,609		294,873		303,566		287,549		296,625	
Utility Policy and Planning	262,881	259,599		281,669		317,029		342,769		354,385	
Wastewater Research and Innovation	264,522	119,085		136,805		140,882		147,329		154,198	
Wastewater Facilities Planning	60,184	51,909		80,913		96,471		90,735		99,259	
	875,669	747,078	(14.7%)	872,136	16.7%	935,824	7.3%	946,258	1.1%	982,343	3.8%
Management Systems and Utility Services											
Annacis Research Centre	36,329	41,916		42,154		43,391		44,572		46,561	
Dispatch	13,766	13,488		13,898		14,322		14,676		15,098	
Energy Management	29,744	37,863		39,119		40,489		41,892		43,346	
Engineers in Training	56,931	58,447		60,286		62,182		64,136		66,155	
Management Systems Utility Services	107,070	99,821		101,281		103,951		106,713		109,581	
Records Management	15,475	15,089		15,561		16,048		16,549		17,066	
Utility Voice Radio	11,945	12,336		12,853		13,392		13,948		14,291	
	271,260	278,960	2.8%	285,152	2.2%	293,775	3.0%	302,486	3.0%	312,098	3.2%
Environmental Management and Quality Control											
Environmental Management and Quality Control	1,131,504	1,328,821		1,393,595		1,405,570		1,559,510		1,553,487	
Source Compliance Monitoring	30,317	37,192		49,936		39,334		40,581		41,623	
Contribution to Reserve	7,490	7,809		8,039		8,266		8,497		8,921	
	1,169,311	1,373,822	17.5%	1,451,570	5.7%	1,453,170	0.1%	1,608,588	10.7%	1,604,031	(0.3%)
Engineering, Design & Construction											
Minor Capital Projects	1,273,204	327,000		368,912		398,600		442,779		472,865	
	1,273,204	327,000	(74.3%)	368,912	12.8%	398,600	8.0%	442,779	11.1%	472,865	6.8%
Operations and Maintenance											
Lake City Operations	73,179	32,394		33,323		39,554		40,699		41,313	
Liquid Waste Residuals	1,937,345	2,140,066		2,433,859		2,541,473		2,562,297		2,781,239	
Maintenance	3,243,834	3,488,102		3,418,887		3,563,397		3,671,533		3,802,278	
SCADA Control Systems	37,206	40,450		43,096		45,064		47,068		48,386	
Wastewater Collection	637,548	706,822		741,247		954,540		836,877		907,235	
Wastewater Treatment	7,140,880	7,883,591		8,265,043		8,578,360		9,100,331		9,272,304	
	13,069,992	14,291,425	9.3%	14,935,455	4.5%	15,722,388	5.3%	16,258,805	3.4%	16,852,755	3.7%
Administration and Department Support											
Communications Program	242,463	235,784	(2.8%)	253,128	7.4%	276,640	9.3%	295,940	7.0%	331,236	11.9%
Environmental Regulation and Enforcement	34,792	37,474	7.7%	38,224	2.0%	38,988	2.0%	39,768	2.0%	40,563	2.0%
Allocation of Centralized Support Costs	240,867	240,912	0.0%	253,693	5.3%	260,060	2.5%	268,029	3.1%	276,725	3.2%
Total Operating Programs	3,208,381	3,349,834	4.4%	3,692,872	10.2%	3,995,943	8.2%	4,173,689	4.4%	4,179,049	0.1%
	20,385,939	20,882,289	2.4%	22,151,142	6.1%	23,375,388	5.5%	24,336,342	4.1%	25,051,665	2.9%
Allocation of Project Delivery Cost	411,218	415,612	1.1%	425,681	2.4%	444,701	4.5%	462,403	4.0%	479,547	3.7%
Debt Service	8,049,519	9,929,449	23.4%	15,492,964	56.0%	19,969,493	28.9%	23,952,046	19.9%	29,014,526	21.1%
Contribution to Capital	7,804,702	19,214,741	146.2%	19,866,298	3.4%	21,263,527	7.0%	21,460,346	0.9%	21,620,301	0.7%
TOTAL EXPENDITURES	\$ 36,651,378	\$ 50,442,091	37.6%	\$ 57,936,085	14.9%	\$ 65,053,109	12.3%	\$ 70,211,137	7.9%	\$ 76,166,039	8.5%

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
LIQUID WASTE SERVICES
2025 - 2029 FINANCIAL PLAN
FRASER SEWERAGE AREA

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Liquid Waste Services Levy	\$ 190,533,872	\$ 271,499,356	42.5%	\$ 284,422,520	4.8%	\$ 303,602,408	6.7%	\$ 331,327,099	9.1%	\$ 357,434,398	7.9%
User Fees	3,675,448	6,501,104		7,386,561		8,471,383		9,799,868		11,435,019	
Transfer from DCC Reserves	60,753,999	64,521,616		100,964,872		119,468,954		134,130,202		173,948,040	
Liquid Waste Industrial Charges	7,885,633	8,201,058		8,447,090		8,700,503		8,918,015		9,140,965	
Other External Revenues	1,017,293	1,488,077		1,488,077		1,252,598		1,017,120		1,017,120	
Transfer from Sustainability Innovation Fund Reserves	1,227,454	-		-		-		-		-	
Transfer from Reserves	145,110	860,903		6,598,449		18,867,977		34,037,385		46,833,681	
TOTAL REVENUES	\$ 265,238,809	\$ 353,072,114	33.1%	\$ 409,307,569	15.9%	\$ 460,363,823	12.5%	\$ 519,229,689	12.8%	\$ 599,809,223	15.5%
EXPENDITURES											
Operating Programs:											
Policy Planning and Analysis											
Contribution to Sustainability Innovation Fund Reserve	\$ 545,130	\$ 545,130		\$ 545,130		\$ 545,130		\$ 545,130		\$ 545,130	
Utility Analysis and Infrastructure	1,471,443	1,620,592		2,002,733		2,061,770		1,952,987		2,014,630	
Utility Policy and Planning	1,840,164	1,763,156		1,913,054		2,153,210		2,328,029		2,406,930	
Wastewater Research and Innovation	1,851,651	808,805		929,162		956,846		1,000,634		1,047,290	
Wastewater Facilities Planning	421,288	352,556		549,549		655,213		616,255		674,155	
	6,129,676	5,090,239	(17.0%)	5,939,628	16.7%	6,372,169	7.3%	6,443,035	1.1%	6,688,135	3.8%
Management Systems and Utility Services											
Annacis Research Centre	254,300	284,687		286,306		294,704		302,727		316,232	
Dispatch	88,831	98,090		101,076		104,154		106,734		109,797	
Energy Management	191,913	275,360		284,501		294,460		304,663		315,236	
Engineers in Training	398,515	396,964		409,455		422,334		435,600		449,316	
Management Systems Utility Services	690,924	725,925		736,547		755,965		776,048		796,909	
Records Management	99,854	109,735		113,169		116,706		120,350		124,113	
Utility Voice Radio	65,876	68,030		70,887		73,858		76,925		78,817	
	1,790,213	1,958,791	9.4%	2,001,941	2.2%	2,062,181	3.0%	2,123,047	3.0%	2,190,420	3.2%
Environmental Management and Quality Control											
Environmental Management and Quality Control	7,571,592	8,709,640		9,118,209		9,194,622		10,233,333		10,181,618	
Source Compliance Monitoring	212,221	252,601		339,155		267,154		275,617		282,697	
Contribution to Reserve	52,433	53,040		54,598		56,144		57,707		60,593	
	7,836,246	9,015,281	15.0%	9,511,962	5.5%	9,517,920	0.1%	10,566,657	11.0%	10,524,908	(0.4%)
Engineering, Design & Construction											
Minor Capital Projects	5,015,671	4,571,367		4,782,869		4,898,824		5,055,902		5,181,846	
	5,015,671	4,571,367	(8.9%)	4,782,869	4.6%	4,898,824	2.4%	5,055,902	3.2%	5,181,846	2.5%
Operations and Maintenance											
Lake City Operations	512,221	220,018		226,327		268,656		276,436		280,594	
Liquid Waste Residuals	13,976,267	14,702,329		16,689,598		17,392,907		17,609,500		19,051,855	
Maintenance	20,475,209	21,611,654		22,477,036		23,326,760		24,240,957		27,133,196	
SCADA Control Systems	718,526	829,252		883,448		923,477		964,272		991,258	
Wastewater Collection	8,782,785	9,453,000		10,002,374		10,725,890		11,214,343		11,861,522	
Wastewater Treatment	31,047,532	33,771,696		39,859,680		35,774,261		37,100,094		39,503,370	
	75,512,540	80,587,949	6.7%	90,138,463	11.9%	88,411,951	(1.9%)	91,405,602	3.4%	98,821,795	8.1%
Administration and Department Support											
Communications Program	1,564,619	1,714,694	9.6%	1,840,821	7.4%	2,011,813	9.3%	2,152,163	7.0%	2,408,851	11.9%
Environmental Regulation and Enforcement	243,542	254,519	4.5%	259,610	2.0%	264,803	2.0%	270,099	2.0%	275,501	2.0%
Allocation of Centralized Support Costs	1,599,694	1,651,394	3.2%	1,739,002	5.3%	1,782,649	2.5%	1,837,273	3.1%	1,896,885	3.2%
	21,142,201	24,317,726	15.0%	25,476,908	4.8%	28,028,145	10.0%	29,317,936	4.6%	30,887,738	5.4%
Total Operating Programs	120,834,402	129,161,960	6.9%	141,691,204	9.7%	143,350,455	1.2%	149,171,714	4.1%	158,876,079	6.5%
Allocation of Project Delivery Cost	4,016,997	4,021,747	0.1%	4,119,190	2.4%	4,303,234	4.5%	4,474,532	4.0%	4,640,432	3.7%
Debt Service	96,132,836	109,300,599	13.7%	145,763,402	33.4%	185,443,244	27.2%	234,558,846	26.5%	304,012,842	29.6%
Contribution to Capital	44,254,574	110,587,808	149.9%	117,733,773	6.5%	127,266,890	8.1%	131,024,597	3.0%	132,279,870	1.0%
TOTAL EXPENDITURES	\$ 265,238,809	\$ 353,072,114	33.1%	\$ 409,307,569	15.9%	\$ 460,363,823	12.5%	\$ 519,229,689	12.8%	\$ 599,809,223	15.5%

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
LIQUID WASTE SERVICES
2025 - 2029 FINANCIAL PLAN
DRAINAGE

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Liquid Waste Services Levy	\$ 2,867,325	\$ 3,335,160	16.3%	\$ 3,423,146	2.6%	\$ 3,633,347	6.1%	\$ 3,732,434	2.7%	\$ 3,833,462	2.7%
Transfer from Reserves	225,000	225,000		225,000		230,000		130,000		135,000	
TOTAL REVENUES	\$ 3,092,325	\$ 3,560,160	15.1%	\$ 3,648,146	2.5%	\$ 3,863,347	5.9%	\$ 3,862,434	0.0%	\$ 3,968,462	2.7%
EXPENDITURES											
Operating Programs:											
Policy Planning and Analysis											
Utility Analysis and Infrastructure	\$ 175,000	\$ 175,000		\$ 175,000		\$ 175,000		\$ 75,000		\$ 75,000	
Utility Policy and Planning	50,000	126,008		128,446		140,958		143,546		146,222	
	225,000	301,008	33.8%	303,446	0.8%	315,958	4.1%	218,546	(30.8%)	221,222	1.2%
Management Systems and Utility Services											
Dispatch	940	1,170		1,207		1,244		1,274		1,310	
Energy Management	2,030	3,289		3,398		3,517		3,639		3,766	
Management Systems Utility Services	7,304	8,666		8,792		9,024		9,264		9,513	
Records Management	1,056	1,310		1,351		1,394		1,436		1,482	
	11,330	14,435	27.4%	14,748	2.2%	15,179	2.9%	15,613	2.9%	16,071	2.9%
Engineering, Design & Construction											
Minor Capital Projects	300,000	508,000		515,687		523,567		531,643		538,266	
	300,000	508,000	69.3%	515,687	1.5%	523,567	1.5%	531,643	1.5%	538,266	1.2%
Operations and Maintenance											
Maintenance	158,198	130,457		148,090		152,901		157,342		162,919	
SCADA Control Systems	26,097	28,076		29,911		31,280		32,672		33,588	
Urban Drainage	2,106,676	2,270,768		2,322,503		2,522,976		2,608,229		2,715,411	
	2,290,971	2,429,301	6.0%	2,500,504	2.9%	2,707,157	8.3%	2,798,243	3.4%	2,911,918	4.1%
Administration and Department Support											
Administration and Department Support	16,540	20,468	23.7%	21,974	7.4%	24,016	9.3%	25,691	7.0%	28,755	11.9%
Allocation of Centralized Support Costs	243,378	282,393	16.0%	287,121	1.7%	272,595	(5.1%)	267,629	(1.8%)	246,973	(7.7%)
Total Operating Programs	3,087,219	3,555,605	15.2%	3,643,480	2.5%	3,858,472	5.9%	3,857,365	0.0%	3,963,205	2.7%
Allocation of Project Delivery Cost											
Allocation of Project Delivery Cost	5,106	4,555	(10.8%)	4,666	2.4%	4,875	4.5%	5,069	4.0%	5,257	3.7%
TOTAL EXPENDITURES	\$ 3,092,325	\$ 3,560,160	15.1%	\$ 3,648,146	2.5%	\$ 3,863,347	5.9%	\$ 3,862,434	0.0%	\$ 3,968,462	2.7%

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
CAPITAL PORTFOLIO
LIQUID WASTE SERVICES
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL EXPENDITURES									
Collections									
Ocean Park Trunk - Crescent Beach PS Section Replacement	\$ 1,200,000	\$ 400,000	\$ 800,000	\$ 700,000	\$ 4,300,000	\$ 10,400,000	\$ 16,600,000	Design	Maintenance
104th Ave PS and FM for Redirection to NLWWTP	2,000,000	100,000	1,950,000	3,000,000	8,950,000	6,000,000	20,000,000	Definition	Growth
8th Avenue Interceptor Air Treatment Facilities	500,000	-	50,000	450,000	600,000	2,600,000	3,700,000	Definition	Upgrade
Albert Street Trunk Sewer	9,950,000	50,000	-	-	-	-	50,000	Construction	Growth
Big Bend Forcemain - Gate Replacement	400,000	176,000	200,000	1,000,000	1,000,000	250,000	2,626,000	Design	Maintenance
Burnaby Lake North Interceptor Cariboo Section	-	-	500,000	1,000,000	1,500,000	1,500,000	4,500,000	Not Started	Growth
Burnaby Lake North Interceptor Winston Section	109,200,000	15,966,000	7,650,000	2,050,000	1,500,000	4,000,000	31,166,000	Construction	Growth
Burnaby South Slope Interceptor	500,000	-	-	300,000	600,000	1,150,000	2,050,000	Definition	Growth
Cloverdale Pump Station Capacity Upgrade	11,400,000	1,100,000	5,300,000	2,845,000	2,800,000	11,600,000	23,645,000	Construction	Growth
Cloverdale Trunk Sewer Capacity Upgrade	1,200,000	600,000	550,000	1,000,000	8,450,000	8,100,000	18,700,000	Design	Growth
Combined Sewer Overflow Sampling Station Enhancements	4,000,000	410,000	1,000,000	-	-	-	1,410,000	Construction	Maintenance
Crescent Beach FM - Replacement	34,350,000	100,000	40,000	20,000	20,000	20,000	200,000	Construction	Maintenance
Eagle Creek (Lower Section) Channel Restoration	750,000	500,000	250,000	-	-	-	750,000	Construction	Resilience
EMQC-Chemistry Laboratory	17,200,000	1,000,000	5,750,000	9,800,000	-	-	16,550,000	Construction	Upgrade
Fraser Sewerage Area Integrated Resource Recovery (IRR) Study	1,200,000	429,000	200,000	-	-	-	629,000	Design	Opportunity
Front Street Pressure Sewer Access Hatches Reinforcement	5,000,000	50,000	-	-	-	-	50,000	Construction	Maintenance
FSA Flow Metering Program	4,300,000	1,070,000	670,000	-	-	-	1,740,000	Construction	Maintenance
FSA River Crossing Scour Protection Program - Phase 1	3,400,000	500,000	1,230,000	-	-	-	1,730,000	Construction	Maintenance
FSA Sewer Relocations and Protections	3,100,000	1,650,000	650,000	-	-	-	2,300,000	Construction	Maintenance
FSA Statutory Right of Way Acquisitions Phase 1	35,100,000	3,500,000	6,200,000	-	-	-	9,700,000	Design	Maintenance
Gilbert/Brighthouse Trunk Pressure Sewer	180,550,000	34,887,000	9,620,000	100,000	600,000	2,400,000	47,607,000	Multiple	Maintenance
Glenbrook Combined Trunk Kingsway Sanitary Section	8,450,000	1,000,000	938,000	-	-	-	1,938,000	Construction	Growth
Glenbrook Combined Trunk Sewer Separation	4,350,000	50,000	500,000	2,450,000	1,050,000	2,000,000	6,050,000	Design	Upgrade
Glenbrook CSO Gate Replacement	5,850,000	100,000	-	-	-	-	100,000	Construction	Maintenance
Gleneagles Forcemain Replacement	17,000,000	5,007,000	5,010,000	2,450,000	-	-	12,467,000	Construction	Maintenance
Gleneagles Pump Stations Improvements	24,500,000	5,835,000	1,500,000	1,630,000	5,250,000	1,000,000	15,215,000	Construction	Maintenance
Harbour PS Air Treatment Facilities	-	-	-	-	150,000	350,000	500,000	Not Started	Upgrade
Harbour Pump Station Discharge Header Repair and Valve Replacements	4,850,000	259,000	-	-	-	-	259,000	Construction	Maintenance

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
CAPITAL PORTFOLIO
LIQUID WASTE SERVICES
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
Replacement	3,650,000	1,524,000	962,000	–	–	–	2,486,000	Construction	Maintenance
Harbour Sewerage Pump Station - Suction Piping Replacement	5,850,000	850,000	2,000,000	1,950,000	1,000,000	–	5,800,000	Construction	Maintenance
Highbury Interceptor Diversion Junction Chamber Wall Rehabilitation	500,000	250,000	50,000	4,000,000	1,450,000	–	5,750,000	Design	Maintenance
Jervis Pump Station 25kV Voltage Conversion	1,300,000	50,000	–	–	–	–	50,000	Construction	Maintenance
Jervis Sewerage Pump Station - Suction Piping Replacement	500,000	500,000	500,000	2,000,000	500,000	–	3,500,000	Design	Maintenance
Kent Pump Station High Voltage Switchgear Replacement	3,000,000	960,000	553,000	–	–	–	1,513,000	Construction	Maintenance
Lozells Sanitary Trunk Golf Course Section	–	–	50,000	400,000	200,000	1,000,000	1,650,000	Not Started	Growth
LWS Pump Station Programmable Logic Controller Replacements	1,500,000	750,000	650,000	750,000	550,000	300,000	3,000,000	Multiple	Opportunity
Marshend Pump Station	28,500,000	1,350,000	13,250,000	9,920,000	680,000	–	25,200,000	Construction	Growth
New West Interceptor - Annacis Section 2	27,000,000	5,937,000	4,650,000	6,000,000	5,650,000	5,000,000	27,237,000	Construction	Maintenance
New West Interceptor Grit Chamber	1,250,000	250,000	650,000	4,100,000	4,000,000	–	9,000,000	Design	Maintenance
New Westminster Interceptor Annacis Channel Crossing Scour Protection	2,500,000	2,000,000	–	–	–	–	2,000,000	Construction	Resilience
New Westminster Interceptor Repair Columbia St. Section	37,100,000	200,000	1,400,000	2,000,000	316,000	–	3,916,000	Construction	Maintenance
New Westminster Interceptor West Branch and Columbia Extension Rehabilitation	37,900,000	3,000,000	10,800,000	10,000,000	8,000,000	4,000,000	35,800,000	Construction	Maintenance
North Road Trunk Sewer	23,650,000	2,500,000	4,115,000	2,000,000	530,000	–	9,145,000	Construction	Growth
North Surrey Interceptor - Port Mann Section - Odour Control	5,050,000	1,000,000	1,150,000	4,100,000	5,970,000	5,200,000	17,420,000	Construction	Upgrade
North Surrey Interceptor Improvements	107,100,000	3,550,000	14,600,000	32,350,000	33,450,000	25,600,000	109,550,000	Multiple	Maintenance
NSA Flow Metering Program	1,600,000	772,000	250,000	–	–	–	1,022,000	Construction	Maintenance
NSA Scour Protection Upgrades	3,750,000	50,000	1,750,000	1,500,000	–	–	3,300,000	Construction	Maintenance
NSI 104th Ave Extension	12,950,000	–	500,000	6,000,000	1,500,000	–	8,000,000	Construction	Growth
NSI SSO Storage	27,400,000	2,500,000	7,004,000	25,500,000	23,250,000	10,000,000	68,254,000	Construction	Upgrade
NSSA Sewer Relocations and Protections	450,000	50,000	375,000	25,000	–	–	450,000	Construction	Maintenance
NVI Lynn Branch Siphon – SSO Treatment	1,100,000	750,000	4,800,000	6,150,000	3,800,000	–	15,500,000	Design	Upgrade
NWP Dip Investigation and Repair	4,500,000	1,500,000	–	–	–	–	1,500,000	Construction	Maintenance
Ocean Park Trunk Manholes Lining	1,050,000	1,000,000	–	–	–	–	1,000,000	Construction	Maintenance
Ocean Park Trunk Sewer - Air Management Facility	2,750,000	565,000	400,000	1,200,000	3,120,000	580,000	5,865,000	Design	Upgrade
Port Coquitlam Pump Station Overflow	–	–	–	210,000	1,000,000	3,000,000	4,210,000	Not Started	Resilience
Port Coquitlam Pump Station Refurbishment	7,600,000	1,984,000	1,350,000	16,050,000	35,700,000	14,000,000	69,084,000	Design	Maintenance
Port Moody Pump Station Capacity Upgrade	3,700,000	700,000	1,000,000	1,150,000	5,250,000	10,000,000	18,100,000	Design	Growth
Port Moody South Interceptor Capacity Upgrade	200,000	–	–	150,000	150,000	2,050,000	2,350,000	Not Started	Growth
Port Moody Storm Drain Rehabilitation	1,650,000	900,000	600,000	–	–	–	1,500,000	Construction	Maintenance
Production Way Operation Centre	11,100,000	6,934,000	2,825,000	14,760,000	27,875,000	1,075,000	53,469,000	Multiple	Upgrade

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
CAPITAL PORTFOLIO
LIQUID WASTE SERVICES
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
Rosemary Heights Pressure Sewer Capacity Upgrade	–	–	–	350,000	500,000	700,000	1,550,000	Not Started	Growth
Royal Ave PS Rehabilitation	13,400,000	8,800,000	800,000	–	–	–	9,600,000	Construction	Maintenance
Sapperton Pump Station	96,050,000	500,000	5,000,000	–	–	–	5,500,000	Construction	Growth
Sapperton Pump Station Emergency Backup Power	5,000,000	1,895,000	1,530,000	–	–	–	3,425,000	Construction	Resilience
Sewer Heat Projects	57,000,000	14,050,000	16,100,000	9,050,000	11,500,000	15,400,000	66,100,000	Construction	Opportunity
South Surrey Interceptor Johnston Section	92,050,000	14,780,000	7,178,000	2,000,000	1,000,000	950,000	25,908,000	Construction	Growth
South Surrey Interceptor Rehabilitation	3,300,000	900,000	2,400,000	4,050,000	9,000,000	20,000,000	36,350,000	Multiple	Maintenance
SSI Delta - Air Management Facility Construction	12,950,000	1,000,000	1,000,000	500,000	–	–	2,500,000	Construction	Upgrade
SSI Influent Control Chamber Repair and Replace Gates	150,000	20,000	100,000	1,100,000	–	–	1,220,000	Design	Maintenance
Still Creek Culvert Rehabilitation - Gilmore section	200,000	100,000	50,000	1,150,000	50,000	–	1,350,000	Design	Maintenance
Stoney Creek Sanitary Trunk	12,250,000	3,650,000	4,000,000	14,450,000	30,000,000	12,000,000	64,100,000	Construction	Growth
Surrey Central Valley Capacity Upgrade	–	–	150,000	450,000	1,000,000	1,500,000	3,100,000	Not Started	Growth
Surrey Corrosion Control Facility Replacement	7,250,000	50,000	2,000,000	3,000,000	500,000	300,000	5,850,000	Construction	Maintenance
VSA Emergency Backup Power	29,300,000	2,750,000	2,850,000	150,000	5,650,000	–	11,400,000	Construction	Resilience
VSA Flow Metering Program	5,450,000	2,359,000	1,336,000	–	–	–	3,695,000	Construction	Maintenance
VSA Grit Chamber Access Improvements	2,700,000	2,000,000	675,000	–	–	–	2,675,000	Construction	Maintenance
VSA Sewer Relocations and Protections	24,050,000	500,000	5,650,000	–	–	–	6,150,000	Construction	Maintenance
VSA Statutory Right of Way Acquisitions Phase 1	16,000,000	3,000,000	4,500,000	–	–	–	7,500,000	Construction	Maintenance
Westridge FM Replacement	8,650,000	6,250,000	–	–	–	–	6,250,000	Construction	Maintenance
Westridge Pump Stations 1 & 2 Refurbishment	16,700,000	5,575,000	7,000,000	9,000,000	6,000,000	2,400,000	29,975,000	Construction	Maintenance
White Rock Forcemain Rehabilitation	14,300,000	50,000	5,000,000	5,000,000	1,450,000	1,000,000	12,500,000	Construction	Maintenance
Columbia Forcemain (CLT) Rehabilitation	13,000,000	13,000,000	–	–	–	–	13,000,000	Construction	Maintenance
Total Collections	\$ 1,286,200,000	\$ 198,344,000	\$ 194,111,000	\$ 231,310,000	\$ 267,361,000	\$ 187,425,000	\$ 1,078,551,000		
Treatment Plants									
AIWWTP Ammonia Removal – Sidestream	\$ 6,300,000	\$ 700,000	\$ 1,500,000	\$ 3,000,000	\$ 2,550,000	\$ 13,100,000	\$ 20,850,000	Design	Upgrade
AIWWTP Bar Screen #1 Refurbishment	300,000	300,000	1,000,000	–	–	–	1,300,000	Design	Maintenance
AIWWTP Centrifuge Schwing HPU Replacement	1,650,000	1,000,000	450,000	–	–	–	1,450,000	Construction	Maintenance
AIWWTP Chemical Lab UPS System Replacement	900,000	150,000	–	–	–	–	150,000	Construction	Maintenance
AIWWTP Cogeneration Backup Power	81,150,000	200,000	–	–	–	–	200,000	Construction	Resilience
AIWWTP Digester No. 5*	12,900,000	4,000,000	7,887,000	12,500,000	13,600,000	33,200,000	71,187,000	Design	Growth
AIWWTP Electrical Distribution System Protection Control and Monitoring	2,650,000	100,000	300,000	–	–	–	400,000	Construction	Upgrade
AIWWTP Hydrothermal Processing Pilot	39,350,000	14,500,000	3,900,000	1,450,000	–	–	19,850,000	Construction	Opportunity

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
CAPITAL PORTFOLIO
LIQUID WASTE SERVICES
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
AIWWTP ICS Replacement Program	14,350,000	1,500,000	2,250,000	2,500,000	2,000,000	1,750,000	10,000,000	Construction	Maintenance
AIWWTP Influent System Remediation	86,200,000	1,395,000	750,000	9,600,000	9,200,000	400,000	21,345,000	Construction	Maintenance
AIWWTP IPS Pump Building Roof Replacement Phase 2	1,150,000	1,000,000	50,000	-	-	-	1,050,000	Construction	Maintenance
AIWWTP Lubrication Storage Facility Conversion	1,500,000	1,150,000	200,000	-	-	-	1,350,000	Construction	Maintenance
AIWWTP O&M Building Refurbishment	1,500,000	300,000	1,200,000	3,100,000	1,800,000	1,700,000	8,100,000	Design	Maintenance
AIWWTP Outfall Repair	250,000	250,000	1,150,000	400,000	-	-	1,800,000	Design	Maintenance
AIWWTP Process Waste Drain Line Refurbishment	2,350,000	1,900,000	200,000	-	-	-	2,100,000	Construction	Maintenance
AIWWTP Replacement of Protective Relays	2,550,000	50,000	-	-	-	-	50,000	Construction	Maintenance
AIWWTP Scum Pump Replacement	400,000	250,000	500,000	500,000	-	-	1,250,000	Design	Maintenance
AIWWTP Secondary Clarifier Corrosion Repair	36,300,000	600,000	1,070,000	465,000	465,000	-	2,600,000	Construction	Maintenance
AIWWTP Sludge Control Building Electrical Room HVAC Upgrade	1,600,000	900,000	185,000	34,000	-	-	1,119,000	Construction	Maintenance
AIWWTP Stage 5 Expansion*	1,004,350,000	64,400,000	83,500,000	71,000,000	82,900,000	41,200,000	343,000,000	Multiple	Growth
AIWWTP Station Battery Replacement	1,250,000	50,000	-	-	-	-	50,000	Construction	Maintenance
AIWWTP Trickling Filter Media & Distributor Arms & Ducting Replacement	90,700,000	3,520,000	8,800,000	150,000	-	-	12,470,000	Construction	Maintenance
AIWWTP UPS Condition Monitoring System	550,000	50,000	100,000	200,000	200,000	-	550,000	Construction	Resilience
Annacis Influent System Surge Control Refurbishment	22,000,000	2,200,000	1,789,000	1,789,000	1,789,000	-	7,567,000	Construction	Growth
Annacis MCC 80 051, 80 070, 80 071 Replacement	2,850,000	50,000	550,000	-	-	-	600,000	Construction	Maintenance
Annacis Outfall System*	356,050,000	26,999,000	480,000	-	-	-	27,479,000	Construction	Growth
IIWWTP - Biogas Lines Relocation	4,450,000	50,000	-	-	-	-	50,000	Construction	Resilience
IIWWTP Biosolids Dewatering Facility	61,300,000	25,000	25,000	-	-	-	50,000	Construction	Upgrade
IIWWTP CEPT Polymer Line Replacement	3,300,000	250,000	-	-	-	-	250,000	Construction	Maintenance
IIWWTP CEPT Winterization	1,500,000	325,000	-	-	-	-	325,000	Construction	Maintenance
IIWWTP ICS IPS Control Replacement	1,750,000	350,000	-	-	-	-	350,000	Construction	Maintenance
IIWWTP ICS Migration Program	4,000,000	500,000	3,000,000	4,000,000	3,000,000	1,500,000	12,000,000	Design	Maintenance
IIWWTP ICS Replacement Program	750,000	200,000	100,000	-	-	-	300,000	Construction	Maintenance
IIWWTP IPS Drive Remediation	2,300,000	570,000	700,000	250,000	550,000	-	2,070,000	Construction	Maintenance
IIWWTP MCC/Power Distribution Assess/Replace - Phase 2	1,000,000	50,000	300,000	-	-	-	350,000	Construction	Maintenance
IIWWTP Medium Pressure Sludge Gas Blowers 3 & 4 Power Supply	950,000	600,000	200,000	120,000	-	-	920,000	Construction	Resilience
IIWWTP Non-Domestic Trucked Liquid Waste Alternative	800,000	520,000	150,000	-	-	-	670,000	Construction	Maintenance
IIWWTP Outfall Refurbishment*	20,000,000	2,500,000	3,000,000	3,350,000	63,000,000	73,000,000	144,850,000	Design	Maintenance
IIWWTP PA Tanks Improvement	7,500,000	1,000,000	1,650,000	1,600,000	1,600,000	1,450,000	7,300,000	Construction	Maintenance
IIWWTP PA-Sed Tank & Gallery Wall Refurbishment	950,000	200,000	290,000	190,000	170,000	-	850,000	Construction	Maintenance
IIWWTP Replacement of CoGen Control System	2,500,000	125,000	450,000	-	-	-	575,000	Construction	Maintenance

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
CAPITAL PORTFOLIO
LIQUID WASTE SERVICES
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
IWWTP Siphon Chamber Refurbishment	2,150,000	50,000	50,000	1,800,000	-	-	1,900,000	Construction	Maintenance
IWWTP Solids Handling Refurbishment	64,850,000	100,000	2,180,000	2,180,000	2,180,000	-	6,640,000	Construction	Maintenance
IWWTP Standby Diesel Generators	2,000,000	100,000	800,000	1,200,000	1,100,000	1,000,000	4,200,000	Design	Resilience
IWWTP Surge Mitigation	250,000	200,000	250,000	650,000	650,000	250,000	2,000,000	Design	Maintenance
IWWTP Waste Gas Burner Redundancy	1,250,000	1,050,000	150,000	-	-	-	1,200,000	Construction	Maintenance
Iona Island Control & Instrumentation Replacement 2011	2,750,000	200,000	-	-	-	-	200,000	Construction	Maintenance
Iona Island Wastewater Treatment Plant*	1,060,000,000	147,588,000	211,382,000	305,677,000	400,664,000	404,154,000	1,469,465,000	Construction	Upgrade
LIWWTP Admin Dewatering Building Roof Repair	800,000	675,000	75,000	-	-	-	750,000	Construction	Maintenance
LIWWTP Biogas Clean-up Project	12,950,000	50,000	-	-	-	-	50,000	Construction	Opportunity
LIWWTP Effluent Heat Recovery Project	10,000,000	5,000,000	4,300,000	-	-	-	9,300,000	Construction	Opportunity
LIWWTP Gravity Thickener Redundancy	2,650,000	150,000	2,075,000	5,000,000	8,000,000	5,650,000	20,875,000	Design	Maintenance
LIWWTP Ground Fault Detection System Replacement	2,050,000	600,000	550,000	600,000	-	-	1,750,000	Construction	Maintenance
LIWWTP High Efficiency Boiler	1,300,000	500,000	150,000	-	-	-	650,000	Construction	Maintenance
LIWWTP ICS Electrical Distribution System Migration Program	2,250,000	1,500,000	4,000,000	1,500,000	-	-	7,000,000	Design	Maintenance
LIWWTP ICS Replacement Program	6,750,000	2,000,000	400,000	-	-	-	2,400,000	Construction	Maintenance
LIWWTP PA Tank Odour Control System	250,000	75,000	175,000	1,500,000	1,800,000	1,150,000	4,700,000	Design	Upgrade
LIWWTP PA-Sed Tank Refurbishment	3,950,000	310,000	3,010,000	7,000	-	-	3,327,000	Construction	Maintenance
LIWWTP Pilot Digestion Optimization Facility	6,200,000	200,000	1,550,000	50,000	-	-	1,800,000	Construction	Opportunity
LIWWTP Power Distribution Center Replacements	750,000	50,000	500,000	300,000	3,000,000	3,000,000	6,850,000	Design	Maintenance
LIWWTP Power Reliability	12,400,000	2,017,000	4,136,000	1,120,000	-	-	7,273,000	Construction	Resilience
LIWWTP SCL Refurbishment	2,850,000	500,000	1,125,000	1,025,000	100,000	10,000,000	12,750,000	Design	Maintenance
LIWWTP Trickling Filter Refurbishment	54,450,000	716,000	13,350,000	13,000,000	13,000,000	13,000,000	53,066,000	Construction	Maintenance
NLWWTP 25 kV Substation Replacement	10,100,000	150,000	-	-	-	-	150,000	Construction	Maintenance
NLWWTP Standby Diesel Generator	1,000,000	300,000	150,000	-	-	-	450,000	Construction	Resilience
North Shore WWTP Secondary Upgrade, Conveyance and Decommissioning*	3,854,900,000	454,825,000	578,678,000	658,898,000	544,667,000	381,942,000	2,619,010,000	Construction	Upgrade
Northwest Langley Wastewater Treatment Program*	2,280,650,000	55,743,000	61,683,000	53,860,000	262,879,000	480,996,000	915,161,000	Multiple	Growth
Regional Biosolids Dryer – AIWWTP*	24,950,000	2,500,000	3,000,000	11,000,000	18,090,000	63,500,000	98,090,000	Design	Opportunity
WWTPs Electrical System Studies & Upgrades	1,900,000	150,000	150,000	250,000	650,000	-	1,200,000	Construction	Resilience
Total Treatment Plants	\$ 9,310,500,000	\$ 812,078,000	\$1,021,545,000	\$1,175,815,000	\$1,439,604,000	\$1,531,942,000	\$ 5,980,984,000		
TOTAL CAPITAL EXPENDITURES	\$10,596,700,000	\$1,010,422,000	\$1,215,656,000	\$1,407,125,000	\$1,706,965,000	\$1,719,367,000	\$ 7,059,535,000		

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
CAPITAL PORTFOLIO
LIQUID WASTE SERVICES
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL FUNDING									
New External Borrowing funded by Levy	5,854,451,000	583,149,000	674,211,000	838,202,000	984,089,000	820,592,000	3,900,243,000		
New Borrowing funded by DCC	2,757,429,000	166,763,000	258,701,000	250,296,000	493,038,000	668,205,000	1,837,003,000		
Direct DCC Application	60,734,000	40,461,000	-	-	-	-	40,461,000		
Contribution to Capital from LWS Levy	1,156,190,000	131,459,000	146,244,000	162,102,000	165,225,000	165,225,000	770,255,000		
Reserve	414,833,000	26,614,000	64,202,000	76,918,000	64,613,000	44,015,000	276,362,000		
External Funding - Interagency	353,063,000	61,976,000	72,298,000	79,607,000	-	21,330,000	235,211,000		
Total	\$10,596,700,000	\$1,010,422,000	\$1,215,656,000	\$1,407,125,000	\$1,706,965,000	\$1,719,367,000	\$7,059,535,000		
SUMMARY BY DRIVER									
Growth	4,088,000,000	195,638,000	207,470,000	186,214,000	425,778,000	615,946,000	1,631,046,000		
Maintenance	1,145,800,000	149,581,000	152,781,000	161,376,000	226,951,000	198,070,000	888,759,000		
Resilience	141,950,000	10,612,000	10,166,000	3,250,000	8,600,000	4,000,000	36,628,000		
Upgrade	5,067,800,000	617,112,000	815,539,000	1,033,985,000	1,015,496,000	822,151,000	4,304,283,000		
Opportunity	153,150,000	37,479,000	29,700,000	22,300,000	30,140,000	79,200,000	198,819,000		
Total	\$10,596,700,000	\$1,010,422,000	\$1,215,656,000	\$1,407,125,000	\$1,706,965,000	\$1,719,367,000	\$7,059,535,000		

* Project is part of Metro Vancouver's formal stage gate framework. Detailed project report will be brought forward as part of the stage gate review process.

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
SOLID WASTE SERVICES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Solid Waste Tipping Fees	\$132,115,288	\$148,874,301	12.7%	\$158,583,891	6.5%	\$168,545,177	6.3%	\$178,785,121	6.1%	\$189,343,450	5.9%
Energy Sales	6,254,000	6,250,000		6,250,000		5,889,423		6,000,000		6,000,000	
Other External Revenues	4,042,041	4,928,890		7,241,967		9,039,463		9,193,257		9,350,957	
TOTAL REVENUES	\$142,411,329	\$160,053,191	12.4%	\$172,075,858	7.5%	\$183,474,063	6.6%	\$193,978,378	5.7%	\$204,694,407	5.5%
EXPENDITURES											
Operating Programs:											
Solid Waste Operations											
Allocated Quality Control	\$ 20,085	\$ 25,407		\$ 20,680		\$ 27,088		\$ 29,664		\$ 30,712	
Ashcroft Ranch	971,187	616,197		623,882		633,116		643,835		653,994	
Engineers in Training	125,326	123,306		127,186		131,187		135,307		139,568	
Landfills	35,825,563	44,458,053		40,424,770		42,839,104		46,031,026		49,528,809	
Recycling and Waste Centre	49,564,839	53,831,557		55,152,208		58,788,761		60,309,696		61,789,697	
Waste to Energy Facility	29,266,387	28,523,685		31,785,157		33,164,479		33,898,249		34,652,306	
	<u>115,773,387</u>	<u>127,578,205</u>	10.2%	<u>128,133,883</u>	0.4%	<u>135,583,735</u>	5.8%	<u>141,047,777</u>	4.0%	<u>146,795,086</u>	4.1%
Solid Waste Planning											
Policy and Facility Development	644,339	609,217		627,351		646,045		665,297		685,197	
Zero Waste Implementation	2,590,242	2,956,614		2,867,002		2,863,413		2,944,842		3,028,787	
Programs and Public Involvement	1,106,108	1,364,396		1,402,641		1,441,975		1,482,402		1,524,068	
	<u>4,340,689</u>	<u>4,930,227</u>	13.6%	<u>4,896,994</u>	(0.7%)	<u>4,951,433</u>	1.1%	<u>5,092,541</u>	2.8%	<u>5,238,052</u>	2.9%
Administration and Department Support	745,527	756,095	1.4%	779,727	3.1%	804,081	3.1%	829,156	3.1%	854,769	3.1%
Environmental Regulation and Enforcement	1,581,695	1,616,473	2.2%	1,679,475	3.9%	1,720,764	2.5%	1,769,077	2.8%	1,821,987	3.0%
Allocation of Centralized Support Costs	5,775,338	5,828,516	0.9%	5,899,081	1.2%	5,318,956	(9.8%)	5,456,642	2.6%	5,553,816	1.8%
Total Operating Programs	<u>128,216,636</u>	<u>140,709,516</u>	9.7%	<u>141,389,160</u>	0.5%	<u>148,378,969</u>	4.9%	<u>154,195,193</u>	3.9%	<u>160,263,710</u>	3.9%
Allocation of Project Delivery Cost	421,208	397,060	(5.7%)	406,681	2.4%	424,850	4.5%	441,763	4.0%	458,141	3.7%
Debt Service	12,465,692	17,138,153	37.5%	21,792,028	27.2%	28,006,962	28.5%	34,275,598	22.4%	40,070,285	16.9%
Contribution to Reserve	1,307,793	1,808,462	38.3%	8,487,989	369.3%	6,663,282	(21.5%)	5,065,824	(24.0%)	3,902,271	(23.0%)
TOTAL EXPENDITURES	\$142,411,329	\$160,053,191	12.4%	\$172,075,858	7.5%	\$183,474,063	6.6%	\$193,978,378	5.7%	\$204,694,407	5.5%

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
CAPITAL PORTFOLIO
SOLID WASTE SERVICES
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL EXPENDITURES									
Landfills									
Coquitlam Landfill Maintenance and Upgrades	\$ 23,750,000	\$ 5,550,000	\$ 5,400,000	\$ -	\$ -	\$ -	\$ 10,950,000	Multiple	Maintenance
Total Landfills	\$ 23,750,000	\$ 5,550,000	\$ 5,400,000	\$ -	\$ -	\$ -	\$ 10,950,000		
Recycling and Waste Centres									
Langley Recycling and Waste Centre Depot Development and Site Reconfiguration	\$ 20,300,000	\$ 3,500,000	\$ 8,250,000	\$ 4,000,000	\$ 4,000,000	\$ -	\$ 19,750,000	Design	Upgrade
Maple Ridge Recycling and Waste Centre Upgrades	2,000,000	750,000	750,000	-	-	-	1,500,000	Not Started	Upgrade
Compactor Replacements	3,000,000	100,000	-	1,000,000	3,000,000	-	4,100,000	Construction	Maintenance
North Surrey Recycling and Waste Centre Depot Development and Site Reconfiguration	43,900,000	1,500,000	8,500,000	9,750,000	-	-	19,750,000	Design	Upgrade
Solid Waste Facility Land Purchase	-	-	-	-	-	50,000,000	50,000,000	Not Started	Resilience
Weigh Scale Replacement	3,500,000	2,500,000	-	-	-	-	2,500,000	Design	Maintenance
Total Recycling and Waste Centres	\$ 72,700,000	\$ 8,350,000	\$ 17,500,000	\$ 14,750,000	\$ 7,000,000	\$ 50,000,000	\$ 97,600,000		
Waste To Energy Facilities									
Acid Gas Reduction	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 1,650,000	\$ 5,000,000	\$ 6,650,000	Not Started	Upgrade
Biosolids Processing	23,750,000	7,500,000	7,000,000	4,000,000	3,000,000	-	21,500,000	Construction	Resilience
Waste-to-Energy Facility Maintenance	79,650,000	15,755,000	25,500,000	16,500,000	5,200,000	9,850,000	72,805,000	Multiple	Maintenance
Waste to Energy Facility District Energy Ph 1 and 2	217,000,000	5,500,000	19,500,000	33,000,000	52,500,000	20,000,000	130,500,000	Multiple	Resilience
Total Waste To Energy Facilities	\$ 322,500,000	\$ 28,755,000	\$ 52,000,000	\$ 53,500,000	\$ 62,350,000	\$ 34,850,000	\$ 231,455,000		
TOTAL CAPITAL EXPENDITURES	\$ 418,950,000	\$ 42,655,000	\$ 74,900,000	\$ 68,250,000	\$ 69,350,000	\$ 84,850,000	\$ 340,005,000		
CAPITAL FUNDING									
New External Borrowing	\$ 365,983,000	\$ 33,838,000	\$ 66,092,000	\$ 55,762,000	\$ 59,677,000	\$ 79,784,000	\$ 295,153,000		
Reserve	26,467,000	1,317,000	1,808,000	8,488,000	6,673,000	5,066,000	23,352,000		
External Funding - Interagency	26,500,000	7,500,000	7,000,000	4,000,000	3,000,000	-	21,500,000		
Total	\$ 418,950,000	\$ 42,655,000	\$ 74,900,000	\$ 68,250,000	\$ 69,350,000	\$ 84,850,000	\$ 340,005,000		
SUMMARY BY DRIVER									
Maintenance	\$ 109,900,000	\$ 23,905,000	\$ 30,900,000	\$ 17,500,000	\$ 8,200,000	\$ 9,850,000	\$ 90,355,000		
Resilience	240,750,000	13,000,000	26,500,000	37,000,000	55,500,000	70,000,000	202,000,000		
Upgrade	68,300,000	5,750,000	17,500,000	13,750,000	5,650,000	5,000,000	47,650,000		
Total	\$ 418,950,000	\$ 42,655,000	\$ 74,900,000	\$ 68,250,000	\$ 69,350,000	\$ 84,850,000	\$ 340,005,000		

METRO VANCOUVER HOUSING CORPORATION
HOUSING
2025 - 2029 FINANCIAL PLAN

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Housing Rents	\$ 45,207,881	\$ 44,610,986	(1.3%)	\$ 50,502,924	13.2%	\$ 58,499,464	15.8%	\$ 60,920,380	4.1%	\$ 61,876,177	1.6%
Housing Mortgage and Rental Subsidies	1,254,012	1,530,721		1,709,210		1,815,948		1,852,808		1,879,592	
Other External Revenues	1,002,083	1,088,434		1,127,323		1,160,093		1,181,403		1,138,132	
Transfer from Reserves	12,856,377	13,457,688		15,279,850		11,418,083		9,368,585		10,134,774	
TOTAL REVENUES	\$ 60,320,353	\$ 60,687,829	0.6%	\$ 68,619,307	13.1%	\$ 72,893,588	6.2%	\$ 73,323,176	0.6%	\$ 75,028,675	2.3%
EXPENDITURES											
Operating Programs:											
Property Operations	\$ 21,958,187	\$ 23,075,099		\$ 24,190,218		\$ 26,845,103		\$ 27,930,409		\$ 25,087,175	
Maintenance	1,221,612	1,454,729		1,499,233		1,545,356		1,592,409		1,641,356	
Housing Finance Operations	1,154,578	1,163,144		1,199,620		1,328,350		1,369,968		1,412,978	
Tenant Program and Services	874,407	901,440		927,641		954,609		982,345		1,010,957	
Site Administration	2,521,088	2,511,686		2,678,006		3,443,443		3,541,173		3,618,898	
Engineers in Training	10,273	20,551		21,198		21,864		22,551		23,261	
Administration and Department Support	1,543,513	2,056,672		2,022,371		2,079,667		2,138,558		2,199,265	
	29,283,658	31,183,321	6.5%	32,538,287	4.3%	36,218,392	11.3%	37,577,413	3.8%	34,993,890	(6.9%)
Communications Program	40,000	40,880	2.2%	41,698	2.0%	42,532	2.0%	43,382	2.0%	44,250	2.0%
Allocation of Centralized Support Costs	2,697,141	2,866,136	6.3%	2,920,989	1.9%	2,872,123	(1.7%)	2,942,371	2.4%	2,795,941	(5.0%)
Total Operating Programs	32,020,799	34,090,337	6.5%	35,500,974	4.1%	39,133,047	10.2%	40,563,166	3.7%	37,834,081	(6.7%)
Capital Maintenance	12,032,204	12,100,948	0.6%	12,402,026	2.5%	8,001,256	(35.5%)	5,037,534	(37.0%)	4,557,946	(9.5%)
Debt Service:											
Mortgage Payments	5,478,117	8,231,015	50.3%	11,354,762	38.0%	14,152,877	24.6%	14,175,866	0.2%	16,075,995	13.4%
Capital Maintenance Financing	824,173	1,356,740	64.6%	2,877,824	112.1%	3,416,827	18.7%	4,331,051	26.8%	5,576,828	28.8%
Contribution to Capital Replacement Reserve	1,911,397	1,842,898	(3.6%)	1,919,672	4.2%	2,109,831	9.9%	2,163,100	2.5%	1,842,898	(14.8%)
Contribution to Reserve	8,053,663	3,065,891	(61.9%)	4,564,049	48.9%	6,079,750	33.2%	7,052,459	16.0%	9,140,927	29.6%
TOTAL EXPENDITURES	\$ 60,320,353	\$ 60,687,829	0.6%	\$ 68,619,307	13.1%	\$ 72,893,588	6.2%	\$ 73,323,176	0.6%	\$ 75,028,675	2.3%

**METRO VANCOUVER HOUSING CORPORATION
CAPITAL PORTFOLIO
HOUSING DEVELOPMENT
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL EXPENDITURES									
Capital Development									
Heather Place - Building B	\$ 55,800,000	\$ 16,468,000	\$ -	\$ -	\$ -	\$ -	16,468,000	Construction	Expand/Re-develop
Kingston Gardens - Phase 1	44,700,000	3,500,000	75,000	-	-	-	3,575,000	Construction	Expand/Re-develop
Salal Landing	36,100,000	14,305,000	-	-	-	-	14,305,000	Construction	Expand/Re-develop
The Connection	120,800,000	46,248,000	46,248,000	13,268,000	75,000	-	105,839,000	Construction	Expand/Re-develop
Malaspina	140,596,000	6,000,000	51,956,000	51,956,000	28,069,000	-	137,981,000	Detailed Design	Expand/Re-develop
Heron's Nest	79,377,000	32,000,000	32,000,000	8,587,000	-	-	72,587,000	Construction	Expand/Member Partnerships
The Steller	93,900,000	38,554,000	38,554,000	7,240,000	75,000	-	84,423,000	Detailed Design	Expand/Member Partnerships
Projects in Planning	690,253,000	3,371,000	26,179,000	99,388,000	172,284,000	284,830,000	586,052,000	Planned	Expand/Re-develop
Total Capital Development	\$1,261,526,000	\$160,446,000	\$195,012,000	\$180,439,000	\$200,503,000	\$284,830,000	\$ 1,021,230,000		
Building Renewal									
Strathearn Court	10,000,000	7,000,000	-	-	-	-	7,000,000	Construction	Preserve
Le Chateau Place	7,300,000	5,900,000	-	-	-	-	5,900,000	Detailed Design	Preserve
Crown Manor	4,800,000	3,840,000	-	-	-	-	3,840,000	Detailed Design	Preserve
Manor House	11,000,000	2,470,000	-	-	-	-	2,470,000	Construction	Preserve
Minato West	8,900,000	5,900,000	-	-	-	-	5,900,000	Construction	Preserve
Somerset Gardens	18,850,000	500,000	6,100,000	6,100,000	6,100,000	-	18,800,000	Schematic	Preserve
Meridian Village	-	-	3,000,000	1,500,000	-	-	4,500,000	Planned	Preserve
Knightsbridge I	-	-	-	-	5,000,000	5,000,000	10,000,000	Planned	Preserve
Cedarwood	-	-	-	-	-	3,650,000	3,650,000	Planned	Preserve
Regal	4,400,000	100,000	100,000	2,200,000	2,000,000	-	4,400,000	Planned	Preserve
Total Building Renewal	\$ 65,250,000	\$ 25,710,000	\$ 9,200,000	\$ 9,800,000	\$ 13,100,000	\$ 8,650,000	\$ 66,460,000		
TOTAL CAPITAL EXPENDITURES	\$1,326,776,000	\$186,156,000	\$204,212,000	\$190,239,000	\$213,603,000	\$293,480,000	\$ 1,087,690,000		

**METRO VANCOUVER HOUSING CORPORATION
CAPITAL PORTFOLIO
HOUSING DEVELOPMENT
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL FUNDING									
Grants	\$ 662,803,900	\$111,101,000	\$101,587,000	\$ 92,610,000	\$144,626,000	\$190,600,000	\$ 640,524,000		
External Borrowing	582,256,000	57,335,000	88,051,000	77,728,000	68,677,000	98,930,000	390,721,000		
Reserve	81,716,100	17,720,000	14,574,000	19,901,000	300,000	3,950,000	56,445,000		
Total	\$1,326,776,000	\$186,156,000	\$204,212,000	\$190,239,000	\$213,603,000	\$293,480,000	\$ 1,087,690,000		
SUMMARY BY DRIVER									
Expand/Re-develop	\$1,088,249,000	\$ 89,892,000	\$124,458,000	\$164,612,000	\$200,428,000	\$284,830,000	\$ 864,220,000		
Expand/Member Partnerships	173,277,000	70,554,000	70,554,000	15,827,000	75,000	-	157,010,000		
Preserve	65,250,000	25,710,000	9,200,000	9,800,000	13,100,000	8,650,000	66,460,000		
Total	\$1,326,776,000	\$186,156,000	\$204,212,000	\$190,239,000	\$213,603,000	\$293,480,000	\$ 1,087,690,000		

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL DISTRICT SUMMARY
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$113,178,691	\$117,237,833	3.6%	\$105,264,055	(10.2%)	\$108,261,109	2.8%	\$111,995,103	3.4%	\$116,115,756	3.7%
Compensation Services Revenue	598,160	738,700	23.5%	859,129	16.3%	978,769	13.9%	1,101,835	12.6%	1,128,953	2.5%
Collective Bargaining Services Revenue	1,061,436	1,165,689	9.8%	1,242,885	6.6%	1,318,177	6.1%	1,398,664	6.1%	1,431,856	2.4%
Electoral Area Requisition	433,645	454,892	4.9%	468,469	3.0%	467,725	(0.2%)	487,429	4.2%	497,186	2.0%
Regional Global Positioning System User Fees	306,424	311,558	1.7%	327,493	5.1%	337,548	3.1%	369,191	9.4%	412,472	11.7%
User Fees	3,890,074	4,179,292	7.4%	4,685,616	12.1%	5,189,536	10.8%	5,693,554	9.7%	5,797,672	1.8%
Non-Road Diesel Fees	1,316,250	1,690,000	28.4%	2,055,000	21.6%	2,895,000	40.9%	2,890,000	(0.2%)	2,890,000	0.0%
Love Food Hate Waste	375,000	–	(100.0%)	–	N/A	–	N/A	–	N/A	–	N/A
Zero Waste Conference	260,000	260,000	0.0%	260,000	0.0%	260,000	0.0%	260,000	0.0%	260,000	0.0%
Other External Revenues	4,770,299	10,336,419	116.7%	5,487,220	(46.9%)	4,805,288	(12.4%)	4,864,934	1.2%	4,843,649	(0.4%)
Transfer from Sustainability Innovation Fund Reserves	6,087,561	1,031,155	(83.1%)	1,067,500	3.5%	–	(100.0%)	–	N/A	–	N/A
Transfer from Reserves	14,217,753	14,769,912	3.9%	12,141,835	(17.8%)	12,019,517	(1.0%)	12,486,461	3.9%	12,165,549	(2.6%)
TOTAL REVENUES	\$146,495,293	\$152,175,450	3.9%	\$133,859,202	(12.0%)	\$136,532,669	2.0%	\$141,547,171	3.7%	\$145,543,093	2.8%
EXPENDITURES											
Metro Vancouver Regional District											
Air Quality and Climate Action	\$ 17,561,130	\$ 16,293,920	(7.2%)	\$ 16,764,963	2.9%	\$ 17,110,035	2.1%	\$ 17,413,480	1.8%	\$ 17,912,312	2.9%
E911 Emergency Telephone Service	6,469,826	7,276,404	12.5%	7,421,931	2.0%	7,570,370	2.0%	7,721,777	2.0%	7,876,214	2.0%
Electoral Area Service	1,218,728	6,304,809	417.3%	1,715,504	(72.8%)	821,321	(52.1%)	846,740	3.1%	848,005	0.1%
General Government Administration	8,598,225	8,848,544	2.9%	8,984,950	1.5%	9,085,124	1.1%	9,307,726	2.5%	9,380,725	0.8%
General Government-Zero Waste Collaboration Initiatives	1,521,633	692,758	(54.5%)	644,938	(6.9%)	640,752	(0.6%)	636,545	(0.7%)	632,803	(0.6%)
Housing Planning and Policy	9,351,276	7,695,894	(17.7%)	8,072,481	4.9%	7,051,198	(12.7%)	7,096,430	0.6%	7,145,144	0.7%
Invest Vancouver	4,251,161	4,753,867	11.8%	4,787,702	0.7%	4,926,371	2.9%	5,082,832	3.2%	5,248,424	3.3%
Regional Emergency Management	191,549	199,686	4.2%	205,691	3.0%	211,866	3.0%	219,283	3.5%	219,242	0.0%
Regional Employers Services	4,351,426	4,382,540	0.7%	4,400,235	0.4%	4,496,539	2.2%	4,526,509	0.7%	4,632,332	2.3%
Regional Global Positioning System	378,174	485,102	28.3%	552,876	14.0%	914,816	65.5%	948,391	3.7%	454,455	(52.1%)
Regional Parks	86,077,581	89,473,461	3.9%	74,465,035	(16.8%)	77,839,307	4.5%	81,846,978	5.1%	85,183,832	4.1%
Regional Land Use Policy	5,612,977	4,819,386	(14.1%)	4,886,575	1.4%	4,901,217	0.3%	4,929,099	0.6%	5,030,391	2.1%
Sasamat Fire Protection Service	911,607	949,079	4.1%	956,321	0.8%	963,753	0.8%	971,381	0.8%	979,214	0.8%
TOTAL EXPENDITURES	\$146,495,293	\$152,175,450	3.9%	\$133,859,202	(12.0%)	\$136,532,669	2.0%	\$141,547,171	3.7%	\$145,543,093	2.8%

**METRO VANCOUVER REGIONAL DISTRICT
AIR QUALITY AND CLIMATE ACTION
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 8,366,532	\$ 8,381,668	0.2%	\$ 8,584,090	2.4%	\$ 7,904,816	(7.9%)	\$ 7,848,040	(0.7%)	\$ 8,076,347	2.9%
User Fees	3,000,000	3,200,000		3,700,000		4,200,000		4,700,000		4,800,000	
Non-Road Diesel Fees	1,316,250	1,690,000		2,055,000		2,895,000		2,890,000		2,890,000	
Other External Revenues	770,425	844,127		673,085		748,635		756,924		765,379	
Transfer from Sustainability Innovation Fund Reserves	2,037,923	230,000		—		—		—		—	
Transfer from Reserves	2,070,000	1,948,125		1,752,788		1,361,584		1,218,516		1,380,586	
TOTAL REVENUES	<u>\$17,561,130</u>	<u>\$16,293,920</u>	(7.2%)	<u>\$16,764,963</u>	2.9%	<u>\$17,110,035</u>	2.1%	<u>\$17,413,480</u>	1.8%	<u>\$17,912,312</u>	2.9%
EXPENDITURES											
Operating Programs:											
Ambient Air Quality Monitoring	\$ 2,709,224	\$ 2,846,336		\$ 3,158,042		\$ 3,044,756		\$ 2,923,374		\$ 3,118,928	
Regional Climate Action Policy	3,414,877	3,688,864		3,802,324		3,761,430		3,862,009		3,973,586	
Air Quality Bylaw and Regulation Development	1,319,732	1,361,201		1,394,864		1,435,174		1,476,860		1,524,057	
Corporate Climate Action Services	740,219	844,010		670,298		870,687		875,153		902,938	
Engineers in Training	49,308	61,653		63,593		65,593		67,654		69,784	
Regional Sustainability Initiatives	2,087,923	280,000		—		—		—		—	
Administration and Department Support	764,718	788,486		814,175		839,857		866,306		892,778	
	<u>11,086,001</u>	<u>9,870,550</u>	(11.0%)	<u>9,903,296</u>	0.3%	<u>10,017,497</u>	1.2%	<u>10,071,356</u>	0.5%	<u>10,482,071</u>	4.1%
Communications Program	445,000	295,000	(33.7%)	300,900	2.0%	306,918	2.0%	313,055	2.0%	319,317	2.0%
Environmental Regulation and Enforcement	4,719,554	4,932,148	4.5%	5,250,384	6.5%	5,532,675	5.4%	5,856,031	5.8%	6,012,063	2.7%
Allocation of Centralized Support Costs	1,310,575	1,196,222	(8.7%)	1,310,383	9.5%	1,252,945	(4.4%)	1,173,038	(6.4%)	1,098,861	(6.3%)
TOTAL EXPENDITURES	<u>\$17,561,130</u>	<u>\$16,293,920</u>	(7.2%)	<u>\$16,764,963</u>	2.9%	<u>\$17,110,035</u>	2.1%	<u>\$17,413,480</u>	1.8%	<u>\$17,912,312</u>	2.9%

**METRO VANCOUVER REGIONAL DISTRICT
E911 EMERGENCY TELEPHONE SERVICE
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 6,469,826	\$ 7,276,404	12.5%	\$ 7,421,931	2.0%	\$ 7,570,370	2.0%	\$ 7,721,777	2.0%	\$ 7,876,214	2.0%
TOTAL REVENUES	<u>\$ 6,469,826</u>	<u>\$ 7,276,404</u>	12.5%	<u>\$ 7,421,931</u>	2.0%	<u>\$ 7,570,370</u>	2.0%	<u>\$ 7,721,777</u>	2.0%	<u>\$ 7,876,214</u>	2.0%
EXPENDITURES											
Operating Programs:											
Emergency Telephone Service	\$ 6,342,967	\$ 7,133,729		\$ 7,276,403		\$ 7,421,931		\$ 7,570,370		\$ 7,721,778	
Allocation of Centralized Support Costs	126,859	142,675		145,528		148,439		151,407		154,436	
TOTAL EXPENDITURES	<u>\$ 6,469,826</u>	<u>\$ 7,276,404</u>	12.5%	<u>\$ 7,421,931</u>	2.0%	<u>\$ 7,570,370</u>	2.0%	<u>\$ 7,721,777</u>	2.0%	<u>\$ 7,876,214</u>	2.0%

**METRO VANCOUVER REGIONAL DISTRICT
ELECTORAL AREA SERVICE
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Electoral Area Requisition	\$ 433,645	\$ 454,892	4.9%	\$ 468,469	3.0%	\$ 467,725	(0.2%)	\$ 487,429	4.2%	\$ 497,186	2.0%
User Fees	12,000	12,000		12,000		12,000		12,000		12,000	
Other External Revenues	653,083	5,718,550		1,018,550		218,550		224,892		224,892	
Transfer from Reserves	120,000	119,367		216,485		123,046		122,419		113,927	
TOTAL REVENUES	\$ 1,218,728	\$ 6,304,809	417.3%	\$ 1,715,504	(72.8%)	\$ 821,321	(52.1%)	\$ 846,740	3.1%	\$ 848,005	0.1%
EXPENDITURES											
Operating Programs:											
Community Planning	\$ 889,432	\$ 5,945,322		\$ 1,266,289		\$ 467,594		\$ 489,239		\$ 491,272	
Building Inspections	27,191	38,461		39,411		40,391		41,403		42,448	
Local Government Election	-	-		124,676		-		-		-	
Fraser Valley Library Services	2,000	2,000		2,000		2,000		2,000		2,000	
Emergency Planning	20,000	20,000		20,000		20,000		20,000		20,000	
	938,623	6,005,783	539.9%	1,452,376	(75.8%)	529,985	(63.5%)	552,642	4.3%	555,720	0.6%
Contribution to Election Reserve	30,000	30,000		-		30,000		30,000		30,000	
Contribution to Reserve	203,083	218,550	7.6%	218,550	0.0%	218,550	0.0%	224,892	2.9%	224,892	0.0%
	233,083	248,550	6.6%	218,550	(12.1%)	248,550	13.7%	254,892	2.6%	254,892	0.0%
Allocation of Centralized Support Costs	47,022	50,476	7.3%	44,578	(11.7%)	42,786	(4.0%)	39,206	(8.4%)	37,393	(4.6%)
TOTAL EXPENDITURES	\$ 1,218,728	\$ 6,304,809	417.3%	\$ 1,715,504	(72.8%)	\$ 821,321	(52.1%)	\$ 846,740	3.1%	\$ 848,005	0.1%

**METRO VANCOUVER REGIONAL DISTRICT
GENERAL GOVERNMENT ADMINISTRATION
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 7,205,225	\$ 7,558,132	4.9%	\$ 7,691,730	1.8%	\$ 7,789,040	1.3%	\$ 8,008,720	2.8%	\$ 8,078,739	0.9%
Other External Revenues	1,093,000	990,412		993,220		996,084		999,006		1,001,986	
Transfer from Reserves	300,000	300,000		300,000		300,000		300,000		300,000	
TOTAL REVENUES	\$ 8,598,225	\$ 8,848,544	2.9%	\$ 8,984,950	1.5%	\$ 9,085,124	1.1%	\$ 9,307,726	2.5%	\$ 9,380,725	0.8%
EXPENDITURES											
Operating Programs:											
Audit and Insurance	\$ 149,848	\$ 155,942		\$ 158,751		\$ 161,616		\$ 164,539		\$ 167,519	
Board Administrative Services	4,680,437	4,802,431		4,918,319		5,037,105		5,158,818		5,283,735	
External Contributions	605,000	605,000		605,000		605,000		605,000		605,000	
Leadership and Engagement	670,268	720,853		735,034		725,456		838,670		785,616	
Mosquito Control Contract	223,575	175,589		179,104		182,689		186,345		190,071	
Regional Culture	39,853	38,133		39,356		40,617		41,915		43,258	
Contribution to Sustainability Innovation Fund Reserve	347,000	347,000		347,000		347,000		347,000		347,000	
	6,715,981	6,844,948	1.9%	6,982,564	2.0%	7,099,483	1.7%	7,342,287	3.4%	7,422,199	1.1%
Communications Program	883,600	939,554	6.3%	954,806	1.6%	970,361	1.6%	986,229	1.6%	1,002,415	1.6%
Allocation of Centralized Support Costs	998,644	1,064,042	6.5%	1,047,580	(1.5%)	1,015,280	(3.1%)	979,210	(3.6%)	956,111	(2.4%)
TOTAL EXPENDITURES	\$ 8,598,225	\$ 8,848,544	2.9%	\$ 8,984,950	1.5%	\$ 9,085,124	1.1%	\$ 9,307,726	2.5%	\$ 9,380,725	0.8%

**METRO VANCOUVER REGIONAL DISTRICT
GENERAL GOVERNMENT ZERO WASTE COLLABORATION INITIATIVES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 786,633	\$ 432,758	(45.0%)	\$ 384,938	(11.1%)	\$ 380,752	(1.1%)	\$ 376,545	(1.1%)	\$ 372,803	(1.0%)
Other External Revenues	100,000	-		-		-		-		-	
Love Food Hate Waste	375,000	-		-		-		-		-	
Zero Waste Conference	260,000	260,000		260,000		260,000		260,000		260,000	
TOTAL REVENUES	\$ 1,521,633	\$ 692,758	(54.5%)	\$ 644,938	(6.9%)	\$ 640,752	(0.6%)	\$ 636,545	(0.7%)	\$ 632,803	(0.6%)
EXPENDITURES											
Operating Programs:											
National Zero Waste Council	\$ 220,700	\$ 120,700		\$ 120,700		\$ 120,700		\$ 120,700		\$ 120,700	
Love Food Hate Waste	375,000	-		-		-		-		-	
Zero Waste Conference	472,000	472,000		472,000		472,000		472,000		472,000	
	1,067,700	592,700	(44.5%)	592,700	0.0%	592,700	0.0%	592,700	0.0%	592,700	0.0%
Allocation of Centralized Support Costs	453,933	100,058	(78.0%)	52,238	(47.8%)	48,052	(8.0%)	43,845	(8.8%)	40,103	(8.5%)
TOTAL EXPENDITURES	\$ 1,521,633	\$ 692,758	(54.5%)	\$ 644,938	(6.9%)	\$ 640,752	(0.6%)	\$ 636,545	(0.7%)	\$ 632,803	(0.6%)

**METRO VANCOUVER REGIONAL DISTRICT
HOUSING PLANNING AND POLICY
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 6,569,294	\$ 6,931,694	5.5%	\$ 7,004,981	1.1%	\$ 7,051,198	0.7%	\$ 7,096,430	0.6%	\$ 7,145,144	0.7%
Transfer from Sustainability Innovation Fund Reserves	2,781,982	764,200		1,067,500		-		-		-	
TOTAL REVENUES	\$ 9,351,276	\$ 7,695,894	(17.7%)	\$ 8,072,481	4.9%	\$ 7,051,198	(12.7%)	\$ 7,096,430	0.6%	\$ 7,145,144	0.7%
EXPENDITURES											
Operating Programs:											
Housing Planning and Policy	\$ 4,210,059	\$ 2,534,721		\$ 2,889,231		\$ 1,876,478		\$ 1,930,767		\$ 1,987,813	
Contribution to Housing Planning and Policy Re-development Reserve	1,000,000	1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
Contribution to Housing Planning and Policy Development Reserve	4,000,000	4,000,000		4,000,000		4,000,000		4,000,000		4,000,000	
	9,210,059	7,534,721	(18.2%)	7,889,231	4.7%	6,876,478	(12.8%)	6,930,767	0.8%	6,987,813	0.8%
Communications Program	25,000	25,000	0.0%	25,000	0.0%	25,000	0.0%	25,000	0.0%	25,000	0.0%
Allocation of Centralized Support Costs	116,217	136,173	17.2%	158,250	16.2%	149,720	(5.4%)	140,663	(6.0%)	132,331	(5.9%)
TOTAL EXPENDITURES	\$ 9,351,276	\$ 7,695,894	(17.7%)	\$ 8,072,481	4.9%	\$ 7,051,198	(12.7%)	\$ 7,096,430	0.6%	\$ 7,145,144	0.7%

**METRO VANCOUVER REGIONAL DISTRICT
INVEST VANCOUVER
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 3,931,161	\$ 4,233,867	7.7%	\$ 4,527,702	6.9%	\$ 4,726,371	4.4%	\$ 4,932,832	4.4%	\$ 5,098,424	3.4%
Other External Revenues	-	150,000		150,000		150,000		150,000		150,000	
Transfer from Reserves	320,000	370,000		110,000		50,000		-		-	
TOTAL REVENUES	\$ 4,251,161	\$ 4,753,867	11.8%	\$ 4,787,702	0.7%	\$ 4,926,371	2.9%	\$ 5,082,832	3.2%	\$ 5,248,424	3.3%
EXPENDITURES											
Operating Programs:											
Collaboration	\$ 981,458	\$ 1,112,378		\$ 1,157,124		\$ 1,203,740		\$ 1,252,213		\$ 1,302,926	
Data, Research and Policy	668,674	986,974		1,022,338		1,059,000		1,096,983		1,136,429	
Strategic Investment	1,643,361	1,164,785		1,052,972		1,092,640		1,133,834		1,176,696	
Leadership and Administration	603,571	1,124,524		1,168,468		1,214,198		1,261,765		1,311,331	
	3,897,064	4,388,661	12.6%	4,400,902	0.3%	4,569,578	3.8%	4,744,795	3.8%	4,927,382	3.8%
Allocation of Centralized Support Costs	354,097	365,206	3.1%	386,800	5.9%	356,793	(7.8%)	338,037	(5.3%)	321,042	(5.0%)
TOTAL EXPENDITURES	\$ 4,251,161	\$ 4,753,867	11.8%	\$ 4,787,702	0.7%	\$ 4,926,371	2.9%	\$ 5,082,832	3.2%	\$ 5,248,424	3.3%

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL EMERGENCY MANAGEMENT
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 132,985	\$ 162,109	21.9%	\$ 176,524	8.9%	\$ 178,848	1.3%	\$ 201,935	12.9%	\$ 201,894	0.0%
Transfer from Reserves	58,564	37,577		29,167		33,018		17,348		17,348	
TOTAL REVENUES	\$ 191,549	\$ 199,686	4.2%	\$ 205,691	3.0%	\$ 211,866	3.0%	\$ 219,283	3.5%	\$ 219,242	0.0%
EXPENDITURES											
Operating Programs:											
Regional Emergency Management	\$ 182,428	\$ 190,177		\$ 195,896		\$ 201,777		\$ 208,841		\$ 208,436	
Allocation of Centralized Support Costs	9,121	9,509		9,795		10,089		10,442		10,806	
TOTAL EXPENDITURES	\$ 191,549	\$ 199,686	4.2%	\$ 205,691	3.0%	\$ 211,866	3.0%	\$ 219,283	3.5%	\$ 219,242	0.0%

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL EMPLOYERS SERVICES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 1,243,816	\$ 1,287,604	3.5%	\$ 1,310,263	1.8%	\$ 1,337,798	2.1%	\$ 1,364,134	2.0%	\$ 1,394,903	2.3%
Compensation Services Revenue	598,160	738,700		859,129		978,769		1,101,835		1,128,953	
Collective Bargaining Services Revenue	1,061,436	1,165,689		1,242,885		1,318,177		1,398,664		1,431,856	
Other External Revenues	470,014	511,547		543,958		576,795		611,876		626,620	
Transfer from Reserves	978,000	679,000		444,000		285,000		50,000		50,000	
TOTAL REVENUES	\$ 4,351,426	\$ 4,382,540	0.7%	\$ 4,400,235	0.4%	\$ 4,496,539	2.2%	\$ 4,526,509	0.7%	\$ 4,632,332	2.3%
EXPENDITURES											
Operating Programs:											
Information and Advisory Services	\$ 1,693,440	\$ 1,587,989		\$ 1,554,985		\$ 1,598,243		\$ 1,567,761		\$ 1,613,645	
Compensation Services	1,029,676	1,065,252		1,099,128		1,134,045		1,170,016		1,207,188	
Collective Bargaining	1,308,581	1,351,476		1,393,161		1,436,127		1,480,371		1,526,091	
	4,031,697	4,004,717	(0.7%)	4,047,274	1.1%	4,168,415	3.0%	4,218,148	1.2%	4,346,924	3.1%
Allocation of Centralized Support Costs	319,729	377,823	18.2%	352,961	(6.6%)	328,124	(7.0%)	308,361	(6.0%)	285,408	(7.4%)
TOTAL EXPENDITURES	\$ 4,351,426	\$ 4,382,540	0.7%	\$ 4,400,235	0.4%	\$ 4,496,539	2.2%	\$ 4,526,509	0.7%	\$ 4,632,332	2.3%

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GLOBAL POSITIONING SYSTEM
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Regional Global Positioning System User Fees	\$ 306,424	\$ 311,558	1.7%	\$ 327,493	5.1%	\$ 337,548	3.1%	\$ 369,191	9.4%	\$ 412,472	11.7%
Transfer from Reserves	-	100,000		150,000		500,000		500,000		-	
Other External Revenues	71,750	73,544		75,383		77,268		79,200		41,983	
TOTAL REVENUES	\$ 378,174	\$ 485,102	28.3%	\$ 552,876	14.0%	\$ 914,816	65.5%	\$ 948,391	3.7%	\$ 454,455	(52.1%)
EXPENDITURES											
Operating Programs:											
Regional Global Positioning System	\$ 314,242	\$ 423,971		\$ 483,193		\$ 842,680		\$ 852,432		\$ 362,485	
Contribution to Reserve	31,000	31,682		32,316		32,962		33,621		34,293	
Allocation of Centralized Support Costs	32,932	29,449		37,367		39,174		62,338		57,677	
TOTAL EXPENDITURES	\$ 378,174	\$ 485,102	28.3%	\$ 552,876	14.0%	\$ 914,816	65.5%	\$ 948,391	3.7%	\$ 454,455	(52.1%)

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS
2025 - 2029 FINANCIAL PLAN**

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 73,123,635	\$ 75,510,132	3.3%	\$ 62,684,000	(17.0)%	\$ 65,821,946	5.0%	\$ 68,909,210	4.7%	\$ 72,106,683	4.6%
User Fees	878,074	967,292		973,616		977,536		981,554		985,672	
Other External Revenues	1,602,027	2,043,239		2,028,024		2,032,956		2,038,036		2,027,789	
Transfer from Sustainability Innovation Fund Reserves	467,656	36,955		-		-		-		-	
Transfer from Reserves	10,006,189	10,915,843		8,779,395		9,006,869		9,918,178		10,063,688	
TOTAL REVENUES	\$ 86,077,581	\$ 89,473,461	3.9%	\$ 74,465,035	(16.8)%	\$ 77,839,307	4.5%	\$ 81,846,978	5.1%	\$ 85,183,832	4.1%
EXPENDITURES											
Operating Programs:											
Systems Planning, Design and Development Services											
Planning and Resource Management	\$ 3,299,496	\$ 2,945,077		\$ 2,955,031		\$ 3,045,937		\$ 3,090,590		\$ 3,280,604	
Design and Development	1,725,156	1,643,735		1,704,303		1,769,013		1,831,850		1,924,017	
Engineers in Training	16,436	20,551		21,198		21,864		22,551		23,261	
	5,041,088	4,609,363	(8.6%)	4,680,532	1.5%	4,836,814	3.3%	4,944,991	2.2%	5,227,882	5.7%
Systems Visitor and Operations Services											
Visitor Services	1,521,557	1,694,555		1,665,157		1,643,484		1,674,433		1,705,306	
Operations Services	1,970,362	2,089,075		2,154,873		2,238,943		2,254,420		2,303,297	
	3,491,919	3,783,630	8.4%	3,820,030	1.0%	3,882,427	1.6%	3,928,853	1.2%	4,008,603	2.0%
Central Area Services											
Operations and Maintenance	7,558,260	7,848,833		8,308,967		8,602,270		8,899,288		9,199,925	
Area Visitor Services	680,961	719,140		764,605		767,995		789,003		810,717	
Area Management and Administration	3,491,779	3,214,760		3,333,333		3,489,222		3,589,222		3,689,222	
Area Planning	180,135	185,566		190,259		195,097		205,081		210,233	
Burns Bog Ecological Conservancy Area	526,683	559,123		570,775		611,740		649,549		690,883	
Contribution to Reserve	123,000	173,000		173,000		173,000		173,000		173,000	
	12,560,818	12,700,422	1.1%	10,743,939	(15.4)%	11,108,994	3.4%	11,498,161	3.5%	11,891,144	3.4%
East Area Services											
Operations and Maintenance	5,648,740	5,927,325		6,465,403		6,762,260		6,915,786		7,068,250	
Area Visitor Services	673,320	742,931		764,360		784,403		805,054		826,048	
Area Management and Administration	688,513	711,345		735,805		758,349		781,573		805,585	
Area Planning	180,853	185,784		195,566		200,404		205,388		210,540	
	7,191,426	7,567,385	5.2%	8,161,134	7.8%	8,505,416	4.2%	8,707,801	2.4%	8,910,423	2.3%
West Area Services											
Operations and Maintenance	5,689,497	6,060,756		6,495,318		6,813,800		7,043,415		7,358,655	
Area Visitor Services	699,949	788,798		808,529		828,884		850,357		892,033	
Area Management and Administration	1,035,059	731,861		753,434		775,678		798,589		822,274	
Area Planning	171,046	199,429		204,122		208,960		213,944		219,096	
	7,595,551	7,780,844	2.4%	8,261,403	6.2%	8,627,322	4.4%	8,906,305	3.2%	9,292,058	4.3%
Administration and Department Support											
Communications Program	130,000	132,420	1.9%	135,069	2.0%	137,770	2.0%	140,525	2.0%	143,336	2.0%
Utility Voice Radio	73,622	76,030	3.3%	79,222	4.2%	82,543	4.2%	85,970	4.2%	88,085	2.5%
Quality Control Allocated	61,717	65,276	5.8%	70,252	7.6%	72,525	3.2%	74,362	2.5%	76,635	3.1%
Allocation of Centralized Support Costs	5,150,430	5,278,925	2.5%	5,222,816	(1.1)%	4,985,803	(4.5)%	4,958,441	(0.5)%	4,747,251	(4.3)%
Total Operating Programs	42,954,392	43,655,618	1.6%	42,873,954	(1.8)%	43,978,889	2.6%	45,026,077	2.4%	46,208,533	2.6%
Allocation of Project Delivery Cost											
	-	-	N/A	220,686	N/A	230,549	4.5%	239,723	4.0%	248,611	3.7%
Asset Maintenance											
	7,121,189	8,115,843	14.0%	8,638,395	6.4%	8,897,869	3.0%	9,849,178	10.7%	9,994,688	1.5%
Contribution to Capital Infrastructure Reserve											
	8,432,000	10,132,000	20.2%	12,732,000	25.7%	14,732,000	15.7%	16,732,000	13.6%	18,732,000	12.0%
Contribution to Parkland Acquisition and Development Reserve											
	27,570,000	27,570,000	0.0%	10,000,000	(63.7)%	10,000,000	0.0%	10,000,000	0.0%	10,000,000	0.0%
TOTAL EXPENDITURES	\$ 86,077,581	\$ 89,473,461	3.9%	\$ 74,465,035	(16.8)%	\$ 77,839,307	4.5%	\$ 81,846,978	5.1%	\$ 85,183,832	4.1%

**METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL EXPENDITURES									
Major Projects									
Grouse Mountain Trail and Amenity Improvement	\$ 3,725,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	Construction	Capacity, Growth & Ecological Resilience
Widgeon Marsh Park Development	20,500,000	2,000,000	2,000,000	4,000,000	5,000,000	5,000,000	18,000,000	Construction	Capacity, Growth & Ecological Resilience
Campbell Valley - Park and Greenway Development	12,600,000	1,500,000	2,500,000	2,500,000	3,000,000	-	9,500,000	Construction	Capacity, Growth & Ecological Resilience
Belcarra - South Picnic Area and Cabins	4,789,600	3,000,000	500,000	-	-	-	3,500,000	Construction	Capacity, Growth & Ecological Resilience
West Creek Wetlands - Park Development	3,050,000	300,000	-	500,000	750,000	1,500,000	3,050,000	Planned	Capacity, Growth & Ecological Resilience
Burns Bog - Fire Restoration	-	-	-	250,000	500,000	1,000,000	1,750,000	Planned	Capacity, Growth & Ecological Resilience
Codd Wetland - Park Development	9,100,000	200,000	-	-	-	900,000	1,100,000	Planned	Capacity, Growth & Ecological Resilience
Regional Park Development	10,000,000	5,000,000	5,000,000	-	-	-	10,000,000	Planned	Capacity, Growth & Ecological Resilience
Upper Campbell Corridor / South Langley	3,500,000	500,000	1,500,000	1,500,000	-	-	3,500,000	Planned	Capacity, Growth & Ecological Resilience
Advanced Design and Improvements	3,500,000	300,000	300,000	300,000	300,000	300,000	1,500,000	Planned	Capacity, Growth & Ecological Resilience
Boundary Bay - 72nd Staging Area	-	-	-	-	50,000	-	50,000	Planned	Capacity, Growth & Ecological Resilience
Total Major Projects	\$ 70,764,600	\$ 13,300,000	\$ 11,800,000	\$ 9,050,000	\$ 9,600,000	\$ 8,700,000	\$ 52,450,000		
Greenways									
Burns Bog Delta Nature Reserve Development	\$ 13,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,000,000	\$ 2,500,000	\$ -	\$ 12,500,000	Planned	Connected Network
Boundary Bay - Perimeter Trail	2,150,000	-	500,000	-	-	-	500,000	Planned	Connected Network
Greenway Connection	4,000,000	2,000,000	500,000	-	-	-	2,500,000	Planned	Connected Network
Total Greenways	\$ 19,650,000	\$ 5,500,000	\$ 4,500,000	\$ 3,000,000	\$ 2,500,000	\$ -	\$ 15,500,000		
Service Facilities									
Burnaby Lake - Service Yard Building Replacement	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 150,000	\$ 200,000	Planned	Facility Replacement & Asset Management
Capilano River Service Yard Replacement	3,093,000	500,000	-	-	-	-	500,000	Construction	Facility Replacement & Asset Management
Regional Park Service Yard Replacement	-	-	-	-	250,000	1,000,000	1,250,000	Planned	Facility Replacement & Asset Management
Total Service Facilities	\$ 3,093,000	\$ 500,000	\$ -	\$ -	\$ 300,000	\$ 1,150,000	\$ 1,950,000		
Park Development									
Campbell Valley - Replacement of Little River Loop Boardwalk	\$ 2,050,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000	Design	Facility Replacement & Asset Management
Pacific Spirit - Beach Access Improvements	1,700,000	200,000	1,500,000	-	-	-	1,700,000	Design	Facility Replacement & Asset Management
Lynn Headwaters - Parking and Access Improvements	5,500,000	250,000	500,000	1,750,000	3,000,000	-	5,500,000	Design	Facility Replacement & Asset Management
Second Canyon Lookout	600,000	500,000	-	-	-	-	500,000	Design	Facility Replacement & Asset Management
Shoreline Stabilization	1,750,000	1,500,000	-	-	-	-	1,500,000	Design	Facility Replacement & Asset Management
Pineridge Bridge Replacement	550,000	500,000	-	-	-	-	500,000	Design	Facility Replacement & Asset Management
Deas Island - Waste Water Infrastructure Renewal	350,000	250,000	-	-	-	-	250,000	Design	Facility Replacement & Asset Management

**METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS
2025 CAPITAL BUDGET AND 2025 - 2029 CAPITAL PLAN**

	APPROVED CAPITAL BUDGET	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2027 CAPITAL CASH FLOW	2028 CAPITAL CASH FLOW	2029 CAPITAL CASH FLOW	2025 TO 2029 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
Lynn Valley - New Crossing of Lynn Creek at Hanes Valley Trailhead	700,000	150,000	-	500,000	-	-	650,000	Design	Facility Replacement & Asset Management
Burns Bog - West Ditch Restoration	-	-	-	-	50,000	250,000	300,000	Planned	Facility Replacement & Asset Management
Surrey Bend - Parking Lot Expansion	-	-	-	-	-	50,000	50,000	Planned	Facility Replacement & Asset Management
Brunette Fraser Greenway - Coal House Heritage Restoration	-	-	-	-	-	50,000	50,000	Planned	Facility Replacement & Asset Management
Kanaka Creek - Cliff Falls Staging Area	-	-	-	-	200,000	-	200,000	Planned	Facility Replacement & Asset Management
White Pine Beach Landscape & Drainage Improvements	-	-	-	-	-	50,000	50,000	Planned	Facility Replacement & Asset Management
Burnaby Lake - Nature House	-	-	-	-	-	50,000	50,000	Planned	Facility Replacement & Asset Management
Gordons Brook Activity Area	-	-	-	-	150,000	-	150,000	Design	Facility Replacement & Asset Management
Iona Beach Washroom Upgrades	-	-	-	700,000	-	-	700,000	Design	Facility Replacement & Asset Management
Deas Island - Dyke and Drainage Improvements	-	-	50,000	-	600,000	-	650,000	Planned	Facility Replacement & Asset Management
Total Park Development	\$ 13,200,000	\$ 5,100,000	\$ 2,050,000	\$ 2,950,000	\$ 4,000,000	\$ 450,000	\$ 14,550,000		
Regional Parks Land Acquisition									
Regional Parks Land Acquisition	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 100,000,000		Land Acquisition
Total Regional Parks Land Acquisition	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 100,000,000		
TOTAL CAPITAL EXPENDITURES	\$126,707,600	\$44,400,000	\$38,350,000	\$35,000,000	\$36,400,000	\$30,300,000	\$ 184,450,000		
CAPITAL FUNDING									
Reserve	92,069,518	35,800,000	21,350,000	16,000,000	14,600,000	10,500,000	98,250,000		
DCCs	19,800,000	-	10,000,000	15,000,000	19,800,000	19,800,000	64,600,000		
External Funding - Grants	14,838,082	8,600,000	7,000,000	4,000,000	2,000,000	-	21,600,000		
Total	\$126,707,600	\$44,400,000	\$38,350,000	\$35,000,000	\$36,400,000	\$30,300,000	\$ 184,450,000		
SUMMARY BY DRIVER									
Capacity, Growth & Ecological Resilience	70,764,600	13,300,000	11,800,000	9,050,000	9,600,000	8,700,000	52,450,000		
Facility Replacement & Asset Management	16,293,000	5,600,000	2,050,000	2,950,000	4,300,000	1,600,000	16,500,000		
Connected Network	19,650,000	5,500,000	4,500,000	3,000,000	2,500,000	-	15,500,000		
Land Acquisition	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	100,000,000		
Total	\$126,707,600	\$44,400,000	\$38,350,000	\$35,000,000	\$36,400,000	\$30,300,000	\$ 184,450,000		

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 4,447,977	\$ 4,519,386	1.6%	\$ 4,526,575	0.2%	\$ 4,541,217	0.3%	\$ 4,569,099	0.6%	\$ 4,790,391	4.8%
Transfer from Sustainability Innovation Fund Reserves	800,000	-		-		-		-		-	
Transfer from Reserves	365,000	300,000		360,000		360,000		360,000		240,000	
TOTAL REVENUES	\$ 5,612,977	\$ 4,819,386	(14.1%)	\$ 4,886,575	1.4%	\$ 4,901,217	0.3%	\$ 4,929,099	0.6%	\$ 5,030,391	2.1%
EXPENDITURES											
Operating Programs:											
Implementation Services	\$ 707,293	\$ 620,482		\$ 637,553		\$ 605,154		\$ 623,284		\$ 642,027	
Regional Land Use Policy	1,796,784	1,878,392		1,941,696		1,951,210		1,931,196		1,977,394	
Planning Analytics	1,049,783	1,001,442		1,032,604		1,063,272		1,094,241		1,126,258	
Regional Sustainability Initiatives	800,000	-		-		-		-		-	
Administration and Department Support	789,976	825,293		843,613		869,825		897,050		925,197	
	5,143,836	4,325,609	(15.9%)	4,455,466	3.0%	4,489,461	0.8%	4,545,771	1.3%	4,670,876	2.8%
Communications Program	45,000	45,000	0.0%	45,900	2.0%	46,818	2.0%	47,754	2.0%	48,708	2.0%
Allocation of Centralized Support Costs	424,141	448,777	5.8%	385,209	(14.2%)	364,938	(5.3%)	335,574	(8.0%)	310,807	(7.4%)
TOTAL EXPENDITURES	\$ 5,612,977	\$ 4,819,386	(14.1%)	\$ 4,886,575	1.4%	\$ 4,901,217	0.3%	\$ 4,929,099	0.6%	\$ 5,030,391	2.1%

**METRO VANCOUVER REGIONAL DISTRICT
SASAMAT FIRE PROTECTION SERVICE
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 901,607	\$ 944,079	4.7%	\$ 951,321	0.8%	\$ 958,753	0.8%	\$ 966,381	0.8%	\$ 974,214	0.8%
Other External Revenues	10,000	5,000		5,000		5,000		5,000		5,000	
TOTAL REVENUES	\$ 911,607	\$ 949,079	4.1%	\$ 956,321	0.8%	\$ 963,753	0.8%	\$ 971,381	0.8%	\$ 979,214	0.8%
EXPENDITURES											
Operating Programs:											
Sasamat Fire Protection Service	\$ 416,195	\$ 415,435		\$ 422,019		\$ 428,775		\$ 435,710		\$ 442,831	
Contribution to Capital Reserve	107,100	92,100		92,100		92,100		92,100		92,100	
Contribution to Capital Facilities Reserve	348,192	400,000		400,000		400,000		400,000		400,000	
	871,487	907,535	4.1%	914,119	0.7%	920,875	0.7%	927,810	0.8%	934,931	0.8%
Allocation of Centralized Support Costs	40,120	41,544	3.5%	42,202	1.6%	42,878	1.6%	43,571	1.6%	44,283	1.6%
TOTAL EXPENDITURES	\$ 911,607	\$ 949,079	4.1%	\$ 956,321	0.8%	\$ 963,753	0.8%	\$ 971,381	0.8%	\$ 979,214	0.8%

**METRO VANCOUVER DISTRICTS
CENTRALIZED SUPPORT PROGRAM SUMMARY
2025 - 2029 FINANCIAL PLAN**

	2024	2025	%	2026	%	2027	%	2028	%	2029	%
	BUDGET	BUDGET	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE	FORECAST	CHANGE
REVENUES											
Allocated to Functional Departments (net)	\$ 92,697,638	\$ 99,274,493	7.1%	\$ 104,146,791	4.9%	\$ 109,919,554	5.5%	\$ 113,636,585	3.4%	\$ 116,733,859	2.7%
Allocated to Functional Departments - Fleet	13,600,000	14,178,376	4.3%	14,887,295	5.0%	15,631,659	5.0%	16,413,242	5.0%	17,233,904	5.0%
Other External Revenues	5,968,517	6,623,919	11.0%	7,022,629	6.0%	7,153,347	1.9%	7,271,524	1.7%	7,344,165	1.0%
Transfer from Capital	11,100,568	12,048,443	8.5%	12,293,827	2.0%	9,934,428	(19.2%)	10,092,613	1.6%	10,030,985	(0.6%)
Transfer from Reserves	16,442,242	19,040,966	15.8%	21,017,431	10.4%	16,494,877	(21.5%)	16,838,677	2.1%	15,823,249	(6.0%)
TOTAL REVENUES	\$ 139,808,965	\$ 151,166,197	8.1%	\$ 159,367,973	5.4%	\$ 159,133,865	(0.1%)	\$ 164,252,641	3.2%	\$ 167,166,162	1.8%
EXPENDITURES											
Corporate Services	\$ 61,820,876	\$ 67,485,562	9.2%	\$ 73,301,056	8.6%	\$ 72,219,420	(1.5%)	\$ 75,499,703	4.5%	\$ 76,065,322	0.7%
External Relations	15,850,537	15,895,309	0.3%	16,452,193	3.5%	16,900,991	2.7%	17,270,666	2.2%	17,746,902	2.8%
Financial Services	10,876,138	11,819,222	8.7%	12,232,754	3.5%	12,549,974	2.6%	12,887,674	2.7%	13,087,023	1.5%
Human Resources	9,381,678	9,615,746	2.5%	9,915,898	3.1%	10,150,500	2.4%	10,423,105	2.7%	10,735,776	3.0%
Indigenous Relations	1,885,907	2,130,146	13.0%	2,199,360	3.2%	2,264,557	3.0%	2,331,629	3.0%	2,400,842	3.0%
Legislative Services	7,428,438	7,916,616	6.6%	8,147,191	2.9%	8,393,167	3.0%	8,646,324	3.0%	8,907,746	3.0%
Procurement and Real Estate Services	32,565,391	36,303,596	11.5%	37,119,521	2.2%	36,655,256	(1.3%)	37,193,540	1.5%	38,222,551	2.8%
TOTAL EXPENDITURES	\$ 139,808,965	\$ 151,166,197	8.1%	\$ 159,367,973	5.4%	\$ 159,133,865	(0.1%)	\$ 164,252,641	3.2%	\$ 167,166,162	1.8%
ALLOCATED TO FUNCTIONAL DEPARTMENTS											
Water Services	\$ 33,335,180	\$ 34,993,970	5.0%	\$ 36,091,171	3.1%	\$ 38,282,603	6.1%	\$ 38,756,152	1.2%	\$ 39,179,019	1.1%
Liquid Waste Services	39,923,864	44,752,933	12.1%	48,498,840	8.4%	53,100,476	9.5%	56,405,554	6.2%	59,598,868	5.7%
Solid Waste Services	5,775,338	5,828,516	0.9%	5,899,081	1.2%	5,318,956	(9.8%)	5,456,642	2.6%	5,553,816	1.8%
Housing	2,697,141	2,866,136	6.3%	2,920,989	1.9%	2,872,123	(1.7%)	2,942,371	2.4%	2,795,941	(5.0%)
Air Quality and Climate Action	1,310,575	1,196,222	(8.7%)	1,310,383	9.5%	1,252,945	(4.4%)	1,173,038	(6.4%)	1,098,861	(6.3%)
E911 Emergency Telephone Service	126,859	142,675	12.5%	145,528	2.0%	148,439	2.0%	151,407	2.0%	154,436	2.0%
Electoral Area Service	47,022	50,476	7.3%	44,578	(11.7%)	42,786	(4.0%)	39,206	(8.4%)	37,393	(4.6%)
General Government Administration	998,644	1,064,042	6.5%	1,047,580	(1.5%)	1,015,280	(3.1%)	979,210	(3.6%)	956,111	(2.4%)
General Government-Zero Waste Collaboration Initiatives	453,933	100,058	(78.0%)	52,238	(47.8%)	48,052	(8.0%)	43,845	(8.8%)	40,103	(8.5%)
Housing Planning and Policy	116,217	136,173	17.2%	158,250	16.2%	149,720	(5.4%)	140,663	(6.0%)	132,331	(5.9%)
Invest Vancouver	354,097	365,206	3.1%	386,800	5.9%	356,793	(7.8%)	338,037	(5.3%)	321,042	(5.0%)
Project Delivery	1,582,295	1,592,059	0.6%	1,541,003	(3.2%)	1,560,375	1.3%	1,491,733	(4.4%)	1,409,706	(5.5%)
Regional Emergency Management	9,121	9,509	4.3%	9,795	3.0%	10,089	3.0%	10,442	3.5%	10,806	3.5%
Regional Employers Services	319,729	377,823	18.2%	352,961	(6.6%)	328,124	(7.0%)	308,361	(6.0%)	285,408	(7.4%)
Regional Global Positioning System	32,932	29,449	(10.6%)	37,367	26.9%	39,174	4.8%	62,338	59.1%	57,677	(7.5%)
Regional Parks	5,150,430	5,278,925	2.5%	5,222,816	(1.1%)	4,985,803	(4.5%)	4,958,441	(0.5%)	4,747,251	(4.3%)
Regional Planning	424,141	448,777	5.8%	385,209	(14.2%)	364,938	(5.3%)	335,574	(8.0%)	310,807	(7.4%)
Sasamat Fire Protection Service	40,120	41,544	3.5%	42,202	1.6%	42,878	1.6%	43,571	1.6%	44,283	1.6%
	\$ 92,697,638	\$ 99,274,493	7.1%	\$ 104,146,791	4.9%	\$ 109,919,554	5.5%	\$ 113,636,585	3.4%	\$ 116,733,859	2.7%

**METRO VANCOUVER DISTRICTS
CORPORATE SERVICES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Allocated to Functional Departments (net)	\$ 30,539,804	\$ 33,040,819	8.2%	\$ 36,143,603	9.4%	\$ 40,518,912	12.1%	\$ 42,540,008	5.0%	\$ 43,815,984	3.0%
Allocated to Functional Departments - Fleet	13,600,000	14,178,376		14,887,295		15,631,659		16,413,242		17,233,904	
Other External Revenues	45,000	46,125		47,048		47,989		48,949		49,928	
Transfer from Capital	3,085,330	3,468,026		3,483,648		885,983		798,827		637,257	
Transfer from Reserves	14,550,742	16,752,216		18,739,462		15,134,877		15,698,677		14,328,249	
TOTAL REVENUES	\$ 61,820,876	\$ 67,485,562	9.2%	\$ 73,301,056	5.2%	\$ 72,219,420	1.5%	\$ 75,499,703	(3.2%)	\$ 76,065,322	2.2%
EXPENDITURES											
Operating Programs:											
Information Technology											
Technical Services	\$ 14,088,699	\$ 15,769,184		\$ 17,933,900		\$ 16,711,365		\$ 18,818,958		\$ 19,190,796	
Business Systems	8,784,249	8,933,503		9,780,849		10,133,156		10,333,824		10,625,692	
Digital Strategy and Project Management	9,540,119	11,822,761		14,902,126		15,771,894		15,006,349		15,265,717	
	32,413,067	36,525,448	12.7%	42,616,875	16.7%	42,616,415	0.0%	44,159,131	3.6%	45,082,205	2.1%
Corporate Safety	5,493,071	5,513,525	0.4%	5,609,485	1.7%	5,765,970	2.8%	5,928,180	2.8%	6,095,409	2.8%
Security and Emergency Management	3,349,137	3,473,282	3.7%	3,539,756	1.9%	3,607,778	1.9%	3,678,662	2.0%	3,748,621	1.9%
Fleet Services	20,083,250	21,473,076	6.9%	21,019,195	(2.1%)	19,699,959	(6.3%)	21,189,242	7.6%	20,578,904	(2.9%)
Administration and Department Support	482,351	500,231	3.7%	515,745	3.1%	529,298	2.6%	544,488	2.9%	560,183	2.9%
TOTAL EXPENDITURES	\$ 61,820,876	\$ 67,485,562	9.2%	\$ 73,301,056	8.6%	\$ 72,219,420	(1.5%)	\$ 75,499,703	4.5%	\$ 76,065,322	0.7%

**METRO VANCOUVER DISTRICTS
EXTERNAL RELATIONS
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Allocated to Functional Departments	\$ 13,295,055	\$ 13,385,287	0.7%	\$ 13,780,756	3.0%	\$ 14,166,299	2.8%	\$ 14,570,871	2.9%	\$ 14,984,684	2.8%
Transfer from Capital	2,475,482	2,510,022		2,571,437		2,634,692		2,699,795		2,762,218	
Transfer from Reserves	80,000	–		100,000		100,000		–		–	
TOTAL REVENUES	\$ 15,850,537	\$ 15,895,309	0.3%	\$ 16,452,193	3.5%	\$ 16,900,991	2.7%	\$ 17,270,666	2.2%	\$ 17,746,902	2.8%
EXPENDITURES											
Operating Programs:											
Corporate Communications	\$ 1,582,187	\$ 1,587,731		\$ 1,635,473		\$ 1,684,913		\$ 1,735,816		\$ 1,788,394	
Media Relations and Issues Management	793,050	796,447		820,218		844,702		869,901		895,917	
Multi-Media Services	4,992,090	5,087,748		5,330,527		5,471,340		5,521,382		5,676,036	
Community Engagement	4,798,609	4,965,844		5,094,969		5,221,378		5,354,059		5,482,529	
Collaboration and Engagement	1,588,940	1,218,187		1,255,054		1,293,046		1,332,170		1,372,588	
Intergovernmental Relations	640,661	664,594		683,280		702,524		722,331		742,777	
Administration and Department Support	1,455,000	1,574,758		1,632,672		1,683,088		1,735,007		1,788,661	
TOTAL EXPENDITURES	\$ 15,850,537	\$ 15,895,309	0.3%	\$ 16,452,193	3.5%	\$ 16,900,991	2.7%	\$ 17,270,666	2.2%	\$ 17,746,902	2.8%

**METRO VANCOUVER DISTRICTS
FINANCIAL SERVICES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Allocated to Functional Departments	\$ 8,615,766	\$ 9,416,974	9.3%	\$ 9,780,147	3.9%	\$ 10,045,525	2.7%	\$ 10,329,893	2.8%	\$ 10,624,213	2.8%
Other External Revenues	195,000	199,875		203,873		207,950		212,109		216,351	
Transfer from Capital	1,928,872	2,202,373		2,248,734		2,296,499		2,345,672		2,246,459	
Transfer from Reserves	136,500	-		-		-		-		-	
TOTAL REVENUES	\$ 10,876,138	\$ 11,819,222	8.7%	\$ 12,232,754	3.5%	\$ 12,549,974	2.6%	\$ 12,887,674	2.7%	\$ 13,087,023	1.5%
EXPENDITURES											
Operating Programs:											
Financial Operations	\$ 4,410,139	\$ 4,675,450		\$ 4,750,168		\$ 4,873,491		\$ 5,010,453		\$ 5,002,340	
Financial Planning	4,679,683	5,303,542		5,440,457		5,579,572		5,723,898		5,873,068	
Risk Management	334,595	340,184		500,974		512,098		523,552		535,390	
Administration and Department Support	1,451,721	1,500,046		1,541,155		1,584,813		1,629,771		1,676,225	
TOTAL EXPENDITURES	\$ 10,876,138	\$ 11,819,222	8.7%	\$ 12,232,754	3.5%	\$ 12,549,974	2.6%	\$ 12,887,674	2.7%	\$ 13,087,023	1.5%

**METRO VANCOUVER DISTRICTS
HUMAN RESOURCES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Allocated to Functional Departments	\$ 8,559,571	\$ 8,818,472	3.0%	\$ 9,095,510	3.1%	\$ 9,335,020	2.6%	\$ 9,581,778	2.6%	\$ 9,866,483	3.0%
Transfer from Capital	772,107	767,274		790,388		815,480		841,327		869,293	
Transfer from Reserves	50,000	30,000		30,000		-		-		-	
TOTAL REVENUES	<u>\$ 9,381,678</u>	<u>\$ 9,615,746</u>	2.5%	<u>\$ 9,915,898</u>	3.1%	<u>\$10,150,500</u>	2.4%	<u>\$10,423,105</u>	2.7%	<u>\$10,735,776</u>	3.0%
EXPENDITURES											
Operating Programs:											
Employee and Labour Relations	\$ 2,096,012	\$ 2,457,549		\$ 2,532,700		\$ 2,614,840		\$ 2,694,153		\$ 2,762,857	
Talent Management and Organization	4,237,535	4,006,104		4,093,512		4,185,101		4,279,424		4,376,883	
Systems and Processes	1,992,642	2,061,707		2,166,620		2,195,140		2,259,476		2,368,933	
Administration and Department Support	1,055,489	1,090,386		1,123,066		1,155,419		1,190,052		1,227,103	
TOTAL EXPENDITURES	<u>\$ 9,381,678</u>	<u>\$ 9,615,746</u>	2.5%	<u>\$ 9,915,898</u>	3.1%	<u>\$10,150,500</u>	2.4%	<u>\$10,423,105</u>	2.7%	<u>\$10,735,776</u>	3.0%

**METRO VANCOUVER DISTRICTS
INDIGENOUS RELATIONS
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Allocated to Functional Departments	\$ 1,379,080	\$ 1,605,033	16.4%	\$ 1,657,509	3.3%	\$ 1,705,453	2.9%	\$ 1,754,756	2.9%	\$ 1,805,601	2.9%
Transfer from Capital	506,827	525,113		541,851		559,104		576,873		595,241	
TOTAL REVENUES	<u><u>\$ 1,885,907</u></u>	<u><u>\$ 2,130,146</u></u>	13.0%	<u><u>\$ 2,199,360</u></u>	3.2%	<u><u>\$ 2,264,557</u></u>	3.0%	<u><u>\$ 2,331,629</u></u>	3.0%	<u><u>\$ 2,400,842</u></u>	3.0%
EXPENDITURES											
Operating Programs:											
Indigenous Relations	\$ 1,885,907	\$ 2,130,146		\$ 2,199,360		\$ 2,264,557		\$ 2,331,629		\$ 2,400,842	
TOTAL EXPENDITURES	<u><u>\$ 1,885,907</u></u>	<u><u>\$ 2,130,146</u></u>	13.0%	<u><u>\$ 2,199,360</u></u>	3.2%	<u><u>\$ 2,264,557</u></u>	3.0%	<u><u>\$ 2,331,629</u></u>	3.0%	<u><u>\$ 2,400,842</u></u>	3.0%

**METRO VANCOUVER DISTRICTS
LEGISLATIVE SERVICES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Allocated to Functional Departments	\$ 6,910,696	\$ 7,375,535	6.7%	\$ 7,589,509	2.9%	\$ 7,818,154	3.0%	\$ 8,053,469	3.0%	\$ 8,296,457	3.0%
Other External Revenues	\$ 25,000	\$ 25,625		\$ 26,138		\$ 26,661		\$ 27,194		\$ 27,738	
Transfer from Capital	\$ 492,742	\$ 515,456		\$ 531,544		\$ 548,352		\$ 565,661		\$ 583,551	
TOTAL REVENUES	<u>\$ 7,428,438</u>	<u>\$ 7,916,616</u>	6.6%	<u>\$ 8,147,191</u>	2.9%	<u>\$ 8,393,167</u>	3.0%	<u>\$ 8,646,324</u>	3.0%	<u>\$ 8,907,746</u>	3.0%
EXPENDITURES											
Operating Programs:											
Corporate Planning	\$ 1,433,934	\$ 1,615,415		\$ 1,664,235		\$ 1,714,554		\$ 1,766,370		\$ 1,819,917	
Legal Services	3,492,459	3,634,707		3,747,606		3,864,173		3,984,182		4,108,170	
Information Governance and Access	2,502,045	2,666,494		2,735,350		2,814,440		2,895,772		2,979,659	
TOTAL EXPENDITURES	<u>\$ 7,428,438</u>	<u>\$ 7,916,616</u>	6.6%	<u>\$ 8,147,191</u>	2.9%	<u>\$ 8,393,167</u>	3.0%	<u>\$ 8,646,324</u>	3.0%	<u>\$ 8,907,746</u>	3.0%

**METRO VANCOUVER DISTRICTS
PROCUREMENT AND REAL ESTATE SERVICES
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Allocated to Functional Departments	\$23,397,666	\$25,632,373	9.6%	\$26,099,757	1.8%	\$26,330,191	0.9%	\$26,805,810	1.8%	\$27,340,437	2.0%
Other External Revenues	5,703,517	6,352,294		6,745,570		6,870,747		6,983,272		7,050,148	
Transfer from Capital	1,839,208	2,060,179		2,126,225		2,194,318		2,264,458		2,336,966	
Transfer from Reserves	1,625,000	2,258,750		2,147,969		1,260,000		1,140,000		1,495,000	
TOTAL REVENUES	<u>\$32,565,391</u>	<u>\$36,303,596</u>	11.5%	<u>\$37,119,521</u>	2.2%	<u>\$36,655,256</u>	(1.3%)	<u>\$37,193,540</u>	1.5%	<u>\$38,222,551</u>	2.8%
EXPENDITURES											
Operating Programs:											
Facilities	\$ 7,622,391	\$10,212,783		\$10,730,806		\$10,814,134		\$11,141,818		\$11,474,363	
Procurement	5,923,841	6,073,733		6,238,967		5,740,517		5,915,891		6,097,116	
Real Estate Services	3,853,916	4,010,976		4,131,375		4,255,374		4,382,974		4,514,715	
Administration and Department Support	826,342	802,203		824,472		847,430		871,078		895,520	
Total Operating Programs	18,226,490	21,099,695	15.8%	21,925,620	3.9%	21,657,455	(1.2%)	22,311,761	3.0%	22,981,714	3.0%
Debt Service	13,638,901	13,638,901	0.0%	13,638,901	0.0%	13,638,901	0.0%	13,638,901	0.0%	13,638,901	0.0%
Head Office Capital	700,000	1,565,000	123.6%	1,555,000	(0.6%)	1,358,900	(12.6%)	1,242,878	(8.5%)	1,601,936	28.9%
TOTAL EXPENDITURES	<u>\$32,565,391</u>	<u>\$36,303,596</u>	11.5%	<u>\$37,119,521</u>	2.2%	<u>\$36,655,256</u>	(1.3%)	<u>\$37,193,540</u>	1.5%	<u>\$38,222,551</u>	2.8%

**METRO VANCOUVER REGIONAL DISTRICT
PROJECT DELIVERY
2025 - 2029 FINANCIAL PLAN**

	2024 BUDGET	2025 BUDGET	% CHANGE	2026 FORECAST	% CHANGE	2027 FORECAST	% CHANGE	2028 FORECAST	% CHANGE	2029 FORECAST	% CHANGE
REVENUES											
Recover from Capital Programs	\$ 27,204,495	\$ 27,168,972	(0.1%)	\$ 33,211,443	22.2%	\$ 36,143,469	8.8%	\$ 37,504,690	3.8%	\$ 37,108,732	(1.1%)
Allocated to Functional Departments	11,751,179	12,739,486	8.4%	13,268,837	4.2%	13,861,687	4.5%	14,413,473	4.0%	14,947,876	3.7%
TOTAL REVENUES	\$ 38,955,674	\$ 39,908,458	2.4%	\$ 46,480,280	16.5%	\$ 50,005,156	7.6%	\$ 51,918,163	3.8%	\$ 52,056,608	0.3%
EXPENDITURES											
Operating Programs:											
High Value, Risk and Consequence Projects:											
Annacis WWTP Digester No.5	\$ -	\$ 12,400		\$ 428,995		\$ 823,882		\$ 1,034,678		\$ 1,067,703	
Annacis WWTP Stage 5 Expansion	1,870,951	1,605,577		1,943,326		2,182,738		2,251,943		2,324,581	
Biosolids Dryer	-	13,400		429,995		824,882		1,035,678		1,068,703	
Coquitlam Water Supply Project	2,120,173	2,388,081		3,081,692		3,382,925		3,855,668		3,977,944	
Iona Island WWTP	3,376,029	3,286,011		4,150,404		4,839,618		4,992,846		5,141,194	
North Shore WWTP	7,256,545	7,375,609		8,874,741		8,874,741		8,840,738		7,765,855	
Northwest Langley WWTP	2,628,099	2,977,800		3,071,465		3,167,984		3,267,349		3,369,507	
Tunnelling Projects	3,132,953	3,173,192		3,712,053		4,182,811		4,312,986		4,447,555	
	20,384,750	20,832,070	2.2%	25,692,671	23.3%	28,279,581	10.1%	29,591,886	4.6%	29,163,042	(1.4%)
Project Controls and Commercial	5,338,704	4,857,550	(9.0%)	5,696,940	17.3%	5,680,431	(0.3%)	5,667,936	(0.2%)	5,660,078	(0.1%)
Regulatory	1,481,040	1,479,352	(0.1%)	1,821,831	23.2%	2,183,453	19.8%	2,244,856	2.8%	2,285,610	1.8%
Project Management Office:											
Integrated Asset Management	3,279,963	3,008,192		3,125,149		3,244,181		3,365,190		3,488,798	
Project and Portfolio Management	2,895,481	3,472,823		3,805,654		4,128,228		4,490,540		4,842,499	
Quality Management	1,612,625	2,024,049		2,071,264		2,119,944		2,170,089		2,221,923	
Administration and Support	766,202	997,273		1,038,494		1,078,187		1,120,351		1,163,062	
	8,554,271	9,502,337	11.1%	10,040,561	5.7%	10,570,540	5.3%	11,146,170	5.4%	11,716,282	5.1%
Administration and Department Support	1,614,614	1,645,090	1.9%	1,687,274	2.6%	1,730,776	2.6%	1,775,582	2.6%	1,821,890	2.6%
Allocation of Centralized Support Costs	1,582,295	1,592,059	0.6%	1,541,003	(3.2%)	1,560,375	1.3%	1,491,733	(4.4%)	1,409,706	(5.5%)
TOTAL EXPENDITURES	38,955,674	39,908,458	2.4%	46,480,280	16.5%	50,005,156	7.6%	51,918,163	3.8%	52,056,608	0.3%
ALLOCATED TO FUNCTIONAL DEPARTMENTS											
Water Services	4,064,247	4,095,832	0.8%	4,195,068	2.4%	4,382,504	4.5%	4,556,956	4.0%	4,725,915	3.7%
Liquid Waste Services	7,265,724	8,246,594	13.5%	8,446,402	2.4%	8,823,784	4.5%	9,175,031	4.0%	9,515,209	3.7%
Solid Waste Services	421,208	397,060	(5.7%)	406,681	2.4%	424,850	4.5%	441,763	4.0%	458,141	3.7%
Regional Parks	-	-	N/A	220,686	N/A	230,549	4.5%	239,723	4.0%	248,611	3.7%
	<u>\$ 11,751,179</u>	<u>\$ 12,739,486</u>	<u>8.4%</u>	<u>\$ 13,268,837</u>	<u>4.2%</u>	<u>\$ 13,861,687</u>	<u>4.5%</u>	<u>\$ 14,413,473</u>	<u>4.0%</u>	<u>\$ 14,947,876</u>	<u>3.7%</u>

**METRO VANCOUVER DISTRICTS
2025 - 2029 PROJECTED RESERVES**

OPERATING RESERVES

	2024 ENDING BALANCE	2025 OPENING BALANCE	CONTRIBUTION	WITHDRAWALS	INTEREST	2025 ENDING BALANCE	2026 ENDING BALANCE	2027 ENDING BALANCE	2028 ENDING BALANCE	2029 ENDING BALANCE
Water Services	\$ 42,739,784	\$ 42,739,784	\$ -	\$ -	\$ 1,068,495	\$ 43,808,279	\$ 44,903,486	\$ 46,026,073	\$ 47,176,725	\$ 48,356,143
Liquid Waste Services	44,340,196	44,340,196	-	-	1,108,505	45,448,701	46,584,919	47,749,542	48,943,281	50,166,863
Solid Waste Services	36,885,831	36,885,831	-	-	922,146	37,807,977	38,753,176	39,722,005	40,715,055	41,732,931
Metro Vancouver Housing Corporation	3,189,924	3,189,924	-	-	79,748	3,269,672	3,351,414	3,435,199	3,521,079	3,609,106
Air Quality	882,099	882,099	-	-	22,052	904,151	926,755	949,924	973,672	998,014
E911 Emergency Telephone Service	535,353	535,353	-	-	13,384	548,737	562,455	576,516	590,929	605,702
Electoral Area Service	24,917	24,917	-	-	623	25,540	26,179	26,833	27,504	28,192
General Government Administration	11,028,835	11,028,835	-	-	275,721	11,304,556	11,587,170	11,876,849	12,173,770	12,478,114
Housing Planning and Policy	479,605	479,605	-	-	11,990	491,595	503,885	516,482	529,394	542,629
Invest Vancouver	204,751	204,751	-	-	5,119	209,870	215,117	220,495	226,007	231,657
Regional Emergency Management	277,171	277,171	-	-	6,929	284,100	291,203	298,483	305,945	313,594
Regional Employers Services	809,682	809,682	-	-	20,242	829,924	850,672	871,939	893,737	916,080
Regional Global Positioning System	436,161	436,161	-	-	10,904	447,065	458,242	469,698	481,440	493,476
Regional Parks	4,781,268	4,781,268	-	-	119,532	4,900,800	5,023,320	5,148,903	5,277,626	5,409,567
Regional Planning	1,362,899	1,362,899	-	-	34,072	1,396,971	1,431,895	1,467,692	1,504,384	1,541,994
Sasamat Fire Protection Service	216,379	216,379	-	-	5,409	221,788	227,333	233,016	238,841	244,812
West Nile Virus	400,558	400,558	-	-	10,014	410,572	420,836	431,357	442,141	453,195
Total	\$148,595,413	\$148,595,413	\$ -	\$ -	\$ 3,714,885	\$152,310,298	\$156,118,057	\$160,021,006	\$164,021,530	\$168,122,069

**METRO VANCOUVER DISTRICTS
2025 - 2029 PROJECTED RESERVES**

DISCRETIONARY RESERVES

	2024 ENDING BALANCE	2025 OPENING BALANCE	CONTRIBUTION	WITHDRAWALS	INTEREST	2025 ENDING BALANCE	2026 ENDING BALANCE	2027 ENDING BALANCE	2028 ENDING BALANCE	2029 ENDING BALANCE
Liquid Waste Services										
Biosolids Inventory Reserve	\$ 104,074	\$ 104,074	\$ -	\$ (104,074)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Liquid Waste General Debt Reserve Fund	3,099,015	3,099,015	-	-	77,475	3,176,490	3,255,902	3,337,300	3,420,733	3,506,251
Lions Gate Contingency	1,632,297	1,632,297	-	-	40,807	1,673,104	1,714,932	1,757,805	1,801,750	1,846,794
Drainage General Reserve	5,062,568	5,062,568	-	(1,775,000)	104,377	3,391,945	2,287,056	744,482	580,844	458,678
North Shore WWTP Reserve	-	-	121,165,617	(27,825,404)	1,166,753	94,506,966	118,068,769	103,090,476	77,414,378	60,770,589
Solid Waste Services										
Solid Waste General Reserve	19,768,615	19,768,615	-	(1,358,000)	477,240	18,887,855	18,653,326	19,119,659	19,597,650	20,087,591
Landfill Post Closure Reserve	9,597,760	9,597,760	-	-	239,944	9,837,704	10,083,647	10,335,738	10,594,131	10,858,984
Landfill Closure and Post-Closure Liability	55,610,945	55,610,945	2,002,136		1,415,300	59,028,381	62,488,073	66,027,971	69,671,917	73,391,280
Housing										
MVHC Capital Replacement Reserve	21,314,672	21,314,672	4,500,637	(12,514,104)	432,698	13,733,903	7,273,636	2,571,075	4,740,578	2,839,323
MVHC Capital Development Reserve	52,358,465	52,358,465	28,000,000	(17,720,000)	1,437,462	64,075,927	56,996,650	45,359,304	52,264,537	59,342,400
Air Quality										
Air Quality General Reserve	3,626,453	3,626,453	800,000	(1,948,125)	76,310	2,554,638	1,653,806	1,126,547	730,963	161,394
E911 Emergency Telephone Service										
E911 General Reserve	33,199	33,199	-	-	830	34,029	34,880	35,752	36,646	37,562
Electoral Area Service										
Electoral Area General Reserve	1,698,463	1,698,463	60,000	(119,367)	41,719	1,680,815	1,564,394	1,539,670	1,514,963	1,498,236
General Government Administration										
General Government General Reserve	7,803,853	7,803,853			195,096	7,998,949	8,198,923	8,403,896	8,613,993	8,829,343
Invest Vancouver										
Regional Economic Prosperity General Reserve	526,090	526,090	-	(370,000)	8,527	164,617	57,357	8,166	8,370	8,579
Regional Emergency Management (REM)										
REM General Reserve	248,549	248,549	-	(37,577)	5,744	216,716	192,602	163,986	150,521	136,719
Regional Employers Services										
Regional Employers Service General Reserve	1,554,070	1,554,070	-	(679,000)	30,364	905,434	478,520	201,921	156,344	109,628
Regional Parks										
Regional Parks General Reserve	2,753,308	2,753,308	150,000	(2,675,000)	37,270	265,578	353,217	473,422	637,133	804,936
Regional Planning										
Regional Planning General Reserve	2,050,817	2,050,817	-	(300,000)	47,520	1,798,337	1,478,795	1,151,265	815,547	592,936
Centralized Support Reserve										
Centralized Support Reserve	30,523,435	30,523,435	4,458,272	(11,746,266)	671,986	23,907,427	14,205,800	9,720,479	7,947,120	26,305
Total	\$219,366,648	\$219,366,648	\$ 161,136,662	\$ (79,171,917)	\$ 6,507,422	\$307,838,815	\$309,040,285	\$275,168,914	\$260,698,118	\$245,307,528

**METRO VANCOUVER DISTRICTS
2025 - 2029 PROJECTED RESERVES**

STATUTORY RESERVES

	2024 ENDING BALANCE	2025 OPENING BALANCE	CONTRIBUTION	WITHDRAWALS	INTEREST	2025 ENDING BALANCE	2026 ENDING BALANCE	2027 ENDING BALANCE	2028 ENDING BALANCE	2029 ENDING BALANCE
Water Services										
Water Laboratory Equipment Reserve	\$ 910,202	\$ 910,202	\$ 50,000	\$ -	\$ 23,380	\$ 983,582	\$ 1,058,797	\$ 1,135,892	\$ 1,214,914	\$ 1,295,912
Water Sustainability Innovation Fund Reserve	10,309,539	10,309,539	723,000	(1,020,000)	254,026	10,266,565	10,951,517	11,957,342	12,988,313	14,045,058
Liquid Waste Services										
Liquid Waste Laboratory Equipment Reserve	693,241	693,241	109,835	-	18,704	821,780	501,175	631,422	363,202	499,327
Liquid Waste Sustainability Innovation Fund Reserve	4,629,333	4,629,333	1,127,000	-	129,821	5,886,154	7,174,395	8,494,842	9,848,301	11,235,596
Electoral Area Service										
Community Works Reserve	979,320	979,320	158,550	-	26,465	1,164,335	1,353,975	1,548,356	1,754,018	1,964,822
Electoral Area Election Reserve	77,716	77,716	30,000	-	2,318	110,034	21,660	52,577	84,266	116,748
General Government Administration										
MVRD Sustainability Innovation Fund Reserve	5,793,211	5,793,211	347,000	(1,031,155)	136,278	5,245,334	4,646,961	5,114,473	5,593,672	6,084,851
Grants Reserve Fund	1,730,694	1,730,694	-	(300,000)	39,517	1,470,211	1,203,216	929,546	649,035	361,511
Housing										
MVHC Restricted Cap. Replacement Reserve	4,248,936	4,248,936	420,267	(943,584)	99,682	3,825,301	1,796,404	3,438,572	1,268,236	480,039
Housing Planning and Policy										
Housing Planning and Policy Re-development Reserve	7,796,938	7,796,938	1,000,000	(8,000,000)	107,423	904,361	926,970	950,144	973,898	998,245
Housing Planning and Policy Development Reserve	21,370,115	21,370,115	4,000,000	(20,000,000)	334,253	5,704,368	4,834,477	2,930,339	1,991,097	1,028,374
Regional Global Positioning System										
Regional Geospatial Reference System Reserve	1,308,466	1,308,466	31,682	(100,000)	31,858	1,272,006	1,184,651	741,391	287,717	329,632
Regional Parks										
Regional Parks Infrastructure Reserve	2,880,260	2,880,260	10,132,000	(5,915,843)	124,708	7,221,125	7,142,053	2,090,162	2,631,273	3,139,833
Regional Parkland Acquisition Reserve Fund	4,317,746	4,317,746	-	(4,000,000)	57,944	375,690	385,082	394,709	404,577	414,691
Regional Parkland Acquisition and Development Reserve Fund	13,792,986	13,792,986	27,570,000	(34,000,000)	264,450	7,627,436	730,622	5,811,388	7,779,173	15,871,152
Delta Airpark Reserve	209,701	209,701	23,000	-	5,530	238,231	267,474	297,448	328,172	359,664
Regional Parks Legacy Fund	2,755,157	2,755,157	-	(125,000)	67,316	2,697,473	2,693,022	2,690,485	2,687,885	2,685,220
Sasamat Fire Protection Service (SFPS)										
SFPS Capital Reserve Fund	759,725	759,725	87,100	-	20,082	866,907	976,768	1,089,376	1,204,799	1,323,108
SFPS Communications Capital Reserve Fund	74,398	74,398	-	-	1,860	76,258	78,164	80,118	82,121	84,174
SFPS Emergency Equipment Reserve Fund	46,965	46,965	5,000	-	1,237	53,202	59,595	66,147	72,863	79,747
SFPS Capital Facility Reserve	661,950	661,950	400,000	-	21,549	1,083,499	1,515,586	1,958,476	2,412,438	2,877,749
Corporate Self Insurance Reserve										
	1,675,691	1,675,691	-	-	41,892	1,717,583	1,760,523	1,804,536	1,849,649	1,895,890
Corporate Fleet Reserve										
	15,882,313	15,882,313	1,809,962	(7,294,700)	328,499	10,726,074	7,246,968	6,261,664	5,057,713	5,822,766
Total	\$102,904,603	\$102,904,603	\$ 48,024,396	\$ (82,730,282)	\$ 2,138,792	\$ 70,337,509	\$ 58,510,055	\$ 60,469,405	\$ 61,527,332	\$ 72,994,109



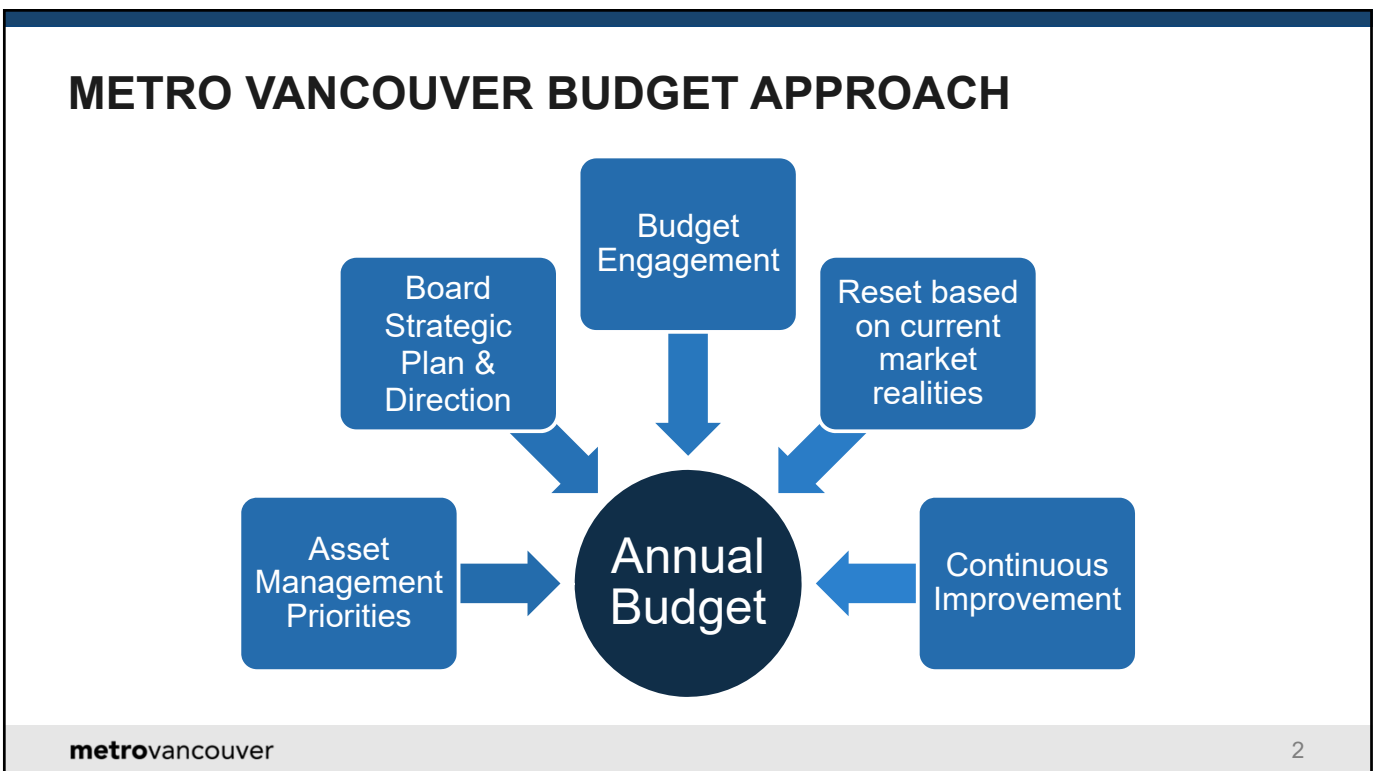
Metro Vancouver Region

2025 Budget and 2025-2029 Financial Plan Overview

Jerry W. Dobrovolny, P. Eng, MBA
Commissioner / Chief Administrative Officer

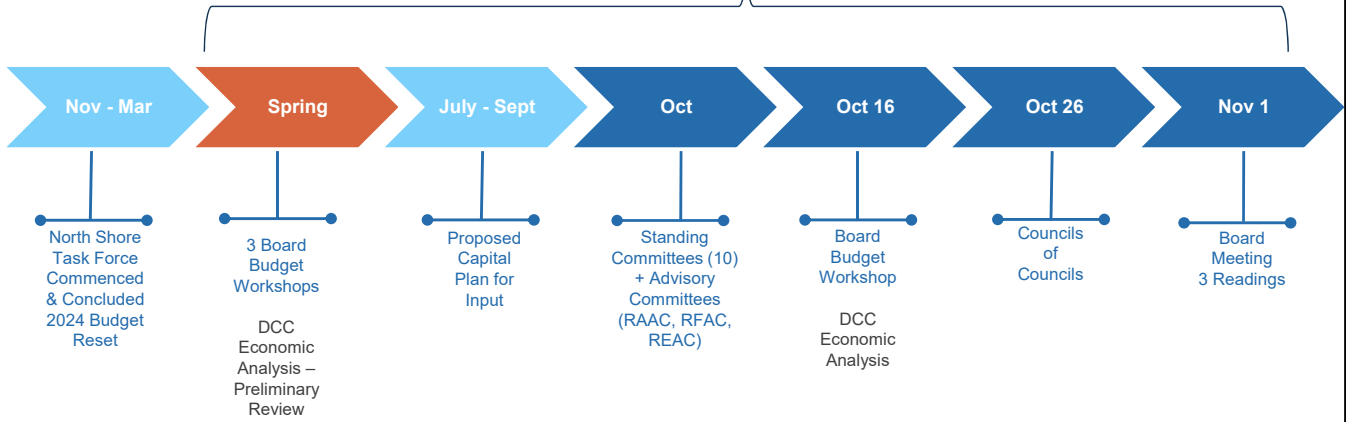
Harji Varn
GM Financial Services / Chief Finance Officer

Board Budget Workshop, October 16, 2024
69209933



2025 BUDGET CYCLE TIMELINE

Engagement on Budget and Proposed Financial Plan



COMMUNICATIONS AND ENGAGEMENT

Public Engagement: July 31 – September 16

- 291,956+ budget video views
- 14 days at PNE (90,000 showcase visitors)
- 8,483 PNE budget game players
- 1,453 budget webpage visits
- 422 online survey responses
- 79 paper survey responses
- 36 promotional and educational posts on social



COMMUNICATIONS AND ENGAGEMENT

Overall Communications / Member Engagement

- Budget webpage with video
- Budget Overview one pager
- MetroUpdate newsletter article
- Live stream Committee and Board meetings
- Regional Advisory Committees
- Council of Council meetings
- Budget communications throughout the year

The screenshot displays the Metro Vancouver Budget 2024 Overview webpage. The page includes a 'Financial Plan Overview' section, a '2024 Budget at a Glance' section with bullet points, and an 'Approximate average cost per household' table. Below the table are two pie charts: 'Where the Money Comes From' and 'Where the Money Goes'. A video player is overlaid on the page, showing a 'PUBLIC WORKSHOP' video titled 'Metro Vancouver Budget Process'.

Service	Per Year	Per Month
Regional Planning	\$4	\$0.33
Air Quality Management	\$7	\$0.58
Regional Parks	\$60	\$5
Solid Waste Services	\$48	\$4.00
Drinking Water Services	\$100	\$15.75
Liquid Waste Services	\$387	\$32.08

COMMITMENT TO CONTINUOUS IMPROVEMENT

- Continue culture of continuous improvement
- Continue to monitor financial performance
- Continue to utilize data to drive decision making
- Continue to seek alternative funding strategies /sources
- Continue with long range planning and procurement strategies for multi-year programs and project delivery



CONTINUOUS IMPROVEMENT – 2024 COMPLETED OR ONGOING

Initiative	Outcomes
Cyber Resilience (CS)	<ul style="list-style-type: none"> Improve cyber security and resilience to proactively mitigate the risks posed by evolving cyber security threats
Weigh Scale Software Upgrade Implementation (SWS)	<ul style="list-style-type: none"> Range of new features: license plate readers, emailing bills, real-time customer feedback; system resilience.
Refined Environmental Management System (WS)	<ul style="list-style-type: none"> Revised the review and approval process for regulatory reporting, which is freeing up time for our frontline, engineering, and legal teams

CONTINUOUS IMPROVEMENT – 2025 NEW

Initiative	Outcomes
Waste-to Energy District Energy (SWS)	<ul style="list-style-type: none"> Up to 70,000 tonnes GHG per year emissions reduction.
Biosolids Hauling de-carbonization (LWS)	<ul style="list-style-type: none"> Trials of low-carbon hauling vehicles (battery electric vehicles and hydrogen electric vehicles) for short to medium haul routes.
Project Quality Management (PD)	<ul style="list-style-type: none"> Consistent implementation of Project Quality Management and reduction of quality related risks. Efficiencies due to risk avoidance and streamlined processes.

MAJOR DRIVERS – CAPITAL PROGRAM

WHAT WE ARE DOING

- Long-term financial planning
- Cost-estimating framework
- Reviewing scope and timing of over 300 projects
- Partnership funding

The image shows two spreadsheets. The left one is titled 'GREATER VANCOUVER WATER DISTRICT CAPITAL PORTFOLIO WATER SERVICES 2024 CAPITAL BUDGET AND 2024-2026 CAPITAL PLAN'. The right one is titled 'GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT CAPITAL PORTFOLIO SEWER SERVICES 2024 CAPITAL BUDGET AND 2024-2026 CAPITAL PLAN'. Both tables list various projects with columns for project name, location, start year, end year, and budget.



Fleetwood Reservoir Roof slab



Annacis WWTP Digesters



Widgeon Marsh Development

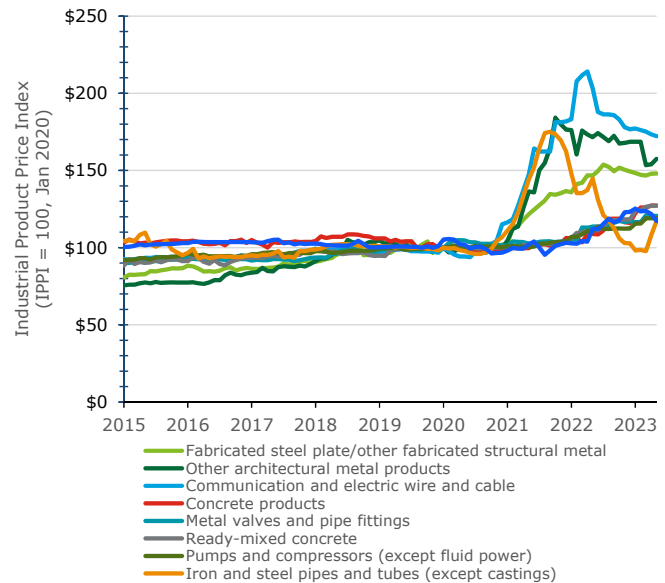


Central Surrey Recycling and Waste

MAJOR DRIVERS – INFLATION AND COST ESCALATION

WHAT WE ARE DOING

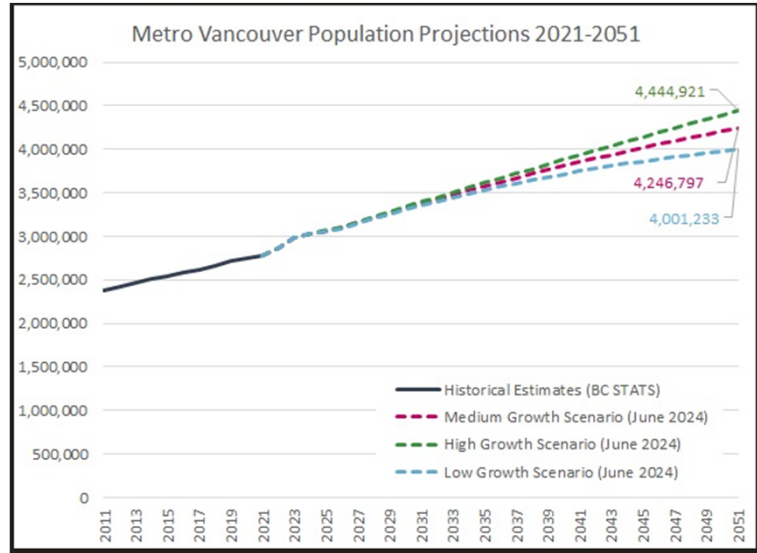
- Strengthening procurement strategies
- Examining revenue sources and partnerships
- Timing and scope of projects and programs



MAJOR DRIVERS - POPULATION GROWTH

WHAT WE ARE DOING

- Examining impacts to infrastructure
- Regular updates and review of DCC program
- Alignment with Province and member jurisdictions



MAJOR DRIVERS - CLIMATE CHANGE AND RESILIENCE

WHAT WE ARE DOING

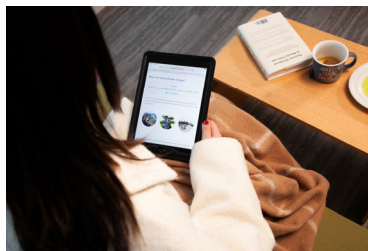
- Infrastructure resilience
- Metro 2050 Policy
- Climate action strategies and programs



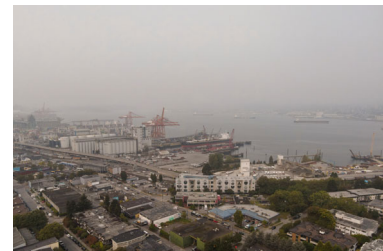
King tide in West Vancouver



Minnehada fire



Climate Literacy Program



Smoky conditions in Metro Vancouver

MAJOR DRIVERS – BELOW MARKET HOUSING

WHAT WE ARE DOING

- Metro Vancouver Housing development and renewal projects (2,100+ units underway)
- Partnerships with member jurisdictions, development community and others
- Historic funding agreement with Province; new federal program



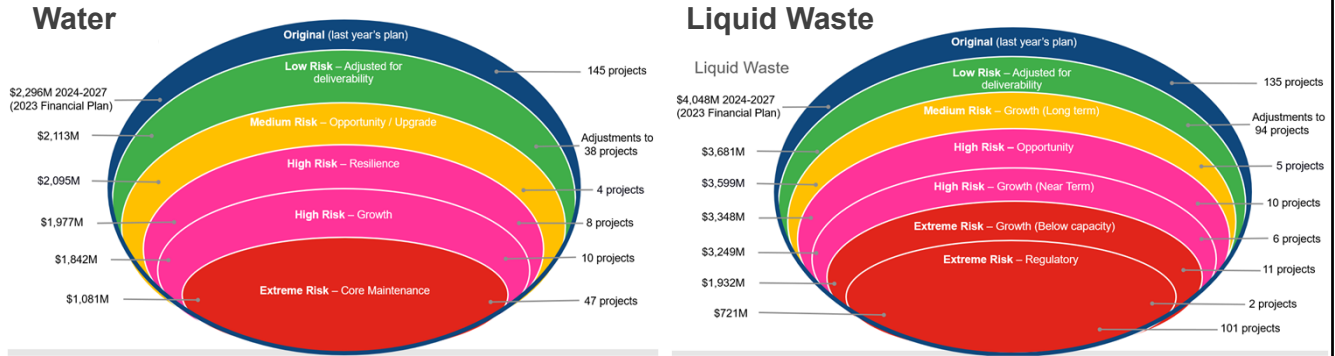
APRIL 2023 BOARD BUDGET WORKSHOP DIRECTION

That the MVRD/MVHC/GVS&DD/GVWD Board at the April 19, 2023 Board Budget Workshop:

- a) *direct staff to proceed through the 2024 budget cycle with household impact targets as follows*
 - i. 2024 – 12%
 - ii. 2025 – 11%
 - iii. 2026 – 5%
 - iv. 2027 – 5%
- b) *direct staff to prepare the 2024–2028 Financial Plan with the following development cost charge (DCC) rate assumptions:*
 - i. *Liquid Waste Development Cost Charges moving to a 1% assist factor with interest as part of the 2024–2028 Financial Plan*
 - ii. *Water Development Cost Charges moving to a 1% assist factor with interest as part of the 2024–2028 Financial Plan; and*
 - iii. *Implementation of a Development Cost Charge for Regional Parks and move to a 1% assist factor within the 2024–2028 Financial Plan*

2023 TASK FORCE WORK TO REDUCE COSTS

Identified \$650M in reductions by deferring low / medium-risk projects



Capital Adjustments	Total
Water	Reduced \$200M
Liquid Waste	Reduced \$450M
Total	Reduced \$650M

MARCH 2024 BOARD MEETING

- DCC Bylaws received Provincial Inspector Approval in February 2024
- On March 22, 2024, the MVRD/ GVS&DD/ GVWD Board adopted the 3 DCC Bylaws
- The DCC Bylaws have a 3-year phase-in January 1, 2025; January 1, 2026; and January 1, 2027

SPRING 2024 BOARD BUDGET WORKSHOPS DIRECTION

April 17 and May 17, 2024 Board Budget Workshop direction to staff was to continue with the direction from April 2023 to:

- Maintain the following HHI targets:
 - 2025 – 11%
 - 2026 – 5%
 - 2027 – 5%
 - 2028 – 5%
- Continue with Liquid Waste DCCs, Water DCCs, and Regional Parks DCCs to a 1% assist factor with interest as a necessary part of the financial plan

MAY 2024 BOARD BUDGET WORKSHOP RESOLUTION

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.”

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 7 in the report dated May 10, 2024, titled “2025 Budget and 5-Year Financial Plan Scenarios for Consideration.”

	2025	2026	2027	2028	2029
VSA	+\$150	-	-	-	-
NSSA	+\$118	+\$118	+\$118	+\$118	+\$118
LIWSA	+\$80	-	-	-	-
FSA	+\$90	-	-	-	-

2025–2029 FINANCIAL PLAN OVERVIEW

2025 Budget – Bottom Line

11.0%	Prior Projection for 2025
\$88	Increase for the average household in 2025 (Water: \$14, Liquid Waste: \$69, Solid Waste: \$3, MVRD: \$2)
\$884	Average annual cost for all Metro Vancouver services
9.9%	Proposed 2025 Budget
\$79	Increase for the average household in 2025 (Water: \$11, Liquid Waste: \$63, Solid Waste: \$3, MVRD: \$2)
\$875	Average annual cost for all Metro Vancouver services

OVERALL AVERAGE HOUSEHOLD IMPACT 2025–2029

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Water Services	\$189	\$189	\$200	\$211	\$215	\$218	\$218
Liquid Waste Services	\$349	\$447	\$510	\$549	\$587	\$627	\$672
Solid Waste Services	\$68	\$68	\$71	\$74	\$78	\$82	\$86
Regional District Services	\$92	\$92	\$94	\$84	\$85	\$86	\$87
Total Household Impact	\$698	\$796	\$875	\$918	\$965	\$1,013	\$1,063
Prior Year Forecast - amended			\$884	\$933	\$981	\$1,033	

VSA TOTAL AVERAGE HOUSEHOLD IMPACT 2025–2029

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Water Services	\$189	\$189	\$200	\$211	\$215	\$218	\$218
Liquid Waste Services	\$432	\$582	\$650	\$706	\$755	\$799	\$869
Solid Waste Services	\$68	\$68	\$71	\$74	\$78	\$82	\$86
Regional District Services	\$92	\$92	\$94	\$84	\$85	\$86	\$87
Total Household Impact	\$781	\$931	\$1,015	\$1,075	\$1,133	\$1,185	\$1,260

NSSA TOTAL AVERAGE HOUSEHOLD IMPACT 2025–2029

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Water Services	\$189	\$189	\$200	\$211	\$215	\$218	\$218
Liquid Waste Services	\$464	\$582	\$782	\$980	\$1,123	\$1,262	\$1,401
Solid Waste Services	\$68	\$68	\$71	\$74	\$78	\$82	\$86
Regional District Services	\$92	\$92	\$94	\$84	\$85	\$86	\$87
Total Household Impact	\$813	\$931	\$1,147	\$1,349	\$1,501	\$1,648	\$1,792

LIWSA TOTAL AVERAGE HOUSEHOLD IMPACT 2025–2029

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Water Services	\$189	\$189	\$200	\$211	\$215	\$218	\$218
Liquid Waste Services	\$295	\$375	\$418	\$464	\$496	\$505	\$515
Solid Waste Services	\$68	\$68	\$71	\$74	\$78	\$82	\$86
Regional District Services	\$92	\$92	\$94	\$84	\$85	\$86	\$87
Total Household Impact	\$644	\$724	\$783	\$833	\$874	\$891	\$906

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FSA TOTAL AVERAGE HOUSEHOLD IMPACT 2025–2029

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Water Services	\$189	\$189	\$200	\$211	\$215	\$218	\$218
Liquid Waste Services	\$301	\$391	\$421	\$434	\$454	\$485	\$512
Solid Waste Services	\$68	\$68	\$71	\$74	\$78	\$82	\$86
Regional District Services	\$92	\$92	\$94	\$84	\$85	\$86	\$87
Total Household Impact	\$650	\$740	\$786	\$803	\$832	\$871	\$903

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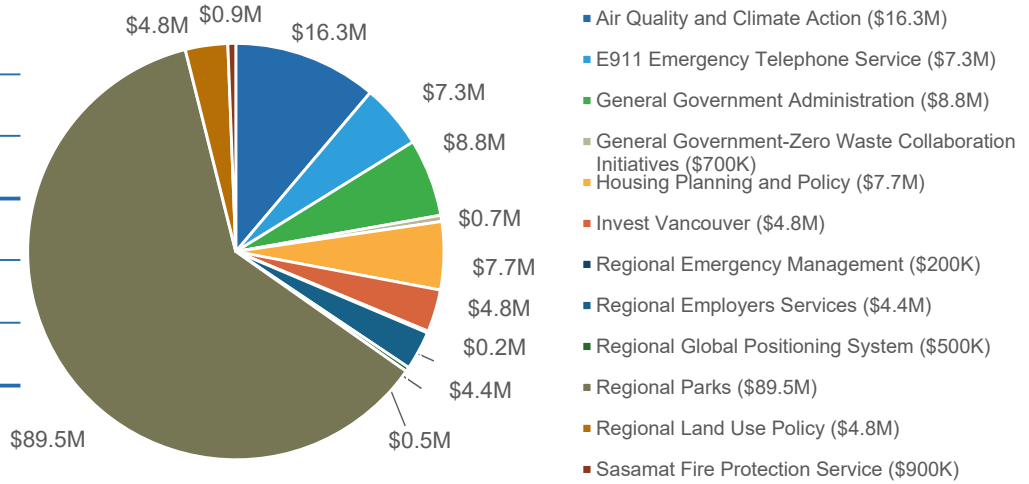
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BUDGET OVERVIEW

2025 MVRD Budget

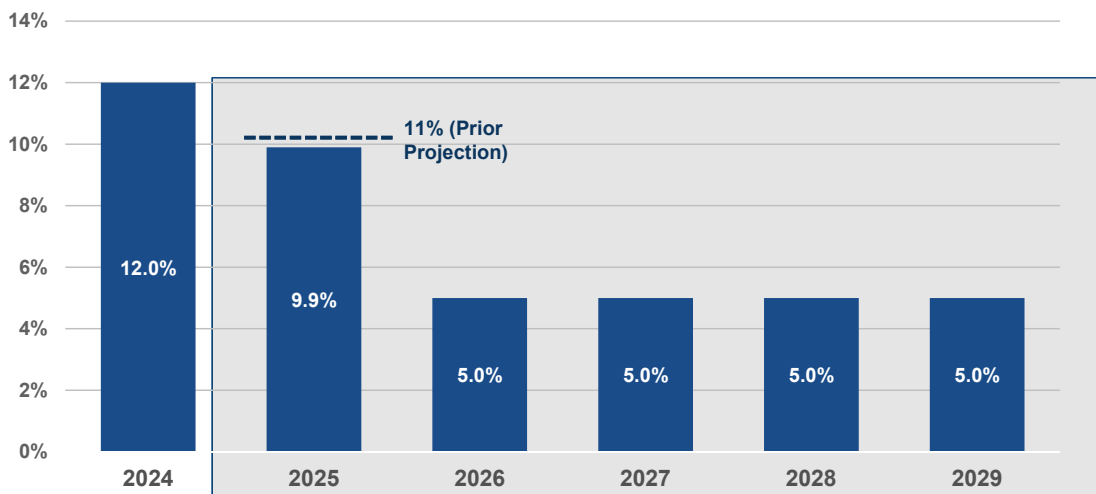
Revenues (millions)	
MVRD Requisition	\$117M
Transfer from Reserves	\$16M
Other Revenues	\$13M
Total	\$146M

Expenditure by Department



METRO VANCOUVER HOUSEHOLD IMPACT % CHANGE

Proposed 2025–2029 Financial Plan





METRO VANCOUVER OPERATING BUDGET

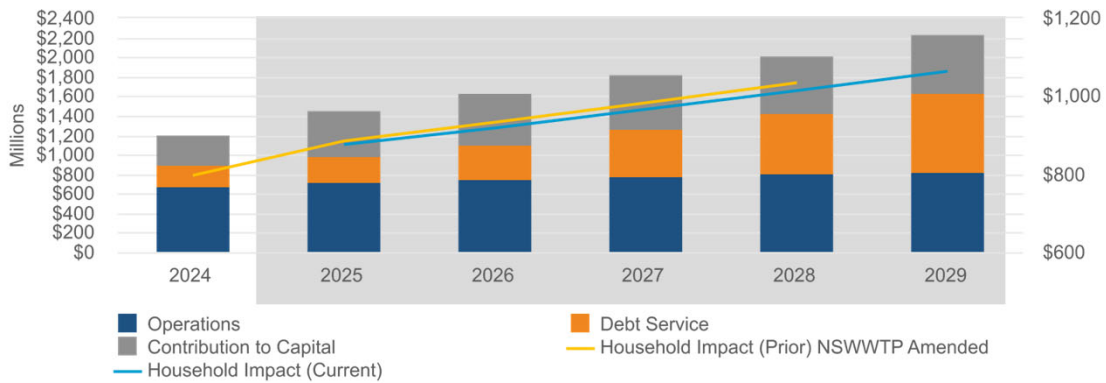
Expenditures

Overview:

- 2024 Operating Budget: \$1,216.0M
- 2025 Operating Budget: \$1,463.7M

Drivers:

- Operating program is inflationary over the 5 years
- Funding capital program through debt service and contribution to capital in accordance with Board policy
- Ongoing repairs and maintenance at treatment plants
- Contracted services for solid waste



METRO VANCOUVER OPERATING BUDGET

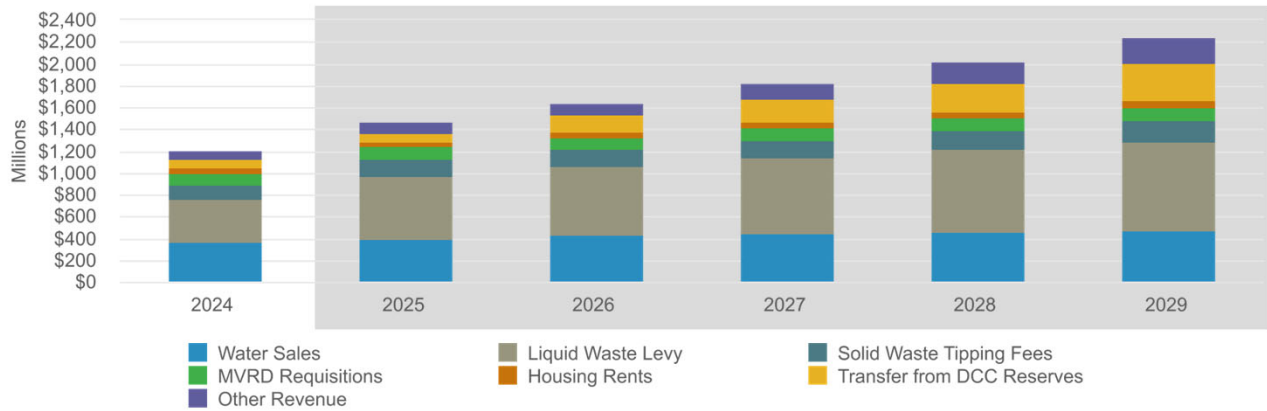
Revenues

Overview:

- Primary funding sources – water sales, sewer levy, tipping fees, rents, MVRD requisition
- Relative stability for primary sources

Drivers:

- Anticipated DCC revenues received and applied having downward pressure on HHI
- Continuously seek partner funding for support



METRO VANCOUVER CAPITAL PLAN

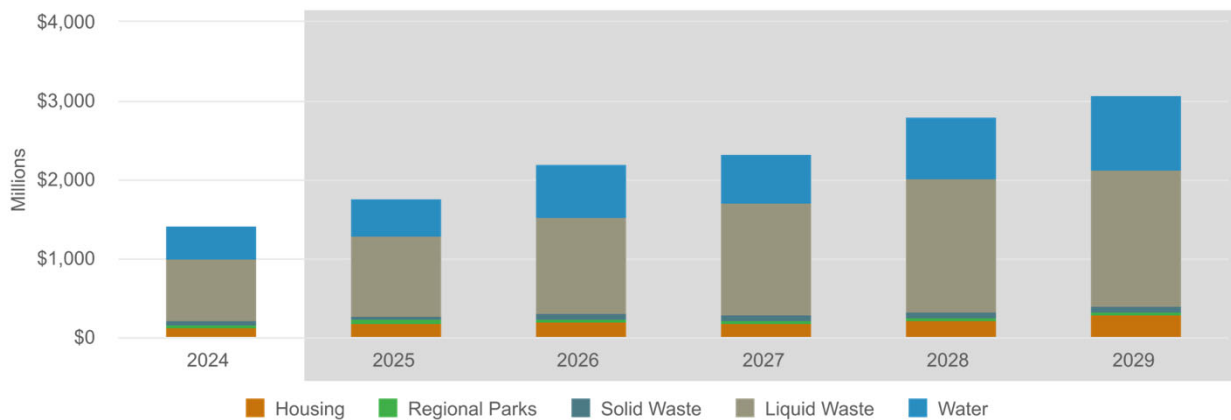
Expenditures

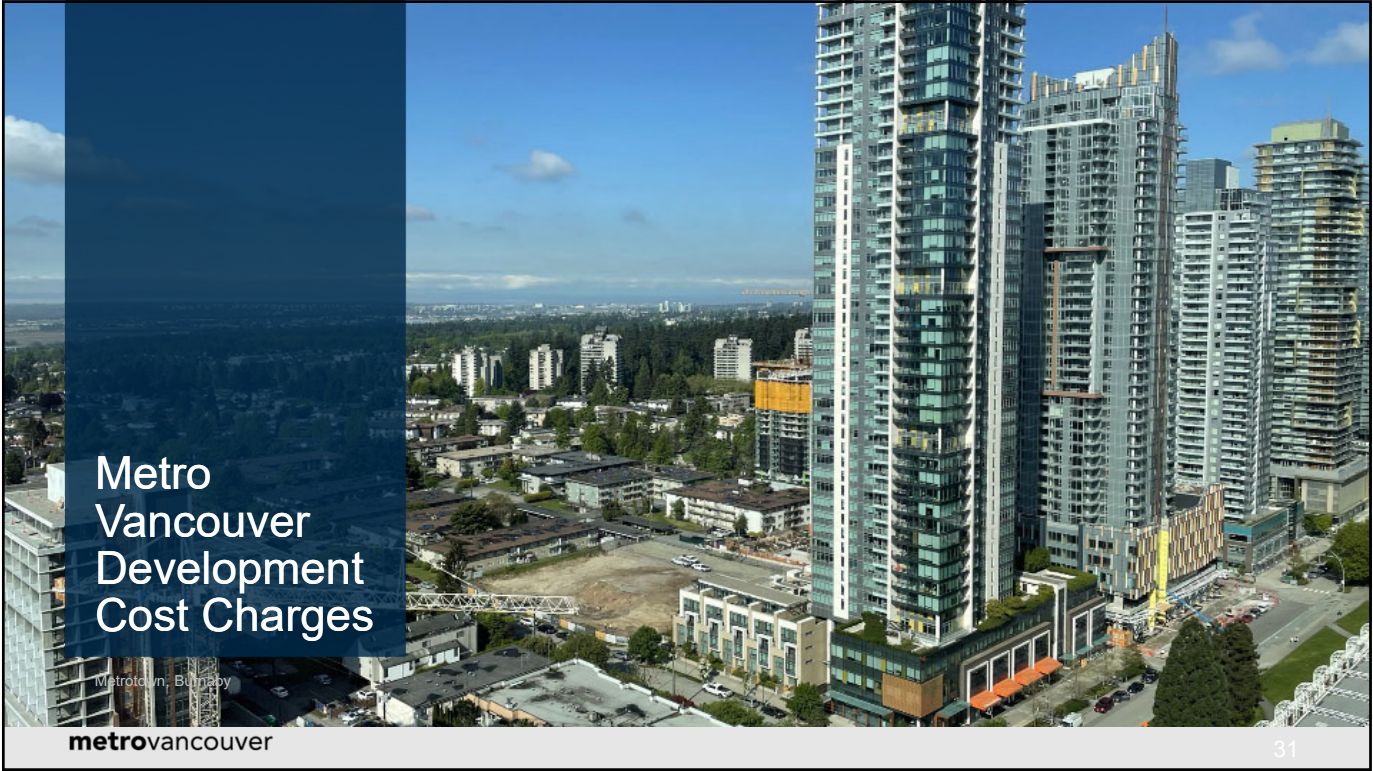
Overview:

- 2024 capital cashflow \$1.42B
- 2025 capital cashflow \$1.77B

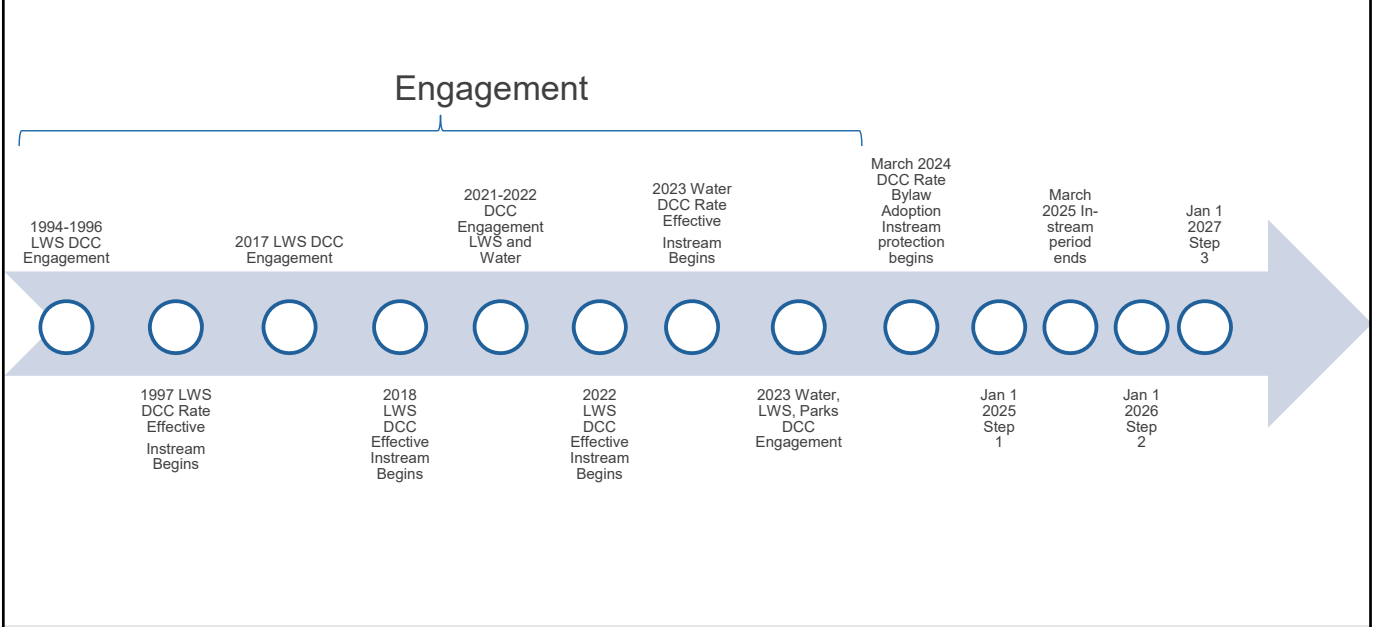
Drivers:

- Continued activity on previously approved projects
- Regulatory upgrades and growth projects



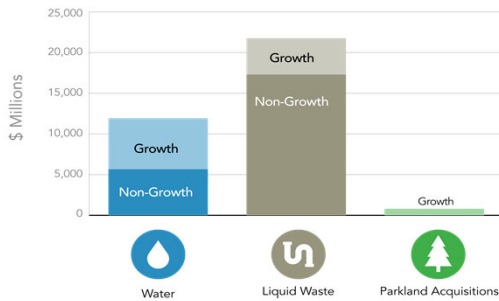


METRO VANCOUVER DCC HISTORICAL TIMELINE



30 YEAR CAPITAL PLAN TOTAL

Project Capital Expenditures



TOTAL REGIONAL DCC	Existing	Step 1	Step 2	Step 3 1%
VSA				
Residential Lot Development Unit	\$10,027	\$21,941	\$29,196	\$34,133
Townhouse Dwelling Unit	\$8,679	\$19,874	\$26,406	\$30,861
Apartment Dwelling Unit	\$6,249	\$13,392	\$17,873	\$20,906
Non-Residential (per square foot)	\$5.02	\$10.84	\$14.37	\$16.78
NSSA				
Residential Lot Development Unit	\$9,992	\$21,203	\$28,385	\$33,214
Townhouse Dwelling Unit	\$8,482	\$19,277	\$25,748	\$30,113
Apartment Dwelling Unit	\$6,291	\$13,099	\$17,548	\$20,533
Non-Residential (per square foot)	\$5.06	\$10.54	\$14.04	\$16.40
LISA				
Residential Lot Development Unit	\$10,005	\$17,126	\$24,058	\$28,512
Townhouse Dwelling Unit	\$8,452	\$15,208	\$21,423	\$25,404
Apartment Dwelling Unit	\$6,303	\$10,610	\$14,906	\$17,663
Non-Residential (per square foot)	\$4.93	\$8.09	\$11.43	\$13.56
FSA				
Residential Lot Development Unit	\$12,946	\$22,886	\$30,218	\$35,270
Townhouse Dwelling Unit	\$11,086	\$20,296	\$26,865	\$31,375
Apartment Dwelling Unit	\$8,530	\$14,396	\$18,956	\$22,108
Non-Residential (per square foot)	\$6.69	\$10.95	\$14.49	\$16.91

OCTOBER 2023 BOARD RESOLUTION

Direct staff to conduct annual reviews of:

- a) the DCC bylaws, including economic impact analysis, and
- b) the DCC waiver program with the aim of supporting rental housing and incentivizing affordable housing, and report results to the Board, who after review will forward the updates to the Provincial and Federal Ministers of Housing.

CONSULTANT ECONOMIC ANALYSIS

- Point-in-time analysis based on market conditions and policies as of June 2024
- 41 case studies analyzed

Exhibit 1: Summary of Case Studies Analyzed

Sewerage Area:	Single family	Townhouse	Apartment or Mixed-Use			Office	Industrial	Total
			4 to 6 storey strata apartment or mixed-use	Highrise strata apartment or mixed-use	Market rental apartment or mixed-use			
Vancouver	0	2	2	2	3	1	1	11
North Shore	0	1	1	1	1	0	1	5
Lulu Island	1	1	1	1	0	1	1	6
Fraser	3	5	4	2	1	2	2	19
Total	4	9	8	6	5	4	5	41

CONSULTANT FINDINGS

DCCs

- Financial viability of new development influenced by many factors — significant shifts in recent months. Given the volatility in the market, isolating the impact of one factor is challenging
- For **residential** projects, Metro Vancouver DCC rates unlikely to lead to increases in market prices for new single family lots, units at new townhouse projects in greenfield locations, and units in new strata high-rise developments
- Metro Vancouver DCCs are likely to lead to maximum 2-3% increase in market prices for units in some new projects: townhouse projects in urban areas, 4 to 6 storey strata apartment, and market rental. Similar to a 3% to 4% increase in construction costs.

CONSULTANT FINDINGS

DCCs

- For **non-residential** projects, Metro Vancouver DCC rates unlikely to lead to increases in market prices for new industrial projects in greenfield locations (e.g. in parts of Langley, Surrey, and Maple Ridge)
- Metro Vancouver DCC rates are likely to lead to maximum 1-3% increase (depending on type and location) in market lease rates or strata unit prices for new office projects and new higher density industrial projects that come through redevelopment of existing industrial sites. Similar to a 1-6% increase in construction costs.

CONSULTANT FINDINGS

DCCs

- Recommendation to continue to evaluate impacts because of volatility in the market:
 - The market has changed significantly with lower interest rates;
 - Member jurisdictions are making changes to reflect provincial legislation and are implementing AACs; and
 - Full impacts of federal and provincial government policy changes have yet to be realized.
- Recommendation is aligned with Board direction

NEXT STEPS TO RESPOND TO ECONOMIC ANALYSIS

- Model and explore the potential to amend DCC rates by housing type and location to:
 - Better align with *Metro 2050* housing and growth management objectives
 - Continue to ensure supportive environment for housing development, particularly rental housing
- Update affordable housing DCC waiver program
 - Including application to private development being turned over to non-profit operators and inclusionary units
- Report back to Board in early 2025

DEVELOPMENT INDUSTRY ENGAGEMENT

- Board has received numerous letters expressing concern about elements of the DCC program from development community
- Special Mayors' Committee meeting scheduled for October 17 with development industry representatives to explore areas of common interest and a collaborative path forward including areas of:
 - Timing of DCC collection, and
 - Length of In-stream protection period.



LIQUID WASTE OVERVIEW

- 19 member jurisdictions, with a population of approximately 2.7 million residents
- 530 kilometers of trunk sewers, 34 pump stations and 3 storage tanks
- 5 regional treatment plants
- Average of 1.2 billion litres of wastewater per day
- 3 urban drainage areas: Still Creek/Brunette, Port Moody/Coquitlam, and University

LIQUID WASTE SERVICES FINANCIAL PLAN SUMMARY

Liquid Waste Services Overall

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$487.9	\$609.1*	\$681.9	\$797.0	\$915.3	\$1,042.6	\$1,202.9
% Change			12.0%	16.9%	14.8%	13.9%	15.4%
Liquid Waste Service Levy (\$ Millions)	\$389.5		\$575.6	\$630.7	\$687.3	\$748.6	\$817.8
Total Capital Cash Flow (\$ Million)	\$781.2		\$1,010.4	\$1,215.7	\$1,407.1	\$1,707.0	\$1,719.4
Household Impact (\$)	\$349	\$447*	\$510	\$549	\$587	\$627	\$672
% Change			14.0%	7.8%	6.8%	6.8%	7.2%
Prior Cycle Household Impact Change (%)			15.3%	9.1%	7.8%	7.4%	N/A

*Estimated based on amended NSWWTP budget

LIQUID WASTE SERVICES FINANCIAL PLAN SUMMARY - VSA

Vancouver Sewerage Area

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$141.3	\$185.3*	\$205.4	\$231.7	\$263.6	\$296.7	\$341.5
% Change			10.8%	12.8%	13.7%	12.6%	15.1%
Liquid Waste Service Levy (\$ Millions)	\$125.9		\$190.3	\$209.5	\$228.9	\$246.9	\$274.1
Total Capital Cash Flow (\$ Million)	\$141.1		\$184.9	\$244.2	\$329.6	\$487.8	\$490.8
Household Impact (\$)	\$432	\$582*	\$650	\$706	\$755	\$799	\$869
% Change			11.6%	8.7%	7.0%	5.7%	8.8%
Prior Cycle Household Impact Change (%)			13.9%	6.3%	10.0%	10.8%	N/A

*Estimated based on amended NSWWTP budget

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LIQUID WASTE SERVICES FINANCIAL PLAN SUMMARY - NSSA

North Shore Sewerage Area

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$41.7	\$51.4*	\$69.4	\$94.4	\$122.5	\$152.6	\$181.4
% Change			35.1%	36.1%	29.7%	24.6%	18.9%
Liquid Waste Service Levy (\$ Millions)	\$38.0		\$64.3	\$81.4	\$94.7	\$108.0	\$121.7
Total Capital Cash Flow (\$ Million)	\$317.6		\$467.3	\$592.4	\$670.7	\$554.0	\$382.9
Household Impact (\$)	\$464	\$582*	\$782	\$980	\$1,123	\$1,262	\$1,401
% Change			34.5%	25.2%	14.7%	12.4%	11.0%
Prior Cycle Household Impact Change (%)			32.7%	34.4%	19.0%	9.8%	N/A

*Estimated based on amended NSWWTP budget

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LIQUID WASTE SERVICES FINANCIAL PLAN SUMMARY - LIWSA

Lulu Island West Sewerage Area

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$36.7	\$45.5*	\$50.4	\$57.9	\$65.1	\$70.2	\$76.2
% Change			10.9%	14.9%	12.3%	7.9%	8.5%
Liquid Waste Service Levy (\$ Millions)	\$32.2		\$46.1	\$51.9	\$56.4	\$58.6	\$60.8
Total Capital Cash Flow (\$ Million)	\$47.4		\$57.3	\$53.0	\$26.5	\$26.5	\$35.2
Household Impact (\$)	\$295	\$375*	\$418	\$464	\$496	\$505	\$515
% Change			11.6%	11.1%	6.7%	2.0%	2.0%
Prior Cycle Household Impact Change (%)			16.8%	9.9%	6.5%	3.1%	N/A

*Estimated based on amended NSWWTP budget

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LIQUID WASTE SERVICES FINANCIAL PLAN SUMMARY - FSA

Fraser Sewerage Area

	2024	NSWWTP Amended	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$265.2	\$323.8*	\$353.1	\$409.3	\$460.4	\$519.2	\$599.8
% Change			9.0%	15.9%	12.5%	12.8%	15.5%
Liquid Waste Service Levy (\$ Millions)	\$190.5		\$271.5	\$284.4	\$303.6	\$331.3	\$357.4
Total Capital Cash Flow (\$ Million)	\$274.6		\$299.4	\$325.2	\$379.1	\$638.7	\$810.4
Household Impact (\$)	\$301	\$391*	\$421	\$434	\$454	\$485	\$512
% Change			7.7%	3.0%	4.5%	6.9%	5.7%
Prior Cycle Household Impact Change (%)			8.9%	4.9%	3.7%	4.9%	N/A

*Estimated based on amended NSWWTP budget

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LIQUID WASTE SERVICES FINANCIAL PLAN SUMMARY Drainage

	2024	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$3.1	\$3.6	\$3.6	\$3.9	\$3.9	\$4.0
% Change		15.1%	2.5%	5.9%	—%	2.7%
Liquid Waste Service Levy (\$ Millions)	\$2.9	\$3.3	\$3.4	\$3.6	\$3.7	\$3.8
Total Capital Cash Flow (\$ Million)	\$0.5	\$1.6	\$1.0	\$1.4	\$0.1	\$-

RECOMMENDATION

That the GVS&DD Board direct staff to prepare the necessary 2025 Budget and 2025-2029 Financial Plan to be presented at the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings for consideration of adoption and endorsement.



Barnston Maple Ridge Pump Station

WATER SERVICES OVERVIEW

Water Services over the next 5 years

To manage the long term water supply demands in a responsible manner, this plan factors in conservation measures, new infrastructure development, resiliency, financial sustainability, climate action, First Nations reconciliation, and strong external partnerships over the next 5 years.

WATER SERVICES FINANCIAL PLAN SUMMARY

Water Services

	2024	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$378.9	\$408.9	\$468.2	\$516.0	\$564.8	\$611.3
% Change		7.9%	14.5%	10.2%	9.5%	8.2%
Blended Water Rate (\$/m3)	\$0.9333	\$1.0002	\$1.0655	\$1.0975	\$1.1233	\$1.1380
Total Capital Cash Flow (\$ Millions)	\$424.9	\$484.5	\$669.7	\$624.4	\$782.2	\$945.4
Household Impact (\$)	\$189	\$200	\$211	\$215	\$218	\$218
% Change		5.7%	5.5%	2.0%	1.6%	0.1%
Prior Cycle Household Impact Change (%)		7.4%	5.3%	2.4%	1.8%	N/A

RECOMMENDATION

That the GVWD Board direct staff to prepare the necessary 2025 Budget and 2025-2029 Financial Plan to be presented at the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings for consideration of adoption and endorsement.



North Shore Recycling and Waste Centre

SOLID WASTE OVERVIEW

Solid Waste over the next 5 years

The solid waste services function is focused on ensuring excellent customer service to the more than 1,000,000 annual users of the regional solid waste system and continuing to advance zero waste and the circular economy.

SOLID WASTE FINANCIAL PLAN SUMMARY

	2024	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$142.4	\$160.1	\$172.1	\$183.5	\$194.0	\$204.7
% Change		12.4%	7.5%	6.6%	5.7%	5.5%
Tipping Fee Increase (\$/t)		\$7	\$7	\$8	\$8	\$8
Blended Tipping Rate (\$/t)	\$144	\$151	\$158	\$166	\$174	\$182
Total Capital Cash Flow (\$ Millions)	\$54.1	\$42.7	\$74.9	\$68.3	\$69.4	\$84.9
Household Impact (\$)	\$68	\$71	\$74	\$78	\$82	\$86
% Change		4.8%	4.6%	5.1%	4.8%	4.6%
Prior Cycle Household Impact Change (%)		4.8%	4.6%	5.1%	4.8%	N/A

RECOMMENDATION

That the GVS&DD Board direct staff to prepare the necessary 2025 Budget and 2025-2029 Financial Plan to be presented at the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings for consideration of adoption and endorsement.



MVHC OVERVIEW

Metro Vancouver Housing over the next 5 years

Guided by the Metro Vancouver Housing's 10-Year Plan: Provide safe, inclusive, diverse and affordable homes in communities throughout the region; Preserve existing portfolio through capital maintenance to support affordability & improve sustainability and accessibility; Expand through redevelopment and partnerships with member jurisdictions and other levels of government.

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MVHC FINANCIAL PLAN SUMMARY

MVHC 2025 - 2029

	2024	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$60.3	\$60.7	\$68.6	\$72.9	\$73.3	\$75.0
% Change		0.6%	13.1%	6.2%	0.6%	2.3%
Housing Rents (\$ Millions)	\$45.2	\$44.6	\$50.5	\$58.5	\$60.9	\$61.9
Other Revenues *	\$15.1	\$16.1	\$18.1	\$14.4	\$12.4	\$13.2
% Change		6.4%	12.7%	(20.5%)	(13.8%)	6.0%
Total Capital Expenditures (\$ Millions)	\$131.3	\$186.2	\$204.2	\$190.2	\$213.6	\$293.5

*includes subsidies, other revenues, financing proceeds, transfer from reserves

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RECOMMENDATION

That the MVHC Board direct staff to prepare the necessary 2025 Budget and 2025-2029 Financial Plan to be presented at the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings for consideration of adoption and endorsement.



MVRD OVERVIEW

- Housing Planning & Policy
- Regional Planning
- Electoral Area Services
- Regional Parks
- Air Quality
- E911 Emergency Telephone Service
- General Government Administration
- General Government Zero Waste Collaboration Initiatives
- Invest Vancouver
- Regional Employer Services
- Regional Emergency Management
- Regional Global Positioning System
- Sasamat Fire Protection Service

REGIONAL DISTRICT FINANCIAL PLAN SUMMARY

Regional District 2025 - 2029

	2024	2025	2026	2027	2028	2029
Total Expenditures (\$ Millions)	\$146.5	\$152.2	\$133.9	\$136.5	\$141.5	\$145.5
% Change		3.9%	(12.0%)	2.0%	3.7%	2.8%
MVRD Requisitions (\$ Million)	\$113.2	\$117.2	\$105.3	\$108.3	\$112.0	\$116.1
% Change		3.6%	(10.2%)	2.8%	3.4%	3.7%
Household Impact (\$)	\$92	\$94	\$84	\$85	\$86	\$87
% Change		2.3%	(10.9%)	0.8%	1.5%	1.8%
Prior Cycle Household Impact Change (%)		2.4%	(12.4%)	(5.5%)	(1.1%)	N/A

RECOMMENDATION

That the MVRD Board direct staff to prepare the necessary 2025 Budget and 2025-2029 Financial Plan to be presented at the November 1, 2024 Metro Vancouver Districts and Housing Corporation Board meetings for consideration of adoption and endorsement.



Iona Island Wastewater Treatment Plant



Questions?

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MEMORANDUM



DATE: 7 October 2024
TO: Harji Varn and Sonu Kailley, Metro Vancouver
FROM: Blair Erb, Coriolis Consulting Corp.
RE: Evaluation of Impact of Increased Metro Vancouver DCC Rates on New Development

Introduction

Metro Vancouver collects development cost charges (DCCs) from new residential and non-residential developments in the region to help pay for the infrastructure needed to allow new development to occur.

In the absence of DCCs, funding for Metro Vancouver's liquid waste, water, and regional parks capital programs would need to come from a combination of long-term debt, contributions from the operating budget (e.g. utility/user fees), reserves, and external contributions (e.g. interagency and senior level government grants).

In March 2024, Metro Vancouver adopted increases to its DCC rates. Metro Vancouver retained Coriolis Consulting Corp. to analyze the financial impact of the approved rate increases on the financial viability of new development. As requested, this memo provides a brief summary of the key findings of the analysis and recommendations.

The approved Metro Vancouver DCC rate increases will add to the cost of new construction. Like any other cost increase (such as a construction cost increase), the increased DCCs will lead to one of three different potential impacts (or a combination):

- a) A reduction in development site land values if the increased cost can be passed back to landowners. This can occur when the value of a development site under its existing use (e.g., house, low density commercial building) is lower than the land value supported by redevelopment.
- b) An increase in the market price (sales prices or rents) of new units/floorspace. This can occur if the increased cost reduces the number of projects that are financially viable for development, creating downward pressure on the supply of new product in the market. Decreasing new supply in the face of continued demand will likely result in increased market prices for new (and existing) product.
- c) A reduction in profit margins for new projects. This can occur if the increased cost cannot be passed along to buyers/renters of the new space and cannot be passed back to landowners (e.g., if the site was already acquired by the developer and development proceeds in the short term before market prices adjust).

Approach

The outcome will vary by type of project and by location in the region depending on market factors, so we analyzed the financial performance of redevelopment concepts for over 40 different case study sites in the region. The analysis was based on market conditions and municipal policies as of June 2024.

Exhibit 1 summarizes the number of case studies analyzed by location and by type of project. These sites are all in locations that are good candidates for redevelopment, based on municipal policy and market interest. While it is not possible to analyze the impact of a new or increased DCC on every possible type of project and existing situation in the region, these case studies represent a wide range of potential redevelopment projects in terms of existing land use, density, building form, tenure, and location. Therefore, impacts on these

hypothetical projects from Metro Vancouver's increased DCCs will be broadly indicative of the potential impact on similar types of redevelopment projects in these areas.

Exhibit 1: Summary of Case Studies Analyzed

Sewerage Area:	Single family	Townhouse	Apartment or Mixed-Use			Office	Industrial	Total
			4 to 6 storey strata apartment or mixed-use	Highrise strata apartment or mixed-use	Market rental apartment or mixed-use			
Vancouver	0	2	2	2	3	1	1	11
North Shore	0	1	1	1	1	0	1	5
Lulu Island	1	1	1	1	0	1	1	6
Fraser	3	5	4	2	1	2	2	19
Total	4	9	8	6	5	4	5	41

Key Findings

The key findings of our case study financial analysis can be summarized as follows:

- For new residential projects, the increased Metro Vancouver DCC rates are:
 - Unlikely to lead to increases in market prices for new single family lots, units at new townhouse projects in greenfield locations (such as parts of Langley, Surrey, and Maple Ridge), and units at new strata highrise apartment units. For these types of projects, the land value supported by redevelopment typically exceeds the value of the property under its existing use, so the increased Metro Vancouver DCC rates will likely lead to reduced land values for development sites. Landowners will still have an incentive to sell their site for redevelopment at the reduced value as the land value still exceeds the existing use value.
 - Likely to lead to increases in market prices for units in some types of new projects, including townhouse projects in urban areas, 4 to 6 storey strata apartment projects, and market rental projects. For these types of projects, our analysis indicates that the increased cost of the Metro Vancouver DCCs cannot be passed back to the landowner in the form of reduced land values because the value of the existing use is similar to (or higher than) the land value supported by redevelopment. The increased unit prices or rents would likely be a maximum of about 2% to 3% depending on the type of project and the neighbourhood. As a comparison, the same unit price or rent increase would be required to cover the impact of a 3% to 4% increase in construction costs.
- For non-residential projects, the increased Metro Vancouver DCC rates are:
 - Unlikely to lead to increases in market prices for new industrial projects in greenfield locations (such as parts of Langley, Surrey, and Maple Ridge). For these types of projects, the land value supported by industrial development typically exceeds the value of the property under its existing use so the increased Metro Vancouver DCC rates will likely lead to reduced land values for greenfield industrial development sites.
 - Likely to lead to increases in market lease rates or strata unit prices for new office projects and new higher density industrial projects that come through redevelopment of existing industrial sites. The increases in lease rates (or unit prices) would likely be a maximum of about 1% to 3% depending on the type of project.

Implications

The DCC revenues collected by Metro Vancouver are used to build the new infrastructure that is required for new development projects to occur.

Our analysis indicates that the increased Metro Vancouver DCC rates will lead to increased market pricing for some types of residential projects (townhouse projects in urban areas, 4 to 6 storey apartment projects, and market rental projects), office projects, and some types of industrial projects. Maximum estimated impacts on market prices range between about 1% and 3% depending on the location and type of project.

Some types of projects (lots in new single family subdivisions, greenfield townhouse projects, highrise strata projects, greenfield industrial projects) will not experience upward pressure on unit prices (or rents) as the increased DCC cost can be passed back to landowners resulting in reduced development site values.

However, the Metro Vancouver DCCs are only one factor that can affect the financial viability of development. The financial viability of new development is also influenced by many market factors and by government policies.

Market conditions have changed significantly over the past two years and will likely continue to change over the coming year. For example, interest rates are now declining and are expected to continue to decline during 2024 and 2025 which will help reduce project costs.

In addition, the policies and regulations of other levels of government have a significant impact on the economics of new development in the region. The Province recently passed new legislation (Bills 16, 44, 46, and 47) that will affect the development approvals process, zoning, minimum permitted densities near transit stations (and bus exchanges), parking requirements near transit stations, municipal finance tools (such as expanded DCCs, new ACCs, density bonusing regulations), and inclusionary housing requirements.

Local governments are now in the process of implementing policy, regulatory and zoning changes to conform with the new Provincial legislation, which will impact the financial viability of new development projects.

Some of these changes should positively impact the financial viability of development projects, such as faster approvals, higher densities near transit stations, elimination of parking requirements near transit stations, and increased unit yield on low density residential lots (small scale multi-unit housing). However, others may (depending on implementation details) negatively impact the financial viability of development projects, such as inclusionary housing requirements, expanded DCCs, and new ACCs.

Because municipalities are currently working through policy changes to address the new Provincial legislation, any potential impacts (and the scale of any impacts) are unclear at this time.

Metro Vancouver should consider continuing to evaluate the impacts of its adopted DCC rate increases over the implementation period. Completing updated financial analysis after municipalities have made any changes to municipal land use policies and development regulations will allow Metro Vancouver to monitor the impacts of its DCC program in the context of changes to municipal policies and changes in market conditions. Future financial analysis of the impacts of Metro Vancouver's DCC program on the viability of development in the region should continue to evaluate impacts by type of development and by sewerage area.

To: MVRD Board of Directors

From: Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services,
Regional Planning and Housing Services Department

Date: October 21, 2024 Meeting Date: November 1, 2024

Subject: **MVRD Electoral Area A Zoning Amendment Bylaw 1399, 2024**

RECOMMENDATION

That the MVRD Board:

- a) give first, second, third readings to *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024*; and
 - b) direct staff to forward the bylaw to the Ministry of Transportation and Infrastructure for approval.
-

EXECUTIVE SUMMARY

This report brings before the MVRD Board the *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024* at the conclusion of a public hearing not held process. Bylaw 1399, 2024 brings the *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011* into alignment with the current provincial housing policy guidance. The report recommends that the Board give Bylaw 1399, 2024 three readings and direct staff to forward it to the Ministry of Transportation and Infrastructure for approval.

PURPOSE

To recommend, at the conclusion of a public hearing not held process, that the MVRD Board give first, second, and third reading to *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024* and forward it to the Ministry of Transportation and Infrastructure for approval.

BACKGROUND

Metro Vancouver has local land use planning jurisdiction for the rural and remote areas of Electoral Area A, where the *Electoral Area A Zoning Bylaw* applies. Following the passage of provincial housing legislation in November 2023, staff identified amendments that would improve alignment with new provincial housing policy guidance. These amendments were presented to the MVRD Board in May 2024 (Attachment 1), and the MVRD Board passed the following resolution:

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.

Staff have completed preparing the bylaw, which is attached to this report (Attachment 2), and have given notice of a public hearing not held.

Information about the proposed amendments was sent to residents in the summer Electoral Area A Director's Update, and was posted for public comment on the MVRD website. No questions or comments were received. The Electoral Area A Director and staff also met with Strachan Point residents on September 3, 2024 to discuss proposed amendments that affect their community (Attachment 3), and the consensus from that meeting is reflected in the attached amendment bylaw.

Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024 is consistent with the *Electoral Area A OCP* as contemplated in section 464(2) of the *Local Government Act*. Metro Vancouver is therefore not holding a public hearing and is following the public hearing not held notice provisions of section 467 of the *Local Government Act*.

A public hearing not held notice (Attachment 4) was published on October 22, 2024 and October 29, 2024 in the Vancouver Sun per legislative requirements.

If the MVRD Board gives three readings to the bylaw, it will be forwarded to the Ministry of Transportation and Infrastructure for approval before being brought back for consideration of adoption. Approval from the Ministry of Transportation and Infrastructure is required because the proposed zoning bylaw amendment covers areas within 800 m of controlled access highways, per Section 52 of the *Transportation Act*.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second, third readings to *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024*; and
 - b) direct staff to forward the bylaw to the Ministry of Transportation and Infrastructure for approval.
2. That the MVRD Board receive for information the report dated October 21, 2024 titled "MVRD Electoral Area A Zoning Amendment Bylaw 1399, 2024".

FINANCIAL IMPLICATIONS

There are no financial implications in this report.

CONCLUSION

Staff recommend Alternative 1 as it brings the *Electoral Area A Zoning Bylaw* in line with the current provincial housing policy guidance. If the MVRD Board selects alternative 2, the *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011* will not be amended.

ATTACHMENTS

1. May 31, 2024 MVRD Board staff report titled “Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation”, dated April 30, 2024.
2. *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024.*
3. Summary notes of meeting with Strachan Point residents on September 3, 2024, included in the September 3, 2024 Electoral Area A Committee Meeting Manager’s Report.
4. Public Hearing Not Held Notice.

71246872

To: Electoral Area Committee

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

Date: April 30, 2024 Meeting Date: May 22, 2024

Subject: **Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation**

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*.

EXECUTIVE SUMMARY

In November 2023, the Province passed legislation to stimulate the infill and intensification of housing in single-detached neighbourhoods and transit-oriented areas throughout BC.

For the rural and remote areas of Electoral Area A where Metro Vancouver has local land use planning jurisdiction (i.e. zoning and official community plan bylaws), the *Housing Statutes (Residential Development) Amendment Act, 2023* requires all single-family and duplex residential zones to allow for secondary suites and/or accessory dwelling units. The Electoral Area A Zoning Bylaw already allows this, and therefore complies with the new housing legislation.

However, staff have identified revisions to related regulations in the zoning bylaw that would improve alignment with provincial policy guidance for zoning bylaw regulation best practices, and therefore propose the minor amendments summarized in this report. Because no public hearing will be held for this bylaw, Metro Vancouver is required to give notice and allow for the public to submit comments prior to consideration of first reading. If supported, the report recommendation would enable staff to publish the required notices and then bring forward the bylaw to the MVRD Board for consideration of readings.

PURPOSE

To provide the Electoral Area Committee and MVRD Board the opportunity to consider amendments to the Electoral Area A Zoning Bylaw based on recent provincial housing legislation.

BACKGROUND

Following the enactment of provincial legislation in support of small-scale, multi-unit housing in late 2023, local governments across BC are required to amend their local land use bylaws. In early 2024, the Province released additional guidance, including a provincial policy manual & site standard (Reference 1), to help local governments understand and implement the legislation. Metro Vancouver staff have reviewed the legislation and have prepared the zoning bylaw amendments

presented in this report based on this policy guidance as well as previous consultation with Electoral Area A residents related to the zoning bylaw. These amendments are now ready for consideration.

ELECTORAL AREA A ZONING BYLAW (REFERENCE 2)

Metro Vancouver has local planning responsibilities (i.e. zoning and official community plan bylaws) for Electoral Area A, excluding UBC, the University Endowment Land (UEL), Bowyer Island, and Passage Island. The communities in the areas covered by the Electoral Area A Zoning Bylaw and Official Community Plan (OCP) are almost entirely single-family, located in rural and remote settings, and generally have been stable (no major redevelopment).

The Electoral Area A Zoning Bylaw has several community-specific and stand-alone single-family/duplex residential zones that allow for accessory suites (i.e. secondary suites that are located within the principal dwelling) and/or accessory residential dwellings (i.e. accessory dwelling units that are detached from the principal dwelling), as summarized in the table below.

Residential Zone	Accessory Suites Allowed?	Accessory Residential Dwellings Allowed?
Small Holding Rural (A-1)	Yes	Yes
Extensive Rural and Recreation (A-2)	Yes	Yes
Cottage Residential (RS-1)	Yes	No
Ocean Point Residential (RS-2)	Yes	No
Strachan Point Residential (RS-3)	Yes	No
Montizambert Residential (RS-4)	Yes	No
Barnston Island (BI-1)	Yes	No

SMALL-SCALE, MULTI-UNIT HOUSING LEGISLATION REQUIREMENTS

The *Housing Statutes (Residential Development) Amendment Act* (Bill 44) is one of three pieces of recent housing-related legislation that, among other things, sets out requirements related to small-scale, multi-unit housing that local governments must adopt in their land use bylaws by June 30, 2024. (See Reference 3 for additional information related to the provincial housing legislation.)

For the lands covered by the Electoral Area A Zoning Bylaw, the only requirement that must be met under the new legislation is the allowance for secondary suites and/or accessory dwelling units in all single-family and duplex residential zones. As noted in the table above, the Electoral Area A Zoning Bylaw already complies with this requirement.

Notice That A Public Hearing Will Not Be Held

The primary purpose of the proposed bylaw amendment is to align the Electoral Area A Zoning Bylaw with the policy guidance that the Province has issued to comply with the new housing legislation. The Electoral Area A OCP applies to the area of the proposed bylaw amendments, and they are consistent with the OCP. The proposed amendments are minor because they are not intended or expected to meaningfully impact the pace or type of development in the rural and remote communities of Electoral Area A, which is generally gradual (i.e. handful of building permits per year on average) and small-scale (i.e. construction or re-construction of single-family homes and accessory buildings).

In 2019, staff consulted with residents on future potential revisions to the Electoral Area A Zoning Bylaw, including revisions to lot line setbacks and height. That work and consultation was considered alongside the policy manual when proposing these minor amendments.

For these reasons, staff recommend not holding a public hearing, as contemplated in section 464(2) of the *Local Government Act*, and instead relying on the public notification process contemplated in section 467 of the *Local Government Act*. This process requires public notification before first reading of the bylaw, giving the public the opportunity to review the proposed bylaw and submit comments that will be considered when the bylaw is brought to the MVRD Board for consideration. The MVRD Board will have the opportunity to make amendments to the bylaw based on the comments as warranted.

When a public hearing will not be held, local governments must give notice to that effect, in accordance with the *Local Government Act*. As part of the public notice process, Metro Vancouver will be soliciting written feedback only from residents of Electoral Area A. This public consultation will mean that delegations to the Committee and Board will not be accepted under section 52(8)(d) of the *Metro Vancouver Regional District Procedure Bylaw No. 1368, 2023*.

PROPOSED ELECTORAL AREA A ZONING BYLAW AMENDMENTS

While the Electoral Area A Zoning Bylaw complies with the recent housing legislation, staff have reviewed the Bylaw relative to the provincial policy manual & site standards for small-scale, multi-unit housing that was released to support the implementation of the legislation and have identified a number of minor amendments that would bring the Bylaw into greater alignment with provincial policy and site standards. The proposed minor amendments are summarized in the table below.

LOT LINE SETBACKS	
Proposed Changes	Rationale/Comments
Reduce setbacks for zones that rural zones and zones that primarily apply to water access only. See table below for proposed setback reductions	The provincial policy manual recommends reducing lot line setbacks to allow more developable space on lots. Given many Electoral Area A properties are located on challenging terrain, minor reductions in setbacks can meaningfully create more space and flexibility for siting buildings.
Remove specific agricultural building setbacks from the Barnston Island Zone (BI-1).	Based on previous consultation with Barnston Island residents, there was support to reduce the setbacks and simplify the zoning regulations around setbacks for agricultural buildings given that all privately held parcels on Barnston Island are in the Agricultural Land Reserve and subject to those rules.

Revise the definition of front lot line setback.	The definition of “lot line, front” currently only contemplate access from a ‘highway’ as defined in the bylaw, but does not capture lots in Electoral Area A that are water access only or that may be accessed by rights of way. The definition would be revised to recognize the different ways that lots are accessed in Electoral Area A.
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<i>Residential Zone</i>	<i>Principal Building Setbacks</i>		<i>Accessory Buildings and Structures</i>	
	<i>Current</i>	<i>Proposed</i>	<i>Current</i>	<i>Proposed</i>
Small Holding Rural (A-1)				
• Front Lot Line Setback	7.5 m	4.5 m	7.5 m	4.5 m
• Rear Lot Line Setback	7.5 m	3.0 m	3.0 m	3.0 m
• Exterior Lot Line Setback	3.0 m	3.0 m	3.0 m	3.0 m
• Interior Lot Line Setback	1.5 m	1.5 m	3.0 m	1.5 m
Extensive Rural and Recreation (A-2)				
• Front Lot Line Setback	7.5 m	4.5 m	7.5 m	5.0 m
• Rear Lot Line Setback	7.5 m	3.0 m	3.0 m	3.0 m
• Exterior Lot Line Setback	3.0 m	3.0 m	3.0 m	3.0 m
• Interior Lot Line Setback	1.5 m	1.5 m	3.0 m	1.5 m
Cottage Residential (RS-1)				
• Front Lot Line Setback	7.5 m	1.5 m	3.0 m	1.5 m
• Rear Lot Line Setback	7.5 m	1.5 m	3.0 m	1.5 m
• Exterior Lot Line Setback	3.0 m	1.5 m	3.0 m	1.5 m
• Interior Lot Line Setback	1.5 m	1.5 m	1.5 m	1.5 m
Ocean Point Residential (RS-2)				
• Front Lot Line Setback	5.0	4.5	5.0	4.5
• Rear Lot Line Setback	4.5	4.5	4.5	4.5
• Exterior Lot Line Setback	3.0	3.0	3.0	3.0
• Interior Lot Line Setback	1.5	1.5	1.5	1.5
Strachan Point Residential (RS-3)				
<ul style="list-style-type: none"> • Front and Rear Lot Line Setbacks: <ul style="list-style-type: none"> ○ 4.5 metres from the westerly boundary of the BC Rail right-of-way (no change) ○ Proposed: 1.5 m from any road easements (currently either 1.5 m or 7.5 m) 				
• Exterior Lot Line Setback	3.0	3.0	3.0	3.0
• Interior Lot Line Setback	1.5	1.5	1.5	1.5
Montizambert Residential (RS-4)				
<ul style="list-style-type: none"> • Front and Rear Lot Line Setbacks: <ul style="list-style-type: none"> ○ Proposed: 1.5 m from any road easements (currently either 1.5 m or 7.5 m) 				
• Exterior Lot Line Setback	3.0	3.0	3.0	3.0
• Interior Lot Line Setback	1.5	1.5	1.5	1.5

Barnston Island (BI-1) ¹				
• Front Lot Line Setback	6 m	4.5 m	7.5 m	4.5 m
• Rear Lot Line Setback	6 m	3.0 m	3.0 m	3.0 m
• Exterior Lot Line Setback	6 m	3.0 m	3.0 m	3.0 m
• Interior Lot Line Setback	6 m	1.5 m	3.0 m	1.5 m

¹Principal buildings include *single residential dwelling - principal* and *- accessory* in the Barnston Island Zone.

HEIGHT	
Proposed Changes	Rationale/Comments
<p>Increase the maximum height of principal buildings to 11 m. (The current zones allow between 7.5 m – 10 m maximum height.)</p> <p>See table below.</p>	<p>The provincial policy manual recommends increasing permitted building heights to 11 m to help maintain open or permeable space on the lot and accommodate the units within the required distances from property lines and/or between buildings for compliance with the <i>BC Building Code</i>.</p>

<i>Residential Zone</i>	<i>Current Principal Building Maximum Height</i>	<i>Proposed Principal Building Maximum Height</i>
Small Holding Rural (A-1)	8.5 m	11 m
Extensive Rural and Recreation (A-2)	8.5 m	11 m
Cottage Residential (RS-1)	7.5 m	11 m
Ocean Point Residential (RS-2)	10 m	11 m
Strachan Point Residential (RS-3)	10 m	11 m
Montizambert Residential (RS-4)	10 m	11 m
Barnston Island (BI-1) ¹	10 m	11 m

¹Only for residential buildings; the allowable maximum height of agricultural buildings (15 m) would not change.

PARKING REQUIREMENTS	
Proposed Changes	Rationale/Comments
<p>Clarify that parking requirements for residential buildings and uses only apply to road access only properties.</p> <p>Eliminate parking requirements for water-access-only buildings and uses.</p> <p>See table below.</p>	<p>The provincial policy manual recommends minimizing parking requirements, and in some cases removing parking requirements for residential zones altogether. In addition to minimizing requirements, the current Electoral Area A Zoning Bylaw does not differentiate between road-access and water-access-only lots where parking requirements are not applicable.</p>

<i>Residential Buildings and Uses</i>	<i>Current Parking Space Requirements</i>	<i>Proposed Parking Space Requirements</i>
Single Residential Dwelling	2 spaces per dwelling unit	2 spaces per dwelling unit for road-access properties
Duplex Residential Dwelling	2 spaces per dwelling unit	2 spaces per dwelling unit for road-access properties
Apartment	2 spaces per dwelling unit, plus 0.5 spaces per apartment dwelling unit for Visitor Parking that shall be clearly marked “Visitor Parking Only” within the parking space	Road-access properties, 2 spaces per dwelling unit, plus 0.5 spaces per apartment dwelling unit for Visitor Parking that shall be clearly marked “Visitor Parking Only” within the parking space
Cottage Residential	1 space per dwelling unit	1 space per dwelling unit for road-access properties
Accessory Home Occupation	1 space per non-residential employee	1 space per non-residential employee for road-access properties
Bed and Breakfast	1 space for each bedroom used for bed and breakfast over and above the requirements for the dwelling unit	1 space for each bedroom used for bed and breakfast over and above the requirements for the dwelling unit for road-access properties
Accessory Residential Dwelling	1 space per dwelling unit	1 space per dwelling unit for road-access properties
Accessory boarding	1 space per sleeping unit	N/A – delete

FIX MISSING ROWS	
Proposed Changes	Rationale/Comments
The Strachan Point Residential (RS-3) zone is missing two rows in a table related to accessory suites and accessory uses.	This would fix the inadvertent deletion of two rows from a table in the Strachan Point Residential (RS-3) zone during a bylaw amendment in 2016. Reinstating these rows would clarify that accessory suites and accessory uses, which are referred to in the same zone in other places, are among the permitted uses.

No Electoral Area A OCP amendments are required or proposed as part of this bylaw review.

NEXT STEPS

If the recommendation is supported, Metro Vancouver staff will advertise the required notices that a public hearing will not be held in accordance with the *Local Government Act*. After the notice period, the bylaw would be brought to the MVRD Board for consideration of first, second, and third readings. Because the proposed zoning bylaw amendment covers areas within 800 m of controlled access highways, the bylaw will be sent to the Minister of Transportation for approval after third reading. After this approval, the bylaw will be brought back to the MVRD Board for consideration of adoption.

Local governments must update their bylaws by June 30, 2024 to accommodate small-scale, multi-unit housing requirements. Because Metro Vancouver is already in compliance, staff would notify the Minister of Housing that Metro Vancouver complies with the Province’s small-scale, multi-unit housing legislation for the portions of Electoral Area A where it has local land use planning jurisdiction before this deadline.

ALTERNATIVES

1. 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*.
2. That the Electoral Area A Committee receive for information the report titled “Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation”, dated April 30, 2024, and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

Costs associated with these bylaw amendments are expected to be limited to giving notice that a public hearing will not be held, which will require advertising in one or more newspapers that can reasonably be expected to give notice to the residents of the various communities to which the Electoral Area A Zoning Bylaw applies. Such costs are estimated to be between \$10,000 – \$30,000. The Province has provided local governments, including Metro Vancouver, with grant funding to cover such costs, and therefore, no budget or tax impacts are expected.

CONCLUSION

Staff have used the Province’s recent housing legislation as an opportunity to review and update relevant regulations in the Electoral Area A Zoning Bylaw. The proposed minor amendments to some of the zoning bylaw regulations are consistent with the OCP and are not expected to drive (re)development in Electoral Area A communities, but will provide greater flexibility for property owners to make use of their often challenging lots and bring the regulations more in line with provincial policy and site standards. Staff recommend Alternative 1.

REFERENCES

1. [Provincial policy manual & site standards for small-scale, multi-unit housing](#)
2. [Electoral Area A Zoning Bylaw](#)
3. [Provincial housing legislation – resources for local governments](#)

**METRO VANCOUVER REGIONAL DISTRICT
 BYLAW NO. 1399, 2024
 A bylaw to amend Greater Vancouver Regional District
 Electoral Area A Zoning Bylaw No. 1144, 2011**

WHEREAS:

- A. The Board of Directors of the Metro Vancouver Regional District has adopted “Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011”, a bylaw with respect to zoning and certain other related developmental matters within parts of Electoral Area A; and
- B. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011".

NOW THEREFORE the Board of Directors of the Metro Vancouver Regional District enacts as follows:

Citation

- 1. The official citation of this bylaw is “Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024”.

Amendment of Bylaw

- 2. “Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011” is amended as follows:

(a) Section 310(2) is deleted and replaced with the following:

- (2) The table below outlines the maximum number and maximum height for *buildings* and *structures* in this zone:

Buildings and Structures	Maximum Number	Maximum Height
<i>Principal Building</i>	1 ^{(a) (b)}	11 m ^(c)
<i>Accessory Buildings and Structures</i>	n/a	4.5 m

(a) Where a *building* is used as a *single residential dwelling* use or a *duplex residential dwelling*, there shall not be more than 1 *single residential dwelling* or 1 *duplex residential dwelling* on a *lot*, except where the *lot* is greater than 2.4 hectares in which case a maximum of 2 *single residential dwellings* shall be permitted.

(b) Where the use on a *lot* is *agricultural*, there are no restrictions on the number of *principal buildings* used for farm use.

(c) Provided that the highest point of any roof shall not exceed a *height* of 12.5 metres.

(b) Section 310(3) is deleted and replaced with the following:

(3) The table below outlines minimum *building setbacks* in this zone:

Minimum Building Setbacks	Front Lot Line Setback	Rear Lot Line Setback	Exterior Lot Line Setback	Interior Lot Line Setback
<i>Principal Building</i> ^(a)	4.5 m	3.0 m	3.0 m	1.5 m
<i>Accessory Buildings and Structures</i>	4.5 m	3.0 m	3.0 m	1.5 m

(a) Where there are 2 *principal buildings* located on the same *lot*, they shall be separated by not less than 5 metres.

(c) Section 311(2) is deleted and replaced with the following:

(2) The table below outlines the maximum number and maximum height for *buildings and structures* in this zone:

Buildings and Structures	Maximum Number	Maximum Height
<i>Principal Building</i>	1 ^{(a)(b)}	11 m ^(c)
<i>Accessory Buildings and Structures</i>	n/a	4.5 m

(a) Where a *building* is used as a *single residential dwelling* or a *duplex residential dwelling*, there shall not be more than 1 *single residential dwelling* or 1 *duplex residential dwelling* on a *lot*, except where the *lot* is greater than 2.4 hectares in which case a maximum of 2 *single residential dwellings* is permitted.

(b) Where the use on a *lot* is *agricultural*, there are no restrictions on the number of *principal buildings* used for agricultural purposes.

(c) The highest point of any roof shall not exceed a *height* of 12.5 metres.

(d) Section 311(3) is deleted and replaced with the following:

(3) The table below outlines minimum *building setbacks* in this zone:

Minimum Building Setbacks	Front Lot Line Setback	Rear Lot Line Setback	Exterior Lot Line Setback	Interior Lot Line Setback
<i>Principal Building</i> ^(a)	4.5 m	3.0 m	3.0 m	1.5 m
<i>Accessory Buildings and Structures</i>	4.5 m	3.0 m	3.0 m	1.5 m

(a) Where there are 2 *principal buildings* located on the same *lot*, they must be separated by not less than 5 metres.

(e) Section 312(2) is deleted and replaced with the following:

(2) The table below outlines the maximum number and maximum height for *buildings and structures* in this zone:

Buildings and Structures	Maximum Number	Maximum Height
<i>Principal Buildings</i>	1 ^(a)	11 m ^(b)
<i>Accessory Buildings and Structures</i>	n/a	4.5 m

(a) Except where the *lot* is greater than 0.8 hectares in which case a maximum of 2 *single residential dwellings* or *cottage residential dwellings* shall be permitted.

(b) The highest point of any roof shall not exceed a *height* of 12.5 metres.

(f) Section 312(3) is deleted and replaced with the following:

(3) The table below outlines minimum *building setbacks*:

Minimum Building Setbacks	Front Lot Line Setback	Rear Lot Line Setback	Exterior Lot Line Setback	Interior Lot Line Setback
<i>Principal Building^(a)</i>	1.5 m	1.5 m	1.5 m	1.5 m
<i>Accessory Buildings and Structures</i>	1.5 m	1.5 m	1.5 m	1.5 m

(a) Where there are 2 *principal buildings* located on the same lot, they must be separated by not less than 5 metres.

(g) Section 313(2) is deleted and replaced with the following:

(2) The table below outlines the maximum number and maximum *height* for *buildings and structures* in this zone:

Buildings and Structures	Maximum Number	Maximum Height
<i>Principal Buildings</i>	1	11 m ^(a)
<i>Accessory Buildings and Structures</i>	n/a	4.5 m

(a) The highest point of any roof shall not exceed a *height* of 12.5 metres.

(h) Section 313(3) is deleted and replaced with the following:

(3) The table below outlines minimum *building setbacks*:

Minimum Building Setbacks	Front Lot Line Setback	Rear Lot Line Setback	Exterior Lot Line Setback	Interior Lot Line Setback
<i>Principal Building</i>	4.5 m	4.5 m	3.0 m	1.5 m
<i>Accessory Buildings and Structures</i>	4.5 m	4.5 m	3.0 m	1.5 m

(i) Section 314(1) is deleted and replaced with the following:

(1) The table below outlines permitted land uses, minimum *lot size* and minimum *lot width* for the Strachan Point Residential Zone - RS-3:

Permitted Land Uses	Minimum Lot Size	Minimum Lot Width
<i>Single Residential Dwelling</i>	0.1 ha	30 m
<i>Accessory Home Occupation^(a)</i>	n/a	n/a
<i>Accessory Boarding</i>	n/a	n/a
<i>Accessory Bed and Breakfast^(b)</i>	n/a	n/a
<i>Accessory Suite^(c)</i>	n/a	n/a
<i>Accessory Uses</i>	n/a	n/a

(a) An *Accessory Home Occupation* use must comply with Section 207.

(b) An *Accessory Bed and Breakfast* use must comply with Section 208.

(c) An *Accessory Suite* use must comply with Section 210.

(j) Section 314(2) is deleted and replaced with the following:

(2) The table below outlines the maximum number and maximum *height* for *buildings and structures* in this zone:

Buildings and Structures	Maximum Number	Maximum Height
<i>Principal Buildings</i>	1	11.5 m ^(a)
<i>Accessory Buildings and Structures</i>	n/a	4.5 m

(a) Provided that the highest point of any roof shall not exceed a *height* of 13 metres.

(k) Section 314(3) is deleted and replaced with the following:

(3) The table below outlines minimum *building setbacks*:

Minimum Building Setbacks^(a)	Exterior Lot Line Setback	Interior Lot Line Setback
<i>Principal Building</i>	3.0 m	1.5 m
<i>Accessory Buildings and Structures</i>	3.0 m	1.5 m

(a) 1.5 metres from every boundary of the private access right of way shown on Reference Plans: VAP10413RX, VAP10850RX, VAP10973RX, VAP18022RX, and BCP49241, at all times that these Reference Plans correspond to a grant of a private access right of way that is in effect.

(l) Section 315(2) is deleted and replaced with the following:

(2) The table below outlines the maximum number and maximum height for *buildings and structures* in this zone:

Buildings and Structures	Maximum Number	Maximum Height
<i>Principal Buildings</i>	1 ^(a)	11 m ^(b)
<i>Accessory Buildings and Structures</i>	n/a	4.5 m

(a) Where the lot is greater than 0.8 hectares in which case a maximum of 2 single residential dwellings is permitted.

(b) Provided that the highest point of any roof shall not exceed a *height* of 12.5 metres.

(m) Section 315(3) is deleted and replaced with the following:

(3) The table below outlines minimum *building setbacks*:

Minimum Building Setbacks ^(a)	Exterior Lot Line Setback	Interior Lot Line Setback
<i>Principal Building</i>	3.0 m	1.5 m
Accessory Buildings and Structures	3.0 m	1.5 m

- (a) 1.5 metres from the westerly boundary of the private access right of way shown on Explanatory Plan VAP8610RX, at all times that this Explanatory Plan corresponds to a grant of a private access right of way that is in effect.

(n) Section 321(2) is deleted and replaced with the following:

- (2) The table below outlines the maximum number, maximum size, and maximum height for buildings and structures in this zone:

Buildings and Structures	Maximum Number	Maximum Size	Maximum Height
<i>Principal Building</i>	1 ^{(a)(b)}	500 m ² ^(c)	11 m ^{(d)(e)}
<i>Accessory Buildings and Structures</i>	n/a	n/a	4.5 m

- (a) Where the lot is 8 hectares or more and is used for a farm operation, an additional *single residential dwelling* is permitted, provided the *single residential dwelling* is used for the accommodation of those involved in the *farming use* on that lot.
- (b) In the case of an *agricultural use*, there are no restrictions on the number of *principal buildings* used for agricultural purposes.
- (c) In the case of a *single residential dwelling use*, the maximum *gross floor area* must not exceed 500 square metres.
- (d) In the case of a *single residential dwelling use*, the highest point of any roof must not exceed a *height* of 12.5 metres.
- (e) In the case of a *building* or *structure* containing a *farming use*, maximum height must not exceed 15 metres, except a silo, which must not exceed a maximum height of 34 metres.

(o) Section 321(3) is deleted and replaced with the following:

- (3) The table below outlines minimum *building setbacks*:

Minimum Building Setbacks	Front Lot Line Setback	Rear Lot Line Setback	Exterior Lot Line Setback	Interior Lot Line Setback
<i>Principal Building</i>	4.5 m	3.0 m	3.0 m	1.5 m
<i>Accessory Buildings and Structures</i>	4.5 m	3.0 m	3.0 m	1.5 m

(p) Section 321(5) is deleted in its entirety.

(q) Section 501(1)(a) is amended by deleting the following row:

Accessory boarding 1 space per sleeping unit used for

(r) Section 507 is deleted and replaced with the following:

Exemption from Parking Requirements

507 For properties that are water access only and have no vehicle access to highways or private roads, the provision of *off-street parking* is not required. This exemption does not apply to Barnston Island.

First public notification given this _____ day of _____, _____.

Second public notification given this _____ day of _____, _____.

Read a first, second, and third time this _____ day of _____, _____.

Per s.52 (3)(a) of the Transportation Act, approved by the Ministry of Transportation and Infrastructure this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

To: Electoral Area Committee

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

Date: September 3, 2024 Meeting Date: October 9, 2024

Subject: **Manager's Report**

RECOMMENDATION

That the Electoral Area Committee receive for information the report dated September 3, 2024, titled "Manager's Report".

ELECTORAL AREA COMMITTEE 2024 WORK PLAN

The Electoral Area Committee's Work Plan for 2024 is attached to this report (Attachment 1). The status of work program elements is indicated as pending, in progress, ongoing or complete. The listing is updated as needed to include new issues that arise, items requested by the committee, and changes to the schedule.

2024 SUMMARY OF ELECTORAL AREA A EMERGENCY PREPAREDNESS ACTIVITIES

Metro Vancouver is the local government for Electoral Area A and is responsible for emergency management for the entire area. Metro Vancouver works with agencies (e.g. University of British Columbia (UBC)/University Endowment Lands (UEL)) to coordinate emergency planning efforts and works directly with residents to help them be prepared in the event of an emergency.

In 2024, Metro Vancouver conducted a number of emergency management and preparedness activities that relate to Electoral Area A including:

- Hosted a hands-on FireSmart workshop with the Sasamat Fire Department at təmtə́míxʷtən/Belcarra Regional Park designed for water access property owners and residents of Indian Arm and Pitt Lake;
- Completed the yearly review of the Electoral Area A Emergency Response Plan and Barnston Island Flood Plan;
- Monitored Freshet (mild this year) and the Chilcotin Landslide Debris on the Lower Fraser River, which had the potential to impact Barnston Island;
- Responded to small brush fires in Pacific Spirit Park/UBC area and a cabin fire in Indian Arm;
- Provided links and hard copies of BC FireSmart resources to help residents be better prepared in the event of wildfire as part of Summer 2024 Director's Update (Reference 1);
- Upgraded the Metro Vancouver Mobile Incident Command Post and Emergency Operations Centre (EOC) Capabilities;
- Implemented the Metro Vancouver Wildfire Incident Management Team;
- Hosted the third Annual Regional Wildfire Workshop to prepare the region for the wildfire season;
- Liaised with First Nations, provincial, and local authorities on emergency management initiatives/responses; and
- Facilitated Emergency Response exercises related to wildfire.

Brant Arnold-Smith, Division Manager, Protective Services & Emergency Management, will provide an overview presentation for the Committee on the activities listed above (see Attachment 3).

UEL COMMUNITY WORKS FUND PROJECT – COMPLETED

In March 2024, the MVRD Board approved the use of up to \$157,000 from the Electoral Area A Community Works Fund for the University Endowment Lands (UEL) Chancellor Blvd. Sidewalk Project (Reference 2). The project entailed replacement of the current substandard walkway with a 2m wide finished concrete sidewalk. The UEL completed the project in August 2024 at a total cost of \$129,073.23, which will be reimbursed from the Community Works Fund.

INDIAN ARM BARGE CLEAN-UP EVENT

Metro Vancouver barge clean-up events rotate every two years through one of the three water access areas in Electoral Area A: Howe Sound, Indian Arm, and Pitt Lake. This means each community sees a barge cleanup event every six years. Typical items collected at these events include old furniture and appliances, construction waste (wood and metal), marine debris (e.g. Styrofoam and Styrofoam-filled tires), marine batteries, empty propane tanks, and mattresses. Staff from Metro Vancouver’s Solid Waste Services Department facilitate proper sorting and disposal of the items collected.

This year was the second time a clean-up event was held for Indian Arm Electoral Area A water-access only communities, and it took place over three days (August 24-25 weekend, plus Wednesday, August 28 to pick up extra items), with services provided by Trident Navigation Ltd. A few pictures of the event are provided in Attachment 2.

Metro Vancouver also coordinated with BC Parks to clean up two sites that were identified as priorities by the Tsleil-Waututh Nation. Where possible, Metro Vancouver looks for opportunities to coordinate with others to make the most of these clean-up events. Residents of Indian Arm expressed their appreciation for the event given the challenges of dealing with large waste items and marine debris in water-access only communities.

MEETING WITH STRACHAN POINT RESIDENTS ON ZONING BYLAW AMENDMENTS

On September 3, 2024, the Electoral Area A Director and Metro Vancouver staff met with Strachan Point residents to discuss the proposed Electoral Area A Bylaw amendments that would improve alignment with provincial policy guidance related to the housing legislation passed in late 2023 (see Reference 3).

At the meeting, staff presented the proposed amendments that would apply to the Strachan Point community, and residents asked questions and provided feedback on proposed changes. Key takeaways from the meeting included:

Setbacks

- Consensus to remove the 4.5m setback from the westerly boundary of the BC Rail right-of-way, in effect making it a 0m setback.
- Consensus to keep the 1.5m setback from the private easements that are used for road access.

Height

- Consensus to increase the current maximum height for principal buildings by 1.5m, from 10m to 11.5m, with the highest point of any roof height going from 11.5m to 13m.
- Consensus to keep the existing maximum height for accessory buildings/structures at 4.5m.

Short-term Rentals (e.g. Airbnb)

- Consensus that short-term rentals should not be permitted in Strachan Point.
- Request for greater enforcement to stop existing short-term rentals in the community.

Based on Board direction from May 2024, staff are moving forward with the preparation of the zoning bylaw amendment for the MVRD Board's consideration.

ATTACHMENTS

1. Electoral Area Committee 2024 Work Plan
2. Pictures from the 2024 Indian Arm Barge Cleanup Event
3. Electoral Area A – 2024 Emergency Management Initiatives Presentation

REFERENCES

1. [Summer 2024 Electoral Area A Director's Update](#)
2. March 2024 Electoral Area Committee [staff report](#) titled "Electoral Area A Community Works Fund – University Endowment Lands Project", dated February 8, 2024.
3. May 2024 Electoral Area Committee [staff report](#) titled "Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation", dated April 30, 2024.

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Electoral Area Committee 2024 Work Plan

Report Date: September 3, 2024

Priorities

1st Quarter	Status
2024 Electoral Area Committee Work Plan	Complete
Community Works Fund Projects – Consideration	Complete
Barnston Island Dike Improvement Project – Update	Complete
Emergency Response Reimbursement – Update	Complete
Liquor and retail cannabis licences, development variance permits, and rezoning applications, as applicable	Complete
2nd Quarter	Status
Electoral Area A Community Wildfire Resilience Plan – Report Out	Complete
Electoral Area A Zoning Bylaw – Provincial Housing Legislation Amendments	In Progress
Liquor and retail cannabis licences, development variance permits, and rezoning applications, as applicable	Complete
3rd Quarter	Status
Indian Arm Barge Clean-up Event – Report Out	In Progress
Barnston Island Dike Improvement Project – Update	In Progress
Liquor and retail cannabis licences, development variance permits, and rezoning applications, as applicable	Complete
4th Quarter	Status
2025-2029 Electoral Area Services Financial Plan	In Progress
Emergency Preparedness Activities – Report Out	In Progress
Liquor and retail cannabis licences, development variance permits, and rezoning applications, as applicable	In Progress

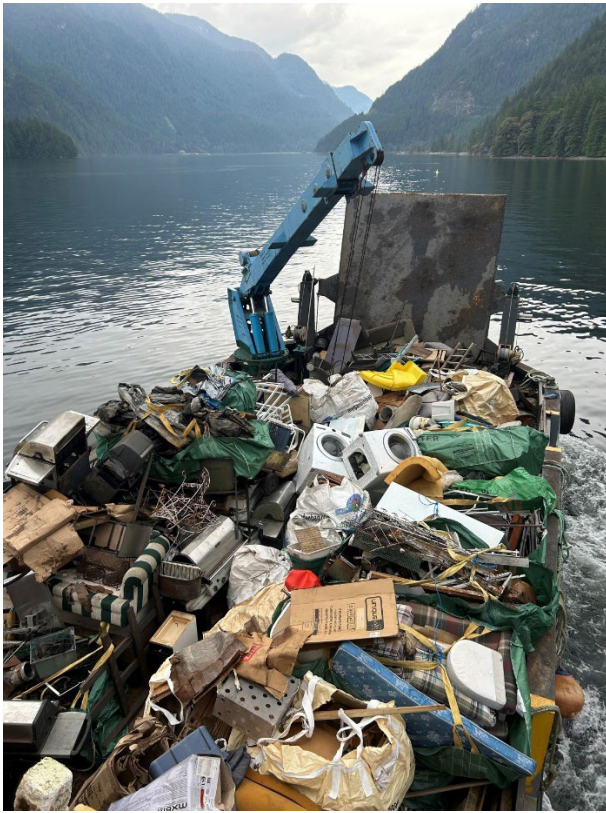
Pictures from the 2024 Indian Arm Barge Cleanup Event



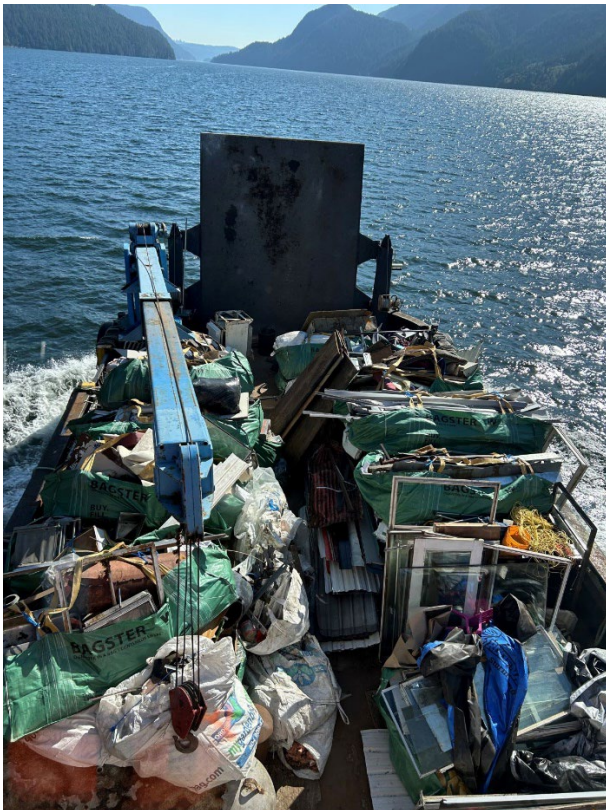
Docks with items for pickup in Indian Arm



Full barge at the end of the first clean-up day



Full barge at the end of the second clean-up day



Full barge at the end of the third clean-up day

Attachment 3



Fraser River

Electoral Area A – 2024 Emergency Management Initiatives

Brant Arnold-Smith

Division Manager, Protective Services & Emergency Management

October 9, 2024

70995658



OUTLINE

2024 Emergency Management initiatives in Electoral Area A:

- 2024 Freshet
- Fire Smart Training
- Alertable Update
- Wildfire Preparedness
- Electoral Area A Responses



Barnston Island Ferry Dock

2024 FRESHET

- Lower than normal snowpack this year
- Electoral Area A Emergency Plan & Barnston Island Flood Plan updates:
- Partnerships
- Evacuation/Communications
- Multi-modal transportation strategies
- Action Thresholds
- EMCR support
- BC River Forecast Centre
- Environment & Climate Change Canada



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ELECTORAL AREA A FIRE SMART TRAINING

Metro Vancouver Emergency Management staff and the Sasamat Volunteer Fire Department led hands-on training for residents of Indian Arm.

Training focused on:

- Roles/responsibilities
- Fire Smart principles
- Hands-on training with fire pumps and extinguishers



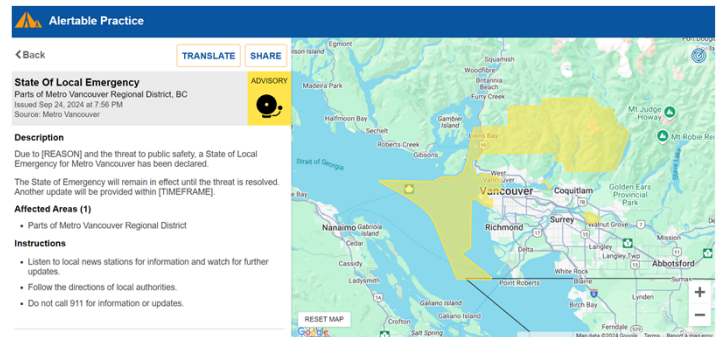
Electoral Area A Fire Smart Training

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ALERTABLE

- Alertable is a mass notification public alerting system that allows Metro Vancouver to distribute critical information during emergencies
- Alertable went live for Electoral Area A on Aug 2, 2023
- A tool to rapidly notify the public of impending emergencies and provide safety instructions
- 57,000 subscribers



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WILDFIRE PREPAREDNESS

- Implemented the Metro Vancouver Wildfire Incident Management Team
- Facilitated Emergency Response Exercises
- Hosted the 3rd Annual Regional Wildfire Workshop
- MV Fire Conditions Task Group
- Upgraded the Metro Vancouver Mobile Incident Command Post and EOC Capabilities



Watershed Protection & Parks Crews

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ELECTORAL AREA A RESPONSES

- Small fires in Pacific Spirit Park
- Causes ranged from discarded cigarettes to ignition sources found in encampments
- Metro Vancouver crews responded with Vancouver Fire Rescue
- Fires extinguished



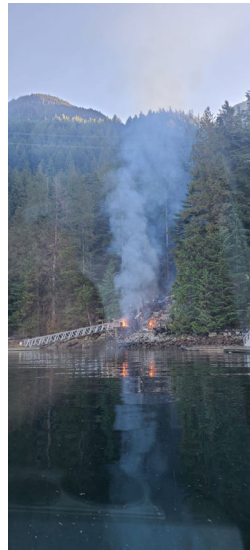
Fire-Pacific Spirit Park

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ELECTORAL AREA A RESPONSES

- Cabin Fire (Johnson Bay)
- 2 storey cabin under construction
- Metro Vancouver crews responded via boat to the scene
- Watershed protection crews responded due to the possibility of the fire spreading to the forested area
- MV Emergency Management completed the fire investigation



Cabin Fire – Johnson Bay

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CHILCOTIN RIVER LANDSLIDE

- Large Landslide blocked the Chilcotin River on July 31st, 2024
- Dynamic incident with potential impacts for downstream communities
- Rapid dam failure/collapse
- Peak water flows/debris
- Water breached the blockage on August 5th, 2024
- MV Emergency Management monitored the incident/worked with provincial partners



Aerial Assessment of Fraser River Debris (Lower Fraser River)

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RICHMOND TRAIN TRESTLE FIRE / AIR QUALITY EVENT

- Canadian Pacific Kansas City train trestle fire on June 20th, 2024 (Marpole Rail Bridge)
- Metro Vancouver crews responded and collaborated with Richmond Fire Rescue
- Air Quality Bulletin was issued for the region



CPKC Train Trestle Fire (Richmond)

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Fraser River – Barnston Island

Thank You

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Together we make our region strong

NOTICE RESPECTING ZONING AMENDMENT BYLAW

Under sections 464(2) and 467 of the Local Government Act

FRIDAY, November 1, 2024 at 9:00 am

**Meeting held in 28th Floor Boardroom,
4515 Central Boulevard, Burnaby, British Columbia**

**Metro Vancouver Regional District Electoral Area A
Zoning Amendment Bylaw No. 1399, 2024**

Metro Vancouver Regional District (“Metro Vancouver”) proposes to amend *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011* to align it with provincial policy guidance on zoning bylaw regulation best practices. To do this, Metro Vancouver is proposing minor amendments that would:

- Reduce setbacks in some zones;
- Remove specific agricultural building setbacks from the Barnston Island Zone (BI-1);
- Clarify that parking requirements for residential buildings and use only apply to road access properties, with the exception of Barnston Island; and
- Increase the building height maximums in some zones.

The area to which the bylaw applies is land within Electoral Area A, excluding UBC, the University Endowment Lands (UEL), Bowyer Island, and Passage Island.

The rezoning application is consistent with the *Electoral Area A Official Community Plan*. As per section 464(2) of the *Local Government Act*, a Public Hearing is not required for *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024*. Notice is provided per section 467 of the *Local Government Act*.

HOW DO I GET MORE INFORMATION?

From October 22, 2024 to November 1, 2024, the proposed bylaw and related materials are available for inspection at Metro Vancouver’s Information Centre, located on the 29th floor, 4515 Central Blvd, Burnaby, between the hours of 8:00 am and 4:30 pm, and online at: <https://metrovancover.org/media-room/public-notice>.

The Metro Vancouver Board will consider giving first, second, and third readings to *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024* at its meeting on Friday, November 1, 2024. The meeting will be open to public attendance and broadcast live on the Metro Vancouver website. It can be viewed online by going to <https://metrovancover.org/boards/board-live-webcast>.

Dorothy Shermer,
Corporate Officer

To: Metro Vancouver Regional District (MVRD) Board

From: Dorothy Shermer, Corporate Officer
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: October 9, 2024 Meeting Date: November 1, 2024

Subject: **Regional Growth Strategy Amendment Bylaw No. 1392, 2024 – City of Surrey (7880 128 St)**

RECOMMENDATION

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated October 9, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1392, 2024 – City of Surrey (7880 128 St)”;
 - b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024*; and
 - c) accept the City of Surrey’s amended, and corresponding, Regional Context Statement showing 7880 128 Street amended from an “Industrial” to “Employment” regional land use designation.
-

EXECUTIVE SUMMARY

In July 2024, the MVRD Board initiated 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. 1392, 2024*. The amending bylaw would redesignate 7880 128 Street from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility. As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments, local First Nations, and other regional agencies of the proposed amendment to provide an opportunity for comment. Nine responses were received, and a summary of the responses are provided below. Six of the nine responses indicate either support or no objection to the proposed amendment, however two member jurisdictions and the Port recommend against the amendment. Bylaw No. 1392 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 as well as an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024* (Attachment 1).

BACKGROUND

At its July 26, 2024 meeting, the MVRD Board passed the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the lands located at 788 128 Street;*
- b) give first, second, and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 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 August 20, 2024. The amendment notice was also posted on the Metro Vancouver website. This report provides the comments received and the amendment bylaw for consideration of adoption by the MVRD Board.

PROPOSED METRO 2050 REGIONAL LAND USE DESIGNATION AMENDMENT

Metro Vancouver received the application to amend *Metro 2050* on March 21, 2024. The requested *Metro 2050* Type 3 Amendment requires adoption through an affirmative 50% + 1 weighted vote of the MVRD Board. As the City of Surrey is a signatory to *Metro 2050*, adoption of the amended OCP Bylaw cannot occur until the MVRD Board has adopted the amending bylaw for *Metro 2050*.

COMMENTS FROM AFFECTED LOCAL GOVERNMENTS 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. 1392, 2024* from affected local governments, local First Nations, and external agencies including: the Agricultural Land Commission, the City of New Westminster, the City of Port Moody, the City of Richmond, the City of White Rock, the Squamish-Lillooet Regional District, TransLink, Tsawwassen First Nation, and the Vancouver Fraser Port Authority.

A summary of the responses are as follows:

Affected Local Governments

- The City of New Westminster indicated non-support for the proposed amendment. Staff noted that it would be inconsistent with *Metro 2050's* policies related to protecting existing industrial lands, by removing a relatively large parcel with railway access from industrial use; further expanding non-industrial uses meant to be contained in the Commercial District, potentially putting pressure to remove the other surrounding industrial parcels; and increase greenhouse gas emissions through increased motor vehicle trips.
- The City of Port Moody indicated no objections to the proposed amendment.
- The City of Richmond forwarded comments from staff who recommended discouraging redesignation of the site to facilitate commercial uses in favour of preserving and intensifying industrial lands.

- Tsawwassen First Nation indicated no objection regarding the proposed amendment at this time, but requests all copies of interim and final environmental reports produced for this project from the City of Surrey.
- The City of White Rock indicated support for the proposed amendment.

Other Regional Organizations

- The Agricultural Land Commission indicated no objection.
- The Squamish-Lillooet Regional District indicated that its interests are unaffected and that efforts should be made to ensure the proposal does not lead to additional requests to redesignate industrial lands, which could have regionally significant negative impacts.
- TransLink indicated that the loss of this industrial land does not seem to pose a significant regional concern and that the proposed amendment is generally consistent with the Regional Transportation Strategy, given the site's location along an existing Frequent Transit Network corridor. They recommend that the City of Surrey seek opportunities to implement bus priority measures and to improve cycling safety and comfort.
- The Vancouver Fraser Port Authority recommends the Metro Vancouver Board consider retaining the existing designation of Industrial to avoid potential implications for further erosion of the industrial base within this area.

PROPOSED AMENDMENT TO THE CITY OF SURREY'S REGIONAL CONTEXT STATEMENT

Regional Growth Strategy amendment requests involving redesignation of sites trigger consequential revisions to the requesting member jurisdiction's Regional Context Statement to ensure consistency between the Official Community Plan and *Metro 2050*.

On April 8, 2024, the City of Surrey Council passed a resolution (Attachment 3) authorizing City Staff to submit a Regional Context Statement for the proposed amendment. After passing the resolution, the City submitted its amended Regional Context Statement, in its entirety, to Metro Vancouver on October 16, 2024. The amended Regional Context Statement includes an updated Regional Land Use Designation map showing the proposed land use change at 7880 128 Street from Industrial to Employment (Attachment 4). These changes are consistent with the proposed amendment to *Metro 2050* that is under consideration by the MVRD Board. The Regional Context Statement amendment is procedural in nature to ensure consistency among the City's Official Community Plan, including the Regional Context Statement, and *Metro 2050*.

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 October 9, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1392, 2024 – City of Surrey (7880 128 St)”;
 - b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024*; and
 - c) accept the City of Surrey’s amended, and corresponding, Regional Context Statement showing 7880 128 Street amended from an “Industrial” to “Employment” regional land use designation.
2. That the MVRD Board decline the proposed amendment for 7880 128 Street and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the acceptance of the proposed Type 3 Amendment. Metro Vancouver will notify the applying member jurisdiction that the amendment bylaw was adopted. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

CONCLUSION

The City of Surrey submitted a request for a Type 3 Amendment to *Metro 2050* for a 1.3-hectare site located at 7880 128 Street. The proposed regional land use designation amendment would redesignate the site from Industrial and Employment to accommodate commercial uses, including retail, office space, and a childcare facility.

In July 2024, the MVRD Board initiated the amendment process and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024*. During the notification period, nine responses were received, with a majority indicating either support or 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. 1392.
2. Correspondence received regarding “Regional Growth Strategy Amendment Bylaw No. 1392, 2024 – City of Surrey (7880 128 St)”.
3. City of Surrey Regional Council Public Hearing Minutes, Dated Monday, April 9, 2024.
4. City of Surrey Regional Context Statement.
5. Metro Vancouver Staff Report, titled “Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)”, dated June 3, 2024.

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1392, 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” 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. 1392, 2024”.

Schedule

- 2. The following Schedule is attached to and forms part of the bylaw:
 - Schedule “A”, Subject Properties.

Amendment of Bylaw

- 3.1 “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is amended as follows:

(a) Re-designating the subject properties, as listed in the table below:

PID	Legal Description
005-581-036	LOT 97, SECTION 20, TOWNSHIP 2, NEW WESTMINSTER DISTRICT, PLAN 57353

from ‘Industrial’ to ‘Employment’, as shown in Schedule “A” of this bylaw; and

- 3.2 “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by amending maps numbered 2, 7, and 12 to incorporate the changes outlined in section 3.1 of this bylaw.

Read a first, second, and third time this 26 day of JULY, 2024.

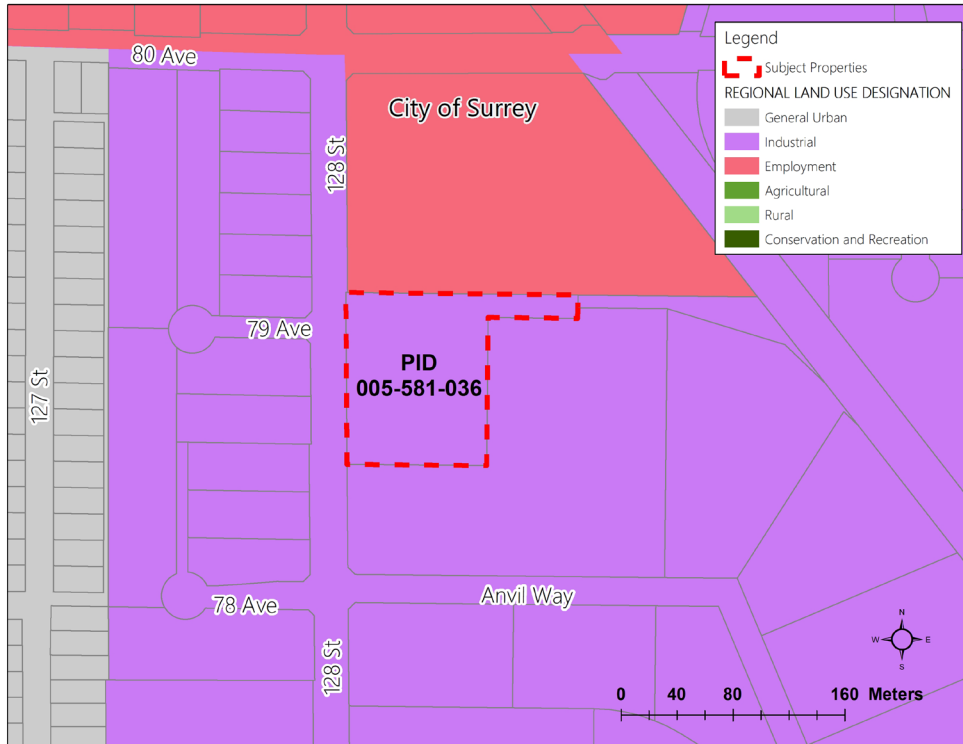
Adopted this _____ day of _____, _____.

Mike Hurley, Chair

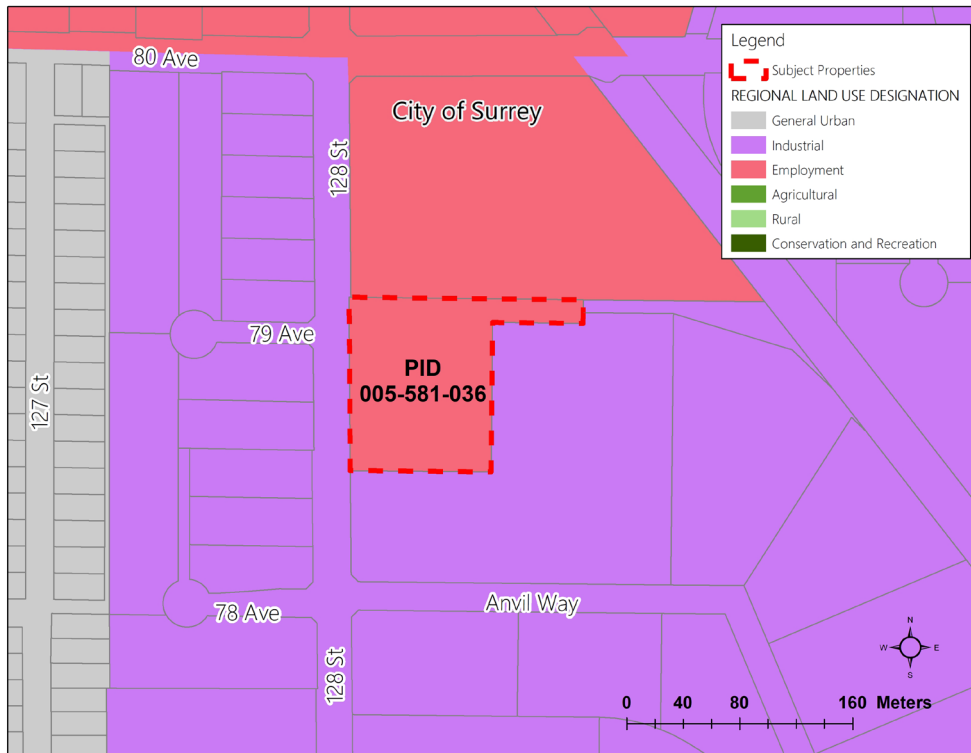
Dorothy Shermer, Corporate Officer

Schedule A Subject Properties

Prior to Amendment



Post Amendment



From: Ruth Teka <Ruth.Teka@metrovanancouver.org>
Sent: Wednesday, September 18, 2024 9:12 AM
To: Heather McNell <Heather.McNell@metrovanancouver.org>
Cc: Nicole Routbard <Nicole.Routbard@metrovanancouver.org>
Subject: FW: Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

FYI

From: ALC Referrals ALC:EX <ALC.Referrals@gov.bc.ca>
Sent: Wednesday, September 18, 2024 8:51 AM
To: Ruth Teka <Ruth.Teka@metrovanancouver.org>
Subject: RE: Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

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.

Hello,

As the subject property does not appear to be within or adjacent to the Agricultural Land Reserve, the ALC's interests are unaffected.

Regards,



Mike Bandy | Regional Planner
Agricultural Land Commission
201 – 4940 Canada Way, Burnaby, BC, V5G 4K6
T: 236.468.3276
ALC.Referrals@gov.bc.ca | www.alc.gov.bc.ca

If you are not the intended recipient of this e-mail and attachments please notify the sender by return e-mail and delete the e-mail and attachments immediately. This e-mail and attachments may be confidential and privileged. Confidentiality and privilege are not lost by this e-mail and attachments having been sent to the wrong person. Any use of this e-mail and attachments by an unintended recipient is prohibited.

From: Ruth Teka <Ruth.Teka@metrovanancouver.org>
Sent: Tuesday, August 20, 2024 12:29 PM
To: Grout, Kim ALC:EX <Kim.Grout@gov.bc.ca>
Cc: Sarioglu, Liz ALC:EX <Liz.Sarioglu@gov.bc.ca>; Chair Hurley <chair@metrovanancouver.org>; Jerry Dobrovolny <Jerry.Dobrovolny@metrovanancouver.org>; heather.mcnell <heather.mcnell@metrovanancouver.org>; Maureen Trainor <Maureen.Trainor@metrovanancouver.org>
Subject: Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

Some people who received this message don't often get email from ruth.teka@metrovanancouver.org. [Learn why this is important](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Chief Executive Officer Kim Grout:

On behalf of Maureen Trainor, Executive Assistant to Chair Mike Hurley, please find attached correspondence regarding Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St).

Regards,

Ruth Teka

Office Coordinator

CAO Executive Office

t. 604.432-6212

c. 604.364-8642

a. 4515 Central Boulevard, Burnaby, BC V5H 0C6





NEW WESTMINSTER

By email: jonathan.cote@metrovancover.org

October 11, 2024

Jonathan Cote
Deputy General Manager, Regional Planning and Housing Development
Metro Vancouver
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear J. Cote,

Re: Metro 2050 Type 3 Amendment Application: City of Surrey (7880 128 Street)

At its Regular Council Meeting on October 7, 2025, New Westminister City Council passed the following resolution:

1. *THAT Metro Vancouver be advised of the City of New Westminister's non-support for the City of Surrey's application to change the regional land use designation of 7880 128 Street, from industrial to employment, as outlined in the staff report titled "Metro 2050 Type 3 Amendment Application: City of Surrey (7880 128 Street)" dated September 23, 2024 from the Director, Planning and Development.*
2. *THAT staff be directed to send a letter to Metro Vancouver providing:*
 - a. *Council's resolution on Surrey's amendment application;*
 - b. *an extract of the Minutes of the October 7, 2024 Regular Council meeting; and*
 - c. *a copy of the staff report titled Metro 2050 Type 3 Amendment Application: City of Surrey (7880 128 Street)" dated September 23, 2024 from the Director, Planning and Development.*

If you have any questions regarding the above, please contact Samuel Austin, Senior Land Use Planner at saustin@newwestcity.ca or 778-789-6701.

Yours truly,

Marius Miklea
Acting Corporate Officer

ec: Samuel Austin, Senior Land Use Planner

Encl.

REPORT

Planning and Development

To: Mayor Johnstone and Members of Council
Date: September 23, 2024

From: Jackie Teed
Director, Planning and Development
File: #2535125
Item #: 2024-522

Subject: **Metro 2050 Type 3 Amendment Application: City of Surrey (7880 128 Street)**

RECOMMENDATION

1. **THAT** Metro Vancouver be advised of the City of New Westminister's non-support for the City of Surrey's application to change the regional land use designation of 7880 128 Street, from industrial to employment, as outlined in the staff report titled "Metro 2050 Type 3 Amendment Application: City of Surrey (7880 128 Street)" dated September 23, 2024 from the Director, Planning and Development.
 2. **THAT** staff be directed to send a letter to Metro Vancouver providing:
 - a. Council's resolution on Surrey's amendment application;
 - b. an extract of the Minutes of the September 23, 2024 Regular Council meeting; and
 - c. a copy of the staff report titled "Metro 2050 Type 3 Amendment Application: City of Surrey (7880 128 Street)" dated September 23, 2024 from the Director, Planning and Development.
-

PURPOSE

To provide Council with staff's analysis on the City of Surrey's proposed amendments to the Regional Growth Strategy, Metro 2050, in the Newton Industrial area.

SUMMARY

The City of Surrey has submitted to Metro Vancouver a request to amend the Regional Growth Strategy (RGS), changing the regional land use designation of 1.3 hectares of land located at 7880 128 Street from Industrial to Employment. The application has been referred to the City for comment.

The subject site is a single 1.3ha parcel with direct access to a railway line, currently being used by multiple industrial businesses. It is bounded on three sides by industrial lands, and by the “Central Newton Cultural Commercial District” to the north, a policy area established by the City of Surrey in 2013 to contain and prevent the expansion of non-industrial uses while supporting commercial character and services for northwest Newton. The proposed RGS amendment would allow the site to be developed into a ‘Mixed Employment’ 5 storey development, with a retail ground floor and office above, and a two storey child care building.

Staff recommend the City not support the proposed amendment given it would: 1) be inconsistent with Metro’s policies related to protecting existing industrial lands, by removing a relatively large parcel with railway access from industrial use; and, 2) would further expand non-industrial uses meant to be contained in the Commercial District, potentially putting pressure to remove the other surrounding industrial parcels. The materials from City of Surrey also notes the proposal would increase greenhouse gas emissions through increased motor vehicle trips.

BACKGROUND

Amendment Process

Metro Vancouver received a request from the City of Surrey to consider a Regional Growth Statement (RGS) amendment for 7880 128 Street. The City of Surrey’s proposed amendment is a Type 3 Amendment under the regional plan, which requires an affirmative 50% + 1 weighted voted of the Metro Vancouver Board in order to be approved.

On February 26, 2024, the City of Surrey held a public hearing and granted 3rd reading to the OCP and zoning amendment bylaws needed to accommodate commercial uses. Given the change of land use being requested, Surrey can only proceed to adopt the proposed OCP amendments if the regional Board approves the corresponding amendment.

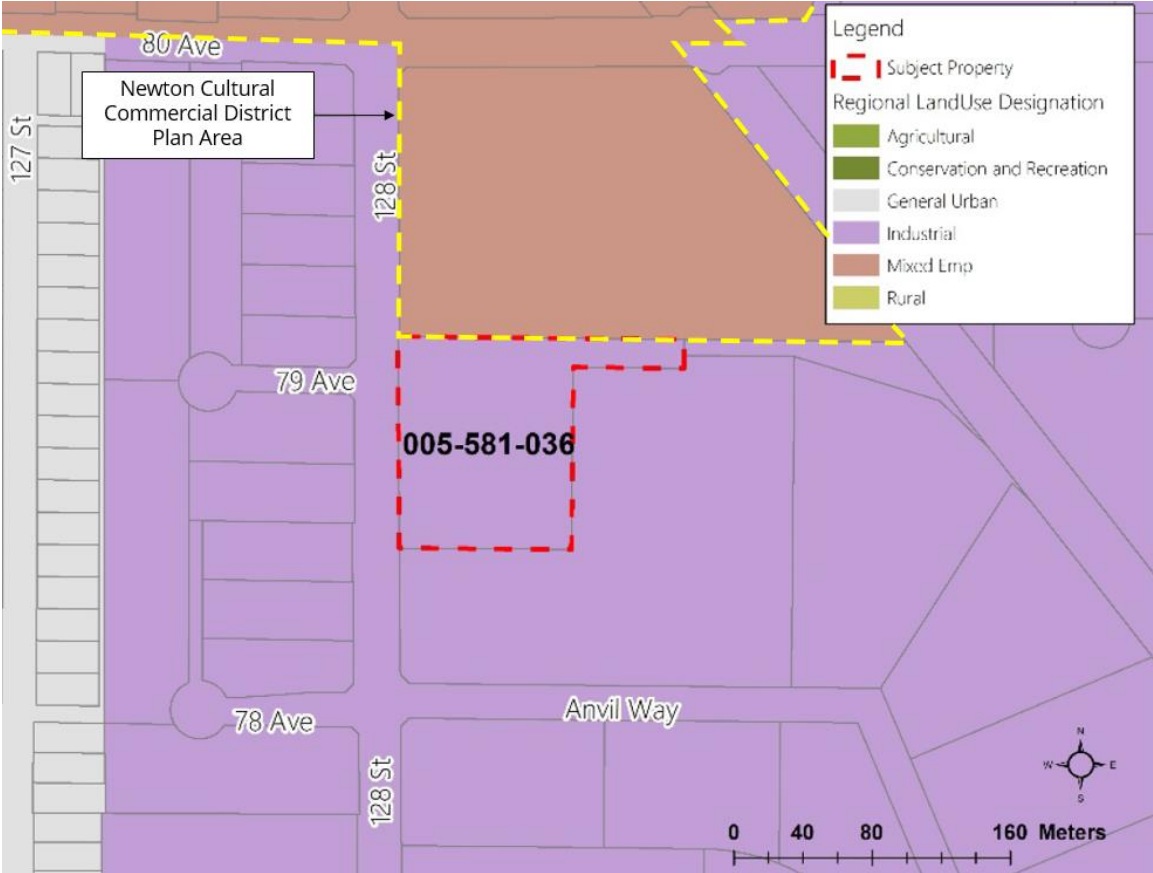
At its July 26, 2024 meeting, the Board of Directors of Metro Vancouver gave first, second, and third readings to the amendment bylaws, and directed their staff to refer the amendment to local governments. On August 20, 2024, the City received the referral from Metro Vancouver (see Attachment 1). The City of New Westminster is invited to provide written comments on the City of Surrey’s application by October 11, 2024.

Site Context

The subject site is a single 1.3 hectare parcel at 7880 128 Street, located on the east side of 128 Street and south of 80 Avenue. It is bounded by commercial uses to the north, and industrial uses to the east, west, and south. A direct rail connection exists on the site, connecting to the Southern Rail (Newton) line. The site directly adjoins the Central Newton Cultural Commercial District to the north, a Local Area Plan designated in 2013 to address redevelopment pressure on industrial lands in this part of Newton. The establishment of the Local Area Plan sought to

concentrate commercial uses into one area, in order to prevent the further erosion of the surrounding industrial lands and uses. The subject site’s regional land use designation is Industrial. The subject site is also designated as Industrial in the City of Surrey’s Official Community Plan (OCP) and zoned Light Impact Industrial Zone (IL) in Surrey’s Zoning Bylaw.

The site, outlined in red below, is currently used as an industrial site by multiple different industrial businesses. The Newtown Cultural Commercial District Plan Area is outlined in yellow.



ANALYSIS

Proposal

The proposed amendment to Metro 2050 would change the regional land use designation from Industrial to Employment (See Attachment 1 for a description of this change). Surrey would also amend their OCP and Zoning Bylaw to allow Mixed Employment on site. If approved, the proposal would amend the Central Newton Cultural Commercial District to include the subject site.

Overall, the proposed regulatory changes would facilitate the development of two five storey ‘Mixed Employment’ commercial buildings, and one childcare building with a total FSR of 2.0. The commercial building would consist of retail uses on the ground and second floors, and office uses on floors three through five.

Regional Growth Strategy Goals

Below is an overview of the goals from the Metro Vancouver RGS which staff feel are applicable in review of this amendment application:

Support a Sustainable Economy

The RGS seeks to co-locate new commercial and office employment uses near transit stations and existing urban centres. The subject site is located 2km from the Newton Town Centre, where these employment uses would be better located to benefit from the stronger transit connections to the local community.

Permitting the use of non-industrial employment (such as the retail and office development proposed by the applicant) erodes and further fragments the large contiguous industrial area within Metro Vancouver, and will likely increase pressure for similar redevelopments at nearby properties.

Support Sustainable Transportation Choices

The RGS has a goal to support sustainable transportation choices. The proposal includes the construction a 713 space car-park across the ground floor and two basement levels. The City of Surrey staff report estimates that the proposed amendment would lead to a significant increase in vehicle trip generation compared to the site’s current Industrial use, and is not encouraging sustainable transport choices.

DISCUSSION

Staff recommend not supporting the proposal. Staff analysis at the City and Regional level share concerns, summarized as follows:

- The supply of industrial lands in Metro Vancouver is limited and in high demand. The existing 1.3 hectare site is within an established industrial area and should remain industrial in land use to meet the needs of the local and regional economy;
- The subject site is strategically located from a goods movement perspective and directly connects to the Southern Rail (Newtown) line by a rail spur, which best serves industrial uses;
- The adjoining 16 hectare Newton Cultural Commercial District was created by the City of Surrey to stop and contain the ongoing loss of industrial lands and intrusion of commercial uses. Adding the subject site to the Newton Cultural Commercial District may further erode the industrial land base and increase pressure for adjacent lands to seek redesignation to non-industrial uses;

- Metro 2050 stipulates that it is preferable to concentrate the proposed commercial uses within Urban Centres and Frequent Transit Development Areas to encourage sustainable transport choices and create vibrant mixed-use areas. The proposal is located 2km from the nearest centre, and will reduce demand for similar proposals within established urban centres.
- City of Surrey staff report estimates that the proposed amendment would lead to a significant increase in vehicle trip generation compared to the site’s current Industrial use, and likely result in a significant increase in greenhouse gas emissions, which also goes against regional reduction goals.

Attachment 3 describes the City of Surrey’s proposed amendments and Attachment 2 provides regional analysis of the amendment request, including an overview of the trade-offs.

NEXT STEPS

The City of New Westminster is invited to provide written comments by October 11, 2024. Following the comment period for affected local governments, local First Nations and the public, Metro Vancouver staff will bring summarized comments and the amendment request back to the Regional Board of Directors for their consideration of final reading.

OPTIONS

The following options are presented for Council’s consideration:

1. THAT Metro Vancouver be advised of the City of New Westminster’s non-support for the City of Surrey’s application to change the regional land use designation of 7880 128 Street, from industrial to employment, as outlined in the staff report titled “Metro 2050 Type 3 Amendment Application: City of Surrey (7880 128 Street)” dated September 23, 2024 from the Director, Planning and Development.
2. THAT staff be directed to send a letter to Metro Vancouver providing:
 - a. Council’s resolution on Surrey’s amendment application;
 - b. an extract of the Minutes of the September 23, 2024 Regular Council meeting; and
 - c. a copy of the staff report titled Metro 2050 Type 3 Amendment Application: City of Surrey (7880 128 Street)” dated September 23, 2024 from the Director, Planning and Development.
3. That Council provide staff with alternative direction

Staff recommend Options 1 and 2.

ATTACHMENTS

- Attachment 1: Metro 2050 Amendment Referral Letter – City of Surrey (7880 128 St)
- Attachment 2: Metro Vancouver Staff Report to Regional Planning Committee

Attachment 3: Current and Proposed Regional Land Use Designation and Overlay Maps

APPROVALS

This report was prepared by:
Samuel Austin, Senior Land Use Planner

This report was reviewed by:
Britney Dack, Supervisor, Housing and Land Use Planning
Rupinder Basi, Deputy Director, Planning

This report was approved by:
Jackie Teed, Director, Planning and Development
Lisa Spitale, Chief Administrative Officer

Attachment 1

*Metro 2050 Amendment Referral Letter –
City of Surrey (7880 128 Street)*

August 20, 2024

File: CR-12-01
Ref: RD 2024 07 26

Mayor Patrick Johnstone and Council
City of New Westminster
511 Royal Ave
New Westminster, BC V3L 1H9
VIA EMAIL: pjohnstone@newwestcity.ca; clerks@newwestcity.ca

Dear Mayor Patrick Johnstone and Council:

Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

Metro 2050, the regional growth strategy, is the regional federation's plan for managing growth coming to Metro Vancouver in a way that: protects important lands like agriculture, 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 aspires to change the land use designation for a site then, as a first step, they have agreed to have the Metro Vancouver Board consider regional implications of the proposed amendment. *Metro 2050* outlines the process for proposed amendments.

The City of Surrey is requesting a Type 3 Amendment to *Metro 2050* for a 1.3-hectare site comprising one property located on 128 Street in the Newton area. The proposed amendment would redesignate the regional land use of the property from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility. There would be no change to the Urban Containment Boundary.

69664173

At its July 26, 2024 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) passed the following resolution:

That the MVRD Board:

- a) *initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;*
- b) *give first, second, and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024; and*
- c) *direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

The proposed amendment is a Type 3 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by an affirmative 50%+1 weighted vote. For more information on regional growth strategy amendment procedures, please refer to Sections 6.3 and 6.4 in *Metro 2050*. Enclosed is a Metro Vancouver staff report dated June 3, 2024, titled "Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)" providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050*.

You are invited to provide written comments on the proposed amendment. If you have any questions or wish to comment with respect to the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391, or by email at jonathan.cote@metrovancover.org by **October 11, 2024**.

Yours sincerely,



Mike Hurley
Chair, Metro Vancouver Board

MH/HM/vc

cc: Lisa Spitale, Chief Administrative Officer, City of New Westminster
Jerry W. Dobrovlny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: [MVRD Board report dated June 3, 2024, titled "Metro 2050 Type 3 Proposed Amendment – City of Surrey \(7880 128 St\) \(pg. 498\)](#)

October 11, 2024

File: 01-0480-20-03

Via email: jonathan.cote@metrovancover.org

Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

To Whom It May Concern:

Re: Response to *Metro 2050* Type 3 Proposed Amendment – City of Surrey (7880 128 St.)

At the Regular Council meeting held on October 8, 2024, Council considered the attached report dated October 8, 2024, from the Community Development Department – Policy Planning Division and passed the following resolution:

RC24/210 (Consent)

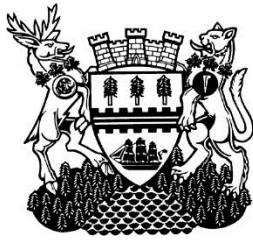
THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Growth Strategy Amendment Bylaw No. 1392, 2024 as outlined in the report dated October 8, 2024, from the Community Development Department – Policy Planning Division regarding Notification of Metro 2050 Land Use Designation Amendment Request – 7880-128 Street, City of Surrey.

Sincerely,



Tracey Takahashi
Deputy Corporate Officer

Encl.



City of Port Moody

Report/Recommendation to Council

Date: October 8, 2024
 Submitted by: Community Development Department – Policy Planning Division
 Subject: Notification of *Metro 2050* Land Use Designation Amendment Request –
 7880-128 Street, City of Surrey

Purpose

To present an invitation for comments from Metro Vancouver regarding a proposed amendment to *Metro 2050*, the regional growth strategy, from the City of Surrey to change the regional land use designation from Industrial to Employment for a site in the Newton Industrial Area.

Recommended Resolution(s)

THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Growth Strategy Amendment Bylaw No. 1392, 2024 as outlined in the report dated October 8, 2024, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment Request – 7880-128 Street, City of Surrey.

Background

At its July 26, 2024, regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the Metro Vancouver Board:

- a. *initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;*
- b. *give first, second, and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024; and*
- c. *direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

The notification letter from Metro Vancouver to the City of Port Moody, including the link to the associated report to the Metro Vancouver Board of Directors, is included as **Attachment 1**.

Discussion

The City of Surrey is requesting a Type 3 amendment to *Metro 2050*, the regional growth strategy, for an approximately 1.3-hectare (ha) parcel located in the Newton Industrial area, on the east side of 128 Street and south of 80 Avenue. The intended redesignation would change the regional land use from Industrial to Employment, to support the introduction of office, retail and childcare uses.

The single parcel is bound by land regionally designated as Industrial to the east, west and south. Notably, there are commercial uses to the north on land regionally designated as Mixed Employment, as the site directly abuts the Central Newton Cultural Commercial District (CNCCD), which concentrates permitted commercial uses in the area at the intersection of 80 Avenue and 120 Street. Should the amendment be approved it is noted in the Metro Vancouver report that the City of Surrey (CoS) intends to add the subject site to the CNCCD.

Metro Vancouver staff note that all the proposed uses are in strong demand in a fast-growing community, and these uses would be realized through the development of two five storey commercial buildings and one childcare building on the subject site. Conversely, Metro Vancouver staff indicate concern relating to the likelihood of increasing pressure on adjacent lands to seek re-designation to non-industrial uses. However, it is also noted that, given the relatively small size of the parcel under consideration is, that the direct impact of redesignation would be minor.

A summary of Metro Vancouver staff comments regarding how the proposed amendment relates to *Metro 2050* goals is provided in Table 1.

Table 1: Summary of the proposed amendment in relation to Metro 2050 goals

Metro 2050 Goals Considered	Metro Vancouver Staff Comments
<p><u>Goal 1: Create a Compact Urban Area</u></p> <p><i>1.1 Contain urban development within the Urban Containment Boundary.</i></p> <p><i>1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.</i></p> <p><i>1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities</i></p>	<ul style="list-style-type: none"> • The subject site is located within the Urban Containment Boundary (UCB). • The subject site is not located within an Urban Centre or Frequent Transit Development Area – <i>Metro 2050's</i> vision is that major commercial uses are most strategically located in these areas. • However, the site has good transit servicing, specifically two current bus routes, with one providing Frequent Transit Network service. • The proposed amendment would introduce office, retail and childcare, all of which are in strong demand – within the Metro Vancouver area, the City of Surrey has been shown to be particularly lacking in childcare spaces. The inclusion of these uses generally supports <i>Metro 2050</i> objective 1.3.
<p><u>Goal 2: Support a Sustainable Economy</u></p>	<ul style="list-style-type: none"> • The proposed amendment would be mixed in terms of supporting the regional goal to support the development of a diverse regional economy. The proposal would increase economic activity and jobs

<p><i>2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live</i></p> <p><i>2.2 Protect the supply and enhance the efficient use of industrial land</i></p>	<p>on the site (in a location that is easily accessible in a fast-growing community), but this would come at the expense of losing a small site of strategically located industrial land in the region.</p> <ul style="list-style-type: none"> • The subject site is directly adjacent to the CNCCD – which was established so that cultural and commercial uses could be focused in one area, thus relieving pressure on, protecting and maintaining the integrity of the remaining industrial lands. • Metro Vancouver staff note that if this amendment is approved it is likely that there will be further pressure for land use changes, conversions, and speculation in the area, that will result in increased pressure for more non-industrial uses on designated Industrial lands.
<p><u>Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards</u></p> <p><i>3.2 Protect, enhance, restore, and connect ecosystems</i></p> <p><i>3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards</i></p>	<ul style="list-style-type: none"> • It is noted that the CoS staff report indicates the applicant has proposed to remove one mature cottonwood tree on-site and plant 40 replacement trees, exceeding the City's 1:1 replacement ratio. • The subject site is within the UCB and planting 40 trees on site will conditionally contribute to the <i>Metro 2050</i> regional urban tree canopy cover target. • The proposed amendment is not expected to negatively affect objective 3.4., nor is it located within a high-probability hazard area.
<p><u>Goal 4: Provide Diverse and Affordable Housing Choices</u></p>	<ul style="list-style-type: none"> • Metro Vancouver staff note that the proposed amendment does not enable or impact residential development, and therefore Goal #4 is not applicable.
<p><u>Goal 5: Support Sustainable Transportation Choices</u></p> <p><i>5.1 Supporting sustainable transportation options</i></p> <p><i>5.2 Supporting efficient movement of goods and services</i></p>	<ul style="list-style-type: none"> • Metro Vancouver staff note that the subject site is located close to transit with many sustainable transportation options, which supports increasing the intensity of uses at the site – it is directly served by two current bus routes, with the former providing FTN service. Additionally, the site is directly linked by a bike lane on 128 Street, connecting facilities on both 80 Avenue and 76 Avenue, and a multi-use path on the nearby Serpentine Greenway. • However, the proposed site is largely being designed to accommodate private vehicles and will likely generate significantly more vehicle traffic compared to its current industrial use. • To assist with managing the estimated incremental demand, the City of Surrey is requiring the applicant to provide upgrades (specified and unspecified) to certain traffic, transit and pedestrian infrastructure. • The subject site borders 128 St. which is a designated truck route and part of the Major Road Network. This proximity makes the site favourable for industrial uses and does not support a change in land use from a regional goods movement perspective.

Staff Recommendation

As noted in their report, Metro Vancouver staff specify that the supply of industrial lands in Surrey and the region is limited and in high demand. Metro Vancouver staff considered the likely minor impacts of redesignating the subject site, with the potential for increased pressure for more non-industrial uses and land use changes on adjacent Industrial lands as a result of this amendment.

Other key points of regional analysis considered include the likely creation of jobs and change in employment types when considering the regional land use amendment, the interplay between the site's location and current transit connectivity and *Metro 2050's* preferred policies on where to locate concentrated commercial uses. The likely increase of vehicle trips facilitated through the project's design, the location of existing transit options and proposed improvements to pedestrian and transit infrastructure was also contemplated.

Upon consideration Metro Vancouver staff have concluded that, on balance, the proposed amendment is supportable. For these reasons, Port Moody staff have not identified any concerns or objections to provide to the Metro Vancouver Board on the proposed regional land use designation amendment request from the City of Surrey.

Other Option(s)

THAT the following comments be provided to the Metro Vancouver Regional Board...

Financial Implications

There are no financial implications associated with the recommendations in this report.

Communications and Public Engagement Initiatives

Notification by Metro Vancouver of the *Metro 2050* amendment request is consistent with the requirements of section 437(2) of the *Local Government Act* and sections 6.4.2 and 6.4.5 of *Metro 2050*.

Council Strategic Plan Goals

This is an initiative that affects the City of Surrey and as such is not relevant to the Port Moody Council Strategic Plan (2023-2026).

Attachment(s)

1. Notification Letter from Metro Vancouver dated August 20, 2024.

Report Author

Ellen Molloy, M.PI
Planning Technician

Report Approval Details

Document Title:	Notification of Metro 2050 Land Use Designation Amendment Request - 7880-128 St., City of Surrey.docx
Attachments:	- Attachment 1 - Notification Letter from Metro Vancouver dated August 20, 2024.pdf
Final Approval Date:	Sep 25, 2024

This report and all of its attachments were approved and signed as outlined below:

Tracey Takahashi, Deputy Corporate Officer - Sep 23, 2024

Mary De Paoli, Manager of Policy Planning - Sep 23, 2024

Kate Zanon, General Manager of Community Development - Sep 23, 2024

Stephanie Lam, City Clerk and Manager of Legislative Services - Sep 23, 2024

Lindsay Todd, Manager of Communications and Engagement - Sep 23, 2024

Paul Rockwood, General Manager of Finance and Technology - Sep 24, 2024

Anna Mathewson, City Manager - Sep 25, 2024

Office of the Chair
 Tel. 604-432-6215 or via Email
CAOAdministration@metrovancover.org

August 20, 2024

File: CR-12-01
 Ref: RD 2024 07 26

Mayor Meghan Lahti and Council
 City of Port Moody
 PO Box 36
 100 Newport Dr
 Port Moody, BC V3H 5C3
VIA EMAIL: mlahti@portmoody.ca; council@portmoody.ca

Dear Mayor Meghan Lahti and Council:

Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

Metro 2050, the regional growth strategy, is the regional federation's plan for managing growth coming to Metro Vancouver in a way that: protects important lands like agriculture, 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 aspires to change the land use designation for a site then, as a first step, they have agreed to have the Metro Vancouver Board consider regional implications of the proposed amendment. *Metro 2050* outlines the process for proposed amendments.

The City of Surrey is requesting a Type 3 Amendment to *Metro 2050* for a 1.3-hectare site comprising one property located on 128 Street in the Newton area. The proposed amendment would redesignate the regional land use of the property from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility. There would be no change to the Urban Containment Boundary.

69664173

At its July 26, 2024 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) passed the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;*
- b) give first, second, and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024; and*
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

The proposed amendment is a Type 3 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by an affirmative 50%+1 weighted vote. For more information on regional growth strategy amendment procedures, please refer to Sections 6.3 and 6.4 in *Metro 2050*. Enclosed is a Metro Vancouver staff report dated June 3, 2024, titled "Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)" providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050*.

You are invited to provide written comments on the proposed amendment. If you have any questions or wish to comment with respect to the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391, or by email at jonathan.cote@metrovancover.org by **October 11, 2024**.

Yours sincerely,



Mike Hurley
Chair, Metro Vancouver Board

MH/HM/vc

cc: Anna Mathewson, City Manager, City of Port Moody
Jerry W. Dobrovoly, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: [MVRD Board report dated June 3, 2024, titled "Metro 2050 Type 3 Proposed Amendment – City of Surrey \(7880 128 St\) \(pg. 498\)](#)



City of
Richmond

Malcolm D. Brodie
Mayor

6911 No. 3 Road
Richmond, BC V6Y 2C1
Telephone: 604-276-4123
Fax No: 604-276-4332
www.richmond.ca

October 10, 2024

Mike Hurley, Board Chair
Metro Vancouver
Metrotower III, 4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Chair Hurley,

Mike
Re: Response to Metro Vancouver's Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the City of Surrey for the Property Located at 7880 128 Street

This is to advise that Richmond City Council at its Regular Council meeting held on October 7, 2024 considered the above matter and adopted the following resolution:

That comments from the City of Richmond be provided to the Metro Vancouver Regional District Board as outlined in the staff report titled "Response to Metro Vancouver's Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the City of Surrey for the Property Located at 7880 128 Street", dated September 9, 2024, from the Director, Policy Planning.

The staff report referenced in the above Council resolution is provided in Attachment 1. Should you have any questions or require additional information, please do not hesitate to contact John Hopkins, Director, Policy Planning at 604-276-4279.

Yours truly,

Malcolm D. Brodie
Mayor

Att. *Response to Metro Vancouver's Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the City of Surrey for the Property Located at 7880 128 Street*



To: General Purposes Committee **Date:** September 9, 2024

From: John Hopkins **File:** 01-0157-30-
Director, Policy Planning RGST1/2024-Vol 01

Re: **Response to Metro Vancouver's Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the City of Surrey for the Property Located at 7880 128 Street**

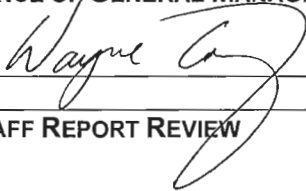


Staff Recommendation

That comments from the City of Richmond be provided to the Metro Vancouver Regional District Board as outlined in the staff report titled "Response to Metro Vancouver's Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the City of Surrey for the Property Located at 7880 128 Street", dated September 9, 2024, from the Director, Policy Planning.

John Hopkins
Director, Policy Planning

(604-276-4279)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Metro Vancouver Regional District (MVRD) Board has initiated a process to amend the Metro 2050 Regional Growth Strategy (RGS), in relation to a request from the City of Surrey for the property located at 7880 128 Street.

At its July 26, 2024 meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the lands located at 7880 128 Street;*
- b) give first, second and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024; and*
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

The City of Surrey's requested amendment to the Metro 2050 RGS involves a regional land use designation amendment to re-designate the subject site from Industrial to Employment. Industrial designated land in the Metro 2050 RGS is generally intended for heavy and light industrial activities. Employment lands is generally intended to accommodate a broad range of employment related activities that includes commercial and light industrial activities along with supporting services for these areas.

As part of Metro Vancouver's notification process, the City of Richmond has been invited to provide written comments on the proposed amendments by October 11, 2024 (refer to Attachment 1 for the Metro Vancouver letter and accompanying report).

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.

- 1.1 Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.*
- 1.2 Advocate for the needs of Richmond in collaboration with partners and stakeholders.*

This report supports Council’s Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

Findings of Fact

The proposed amendment is a Type 3 amendment in accordance with the criteria and procedures contained in the Metro 2050 RGS, which requires that the amendment bylaw be passed by an affirmative 50% +1 weighted vote of the MVRD Board.

Information about the Development Proposal at 7880 128 Street (City of Surrey)

The subject site is 1.3 hectares (3.2 acres) in size. The surrounding land uses include commercial uses to the north and industrial uses to the east, west and south. The proposal would see the subject site developed to permit commercial buildings (containing retail and office uses) and a childcare facility. On February 26, 2024, Official Community Plan (OCP) and Zoning amendment bylaws were granted third reading from the City of Surrey in relation to the proposed redevelopment of the subject site. Surrey can only proceed to adopt the proposed OCP amendments if the MVRD Board approves the corresponding Metro 2050 Type 3 amendment.

Analysis

Summary of the Metro 2050 RGS Amendment for 7880 128 Street (City of Surrey)

The proposed regional land use designation amendment is from Industrial to Employment. Refer to Figure 1 and Figure 2 for maps of the subject site showing the existing and proposed amendments to the RGS

Figure 1 – Existing Regional Land Use Designation

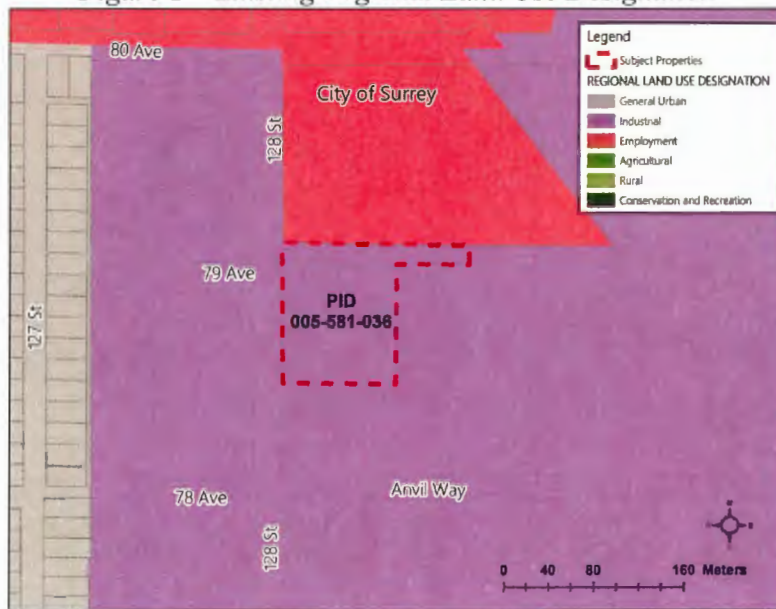
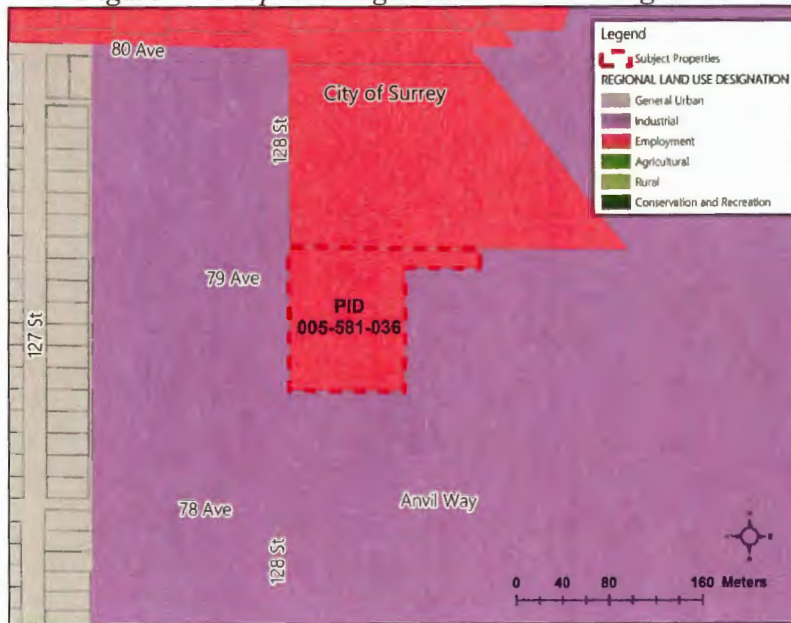


Figure 2 – Proposed Regional Land Use Designation



A summary of the regional land use rationale and assessment contained in the Metro Vancouver report is as follows:

- The subject site is located within the Urban Containment Boundary (UCB). No changes are proposed to the UCB.
- In 2014, the City of Surrey created the Newton Cultural Commercial District, which consists of 16 hectares (39.5 acres) of land directly north of the subject site. One of the objectives of this commercial district is to stop and contain the ongoing loss of industrial lands and discourage the intrusion of commercial uses into the surrounding area. Development of the subject site with commercial uses and its addition to the Newton Cultural Commercial District is contrary to the District's stated objective as this will:
 - erode the industrial land base;
 - increase pressures on surrounding industrial land for non-industrial uses, which may lead to further requests to amend the Metro 2050 RGS; and
 - remove 1.3 hectares (3.2 acres) of strategically located industrial land, with direct access to designated truck routes, which Metro Vancouver studies have identified as being in short supply and high-demand across the region.
- The proposal for commercial development on the subject site may increase jobs and contribute towards a more diverse regional economy, but this would be achieved at the expense of losing strategically located industrial land.
- The subject site is not located within Urban Centres and/or Frequent Transit Development Areas where the current Metro 2050 RGS prefers to concentrate commercial uses. Despite this, frequent-service bus routes serve the subject site and sustainable transportation infrastructure (i.e., bike lanes and greenways) is located nearby.

City of Richmond Comments on the Proposed Metro 2050 RGS Amendment

This section summarizes the recommended City of Richmond comments on the proposed Metro 2050 RGS amendments requested by the City of Surrey for the site at 7880 128 Street:

- City staff generally concur with the information and comments contained in the Metro Vancouver report dated May 15, 2024, provided in Attachment 1 to this report.
- The subject proposal is contrary to the City of Richmond’s Industrial Lands Intensification Initiative (ILII), approved by Council in 2021, which seeks to protect industrial land, prevent its conversion to other uses (i.e., commercial), and align City objectives with regional initiatives aimed at maintaining industrial land (i.e., Metro Vancouver Regional Industrial Lands Strategy; 2020 Regional Industrial Lands Inventory). For the subject site, improved utilization and intensification of development for industrial focussed activities would be aligned with the ILII and other regional industrial land initiatives.
- Re-designation of the subject site to facilitate commercial uses should be discouraged in favour of strategies aimed at preserving industrial land and intensifying industrial development opportunities supportive of a wide range of industrial activities, as per the objectives of Richmond’s ILII.

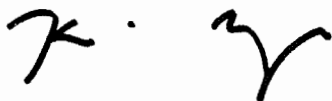
Financial Impact

None.

Conclusion

Metro Vancouver has provided information on a proposed amendment to the Metro 2050 RGS by the City of Surrey for the site at 7880 128 Street and an opportunity for comment by the City of Richmond.

City staff have reviewed the proposed amendment to the Metro 2050 RGS and recommend that the comments in this staff report, which are aligned with the objectives of Richmond’s Industrial Lands Intensification Initiative (ILII), be communicated to the MVRD Board prior to the October 11, 2024 deadline.



Kevin Eng
Planner 3
(604-247-4626)

KE:cas

Att. 1: Metro Vancouver Letter and Report (excluding attachments)

Office of the Chair
Tel. 604-432-6215 or via Email
CAOAdministration@metrovancover.org

August 20, 2024

File: CR-12-01
Ref: RD 2024 07 26

Mayor Malcolm Brodie and Council
City of Richmond
6911 No. 3 Rd
Richmond, BC V6Y 2C1
VIA EMAIL: mbrodie@richmond.ca; mayorandcouncillors@richmond.ca

Dear Mayor Malcolm Brodie and Council:

Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

Metro 2050, the regional growth strategy, is the regional federation's plan for managing growth coming to Metro Vancouver in a way that: protects important lands like agriculture, 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 aspires to change the land use designation for a site then, as a first step, they have agreed to have the Metro Vancouver Board consider regional implications of the proposed amendment. *Metro 2050* outlines the process for proposed amendments.

The City of Surrey is requesting a Type 3 Amendment to *Metro 2050* for a 1.3-hectare site comprising one property located on 128 Street in the Newton area. The proposed amendment would redesignate the regional land use of the property from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility. There would be no change to the Urban Containment Boundary.

At its July 26, 2024 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) passed the following resolution:

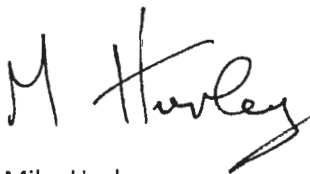
That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;*
- b) give first, second, and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024; and*
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

The proposed amendment is a Type 3 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by an affirmative 50%+1 weighted vote. For more information on regional growth strategy amendment procedures, please refer to Sections 6.3 and 6.4 in *Metro 2050*. Enclosed is a Metro Vancouver staff report dated June 3, 2024, titled "Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)" providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050*.

You are invited to provide written comments on the proposed amendment. If you have any questions or wish to comment with respect to the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391, or by email at jonathan.cote@metrovancouver.org by **October 11, 2024**.

Yours sincerely,



Mike Hurley
Chair, Metro Vancouver Board

MH/HM/vc

cc: Serena Lusk, Chief Administrative Officer, City of Richmond
Jerry W. Dobrovolsky, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: [MVRD Board report dated June 3, 2024, titled "Metro 2050 Type 3 Proposed Amendment – City of Surrey \(7880 128 St\) \(pg. 498\)](#)

SEP 10 2024

RECEIVED

September 10, 2024

Mike Hurley
Chair, Metro Vancouver Board
Sent via email to: CAOAdministration@metrovancover.org

Dear Chair Hurley,

RE: Response to Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 Street)

On September 9, 2024, White Rock City Council received your correspondence regarding the proposed amendment to the *Metro 2050* Regional Growth Strategy at their Regular Council meeting and adopted the following resolution:

THAT Council supports the proposed Type 3 amendment to the Metro 2050 plan as proposed by the City of Surrey in regard to 7880 – 128 Street.

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

cc: Mayor and Council, City of White Rock
Director of Planning and Development Services



Box 219, 1350 Aster Street
Pemberton, BC V0N 2L0
P. 604-894-6371 TF. 800-298-7753
F. 604-894-6526
info@slrd.bc.ca www.slrd.bc.ca

September 26, 2024

Attn: Metro Vancouver Board
Metro Vancouver Regional District
4730 Kingsway, Burnaby, BC, V5H 0C6
VIA EMAIL: jonathan.cote@metrovancover.org

Dear Metro Vancouver Board,

Re: Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St) – SLRD Referral Response

The Squamish-Lillooet Regional District (SLRD) Board received a letter advising of Metro Vancouver's initiation of a Type 3 Amendment to the regional growth strategy. According to the Metro Vancouver correspondence and staff report, "the City of Surrey is requesting a Type 3 amendment to Metro 2050 for a 1.3 hectare parcel located on the east side of 128 Street and south of 80 Avenue in the Newton Industrial area, directly adjacent to the Newton Cultural Commercial District. The proposed amendment would redesignate the regional land use from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility." It is understood that a Type 3 Minor Amendment only requires an affirmative 50% + 1 weighted vote of the MVRD Board at each reading of the bylaw.

The SLRD Board received the notification to affected local governments at the [September 25, 2024 SLRD Board Meeting](#) (see item 8.13 for staff report). As an affected local government, the SLRD offers the following comments for consideration:

Generally, SLRD interests are unaffected as the proposed amendment is not considered regionally significant. Efforts should be made to ensure the proposal does not lead to additional requests to redesignate industrial lands, which could start to be regionally significant and have negative regional impacts.

Sincerely,

Claire Dewar
Senior Planner, SLRD

cc: Heather Paul, Chief Administrative Officer, SLRD
Kim Needham, Director of Planning and Development Services, SLRD



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

October 8, 2024

Mike Hurley
Chair, Metro Vancouver Board
4515 Central Boulevard
Burnaby, BC VB5H 0C6

Dear Chair Hurley,

RE: Metro 2050 Type 3 Proposed Land Use Designation Amendment – City of Surrey (7880 128 St)

The following constitutes the response from the TransLink Board of Directors to the above-described notification from Metro Vancouver, dated August 20, 2024

Thank you for your correspondence and the opportunity for TransLink to provide input on the City of Surrey's requested amendment to the *Metro 2050* Regional Growth Strategy (RGS) for 7880 128 Street. Consistent with policy in [Transport 2050](#), the Regional Transportation Strategy (RTS), TransLink supports the location of major trip-generating land uses within Urban Centres and Frequent Transit Development Areas (FTDAs), and other significant trip-generating uses along the Frequent Transit Network (FTN). Our [Transit-Oriented Communities Design Guidelines](#) and summary [primer](#) speak further to how communities can be designed to be as supportive of transit and active transportation as possible.

Key Findings Overall

- TransLink recognizes that this amendment would decrease the supply of regionally designated industrial land, and that there is a shortage of industrial land use regionally. However, given the relatively small parcel size (1.3 hectare), the loss of this supply does not seem to pose a significant regional concern, as noted in Metro Vancouver's report.
- TransLink finds that the proposal to amend the Metro 2050 land use designation from Industrial to Employment is generally consistent with the RTS, given that the site is located along an existing Frequent Transit Network corridor. We recommend the City of Surrey to seek opportunities as outlined further below to implement bus priority measures along this segment of 128 Street.
- This section of 128 Street currently has cycling facilities that connect to the regional Major Bikeway Network (MBN), and TransLink recommends the City of Surrey to seek opportunities as outlined further below to upgrade those facilities for the increased safety and comfort of cyclists, particularly given that this section of 128 Street is a designated Municipal Truck Route.

Recommendations for the City of Surrey

Should the MVRD Board approve this amendment, we strongly recommend that the City of Surrey:

- Consider ways to ensure that this application will not be used as a precedent case for decreasing adjacent industrial lands.
- Implement bus priority measures along this segment of 128 Street, such as land dedication for future transit priority, a future all-day bus lane in the northbound direction, and island platform bus stops in the southbound direction, intended to mitigate the bus delay documented for this location in the [2023 Bus Speed and Reliability Report](#) (Bus Priority Vision). As per the Provincial *Bill 16* (2024), land dedication could also be used to provide public realm improvements with enhanced multimodal objectives such as pedestrian access, bus stops with amenities and separated cycling facilities.
- Work with the applicant to identify opportunities to integrate active transportation facilities into the site design and further seek opportunities to upgrade the area's existing active transportation facilities to protected bike lanes. Current facilities are painted bike lanes on both sides of the road, classified as 'Comfortable for Very Few to Few' per the [Benchmarking the State of Cycling in Metro Vancouver 2019](#) report by TransLink and HUB Cycling. Transit, cycling, walking and road upgrades could be eligible for cost share funding through [TransLink's Local Government Funding Program](#). While the subject property location is not eligible for Bicycle Infrastructure Capital Cost Share (BICCS) Allocated or Competitive funding, it is eligible for Walking Infrastructure to Transit (WITT) Allocated and Competitive funding.
- Review the detailed design of site driveways to reduce conflicts. We suggest that the southern driveway entrance be one-way traffic to reduce conflicts on 128 Street.
- In addition to the above recommendations, per [Section 21\(1\) of the South Coast British Columbia Transportation Authority Act](#), TransLink approval is required for any road alterations that would reduce the capacity of any part of the MRN to move people or would prohibit the movement of trucks on any road other than Provincial highways. This segment of 128 Street is designated as part of the region's Major Road Network and from the City's development proposal materials, it is our understanding that changes to 128 Street are proposed. As these changes would require TransLink's review and approval, please contact us regarding any such alterations.

Conclusion

TransLink's comments are provided based on our legislated mandate to review requested RGS amendments and advise Metro Vancouver on the implications to the regional transportation system, and to provide a regional transportation system that supports the RGS. The RTS further directs TransLink to work with partner agencies toward aligned transportation and land use, with the RGS being of critical importance for regional transportation and land use alignment. Should you have any questions or wish to discuss our feedback, please contact Matt Craig, Director, System Planning, at Matt.Craig@translink.ca.

Mike Hurley
October 8, 2024

Page 3 of 3

Re: **Metro 2050 Type 3 Proposed Land Use Designation Amendment – City of Surrey (7880 128 St)**

Regards,



Lorraine Cunningham
Chair, TransLink Board of Directors

cc: Kevin Quinn, CEO, TransLink
Sarah Ross, VP, Transportation Planning and Policy, TransLink
Matt Craig, Director, System Planning, TransLink
Jerry W. Dobrovolsky, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver
Jonathan Cote, Deputy General Manager, Regional Planning & Housing Development, Metro Vancouver
Ron Gill, Chief Development Approvals Officer, Planning & Development Department, City of Surrey

c. 778-991-2653



From: Ruth Teka <Ruth.Teka@metrovancover.org>
Sent: Friday, September 13, 2024 10:03 AM
To: Heather McNell <Heather.McNell@metrovancover.org>
Cc: Nicole Routbard <Nicole.Routbard@metrovancover.org>
Subject: FW: Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

Hi Heather,

Please see below request from Tsawwassen First Nation regarding Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St).

Thank you,

Ruth Teka

Office Coordinator

CAO Executive Office

t. 604.432-6212

c. 604.364-8642

a. 4515 Central Boulevard, Burnaby, BC V5H 0C6



From: TFN Referrals <referrals@tsawwassenfirstnation.com>
Sent: Friday, September 13, 2024 9:48 AM
To: Ruth Teka <Ruth.Teka@metrovancover.org>
Cc: Sheila Williams <swilliams@tsawwassenfirstnation.com>; Kelly Scott <kscott@tsawwassenfirstnation.com>
Subject: Re: Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

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.*

Hi Ruth,

Thank you for the email.

Tsawwassen First Nation (TFN) has no concerns regarding this file, at this time.

However, TFN requests all copies of interim and final environmental reports produced for this project.

hay čx^w qə

Thank you

Amelia Cooper, B.A., Cert.

Referrals Analyst

Treaty Rights and Title Department

Tsawwassen First Nation

1926 Tsawwassen Drive, Tsawwassen, BC V4M 4G4

C 604-619-6930



From: Ruth Teka <Ruth.Teka@metrovancover.org>

Sent: Tuesday, August 20, 2024 12:50 PM

To: TFN Referrals <referrals@tsawwassenfirstnation.com>

Cc: Kim Baird <kbaird@tsawwassenfirstnation.com>; Chair Hurley <chair@metrovancover.org>;

Jerry Dobrovlny <Jerry.Dobrovlny@metrovancover.org>; Heather McNell

<Heather.McNell@metrovancover.org>; Maureen Trainor

<Maureen.Trainor@metrovancover.org>

Subject: Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

You don't often get email from ruth.teka@metrovancover.org. [Learn why this is important](#)

Dear Chief Laura Cassidy and Members of Executive Council:

On behalf of Maureen Trainor, Executive Assistant to Chair Mike Hurley, please find attached

correspondence regarding Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St).

Regards,

Ruth Teka
Office Coordinator

CAO Executive Office

t. 604.432-6212

c. 604.364-8642

a. 4515 Central Boulevard, Burnaby, BC V5H 0C6





September 9, 2024

Jonathan Côté
Deputy General Manager, Regional Planning and Housing Development
Metro Vancouver Regional District
4515 Central Boulevard Metrotower III
Burnaby, BC V5H 0C6

Re: Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)

Dear Mr. Cote:

This letter is in response to the City of Surrey's *Metro 2050* Type 3 proposed regional land use amendment to re-designate 7880 128 Street from Industrial to Employment to accommodate commercial uses.

The port authority understands that the City of Surrey is seeking to redesignate 1.3 hectares of land within the Newton Industrial Area from Industrial to Employment to accommodate commercial uses, including retail, office space and a childcare facility. Although the subject site is adjacent to the Newton Cultural Commercial District (NCCD), it is not located within an Urban Centre or a Frequent Transit Development Area where these types of uses are generally encouraged. Further, the port authority understands that the 16-hectare NCCD was created by the City of Surrey in 2014 to contain the loss of industrial lands and conversion to other uses. By adding the subject site to the NCCD it may increase pressure for adjacent lands, currently designated Industrial, to seek redesignation to non-industrial uses if this proposed amendment is approved.

In Metro Vancouver, close to 90% of direct jobs are concentrated in eight municipalities, including Surrey which accounts for 6% of this total. In the Lower Mainland, 25% of jobs are performed on 4% of the Industrial land base. For over a decade, the port authority has advocated for the protection of trade-oriented industrial land that is critical to maintain supply chain fluidity, contributes to a diverse regional economy, and sustains local businesses by providing higher-paying jobs. As such, the port authority encourages municipalities and regional districts to consider ways to protect the existing industrial lands inventory that support the local and regional economy. The port authority acknowledges that there is a high demand for the already limited supply of industrial lands in the City of Surrey (according to the Metro Vancouver Regional Industrial Lands Strategy [2020] and the 2020 Regional Industrial Lands Inventory).

Given the limited supply of industrial lands available and the existing cluster of industrial activity occurring in the Newton Industrial Area, the port authority recommends the Metro Vancouver Board consider retaining the existing designation of Industrial to avoid potential implications for further erosion of the industrial base within this area and the loss of these industrial lands may have on the regional economy over the longer term.

In conclusion, the port authority supports the current *Metro 2050* designation of Industrial for this site and the industrial uses occurring in the larger Newton Industrial Area and does not recommend conversion to commercial uses at this location. While the proposed redesignation from Industrial to Employment is located outside the port authority's jurisdiction, we appreciate the opportunity to express our concerns regarding the importance of maintaining the availability of industrial land within the Metro Vancouver region.

Sincerely,

A handwritten signature in cursive script that reads "Theresa Rawle".

Theresa Rawle
Director, Planning & Development
Vancouver Fraser Port Authority

cc Karen Rendek, Manager, Land Use Planning, Vancouver Fraser Port Authority
Naomi Horsford, Manager, Municipal & Stakeholder Relations, Vancouver Fraser Port Authority
Rhona Dulay, Land Use Planner, Land Use Planning, Vancouver Fraser Port Authority

G. CORPORATE REPORTS

The Corporate Reports, under date of April 8, 2024, were considered and dealt with as follows:

Item No. Ro61 Metro Vancouver Regional Context Statement Amendment Applications
File: 6880-01

The General Manager, Planning & Development submitted a report to seek resolutions from Council to authorize staff to submit Regional Context Statement amendment applications to the Metro Vancouver Board for Development Application Nos. 7914-0213-00 and 7923-0090-00.

It was Moved by Councillor Bains
Seconded by Councillor Kooner
That Council:

1. Pass two individual resolutions to authorize staff to submit a Regional Context Statement amendment application to Metro Vancouver for:
 - a. Development Application No. 7914-0213-00, in accordance with Council granting Third Reading to *Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw No. 19344, on September 11, 2017, as shown in Appendix "I";*

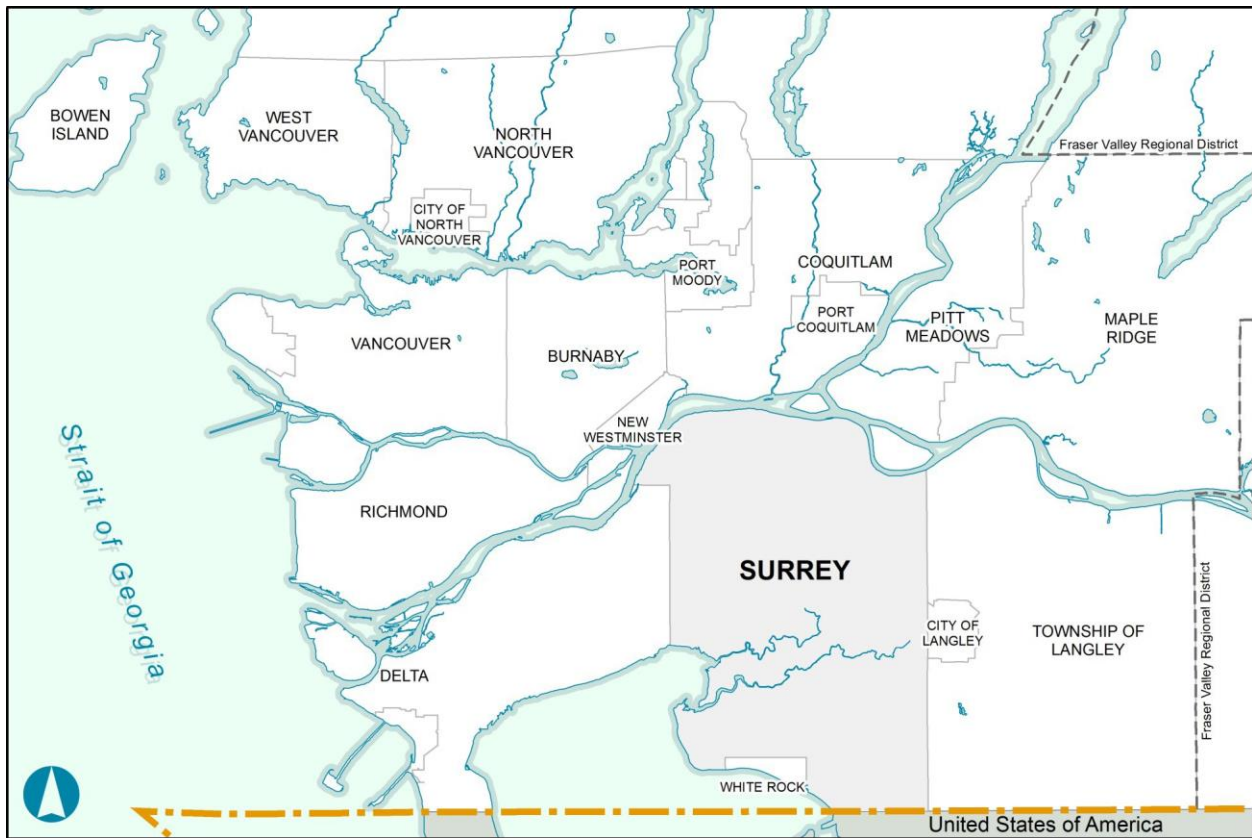
and
 - b. Development Application No. 7923-0090-00, in accordance with Council granting third reading to *Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw No. 21170, on February 26, 2024, as shown in Appendix "II";*
2. For Development Application No. 7914-0213-00, authorize the City Clerk to bring forward *Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2024, No. 19344* for final adoption, subject to the Metro Vancouver Board approving Surrey's amended Regional Context Statement and approving the Regional Growth Strategy amendments; and
3. For Development Application No. 7923-0090-00, authorize the City Clerk to bring forward *Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2024, No. 21170* for final adoption, subject to the Metro Vancouver Board approving Surrey's amended Regional Context Statement and approving the Regional Growth Strategy amendments.

RES.R24-606

Carried

REGIONAL CONTEXT STATEMENT

Figure 50: RCS: Surrey's Regional Location



AUTHORITY

Under the provisions of the *Local Government Act* (LGA) (Sections 428 and 429) regional districts are required to prepare a regional-scale land use plan called a *Regional Growth Strategy* (RGS). This *Strategy* must cover a period of a least 20 years and include a comprehensive statement on the future of the region, including social, economic and environmental objectives, population and employment projections, economic development, and actions proposed regarding housing, transportation, regional services, parks and natural areas.

In July 2011, Metro Vancouver adopted *Metro Vancouver 2040* as an official Regional Growth Strategy. Member municipalities, including the City of Surrey (see Figure 50), are required by Section 446 of the *Local Government Act*, to submit a Regional Context Statement (RCS) for approval by the Metro Vancouver Board. The RCS is intended to indicate how a community's Official Community Plan (OCP) meets, or will meet, the goals and objectives of the *Regional Growth Strategy* in developing a stable, environmentally responsible, transit-oriented city.

REGIONAL CHALLENGES

Metro Vancouver's *Regional Growth Strategy* outlines the significant challenges that face the Lower Mainland including how to: 1) accommodate growth to advance livability and sustainability; 2) build healthy, complete communities; 3) support economic prosperity; 4) protect the natural environment; 5) respond to climate change impacts and natural hazard risks; and 6) protect agricultural land to support food production.

These challenges are addressed in five goals that are intended to address the region's challenges. These goals include:

1>Create Compact Urban Areas:

Commit to a compact region that works against sprawling development which increases costs to human and environmental health and creates inefficiencies in land use and resource consumption.

2|Support a Sustainable Economy:

Build on economic strengths from a regional perspective and create diversity in commercial and industrial industries.

3|Protect the Environment and Respond to Climate Change Impacts:

Address significant climatic issues through environmental conservation and protection.

4|Develop Complete Communities:

Create and support communities that offer all aspects of a healthy lifestyle to all residents.

5|Support Sustainable Transportation Choices:

Align land use and transportation decisions to create a truly sustainable region.

Surrey's Regional Context Statement indicates how the policies contained in this Official Community Plan align, respond to and will meet the goals and strategies of the RGS.

INTRODUCTION

The City of Surrey, through its Official Community Plan, supports the vision of Metro Vancouver's *Regional Growth Strategy* for a sustainable region and aligns its own future vision in support of this goal. This includes:

- developing Surrey City Centre as the Region's second Metropolitan Centre
- focusing additional growth capacity to Town Centres and transit corridors
- maintaining the Urban Containment Boundary and the Agricultural and Conservation/ Recreation land use designations
- planning urban land uses to reduce dependence on the private automobile
- committing to the development and protection of employment areas that underpin the regional economy.

Within Surrey's evolutionary context lies regional issues that can only be addressed appropriately through the collaborative efforts of multiple municipal jurisdictions. These efforts have been categorized into a Regional Growth Strategy which identifies the specific efforts that need to be made on a local level in order to reach a regional goal of sustainable growth and development.

For Surrey to assist in achieving these regional objectives and to meet the share of population growth anticipated in the RGS, significant infrastructure needs to be delivered through regional, provincial and national partnerships. Major transit and transportation improvements are required to support Surrey's projected growth including appropriate replacement of the Pattullo Bridge and George Massey Tunnel; addition of rapid transit and bus service expansions in Surrey; improvements to Highway 99 including new and expanded interchanges at 32 Avenue, 24 Avenue and 10 Avenue; and improvements to Highway 1 (Trans Canada Highway) at 192 Street. These major infrastructure projects are beyond the scope or mandate of the City of Surrey and require regional, provincial and federal funding to realize. Surrey's share of Regional population growth also requires appropriate and timely Provincial and Federal investment in hospitals, schools, affordable housing, supportive housing, support services for children and for immigrants and refugees. Without these regional and government investments, Surrey will not be able to meet the growth projections set out in the RGS and as shown in Tables 8 through 15 of the Regional Context Statement.

RGS and OCP ALIGNMENT

The City of Surrey is proposing to amend the *Regional Growth Strategy* Land Use Designation from Industrial to Mixed Employment for eight properties, totaling 8.5 hectares (21 acres). Until these applications are complete, existing land designations are shown in this Regional Context Statement and Official Community Plan. It is anticipated the RGS and Surrey's OCP will become aligned at the conclusion of the RGS amendment process.

OCP AMENDMENTS

Amendments to Official Community Plan Land Use Designations that fall within Surrey's Urban Containment Boundary, as illustrated on Figure 51, that are not consistent with the Metro Vancouver *Regional Growth Strategy* Land Use Designations, shown in Figure 51, shall be permitted consistent with Policy 6.2.7: Providing for Appropriate Municipal Flexibility of the Metro Vancouver RGS.

Amendments to Official Community Plan Urban Centres and Frequent Transit Development Areas boundaries, as illustrated in Figures 52 through 60, shall be permitted consistent with Policy 6.2.8 of the Metro Vancouver RGS.

GOAL 1: CREATE A COMPACT URBAN AREA

The first goal of Metro Vancouver's *Regional Growth Strategy* is achieved by reducing sprawl, expanding infrastructure smartly and cost-efficiently, creating urban areas well serviced by multi-modes of transportation and by focusing development to a higher density that optimizes a constrained urban land base.

Strategies

- 1.1 Contain urban development within the Urban Containment Boundary.
- 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.
- 1.3 Protect rural areas from urban development.



1.1 Urban Containment

Contain Urban Development within the Urban Containment Boundary

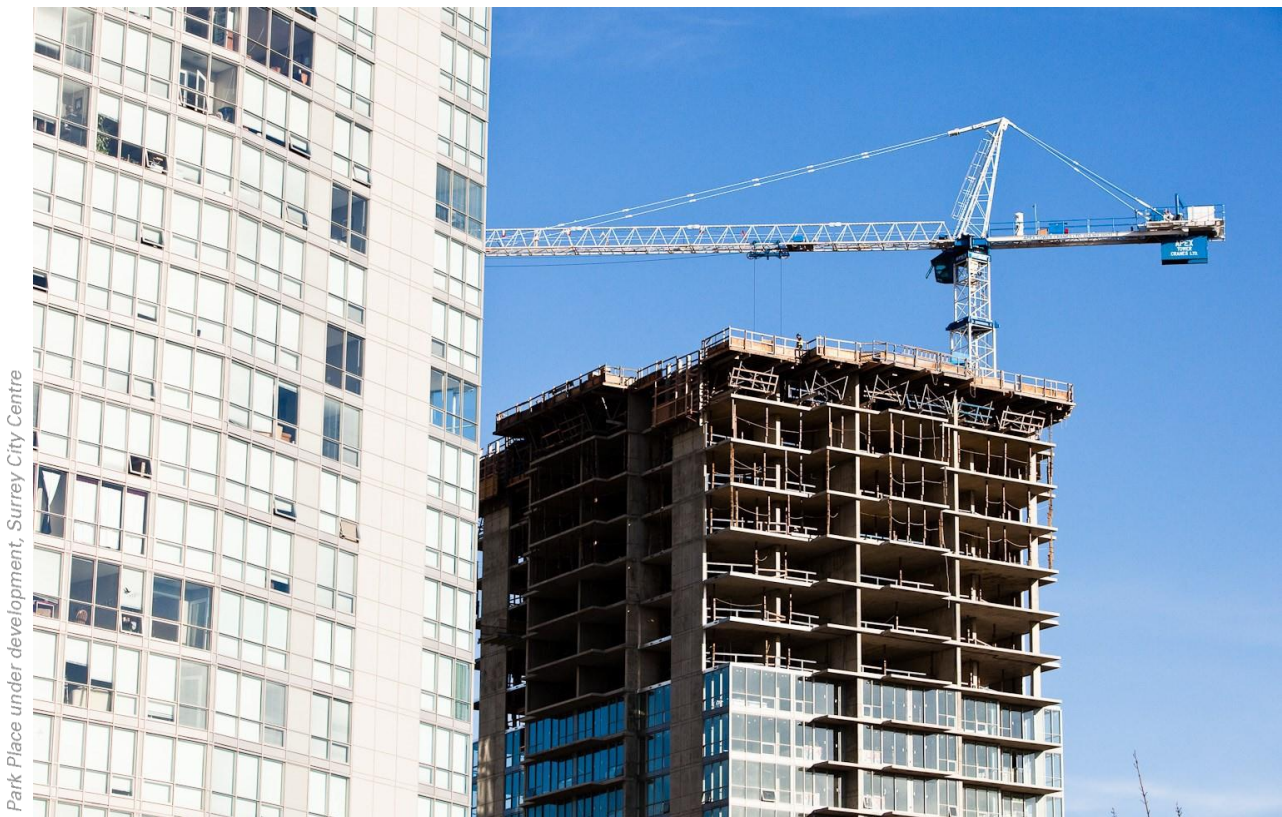
In order to meet Strategy 1.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

1.1.3(a) GROWTH CONTAINMENT

Surrey's Official Community Plan identifies an Urban Containment Boundary (UCB) (see Figure 51) illustrating where urban development will be contained in order to support a growing, yet compact and sustainable, community. This Urban Containment Boundary is consistent with the RGS Regional Land Use Designations (see Figure 51). Policies within Surrey's OCP supporting the maintenance of the Urban Containment Boundary include: A1.1, A1.2, A1.3 and A1.4.

1.1.3(b) OVERALL POPULATION, DWELLING AND EMPLOYMENT PROJECTIONS

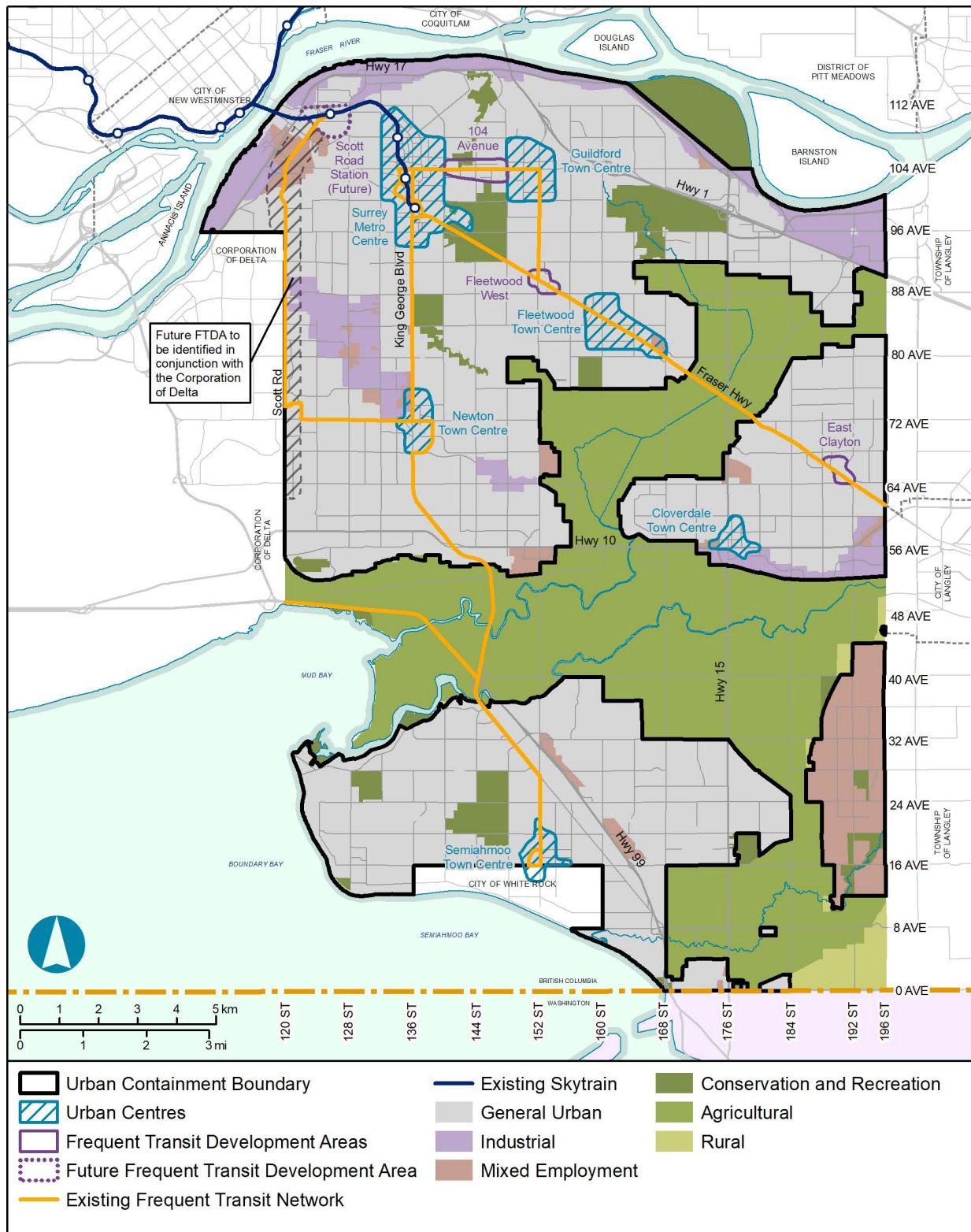
Surrey is expected to accommodate a large proportion of the Region's population growth over the coming decades. This population increase will also coincide with an increase in construction of dwelling units and employment to support new residents. Population, dwelling unit and employment projections shown in Table 8 and 9 are generally consistent with population and employment projections shown in Table A1 of the RGS and with policies within Surrey's OCP including: A1.3, A2.1, A4.1, A4.2, A4.4 and B1.1.



Park Place under development, Surrey City Centre

Figure 51: Regional Growth Strategy Land Use Designations

BL 18928
BL 20393



CITY-WIDE PROJECTS

TABLE 8: RGS STRATEGY 1.1.3(b) SURREY POPULATION PROJECTIONS	
<u>Year</u>	<u>Population</u>
2012	502,725
2017	553,475
2021	593,600
2026	639,600
2031	685,250
2036	727,750
2041	770,200

SOURCE: City of Surrey and Metro Vancouver

TABLE 9: RGS STRATEGY 1.1.3(b) SURREY DWELLING AND EMPLOYMENT PROJECTIONS		
<u>Year</u>	<u>Dwelling Units</u>	<u>Jobs</u>
2012	164,935	171,200
2017	184,385	195,200
2021	199,950	214,200
2026	219,450	236,200
2031	238,800	257,950
2036	256,800	277,450
2041	274,900	296,600

SOURCE: City of Surrey and Metro Vancouver
NOTE: Dwelling Units refer to occupied units.

1.2 Focused Growth

Focus Growth in Urban Centres and Frequent Transit Development Areas

In order to meet Strategy 1.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

1.2.6(a)

URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREA DWELLING UNIT AND EMPLOYMENT PROJECTIONS

Urban Centres and identified Frequent Transit Development Areas (FTDA) within Surrey are anticipated to accommodate a large portion of Surrey's dwelling unit and employment increases (shown in Tables 10 through 15). While dwelling unit and employment in Surrey's Urban Centres and FTDA's are expected to grow at a higher rate compared to the rest of the city, the availability of significant industrial and employment lands and for new urban neighbourhoods in Surrey compared to the rest of the region, results in growth shares in Urban Centres that are lower than the regional targets shown in Table 2 of the RGS. It is expected that as available, planned undeveloped lands are absorbed, that the share of population and employment in Urban Centres will increase. Policies within Surrey's OCP supporting focused growth in Urban Centres include: A1.3, A2.1, A2.2, A2.3, A2.4, and B1.1.

1.2.6(b)(i)

URBAN CENTRE LOCATIONS, BOUNDARIES AND TYPES

The *Regional Growth Strategy* identifies six Urban Centres within Surrey (City Centre, Cloverdale, Guildford, Fleetwood, Newton and Semiahmoo) that are planned for regional growth. The locations and boundaries of these Urban Centres are shown in Figures 52 through 57.

1.2.6(b)(ii)

URBAN CENTRE DEVELOPMENT AND GROWTH

Surrey's Urban Centres are planned to accommodate regional growth well into the future. Further planning reviews of Urban Centres is anticipated to enhance the capacity for growth. Policies within Surrey's OCP supporting this growth include: B2.1 and B2.2.

1.2.6(b)(iii)

URBAN CENTRE OFFICE DEVELOPMENT

Surrey's Urban Centres are intended to accommodate transit oriented office development to support future population increases. Surrey's OCP illustrates support for this use in the Land Uses and Densities Section, on Figure 3 and in policies A2.4, A2.5, B1.1, B1.6 and B1.7.

SURREY METRO CENTRE PROJECTIONS

TABLE 10: RGS STRATEGY 1.2.6(a) SURREY METRO CENTRE DWELLING UNIT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Dwelling Units	-	5,730	7,270	7,740	20,740
Proportion of City Total	-	16.4%	18.7%	21.4%	18.9%
Total Dwelling Units	11,760	17,490	24,760	32,500	-
Proportion of City Total	7.1%	8.7%	10.4%	11.8%	-
Dwelling Units City-Wide	164,935	199,950	238,800	274,900	109,965

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect the Surrey Metro Centre boundary as shown on Figure 52.

Dwelling Units refer to occupied units.

Over the course of the life of this Official Community Plan, projections are expected to be adjusted accordingly.

TABLE 11: RGS STRATEGY 1.2.6(a) SURREY METRO CENTRE EMPLOYMENT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Jobs	-	3,670	4,540	5,260	13,470
Proportion of City Total	-	8.5%	10.4%	13.6%	10.7%
Total Jobs	23,180	26,850	31,390	36,650	-
Proportion of City Total	13.5%	12.5%	12.2%	12.4%	-
Jobs City-Wide	171,200	214,200	257,950	296,600	125,400

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect the Surrey Metro Centre boundary as shown on Figure 52.

Over the course of the life of this Official Community Plan, projections are expected to be adjusted accordingly.

SURREY TOWN CENTRE PROJECTIONS

TABLE 12: RGS STRATEGY 1.2.6(a) SURREY TOWN CENTRE DWELLING UNIT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Dwelling Units	-	4,760	5,050	5,650	15,460
Proportion of City Total	-	13.6%	13.0%	15.7%	14.1%
Total Dwelling Units	15,710	19,930	24,980	30,630	-
Proportion of City Total	9.2%	10.0%	10.5%	11.1%	-
Dwelling Units City-Wide	164,935	199,950	238,800	274,900	109,965

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect the Surrey Town Centre boundaries are shown on Figures 53-57.

Dwelling Units refer to occupied units.

Over the course of the life of this Official Community Plan, projections are expected to be adjusted accordingly.

TABLE 13: RGS STRATEGY 1.2.6(a) SURREY TOWN CENTRE EMPLOYMENT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Jobs	-	6,730	7,030	6,300	20,060
Proportion of City Total	-	15.7%	16.1%	16.3%	16.0%
Total Jobs	22,310	29,040	36,070	42,370	-
Proportion of City Total	13.0%	13.6%	14.0%	14.3%	-
Jobs City-Wide	171,200	214,200	257,950	296,600	125,400

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect the Surrey Town Centre boundaries are shown on Figures 53-57.

Over the course of the life of this Official Community Plan, projections are expected to be adjusted accordingly.

SURREY FTDA PROJECTIONS

TABLE 14: RGS STRATEGY 1.2.6(a) SURREY FTDA DWELLING UNIT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Dwelling Units	-	1,870	2,150	2,250	6,270
Proportion of City Total	-	5.3%	5.5%	6.2%	5.7%
Total Dwelling Units	750	2,620	4,770	7,020	-
Proportion of City Total	0.5%	1.3%	2.0%	2.6%	-
Dwelling Units City-Wide	164,935	199,950	238,800	274,900	109,965

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect Surrey's FTDA boundaries are shown on Figures 58 through 60.

Dwelling Units refer to occupied units.

As additional FTDA's are added over time, projections will be adjusted accordingly.

TABLE 15: RGS STRATEGY 1.2.6(a) SURREY FTDA EMPLOYMENT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Jobs	-	1,650	1,830	1,840	5,320
Proportion of City Total	-	3.8%	4.2%	4.8%	4.2%
Total Jobs	3,810	5,460	7,290	9,130	-
Proportion of City Total	2.2%	2.5%	2.8%	3.1%	-
Jobs City-Wide	171,200	214,200	257,950	296,600	125,400

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect Surrey's FTDA boundaries are shown on Figures 58 through 60.

As additional FTDA's are added over time, projections will be adjusted accordingly.

Figure 52: RCS: Urban Centre Boundary—Surrey Metro Centre

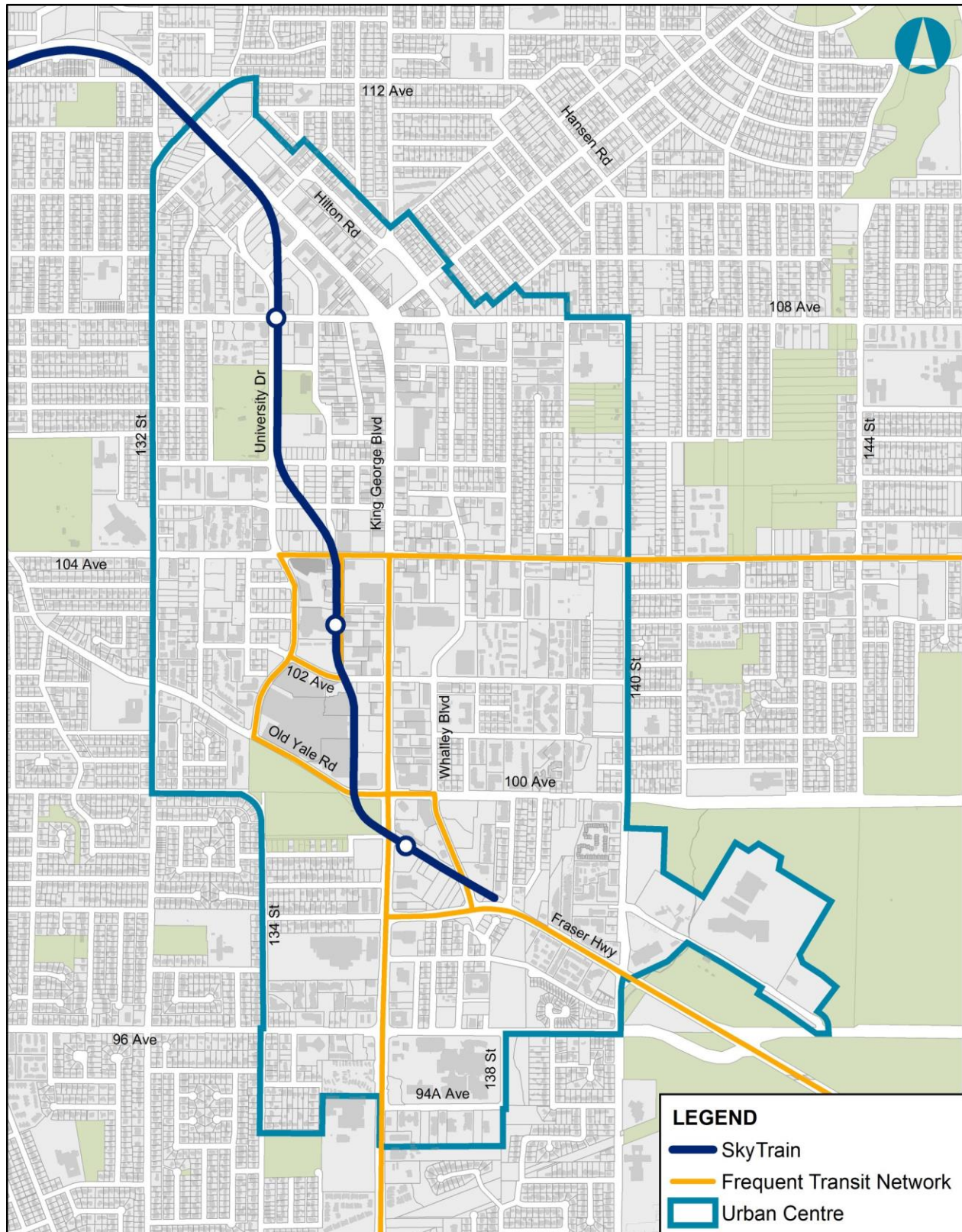


Figure 53: RCS: Urban Centre Boundary—Cloverdale Town Centre

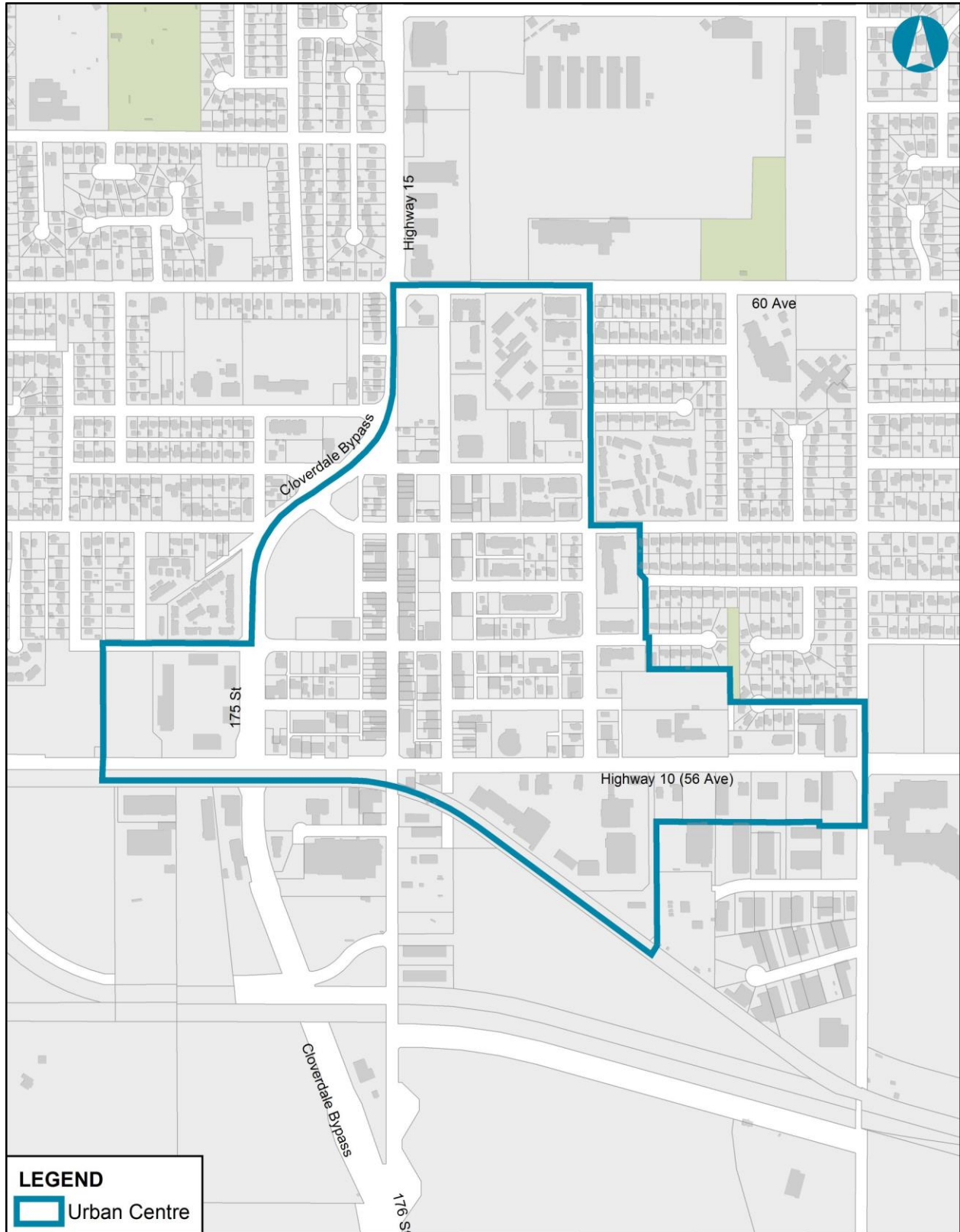


Figure 54: RCS: Urban Centre Boundary—Fleetwood Town Centre

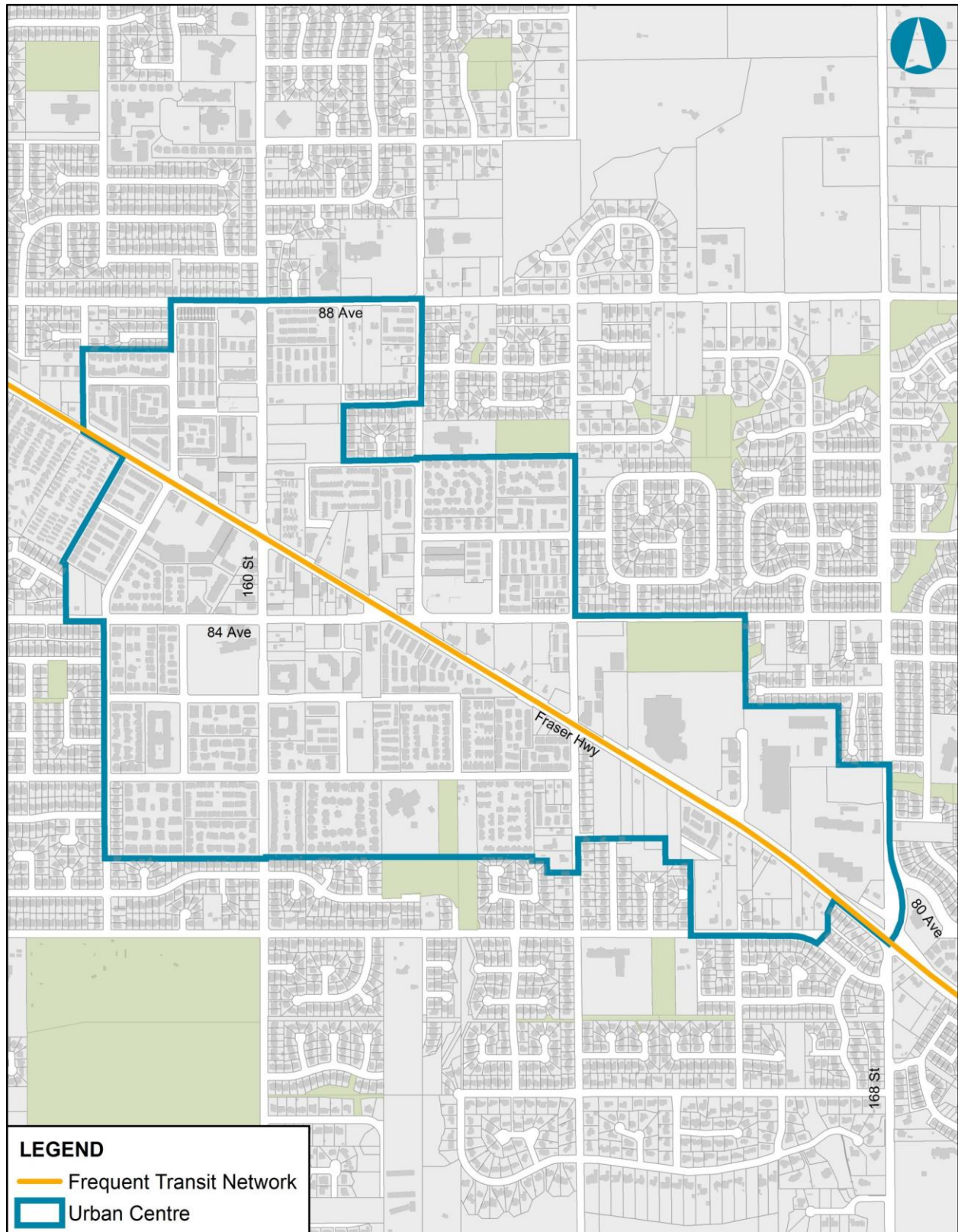


Figure 55: RCS: Urban Centre Boundary—Guildford Town Centre

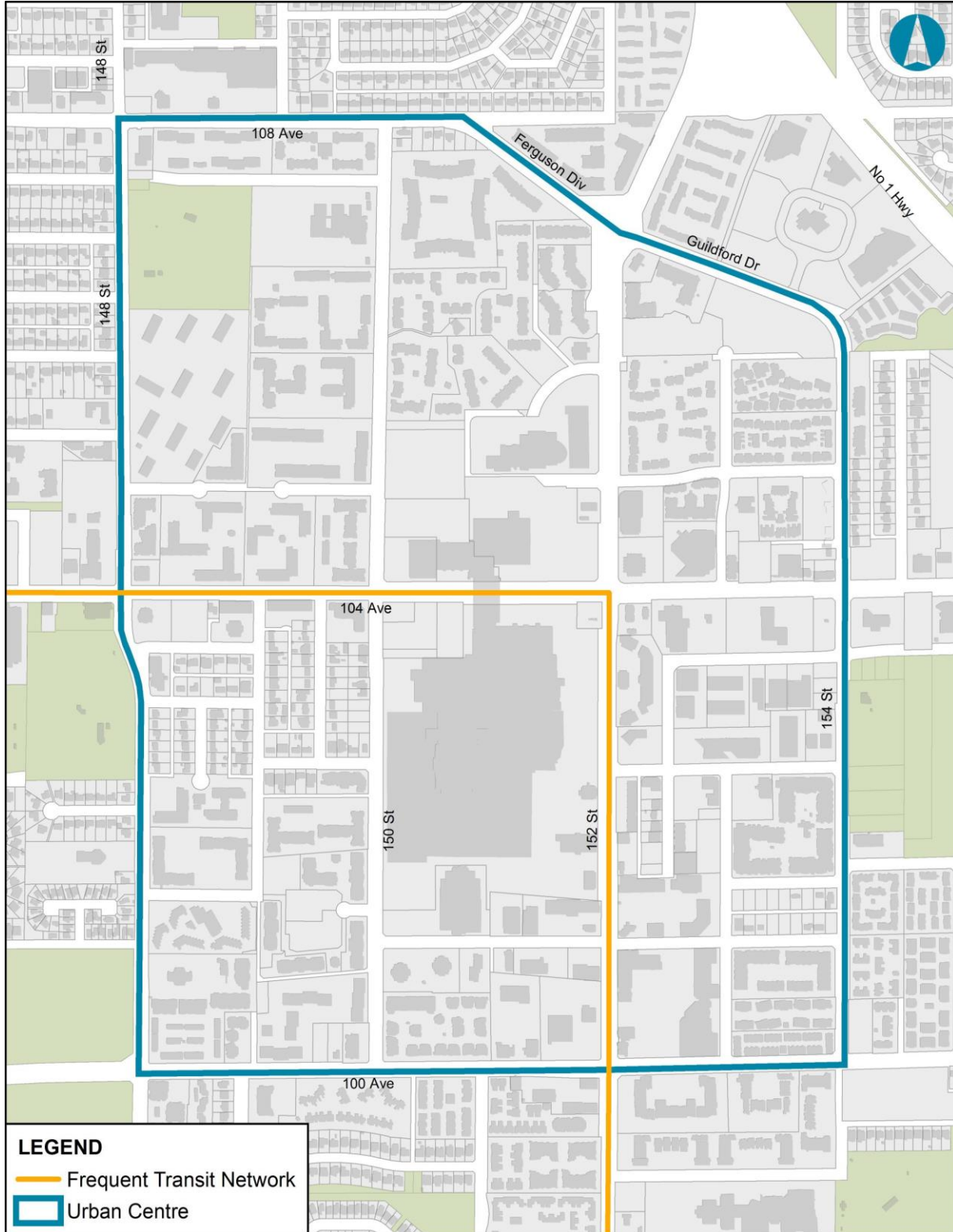


Figure 56: RCS: Urban Centre Boundary—Newton Town Centre

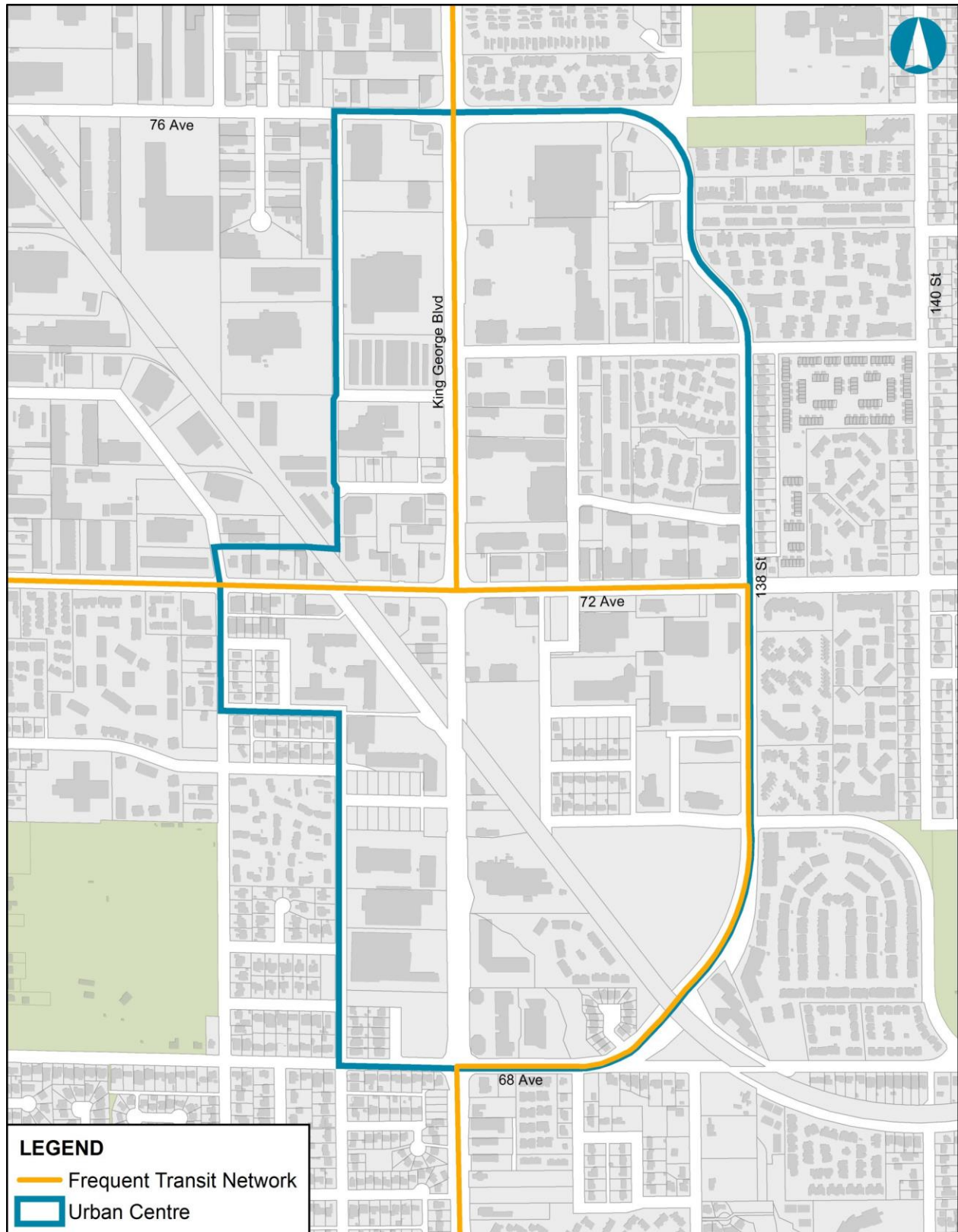
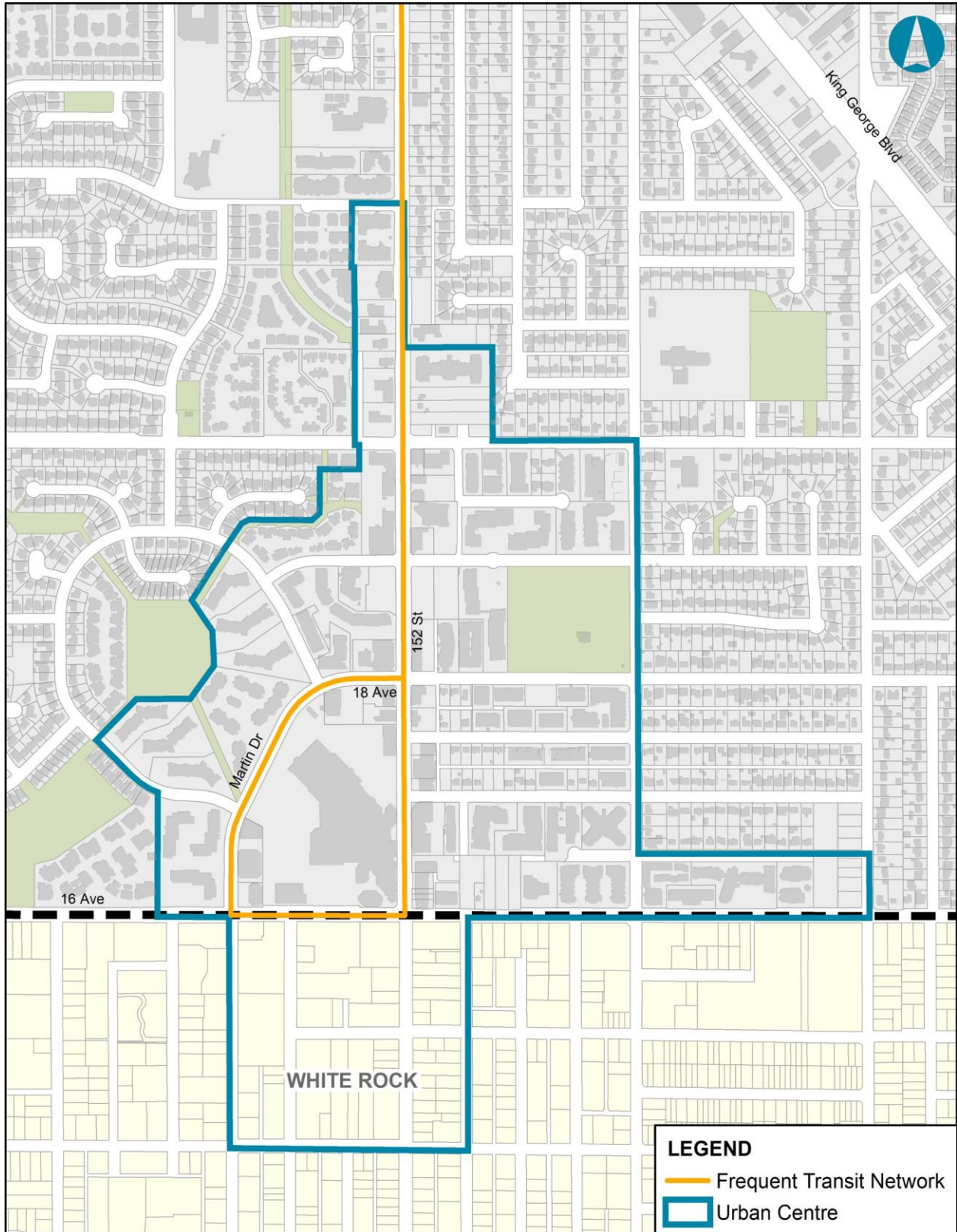


Figure 57: RCS: Urban Centre Boundary—Semiahmoo Town Centre



1.2 Focused Growth (cont.)

1.2.G(b)(iv)

URBAN CENTRE PARKING REQUIREMENTS

To support sustainable development practices in Urban Centres, it is essential that the right balance is struck between reducing residential and commercial parking requirements and increasing the availability, convenience and use of public transit. OCP policies supporting a reduction in parking requirements in locations well served by transit include: B1.34, B2.12, C2.45 and C2.46.

1.2.G(c)(i)

FREQUENT TRANSIT DEVELOPMENT AREA LOCATIONS AND BOUNDARIES

Three FTDA's have been identified for Surrey. Additional FTDA locations will be examined in the future, including, if appropriate, along the Scott Road Corridor. In addition to Urban Centres, FTDA's are intended to accommodate higher densities where a high level of public transit is, or will be, available. These areas are shown in Figures 58 through 60 and supported by policy within Surrey's OCP including: A2.6 and B3.6.

1.2.G(c)(ii)

FREQUENT TRANSIT DEVELOPMENT AREA DEVELOPMENT AND GROWTH

The *Regional Growth Strategy* identifies Frequent Transit Development Areas where regional growth will be accommodated. The Land Use and Densities Section of the OCP indicates where higher densities are available in FTDA's. Policies within Surrey's OCP supporting these areas include: A1.3, A2.6, B3.2, B3.5 and B3.9.

1.2.G(c)(iii)

FREQUENT TRANSIT DEVELOPMENT AREA PARKING REQUIREMENTS

In order to support sustainable development practices in Frequent Transit Development Areas, it is essential that the right balance is struck between reducing residential and commercial parking requirements while also increasing the availability, convenience and use of public transit. Policies within Surrey's OCP supporting these adjustments include: B1.34, C2.45 and C2.46.

1.2.G(d)(i)

URBAN LOCATIONS AND BOUNDARIES

Surrey's General Urban areas are intended to accommodate various types of residential and commercial development to accommodate and serve Surrey's projected population increases. Surrey's OCP illustrates support for this designation in the Land Uses and Densities Section and on Figure 3.

1.2.G(d)(ii)

URBAN DENSITIES

Surrey's Urban locations fall outside of Urban Centres and Frequent Transit Development Areas and are intended to accommodate low to medium residential densities. Surrey's OCP illustrates support for this land use designation in the Land Uses and Densities Section and through policies: A1.2, A1.3, B4.2, B2.10, B4.3, B4.6, B4.11 and B4.12.

1.2.G(d)(iii)

SMALL SCALE LOCAL CENTRES

Small scale mixed-use developments are permitted throughout Surrey in the Urban designation providing local services and a broad mix of housing types. Surrey's OCP illustrates support for this designation in the Land Uses and Densities Section.

1.2.G(d)(iv)

URBAN AREA, NON-RESIDENTIAL, MAJOR TRIP-GENERATING USES

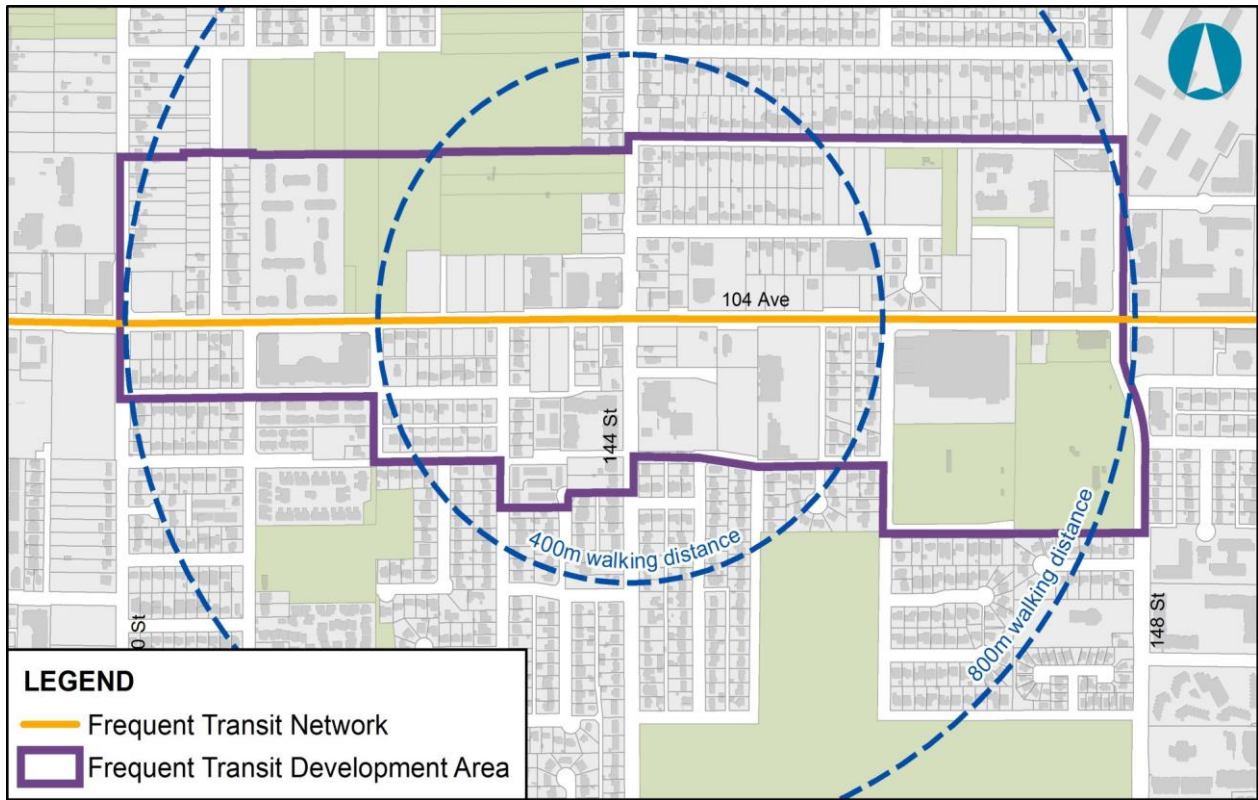
Except as indicated in approved Secondary Plans, Surrey's Urban land use designations do not support major trip-generating commercial or industrial uses outside of Urban Centres or FTDA's. Major trip-generating uses are defined as: regional and major civic institutions, hospitals, government office or high density residential or commercial development in excess of 1.5 FAR. Policies within Surrey's OCP supporting Urban Area uses include: A2.2, A2.3, A2.4, B1.9, C2.47, E1.19, E1.20 and E1.23.

1.2.G(d)(v)

INFILL DEVELOPMENT

Supporting infill development is seen as an important role in efficiently using Surrey's developable land. Policies within Surrey's OCP supporting infill development include: A3.1, A3.2, A3.3 and A3.5.

Figure 58: RCS: FTDA Boundary—104 Avenue



Conceptualization of Light Rapid Transit along 104 Avenue, Surrey.



Figure 59: RCS: FTDA Boundaries—East Clayton

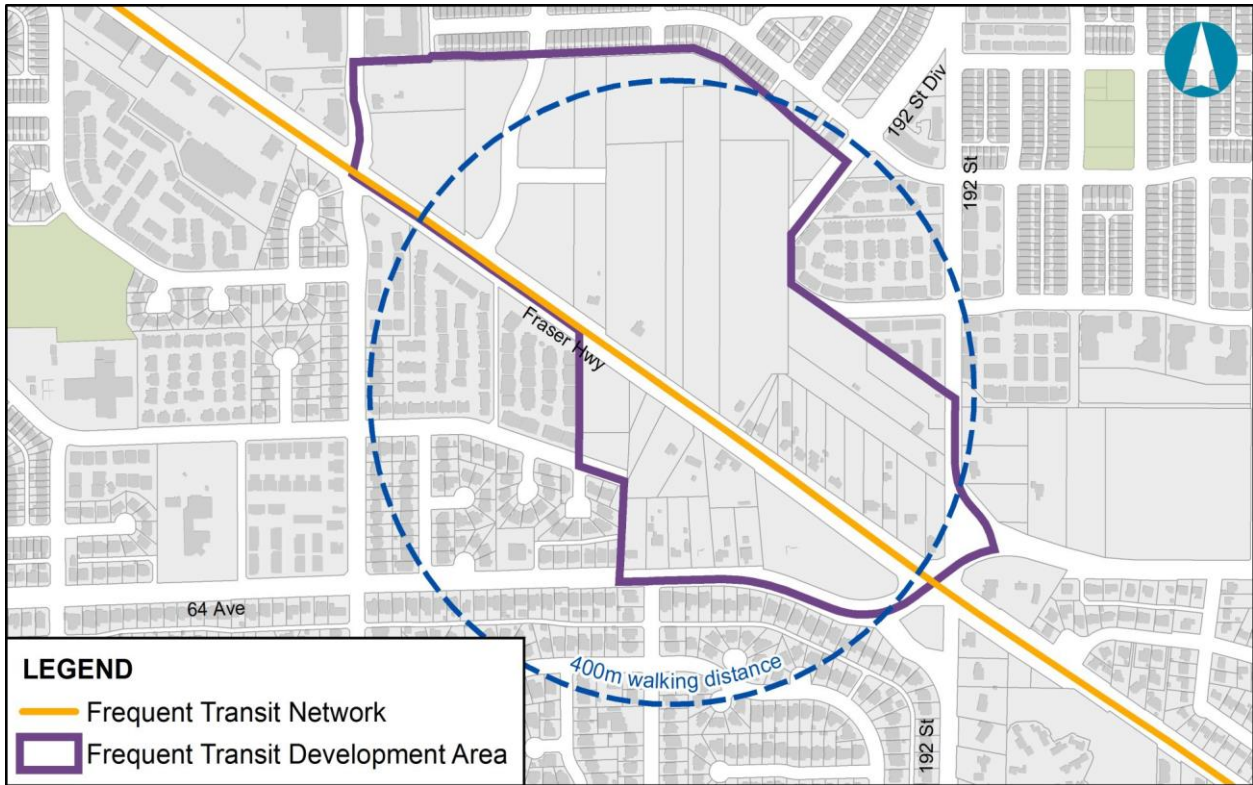
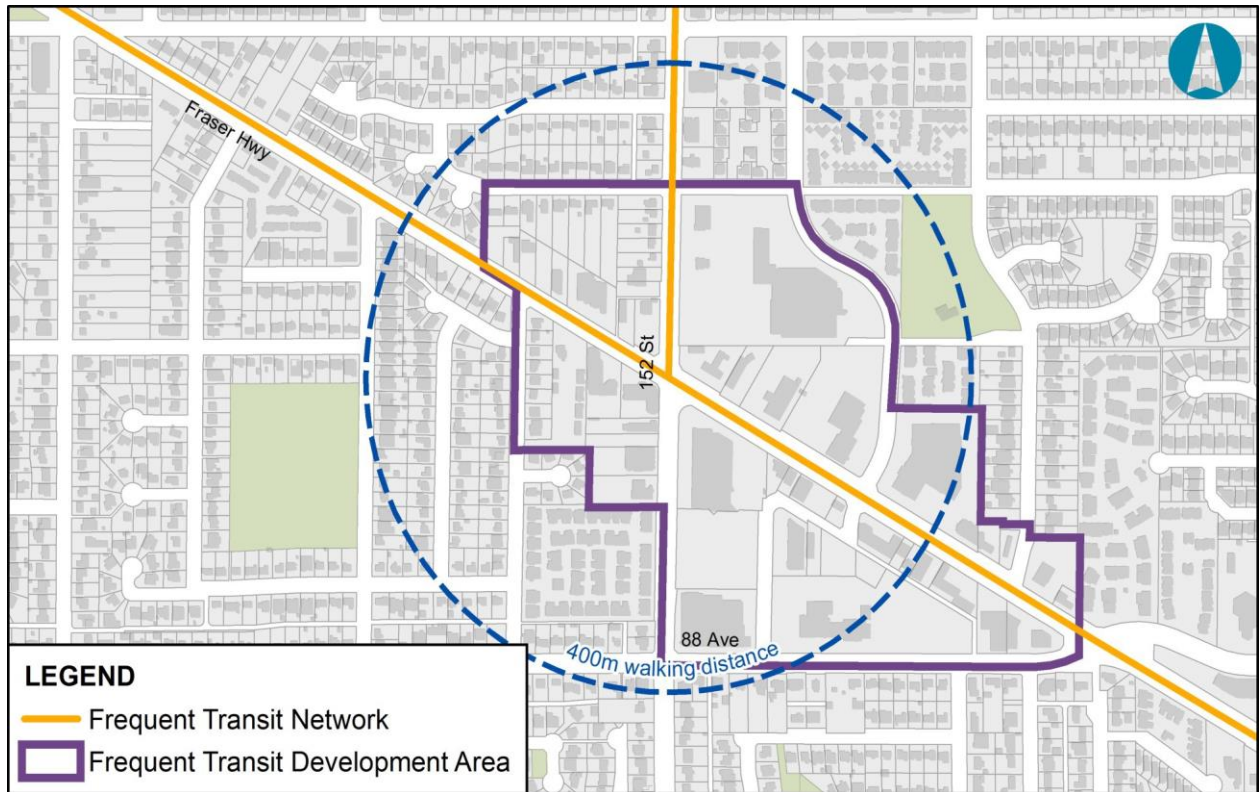


Figure 60: RCS: FTDA Boundary—Fleetwood West



Fleetwood Gardens located in Fleetwood Park; Surrey.



1.2 Focused Growth (cont.)

1.2.6(e) INDUSTRIAL, MIXED-EMPLOYMENT, CONSERVATION AND RECREATION LAND USE DESIGNATIONS

The *Regional Growth Strategy* supports industrial, mixed-employment and conservation and recreation uses as the primary use where they fall within Urban Centres of Frequent Transit Development Areas. Surrey's OCP illustrates support for these designations in the Land Uses and Densities Section and on Figure 3. Policies within Surrey's OCP supporting these land use designations in Urban Centres and FTDA's include: E1.1, E.12, E1.13, and E1.14.

1.2.6(f)(i) INDUSTRIAL/URBAN CONFLICTS

Industrial activities can be negatively impacted by other urban uses. Surrey's OCP supports the reduction of industrial and urban conflicts, illustrated in the following policies: E1.3 and E1.8.

1.2.6(f)(ii) WALKING, CYCLING AND TRANSIT

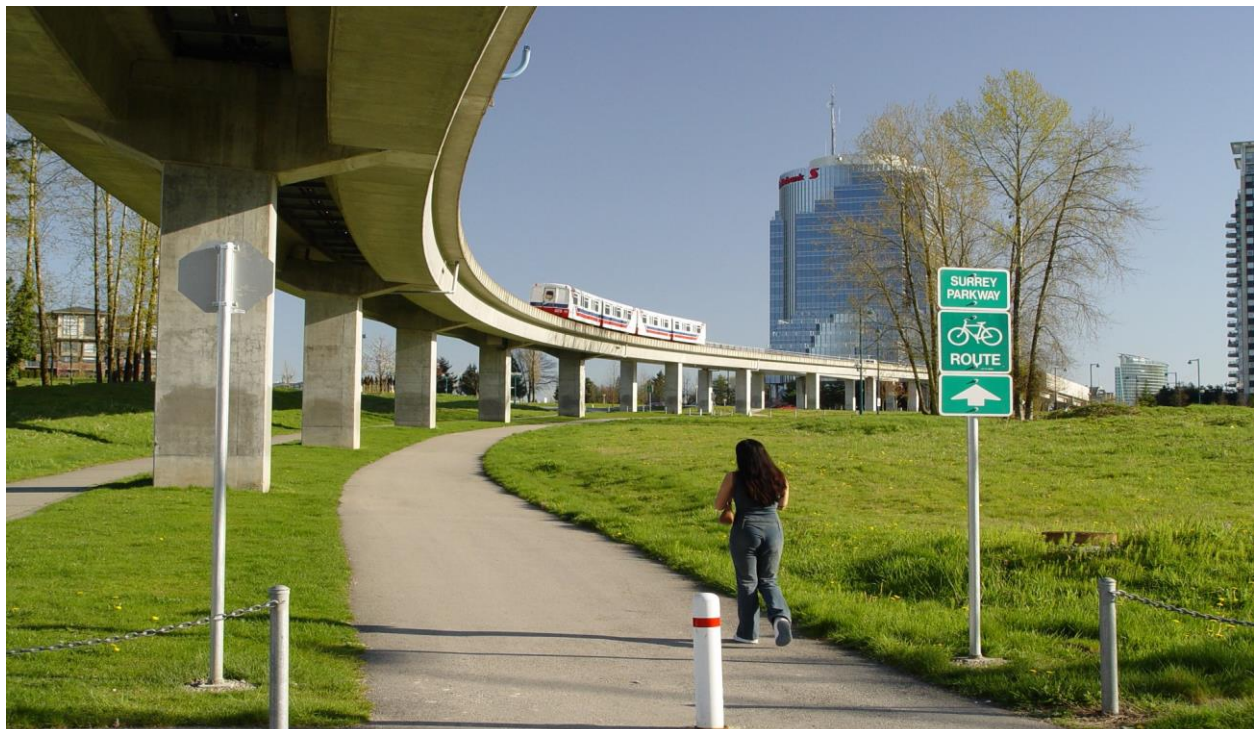
Urban Centres, Frequent Transit Development Areas and general Urban designated areas should provide ample opportunities for walking, cycling and efficient transit use. There are numerous policies supporting these modes of transportation within Surrey's OCP including: A3.3, A3.7, B1.16, B1.22, B2.11, B2.15, B3.8, B4.1, B4.28, B4.29, B4.31, C2.3 and C3.25.

1.2.6(f)(iii) TRANSIT PRIORITY MEASURES

Providing transit priority measures into Surrey's infrastructure allows for a more convenient and user-friendly transit system. Policies within Surrey's OCP supporting these measures include: C2.5, C2.24 and C2.25.

1.2.6(f)(iv) DISTRICT ENERGY SYSTEMS

Surrey is committed to ensuring its citizens have access to affordable energy sources, now and into the future. Supporting District Energy within its Urban Centres is a first step in providing energy alternatives for Surrey residents. Policies within Surrey's OCP supporting District Energy use include: B1.19, B1.20, B1.21, D4.1, D4.17, D4.18, D4.19 and D4.20.



Multi-Use Surrey Parkway in City Centre, underneath the SkyTrain guide way.

1.3 Rural Protection

Protect Rural Areas from Urban Development

In order to meet Strategy 1.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

RURAL AREA LOCATIONS AND BOUNDARIES

Surrey's Rural locations are intended to accommodate low density residential uses as set out in the Land Uses and Densities Section of this OCP and on Figure 3.

1.3.3(b) RURAL AREA DEVELOPMENT

Development within Rural areas in Surrey is limited to large properties that are not serviced by a sanitary sewer system. Extension of a sanitary sewer system to Rural areas is not expected within the foreseeable future. Surrey's OCP supports Rural areas as identified within the Land Use and Density Section and with policies: A1.5 and A4.3.

1.3.3(c)(i) RURAL AREA DENSITIES AND FORM

Rural development within Surrey is limited and restricted to large lots of a minimum of 0.8 hectares (2 acres). Surrey's OCP supports Rural densities as identified within the Land Use and Density Section.

1.3.3(c)(ii) AGRICULTURAL USES

Agricultural land comprises approximately 1/3 of Surrey's entire land base. Surrey's OCP supports Agricultural land as identified within the Land Use and Density Section, on Figure 3 and 43 and with policies: A1.4, E3.4 and E3.5.

1.3.3(a)



Rural neighbourhood; Surrey.

GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

The second goal of Metro Vancouver's *Regional Growth Strategy* is achieved by building, expanding and supporting a region with a diverse economic base that takes advantage of its port and that works to support development in a sustainable manner allowing for a future with appropriate lands protected for commercial and industrial purposes.

Strategies

- 2.1 Promote land development patterns that support a diverse Regional economy and employment close to where people live.
- 2.2 Protect the supply of industrial land.
- 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.



2.1 Diverse Economy

Promote Land Development Patterns that Support a Diverse Regional Economy and Employment Close to Where People Live

In order to meet Strategy 2.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

2.1.4(a)



As Surrey continues to grow and develop new residential areas, it is important that economic opportunities are supported and expanded within the city. Policies within Surrey’s OCP that support economic development in Urban Centres, Frequent Transit Development Areas, Industrial sites and Mixed Employment areas are illustrated in the Land Use and Density Section and in policies: E1.1, E1.3, E1.4, E1.5, E1.6, E1.15, E1.19, E1.21, E2.1, E2.2 and E2.3.

2.1.4(b)

OFFICE SPACE

Ensuring there is a healthy mix of employment within Surrey involves the provision of sufficient office space, particularly within Urban Centres. Policies within Surrey’s OCP supporting office uses include: A2.4, B1.9 and E1.19.

2.1.4(c)

MAJOR COMMERCIAL AND INSTITUTIONAL DEVELOPMENT

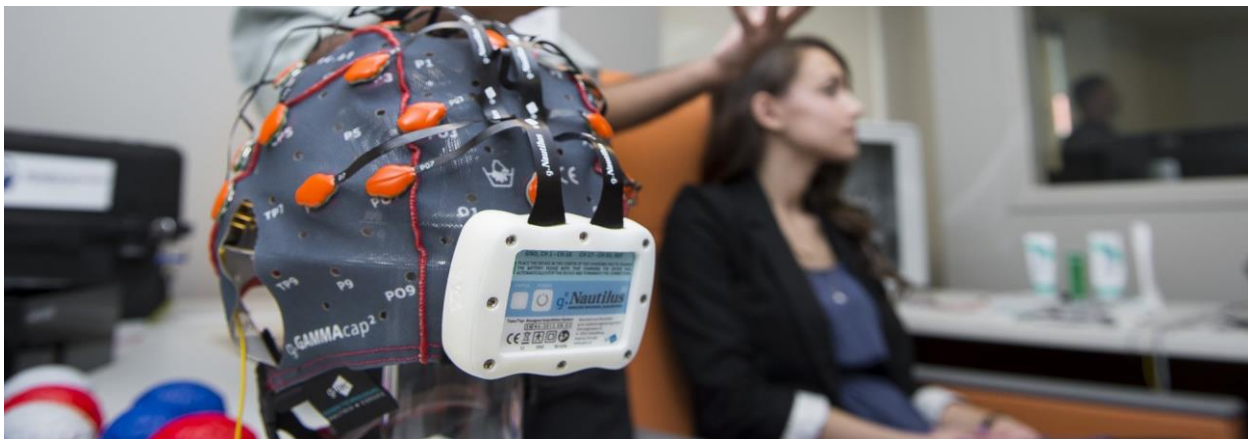
Surrey’s Urban Centres and Frequent Transit Development Areas are intended to accommodate major commercial and institutional development due to their proximity to public transit and public amenities. Policies within Surrey’s OCP supporting where these large scale uses locate include: A2.2, B1.1, B1.5, B1.6, B1.7, B1.8 and B1.9.

2.1.4(d)

SPECIAL EMPLOYMENT AREAS

Surrey does not have any Special Employment Areas but does recognize the importance of supporting institutional uses such as hospitals and post secondary education. Surrey’s OCP has several policies supporting the continued operations of these uses in the city including: B1.5, B1.6, B1.7, E2.9 and E2.10.

Innovation Boulevard business NeuroTech Lab; Surrey Memorial Hospital



2.2 Industrial Land

Protect the Supply of Industrial Land

In order to meet Strategy 2.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

INDUSTRIAL AREAS

The Regional Growth Strategy, (as amended) identifies Industrial areas within Surrey that will accommodate regional industrial growth well into the future. These are illustrated in the Land Use and Densities Section and Figure 51.

2.2.4(b)(i)

INDUSTRIAL PROTECTION

As populations increase within all areas of the Lower Mainland, pressures increase to accommodate residential construction on lands designated for commercial or industrial purposes. Surrey has a significant portion of the Region’s available industrial base and in order to ensure land exists in the future for well-paying employment opportunities, existing industrial land needs to be retained for future industrial development. Policies within Surrey’s OCP supporting the protection of industrial land include: E1.1, E1.2 and E1.11.

2.2.4(b)(ii)

INDUSTRIAL ACCESSORY USES

Limited non-industrial, accessory uses within industrial areas may be beneficial to the overall operation of an industrial business. Support for these accessory uses can be found within Surrey’s OCP in the Land Use and Densities Section and in policy: E1.12, E1.21 and E1.22.

2.2.4(b)(iii)

INDUSTRIAL LAND USE EXCLUSIONS

Industrial areas are often under pressure to accommodate non-industrial uses, including big-box retail, and residential or stand-alone offices, as initial land prices in industrial areas tend to be cheaper than areas designated for commercial or residential uses. Policies within Surrey’s OCP that discourage non-industrial uses in industrial areas include: E1.11, 1.12 and E1.13.

2.2.4(a)



Endurance Wind Power; Campbell Heights Industrial Park; Surrey

2.2 Industrial Land (cont.)

2.2.4(b)(iv)

INDUSTRIAL LAND INTENSIFICATION

Current industrial land uses tend to be developed with large footprint, low-density, single-storey buildings. To ensure sufficient industrial land well into the future, intensification of industrial sites is desirable. Policies within Surrey's OCP supporting increasing land intensification for industrial buildings include: E1.5, E1.6 and E1.7.

2.2.4(c)

MIXED EMPLOYMENT AREAS AND BOUNDARIES

The Figure 3, General Land Use Designations map of this OCP and Figure 51 identify Mixed Employment areas within Surrey that are consistent with the areas shown in the RGS.

2.2.4(d)(i)

MIXED USES IN MIXED EMPLOYMENT AREAS

Mixed Employment areas are intended to accommodate a variety of uses including industrial, commercial, office and other employment uses that are appropriate for industrial areas. Surrey's OCP illustrates these uses in the Land Uses and Densities Section and with policies: E1.21, E1.22 and E1.23.

2.2.4(d)(ii)

LARGE AND MEDIUM FORMAT RETAIL

Several types of retail businesses require large buildings for their stock or storage needs. These uses are retail in nature but require warehouse-type buildings and market to both consumers and businesses. These uses are not permitted in most Mixed Employment areas in Surrey except in select areas as permitted in approved Secondary Plans, as documented in the Land Use and Densities Section of this OCP and in policy: E1.23.

2.2.4(d)(iii)

MAJOR TRIP-GENERATING USES

The *Regional Growth Strategy* (as amended) supports locating major and/or regional trip-generating uses within Urban Centres or Frequent Transit Development Areas. Policies in Surrey's OCP supporting this objective include: A2.2, B1.5, B1.8, B1.9 and E1.19.

2.2.4(d)(iv)

MIXED EMPLOYMENT IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

There are several small instances of overlap between Mixed Employment uses and Urban Centres and Frequent Transit Development Areas in the OCP. In these areas, higher density employment uses, such as office retail, may be permitted as supported in the Land Use and Densities Section and policies: E1.19 and E1.23.

2.2.4(d)(v)

INFILL AND DENSITY INCREASES

Where current land use plans identify densities or where Mixed Employment areas are accessible to transit, density increases are permitted. Surrey's OCP supports these increases in the Land Use and Densities Section and in policies: E1.3 and E1.4.

2.2.4(d)(vi)

EXCLUDED RESIDENTIAL USES

Residential uses are not permitted within Mixed Employment areas. Policies within Surrey's OCP to support this restriction are identified within the Land Use and Density Section and in policy: E1.13.

2.2.4(e)

REDUCE ENVIRONMENTAL IMPACTS

Ensuring industrial and manufacturing industries include sustainable processes and energy efficiency into their operations is a key component businesses can achieve to help Surrey reach its sustainability goals. For those areas within Surrey's jurisdiction, the OCP identifies policies supporting reducing environmental impacts including: E1.31, E1.32 and E1.33.

2.3 Agricultural Land

Protect the Supply of Agricultural Land and Promote Agricultural Viability with an Emphasis on Food Production

In order to meet Strategy 2.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

AGRICULTURAL AREAS AND BOUNDARIES

The *Regional Growth Strategy* (as amended) identifies Agricultural areas in the Agricultural Land Reserve in Surrey that are required to accommodate food production well into the future. This OCP designates Agricultural areas that encompass the RGS Agricultural designation as well as additional areas outside of the ALR. This is shown in the Land Use and Density Section and in Figures 3 and 43.

2.3.6(b)(1)

REGIONAL AGRICULTURAL VIABILITY

Surrey has designated over one third of its land for agricultural uses. Continued protection of this land from development encroachment and from non-farm uses is important for the future longevity of the industry. Policies within Surrey's OCP supporting agricultural land include: E3.1, E3.2, E3.7, E3.10 and E3.24.

2.3.6(b)(ii)

AGRICULTURAL LAND SUBDIVISION

The City of Surrey and its Agricultural and Food Security Advisory Committee discourage the fragmentation of agricultural land through subdivision. Policies within Surrey's OCP discouraging farm fragmentation include: E3.5 and E3.7.

2.3.6(b)(iii)

AGRICULTURAL INFRASTRUCTURE SUPPORT

The success of Surrey's agricultural industry is not only related to having available land for production, it also requires having infrastructure that supports farm operations in terms of adequate transportation routes, drainage and access to water. Policies within Surrey's OCP supporting agricultural infrastructure systems include: E3.19, E3.20, E3.21, E3.22 and E3.23.

2.3.6(a)



Agricultural farm workers in Surrey.

2.3 Agricultural Land (cont.)

2.3.6(b)(iv) AGRICULTURAL INTERFACE AREAS

Surrey has many areas where urban uses and agricultural land physically connect. As a means to protect agricultural uses from adjacent urban development, Surrey supports ensuring that this interface is appropriately managed. Policies within Surrey’s OCP supporting ag-urban interface management include: E1.9, E3.24, E3.25, E3.26, E3.27, E3.28, E3.29, and E3.30 as well as a Development Permit Area and Guidelines specific to the ag-urban interface.

2.3.6(b)(v) AGRICULTURAL ECONOMIC DEVELOPMENT

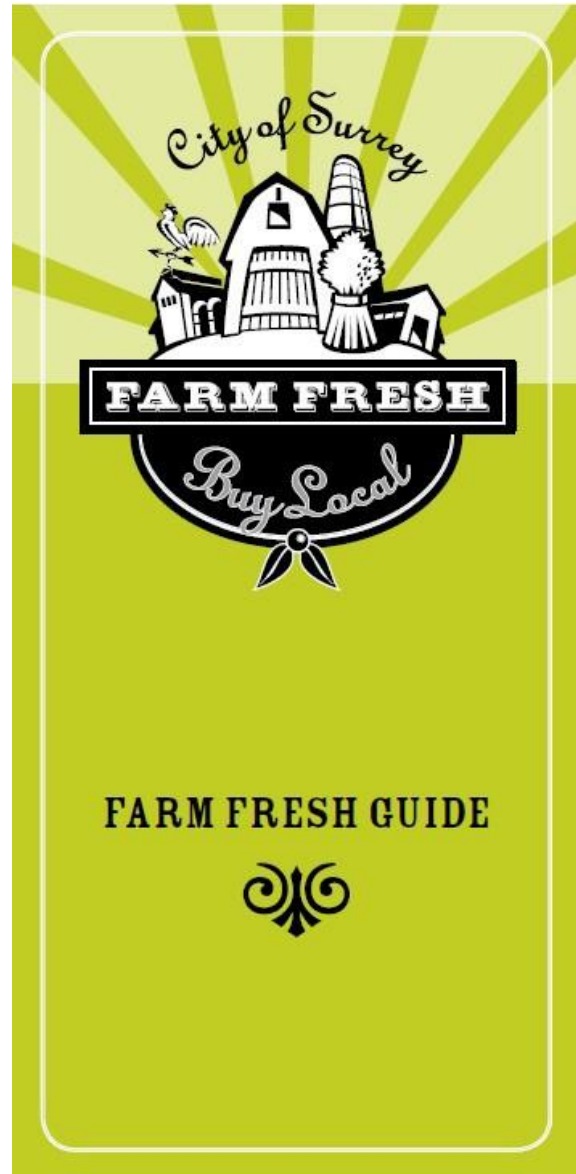
Surrey recognizes the value agricultural activities bring to the economic well-being of the City. Ensuring the agricultural industry is supported is an important goal identified within Surrey’s *Agricultural Plan* and *Agricultural Protection and Enhancement Strategy* (as amended). Policies within Surrey’s OCP supporting agricultural economic development include: E3.8, E3.9, E3.10, E3.11 and E3.15.

2.3.6(b)(vi) AGRICULTURE AND FOOD PRODUCTION

Surrey has established local food production as a priority within its *Agricultural Protection and Enhancement Strategy* (as amended). The definition and regulation of permitted agricultural uses within the ALR is the responsibility of the Agricultural Land Commission. The City of Surrey has limited ability to prioritize food production over other permitted agricultural uses such as ornamental horticulture or equestrian uses. Ensuring Surrey’s agricultural land is available and able to accommodate food production is an important aspect in maintaining a healthy agricultural industry in Surrey as well as establishing an important connection between food produced for, and consumed by, Surrey residents. Policies within Surrey’s OCP encouraging increased food production on agricultural land include: F5.1, F5.3, F5.4 and F5.5.

2.3.6(b)(vii) AGRICULTURAL EDUCATION

Surrey has long supported using educational programs to connect the public with the agricultural industry. Policies within Surrey’s OCP illustrating the continued commitment include: E3.17 and E3.18.



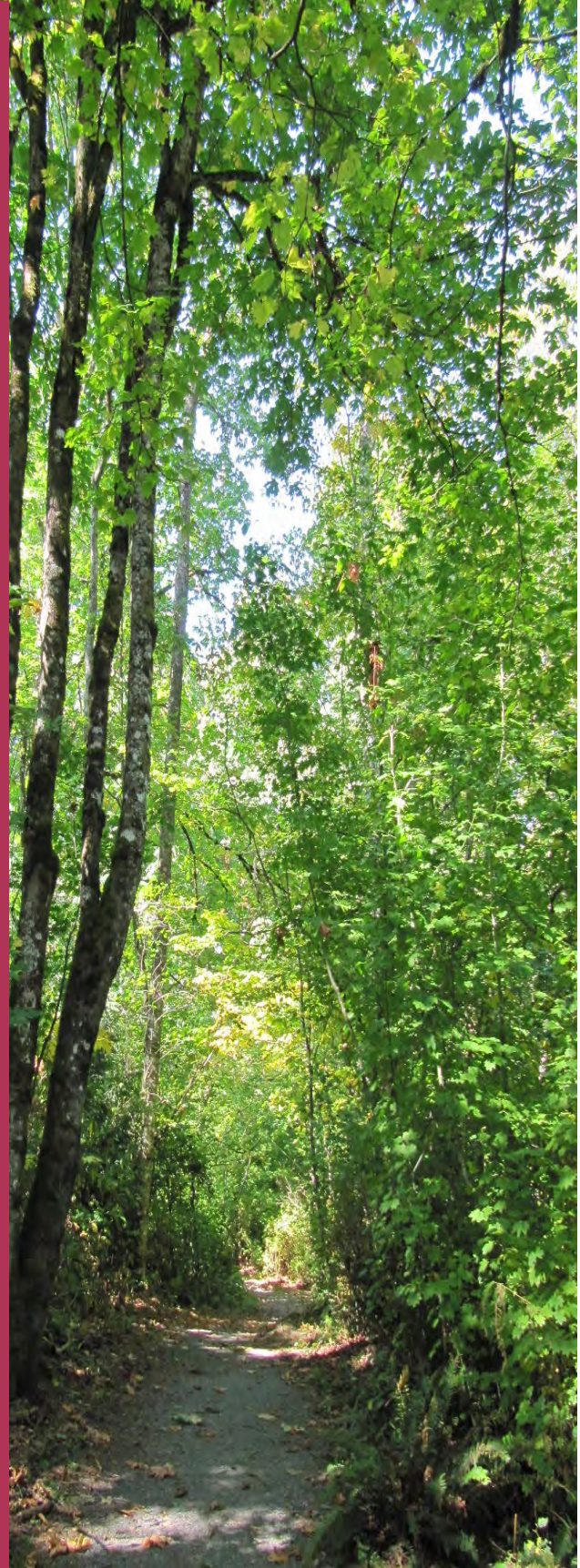
Surrey's Farm Fresh Guide lists local farms and details the type of products grown and sold at each.

GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

The third goal of Metro Vancouver's *Regional Growth Strategy* is achieved by recognizing the natural environment's importance in supporting a livable and sustainable region that boasts a very distinct and recognizable Sense of Place. This goal also addresses the importance of accommodating climate change and adaptation and mitigation into development policies.

Strategies

- 3.1 Protect Conservation and Recreation lands.
- 3.2 Protect and enhance natural features and their connectivity.
- 3.3 Encourage land use and transportation Infrastructure that reduce energy consumption and greenhouse gas emissions and improve air quality.
- 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.



3.1 Conservation and Recreation Land

Protect Conservation and Recreation Lands

In order to meet Strategy 3.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.1.4(a) CONSERVATION AND RECREATION AREA BOUNDARIES

The *Regional Growth Strategy* (as amended) identifies Conservation and Recreation Areas that are required to be identified within Surrey on a municipal level. These are illustrated in the Land Use and Densities Section and on Figure 3.

3.1.4(b)(i) INFRASTRUCTURE SUPPORT AND PROTECTION

Metro Vancouver watersheds that supply Surrey’s drinking water are not located within Surrey, therefore protecting lands for this purpose is not part of Surrey’s Official Community Plan.

3.1.4(b)(ii) ENVIRONMENTAL CONSERVATION AND PROTECTION

The City of Surrey has identified many goals for achieving environmental conservation and protection which are established in Surrey’s *Sustainability Charter* (as amended). The City also supports management of the natural environment by preparing Integrated Stormwater Management Plans (ISMP) for each of Surrey’s watershed catchment areas. These goals are illustrated in Surrey’s OCP and include: C1.9, C1.16, D1.1, D1.2 and D1.7.

3.1.4(b)(iii) RECREATION AND OUTDOOR SPACE

Surrey is well known for its provision of extensive outdoor recreation opportunities. Continuing to support and expand on large, regionally significant outdoor recreation parks (e.g. coordinating the completion of the Regional Recreation Greenway Network) is a goal of the City and is supported through OCP policies that include: C3.6, C3.9, C3.13 and C3.20.



Elgin Park, Surrey

3.1 Conservation and Recreation Land (cont.)

3.1.4(b)(iv) CONSERVATION AND RECREATION EDUCATION, RESEARCH AND TRAINING

Surrey supports City residents having ready access to programs and facilities that provide education, research, or training in conservation or recreation-related issues. Policies in Surrey’s OCP supporting these programs include: D1.13 and D1.14.

3.1.4(b)(v) CONSERVATION AND RECREATION USES AND AMENITIES

The lands identified as Conservation and Recreation in Surrey (see Figure 3) are not generally available for commercial recreation uses. Where such uses and amenities are considered, physical facilities and infrastructure are limited to parks, consistent with policy: C3.21.

3.1.4(b)(vi) CONSERVATION, RECREATION AND AGRICULTURAL USES

The Conservation and Recreation lands identified in Figure 3 are not generally suitable for agricultural uses, with the exception of portions of Tynehead Regional Park, under the management of Metro Vancouver. The Conservation/Recreation designation in the Land Use and Densities Section does not preclude agriculture as a use provided it does not compromise the primary objective of ecological protection.

3.1.4(c) CONSERVATION AND RECREATION BUFFER AREAS

In certain instances, it is necessary to ensure there is an appropriate natural or landscaped buffer between areas designated for conservation and recreation from other adjacent uses. Policies within Surrey’s OCP supporting this buffer include: D1.2, D1.6, D1.7 and D1.17.



Urban-Agriculture Vegetated Buffer with recreation path.

3.4 Natural Features

Protect and Enhance Natural Features and Their Connectivity

In order to meet Strategy 3.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.2.4

ECOLOGICAL AREAS MANAGEMENT

The City of Surrey is completing the preparation of a (draft) *Biodiversity Conservation Strategy* detailing Surrey’s sensitive ecosystems and how they are to best be managed in a growing and rapidly changing city. Policy within Surrey’s OCP supporting the protection of sensitive ecosystems include: D1.1, D1.3, D1.4, D1.6 and D1.7 as well as Development Permit Area Guidelines established for Hazard Lands and Sensitive Ecosystems.

3.2.5

REGIONAL AND GREENWAY DEVELOPMENT AND MANAGEMENT

Surrey works collaboratively with other levels of government to maintain parkland and greenways; specifically, Surrey is working on completing its portion of the Experience the Fraser Initiative, Regional Recreation Greenway Network (*Regional Growth Strategy—Map 9*). Policies in Surrey’s OCP supporting this work include: C3.26, C3.27, C3.28 and C3.29.

3.2.6

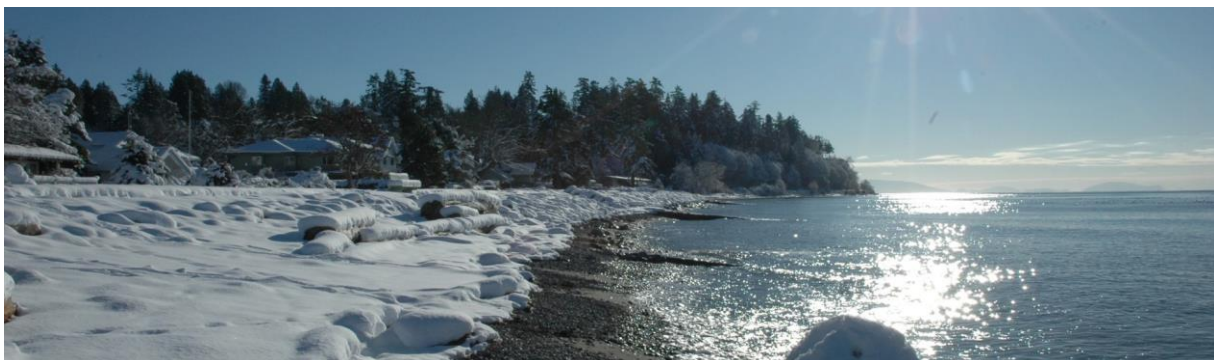
ECOLOGICAL PROTECTION, ENHANCEMENT AND RESTORATION

Surrey has many ecologically-important areas including Sensitive Fisheries Zones and the estuaries of Mud, Boundary and Semiahmoo Bays. Protecting, enhancing and restoring these sensitive ecosystems is a priority for Surrey and is reflected in OCP policies that include: D1.1, D1.2, D1.3, D1.7, D1.10, D1.12, D3.1 and D3.15.

3.2.7

WATERSHED MANAGEMENT

Surrey supports the protection of its watersheds and ecosystems. Creating a Development Permit Area for Sensitive Ecosystems and requiring the preparation of Integrated Stormwater Management Plans for development are ways in which Surrey works to protect watersheds. This is illustrated in Surrey’s OCP through policy that includes: C1.8, C1.9, C1.12, D3.6, D3.7 and D3.8.



Crescent Beach

3.3 Energy and Emissions

Encourage Land Use and Transportation Infrastructure that Reduce Energy Consumption and Greenhouse Gas Emissions, and Improve Air Quality

In order to meet Strategy 3.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.3.4(a)

GREENHOUSE GAS REDUCTION TARGETS

With Surrey's rapidly growing population, reducing per capita greenhouse gas emissions is a challenging task. Surrey has identified several ways in which GHGs will be reduced as development proceeds. Policies in Surrey's OCP that support GHG reduction (to below 2007 levels by 33% by 2020 and by 80% by 2050) include: D4.1, D4.2, D4.4, D4.13 and D4.14.

3.3.4(b)

ENERGY CONSUMPTION REDUCTIONS

Surrey is fully committed to developing affordable energy options for its residents well into the future, including supporting the development of its first District Energy system. Policies within Surrey's OCP and within Surrey's *Community Energy and Emission Plan* (CEEP) (adopted November 2013) supporting changes in energy use include: D4.6, D4.8, D4.9, D4.17 and D4.21.

3.3.4(c)

URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREA INFRASTRUCTURE

Surrey's OCP focuses future high-density development within Urban Centres and in Frequent Transit Development Areas. Guidelines for development that provide for greater pedestrian movements and improved amenity spaces are identified with this OCP's DP1 Form and Character Development Permit Area. Additional policies supporting this type of development include: A1.3, A2.1, A2.4, A2.6, B1.3, B1.22, B1.28, B3.1 and B3.4.

3.3.4(d)

STORMWATER MANAGEMENT AND WATER CONSERVATION

Surrey is committed to developing in a sustainable manner including the use of natural drainage systems and water conservation in development. Policies in Surrey's OCP supporting this type of development include: C1.5, C1.8, C1.9, C1.11 and C1.12.



Surrey supports the use of alternative transportation modes including Cycling, Bus Service, SkyTrain and Light Rapid Transit.

3.4 Climate Adaptation and Hazards

Encourage Land Use and Transportation Infrastructure that Improve the Ability to Withstand Climate Change Impacts and Natural Hazard Risks

In order to meet Strategy 3.4, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.4.4 CLIMATE CHANGE AND SETTLEMENT PATTERNS

Surrey has many areas with development potential that also fall within potentially hazardous areas such as steep slopes or floodplains. Surrey is proposing to regulate development in these areas with policies that include: D2.1, D2.4, D2.5, D2.6, D2.8, D3.2 and D4.21 and with DP2 Development Permit Area for Hazard Lands in the Implementation Section of this OCP.

3.4.5 MUNICIPAL UTILITIES AND CLIMATE CHANGE

The City of Surrey is responsible for the installation and maintenance of City-owned municipal infrastructure systems. Ensuring these assets are managed to reduce exposure to natural hazards and the effects of climate change is supported through Surrey's OCP policies including: C1.12, C1.14, C1.16, C1.20, C1.21, D4.21 and D4.23.

High water protection efforts along the Nicomekl River, Surrey.



GOAL 4: DEVELOP COMPLETE COMMUNITIES

The fourth goal of Metro Vancouver's *Regional Growth Strategy* is achieved by establishing the basis for walkable, mixed-use, transit-oriented communities to thrive and support the variety of residents found within Surrey. This goal focuses on providing appropriate, affordable housing is key as well as designing neighbourhoods and urban areas so they are physically and socially accessible to all ages.

Strategies

- 4.1 Provide diverse and affordable housing choices.
- 4.2 Develop healthy and complete communities with access to a range of services and amenities.



4.1 Housing

Provide Diverse and Affordable Housing Choices

In order to meet Strategy 4.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

4.1.7(a)(i) HOUSING OPTIONS AND SUPPORT

Surrey is a fast-growing city that is required to ensure adequate housing is available for its residents. Just as there are many different types of residents so are there many different types of housing needs. Requirements for housing are also detailed in separate Secondary Plans or are specialized and specific to one housing issue. Policies within Surrey’s OCP that detail how Surrey is supporting diverse housing options include: B4.5, F3.2, F3.6 and F3.7.

4.1.7(a)(ii) HOUSING STOCK SUPPLY AND DIVERSITY

Surrey is expected to accommodate a significant growth in population over the life of this OCP and well into the future. In order to do that efficiently, Surrey must ensure housing densities and designs are appropriate to adequately supply residents with places to live. Policies within Surrey’s OCP supporting increasing densities and developing appropriate styles of residential buildings include: A2.1, A4.1, B1.36, B1.37, B1.38, B4.5, B4.6, F3.12, F3.14 and F3.22.

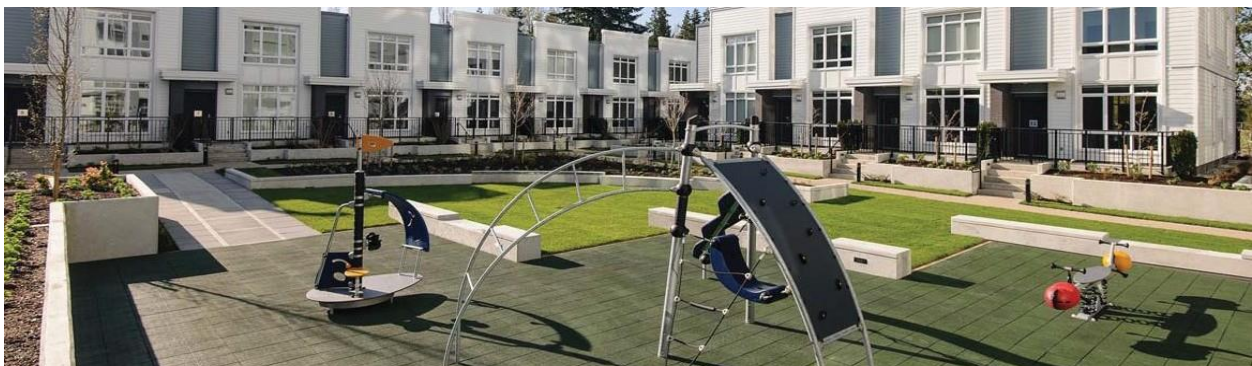
4.1.7(a)(iii) AFFORDABLE RENTAL UNIT SUPPLY

Surrey has successfully worked with higher levels of government to secure affordable rental units for low income residents. Continuing to foster these relationships to take advantage of government funding to support the construction of additional rental units is supported in Surrey’s OCP through policies such as: B3.4, F3.12, F3.13, F3.14, F3.15, F3.16, F3.17 and F3.18.

4.1.7(a)(iv) AFFORDABLE HOUSING INCENTIVE MEASURES

The City of Surrey can support the provision of affordable housing in the City by adjusting Zoning requirements and by prioritizing the processing of development applications. Policies in Surrey’s OCP supporting incentive measures include: B1.35, B1.37, F3.1, F3.9, F3.14, F3.15, F3.18 and F3.19.

Ultra development’s housing variety and amenity space; Surrey City Centre.



4.1 Housing (cont.)

4.1.8(a)-(f)

Surrey is in the process of preparing a Housing Action Plan. This Plan is intended to assess local housing market conditions, to identify housing priorities and to develop implementation measures including policies, financing mechanisms and partnerships. Policies in Surrey's OCP supporting this process include:

- a) Housing Market Condition Assessment (F3.1)
- b) Housing Priorities (F3.1 and F3.21)
- c) Housing Implementation Measures (F3.1 and F3.19)
- d) New Rental Housing Development (F3.1, F3.14 and F3.15)
- e) Housing Provided Through Government Partnerships (F3.1, F3.2 and F3.6)
- f) Metro Vancouver Housing Corporation (F3.1 and F3.2)



Maple Court Infill development, Surrey.

4.2 Services and Amenities

Develop Healthy and Complete Communities with Access to a Range of Services and Amenities

In order to meet Strategy 4.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

4.2.4(a)

COMPACT URBAN SPACES

Surrey supports the creation of compact urban spaces that offer safe and convenient opportunities for active transportation. Policies within Surrey's OCP supporting compact, walkable urban developments include: A4.1 and F4.2.

4.2.4(b)

CULTURE, HEALTH AND AFFORDABILITY

Surrey is committed to ensuring it's City Centre and Town Centres are the heart of cultural, educational or health services and amenities. Policies in Surrey's OCP supporting these objectives include: B1.5, B2.1, B2.4, B2.8 and B2.9.

4.2.4(c)

COMMUNITY ENGAGEMENT

Providing spaces for communities to come together to share in cultural events or regular social interaction is a key component to creating healthy neighbourhoods. Policies in Surrey's OCP supporting creating public spaces for social interaction include: B1.13, B1.15, B2.17, B4.4, B4.19, B4.20, B6.7, B6.9, F7.4 and F7.7.

4.2.4(d)

ACTIVE LIVING

Surrey is committed to providing many opportunities for its residents to lead healthy active lives. Providing opportunities to access parks, trails and recreation facilities is a key component in that goal. Policies within Surrey's OCP supporting active living include: C3.12, C3.14, C3.26, F4.2 and F4.3.

4.2.4(e)

URBAN AGRICULTURE

Increasingly communities and those residents living in urban areas are wanting to access healthy, local food. Supporting urban agriculture and community gardens is a small step in improving access to local food. Policies in Surrey's OCP supporting urban agriculture include: F5.1, F5.4 and F5.6.

4.2 Services and Amenities (cont.)

4.2.4(f)

HEALTHY URBAN ENVIRONMENTS

Surrey is increasingly considering the health impacts of development in terms of its location and access to active transportation options or if physical design can reduce some of the noise and air quality issues that can be associated with urban environments. Policies within Surrey's OCP supporting the development of healthy urban environments include: B4.1, B4.6, B6.2, B6.20, B6.22, F4.2 and F4.3.

4.2.4(g)

UNIVERSAL DESIGN

Communities are comprised of a multitude of people that have different mobility or sensory abilities. Accommodating access for all user groups is a key element in good community design. Policies in Surrey's OCP supporting universal design in development include: F6.4, F6.5, F6.6, F6.7 and F6.8.

4.2.4(h)

SMALL SCALE CENTRES

Surrey supports small scale Local Centres that do not compete with Urban Centres but that serve local neighbourhood needs and provide housing and commercial opportunities with available public transit. Policies within Surrey's OCP supporting small scale centres include: B4.3, B4.11 and B4.12.

4.2.4(i)

SPECIAL EMPLOYMENT AREAS

Surrey does not have any Special Employment Areas as illustrated in the *Regional Growth Strategy*.



Bear Creek Playground, Surrey.

GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

The fifth goal of Metro Vancouver's *Regional Growth Strategy* is achieved by adjusting land uses and the physical development of space to influence travel patterns and transportation systems. Having accessible, affordable and abundant public transportation infrastructure is paramount to supporting pedestrian-oriented site development and urban areas. The identification of Frequent Transit Development Areas is an important step in Surrey's move to ensuring adequate transportation options are provided for its residents and visitors.

Strategies

- 5.1 Coordinate land use and transportation to encourage transit, multi-occupancy vehicles, cycling and walking.
- 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.



5.1 Sustainable Transportation

Coordinate Land Use and Transportation to Encourage Transit, Multi-Occupancy Vehicles, Cycling and Walking

In order to meet Strategy 5.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

TRANSPORTATION LAND USES AND POLICIES

Surrey supports transportation decisions in accordance with Surrey's *Transportation Strategic Plan* (as amended). That Plan identifies the priorities for transportation that include taking into account the needs of users, in order of priority: pedestrians, transit, cycling, commercial traffic and trucks, high occupancy vehicles and single occupancy vehicles. Policies within Surrey's OCP supporting sustainable transportation include: B1.16, B1.18, C2.1—C2.6, C2.20—C2.25, C2.29—C2.33 and C2.40—C2.46.

5.1.6(b) TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Surrey supports the use of Transportation Demand Management (TDM) in its development decision making processes. Policies within Surrey's OCP supporting the use of TDM include: C2.40, C2.41, C2.42 and C2.43.

5.1.6(c) ALTERNATIVE TRANSPORTATION MODES

Supporting the use of transit and active transportation are key elements in Surrey's efforts in creating healthy communities and neighbourhoods. Policies within Surrey's OCP supporting alternative transportation modes include: B1.16, B1.17, C2.5, C2.6, C2.23 and C2.24.

5.1.6(a)



Rendering of Light Rail Transit train car for Surrey.

5.2 Safe and Efficient Movement

Coordinate Land Use and Transportation to Support the Safe and Efficient Movement of Vehicles for Passengers, Goods and Services

In order to meet Strategy 5.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

5.2.3(a) GOODS MOVEMENT

Surrey provides key linkages for goods movement within the Metro Vancouver region, as shown in Figure 27 (RCS Figure 62) and Figure 30 (RCS Figure 61). Ensuring goods can conveniently access highway, railways, ports and the Canada/US border are key elements in ensuring the Region’s economy continues to operate efficiently and effectively. Policies in Surrey’s OCP supporting local and regional goods movement include: C2.34, C2.35, C2.36, E1.24, E1.27 and E1.30.

5.2.3(b) EFFICIENT VEHICLE MOVEMENT

Ensuring vehicles move throughout Surrey efficiently is a key priority in the management of municipal transportation systems. Policies within Surrey’s OCP supporting land use and transportation decisions include: C2.1, C2.8, C2.9, C2.10, C2.11, C2.12 and C2.14.

5.2.3(c) LOCAL AND REGIONAL TRANSPORTATION SYSTEMS

Surrey’s local roads are part of a larger regional transportation system. Optimizing existing capacity and managing the traffic that uses these roads is important for Surrey’s overall development. Policies in Surrey’s OCP supporting the City’s role in optimizing existing capacity in the overall transportation system (see Figure 27 (RCS Figure 62) and Figure 30 (RCS Figure 61)) include: C2.2, C2.8, C2.12, E1.24, E1.26 and E1.27.

5.2.3(d) RAILWAY AND WATERWAY PROTECTION

Railway and waterway protection within Surrey (see Figure 30) is a vital component of the local and regional economies of this area. Policies within Surrey’s OCP supporting sustainable railway and waterway uses include: C2.26, C2.27, C2.28, C2.34, C2.39,



Scott Road transportation corridor, Surrey.

Figure 61: RCS: Goods Movement

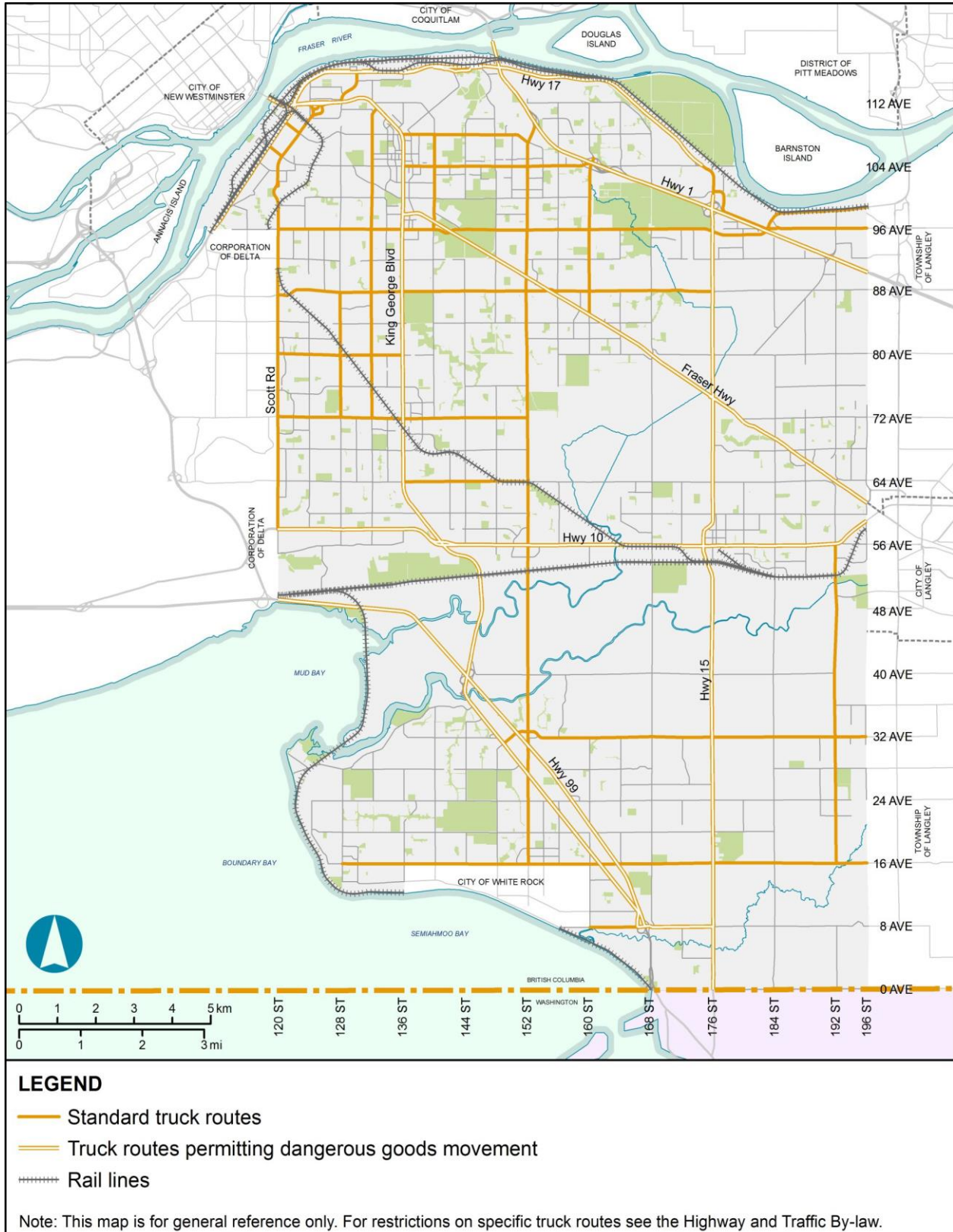
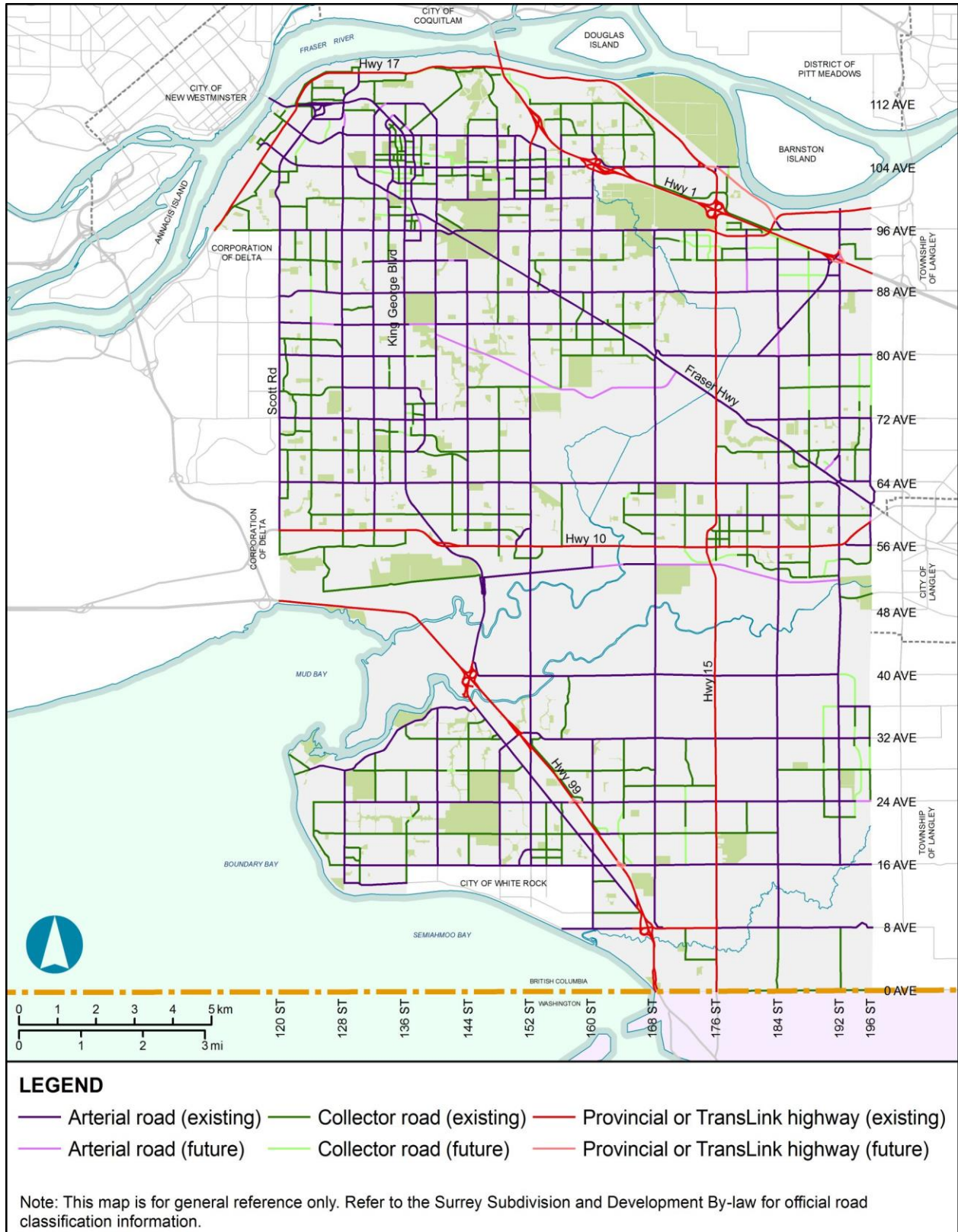


Figure 62: RCS: Major Road Classifications



To: Regional Planning Committee

From: Marcin Pachcinski, Division Manager of Electoral Area and Implementation Services,
Mikayla Tinsley, Senior Policy and Planning Analyst, Regional Planning and Housing
Services

Date: June 3, 2024 Meeting Date: July 4, 2024

Subject: **Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)**

RECOMMENDATION

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024”; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.
-

EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 3 amendment to *Metro 2050* for a 1.3 hectare parcel located on the east side of 128 Street and south of 80 Avenue in the Newton Industrial area, directly adjacent to the Newton Cultural Commercial District. The proposed amendment would redesignate the regional land use from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility. The requested *Metro 2050* Type 3 amendment bylaw requires an affirmative 50% + 1 weighted vote of the MVRD Board. The proposed amendment has been assessed in relation to applicable *Metro 2050* goals and policies. There is some concern that this proposal could lead to additional requests to redesignate industrial lands nearby. However, the direct impacts from redesignating this small parcel of industrial land would be small, and the amendment is compatible with several of the goals in *Metro 2050*. Based on this review, on balance, the proposed amendment is supportable. The key points of regional analysis for this application are as follows:

- The proposed amendment would redesignate 1.3 hectares of land with a regional Industrial land use designation that is strategically located from a goods movement perspective;
- The 16 hectare Newton Cultural Commercial District was created by the City of Surrey in 2014 (including support from Metro Vancouver for regional land use redesignation from Industrial to Employment) to contain the loss of industrial lands and conversion to other uses. Adding the subject site to the Newton Cultural Commercial District may increase pressure for adjacent lands to seek redesignation to non-industrial uses;
- The proposed amendment would add 1.3 hectares of land with a regional Employment land use designation, and likely lead to the creation of jobs, as commercial uses tend to provide a higher density of jobs;

- While provisions in *Metro 2050* stipulate that it is preferable to concentrate commercial uses within Urban Centres and Frequent Transit Development Areas, the subject site is located near bus routes with frequent service and a greenway; and
- The City of Surrey staff report estimates that the proposed amendment would lead to an increase in vehicle trip generation compared to the site’s current Industrial use.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the City’s request to amend Metro 2050 to accommodate commercial uses, including retail, office space, and a childcare facility through a Metro 2050 Type 3 amendment.

BACKGROUND

On March 21, 2024, Metro Vancouver received a request from the City of Surrey to consider a *Metro 2050* amendment for the subject site. The proposed amendment would amend the regional land use designation for the site from Industrial to Employment. Proposed amendments are brought to the Regional Planning Advisory Committee, Regional Planning Committee and MVRD Board for consideration.

SITE CONTEXT

The subject site is a single parcel that is approximately 1.3 hectares in size. It is bounded by commercial uses to the north, and industrial uses to the east, west, and south. The City’s staff report notes that the subject site is abutting, but not within, the Central Newton Cultural Commercial District.

Figure 1 – Site Context



The Central Newton Cultural Commercial District was created to address development pressure to introduce commercial uses throughout the Industrial lands in Newton. As such, the plan concentrates commercial uses on lands designated Mixed Employment around the intersection of 80 Avenue and 120 Street, with the intent that, elsewhere in Newton, these uses would not be permitted on Industrial lands to help retain Industrial uses. The City of Surrey intends to add the subject lot to the Central Newton Cultural Commercial District plan area, should Metro Vancouver approve the Metro 2050 amendment.

Figure 2 – Existing Regional Land Use Designations

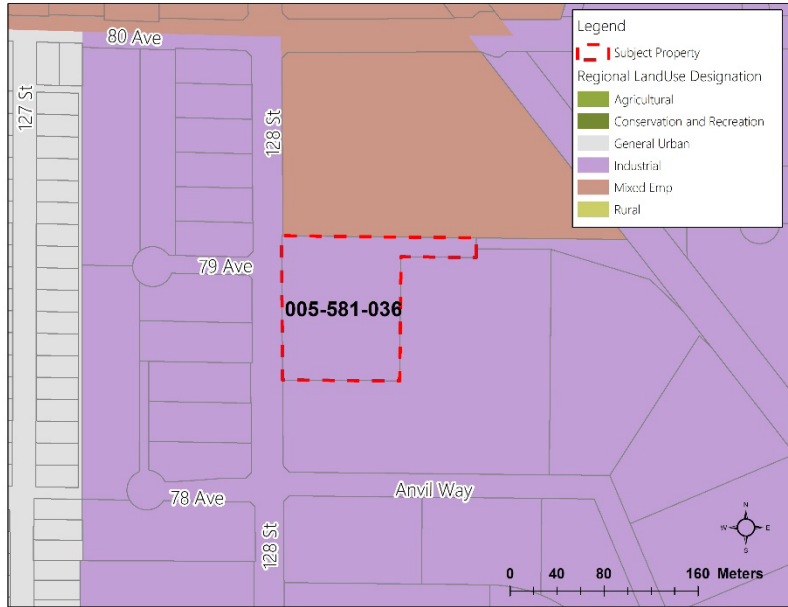
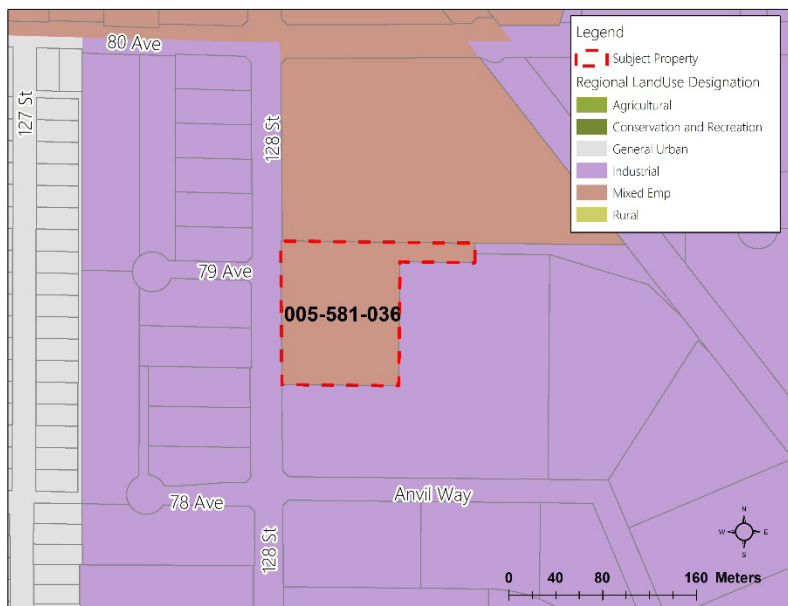


Figure 3 – Proposed Regional Land Use Designations



The proposal would see the site developed into two five storey commercial buildings and one childcare building with a total FAR of 2.0. The commercial building would consist of retail uses on the ground and second floors, and office uses on floors three through five.

Table 1 – Proposed Lot Area and Floor Area

Lot Area	
Gross Site Area	13,453 sq.m.
Road Dedication	345 sq.m.
Net Site Area	13,109 sq.m.
Floor Area	
Retail	10,472 sq.m.
Office	14,685 sq.m.
Childcare	1,060 sq.m.
Total	26,218 sq.m.

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

On February 26, 2024, the City of Surrey held a public hearing and granted 3rd reading to the respective OCP and zoning amendment bylaws. The proposal would amend the City’s OCP and Zoning Bylaw for the subject site to accommodate commercial uses. The City can only proceed to adopt the proposed OCP amendments after the MVRD Board approves the corresponding *Metro 2050* Type 3 amendment given the change of land use being requested. The proposed land use changes are outlined in Table 2 and on Figures 2 and 3.

Table 2 – Proposed Site Designations

	Current	Proposed
<i>Metro 2050</i>	Industrial	Employment
OCP	Industrial	Mixed Employment
Zoning	IL (Light Impact Industrial Zone)	CD (Comprehensive Development Zone)

REGIONAL PLANNING ANALYSIS

The City of Surrey’s proposed *Metro 2050* amendment has been assessed in relation to the applicable goals and policies of the Regional Growth Strategy. The intent of the assessment by Regional Planning staff is to identify regional planning implications and the regional significance of the proposed land use changes in consideration of *Metro 2050*, not to duplicate the municipal planning process. *Metro 2050* sets out a long-term regional vision to support growth and change while protecting the natural environment, fostering community well-being, and supporting economic prosperity, among other objectives. Staff’s role in assessing amendment requests is primarily to consider any implications to the shared *Metro 2050* vision, goals and strategies from a long-term, regional perspective. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary, and to direct growth to a network of Urban Centres and along transit

corridors, with an aim to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

Consideration 1: Contain urban development within the Urban Containment Boundary

The proposed amendment does not affect the Urban Containment Boundary.

Consideration 2: Focus growth in Urban Centres and Frequent Transit Development Areas

The subject site is not located within an Urban Centre or Frequent Transit Development Area. The shared regional vision in *Metro 2050* sets out that major commercial uses are most strategically located within Urban Centres and Frequent Transit Development Areas. However, the subject site does have good transit service, with two current bus routes, the 323 and 393 routes, with the former providing Frequent Transit Network service, with all-day frequencies under 15 minutes and peak-period services under 10 minutes.

Consideration 3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

Metro 2050 encourages member jurisdictions to locate a variety of services, including local serving retail uses and child care facilities in areas with good access to transit to support the development of resilient, healthy, connected, and complete communities. The proposed amendment would introduce office, retail and childcare, all of which are in strong demand in a fast growing community. The 2023 Survey of Licensed Child Care Spaces in Metro Vancouver showed that the City of Surrey is particularly lacking in childcare spaces, with only 18.3 childcare spaces per 100 children under the age of 12 (Reference 1). The inclusion of retail, office and child care uses into this location would generally support the regional goal of creating complete communities with a range of services and amenities.

Goal 2: Support a Sustainable Regional Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the region's supply of industrial and agricultural lands, while supporting employment opportunities close to where people live.

Consideration 1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

Although commercial uses and employment are needed in every community, the shared regional vision set out in *Metro 2050* sets out that they should be primarily focused in Urban Centres and Frequent Transit Development Areas. While provisions in *Metro 2050* stipulate that it is preferable to concentrate commercial uses within Urban Centres and Frequent Transit Development Areas, the subject site is located in a fast growing community that is well served by transit and other transportation options. The proposed amendment will result in the creation of additional office, retail and child care related jobs in a location that is easily accessible. Economic activity on industrial lands also contributes directly to employment and plays a significant role in helping to support a diverse regional economy. As noted in the Economic Value of Industrial Lands to the Metro Vancouver Region study, not all jobs are the same, and the average wages from industrial jobs are higher than the regional average (Reference 2). The proposed amendment would be mixed

in terms of supporting the regional goal to support the development of a diverse regional economy. The proposal would increase economic activity and jobs on the site, but this would come at the expense of losing a small site of strategically located industrial land in the region.

Consideration 2: Protect the supply and enhance the efficient use of industrial land

The supply of industrial lands in Surrey and the region is limited and in high demand as documented in the Metro Vancouver Regional Industrial Lands Strategy and the 2020 Regional Industrial Lands Inventory (References 3 and 4).

In 2014, a Regional Growth Strategy land use designation amendment from the City of Surrey created the 16 hectare Newton Cultural Commercial District. One stated objective of this new commercial district was to stop and contain the ongoing loss of industrial lands and intrusion of commercial uses into the surrounding areas. This is confirmed and stated in the City's staff report submitted in support of this proposal where it notes:

In order to relieve commercial pressure on Industrial lands throughout the community, the Central Newton Cultural Commercial District was established so that cultural and commercial uses could be focused in one area, thus protecting and maintaining the integrity of the remaining industrial lands.

Metro Vancouver staff note that a change in the regional land use designation from Industrial to Employment will further erode the city's and region's supply and capacity of industrial lands. When considering a re-designation from Industrial to Employment or any other designation, it is important to consider whether accepting this request will lead to additional requests. If this application is approved, it is likely that there will be further pressure for land use changes, conversions, and speculation in the area, that will result in increased pressure for more non-industrial uses on designated Industrial lands.

The City's staff report on this proposal notes similar concerns:

Approval of the current proposal would draw commercial uses farther south along 128 Street, further eroding the industrial land base, and providing increasing pressure for adjacent lands to redevelop to non-industrial uses.

The proposed development, if approved, would put pressure on other Industrial lands in Surrey to be converted to commercial uses, including other lands located in the Newton industrial area.

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

Goal 3 of *Metro 2050* includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

Consideration 1: Protect, enhance, restore, and connect ecosystems

The City's staff report notes that the applicant has proposed to remove one mature cottonwood tree on-site and plant 40 replacement trees (including birch, maples, spruce and cherry trees),

which exceeds the City's 1:1 replacement requirement. As the site is within the Urban Containment Boundary, planting 40 trees on site will contribute to the *Metro 2050* regional urban tree canopy cover target to increase the total regional tree canopy cover within the urban containment boundary to 40 percent by the year 2050. This is provided that: the tree species are resilient to harsh urban conditions (i.e. high temperatures, summer drought); sufficient soil volume is provided; and the trees are regularly irrigated and properly maintained so they can reach full maturity.

Consideration 2: Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

The proposed amendment application is not expected to negatively affect the shared *Metro 2050* objective to advance land use, infrastructure, and human settlement patterns that collectively improve our resilience to climate change impacts and natural hazards. The site is not located within a high-probability hazard area, according to Metro Vancouver's Regional Multi-Hazard Mapping Project.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 of *Metro 2050* includes strategies that encourage greater supply and diversity of housing to meet a variety of needs. The proposed amendment does not enable or impact residential development, therefore the Goal 4 strategies and policies of *Metro 2050* are not applicable.

Goal 5: Support Sustainable Transportation Choices

Goal 5 of *Metro 2050* includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

Consideration 1: Supporting sustainable transportation options

The subject site is located close to transit with many sustainable transportation options, which supports increasing the intensity of uses at the site. The subject site is directly served by two current bus routes, the 323 and 393 routes, with the former providing Frequent Transit Network service, with all-day frequencies under 15 minutes and peak-period services under 10 minutes. Moreover, the site is directly linked by a bike lane on 128 Street, connecting facilities on both 80 Avenue and 76 Avenue, and a multi-use path on the nearby Serpentine Greenway (which is part of the Regional Greenway Network).

However, these assets seemingly did not inform the design of the proposed project. The project is largely being designed to accommodate private vehicles, and will likely drive significantly more vehicle traffic to the area compared to the site's current industrial use. The City of Surrey's amendment application materials estimate that the site will generate approximately 900 vehicles per hour in the peak and 713 off-street parking spaces, primarily underground, are proposed. To help manage this incremental demand, the applicant is being required to construct a new traffic signal at 79 Avenue and extensions of existing turn bays at 80 Avenue, along with unspecified improvements to pedestrian and transit infrastructure along 128 Street.

Consideration 2: Supporting efficient movement of goods and services

128 Street is a designated truck route and part of the Major Road Network, which makes the site favourable for industrial uses. Given the importance of protecting industrial lands with access to goods movement networks set out in *Metro 2050*, the site's proximity to truck routes and major roads does not support a change in land use to commercial-oriented uses from a regional goods movement perspective.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Water Services (GVWD)

The City's staff report does not provide an estimation of the increase in population served and the associated water demand resulting from this redesignation and rezoning. As soon as the population and water demand details are available, the City is requested to forward the information to Metro Vancouver's Water Services.

Liquid Waste Services (GVS&DD)

The proposed amendment should be of minimal hydraulic impact on Metro Vancouver's sewer conveyance system.

REGIONAL PLANNING ADVISORY COMMITTEE COMMENTS

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for comment on May 17, 2024. Staff from the City of Surrey presented on the amendment application and in response to a question from committee members, confirmed that a transportation impact analysis was completed.

REGIONAL CONTEXT STATEMENT

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change is required from the City of Surrey prior to final adoption of the amendment bylaw. It is expected that the City will submit the updated RCS for consideration of acceptance if the Board chooses to initiate the proposed amendment process for *Metro 2050* and gives 1st, 2nd and 3rd readings to the *Metro 2050* amendment bylaw. The updated RCS will then be considered alongside the final adoption of the amendment bylaw. This process is in alignment with the regional growth strategy and associated implementation guidelines. Once received, Metro Vancouver has 120 days to accept or not accept the RCS.

REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS

Subsequent to the Regional Planning Advisory Committee meeting, Metro Vancouver staff will prepare a report for the Regional Planning Committee and MVRD Board with a draft amendment bylaw for consideration. If the amendment bylaw receives 1st, 2nd, and 3rd readings, it will then be referred to affected local governments, local First Nations, and relevant agencies, as well as posted on the Metro Vancouver website for a minimum of 45 days to provide an opportunity for comment.

Metro 2050 identifies additional public engagement opportunities that may be used at the discretion of the MVRD Board including: appearing as a delegation to the Regional Planning Committee for the MVRD Board when the amendment is being considered; conveyance of comments submitted from the respective local public hearing to the MVRD Board, and hosting a

public information meeting (digitally or in person). All comments received will be summarized and included in a report advancing the amendment bylaw and updated RCS to the MVRD Board for consideration of final adoption.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the *Metro 2050* amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024”; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.
2. That the MVRD Board decline the proposed amendment for 7880-128 Street, and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the initiation of the City of Surrey’s proposed Type 3 Amendment. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

CONCLUSION

The City of Surrey has requested that the MVRD Board consider a Type 3 amendment to *Metro 2050* for a 1.3 hectare site in the Newton Industrial area to change the land use designation from Industrial to Employment. This proposal would add 1.3 hectares of lands with a regional Employment land use designation to accommodate commercial uses, including retail, office space, and a childcare facility. It will also result in the loss of 1.3 hectares of well-located Industrial land. Metro Vancouver staff are concerned that this proposal could lead to further applications to convert adjacent industrial land, which was meant to be contained through the creation of the 16 hectare Newton Cultural Commercial District. However, the subject site is quite a small parcel, and therefore the direct impact of redesignation is minor.

From a transportation perspective, the proposed amendment is likely to generate significantly more vehicle trips than its current industrial use. Although commercial uses are more ideally located in Urban Centres and Frequent Transit Development Areas, the site does have frequent bus service and is located near a greenway. The proposed amendment is also likely to confer benefits in terms of job creation and the provision of amenities, such as childcare, in the area. Therefore, staff have concluded that, on balance, the proposed amendment is supportable.

The proposed amendment is unlikely to have a significant impact on Metro Vancouver’s sewer conveyance system. Additional information is required to fully assess water servicing implications for this application, should it proceed. This information can be received post-bylaw during the development planning stage. Staff recommend Alternative 1.

ATTACHMENTS

1. City of Surrey Regional Growth Strategy Amendment Application and Staff Report, dated March 21, 2024 (File: 7923-0090-00)
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392
3. Presentation re: *Metro 2050* Type 3 Proposed Regional Land Use Amendment City of Surrey - 7880-128 ST

REFERENCES

1. [The 2023 Survey of Licensed Child Care Spaces in Metro Vancouver](#), Metro Vancouver, December 2023.
2. [Economic Value of Industrial Lands to the Metro Vancouver Region Study](#), Metro Vancouver, 2019
3. [Regional Industrial Lands Strategy](#), Metro Vancouver, June 2020.
4. [Metro Vancouver 2020 Regional Industrial Lands Inventory: Technical Report](#), Metro Vancouver, March 2021.

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the future lives here.

March 21, 2024

File: 7923 0090 00

Metro Vancouver Board
c/o Dorothy Shermer, Director/Corporate Officer, Board & Information Services
Metrotower III, 4730 Kingsway
Burnaby, BC V5H 0C6
Dorothy.Shermer@metrovancover.org

Dear Ms. Shermer,

RE: City of Surrey Regional Growth Strategy Amendment Application for property located at 7880 – 128 Street (Development Application No. 7923-0090-00)

The City of Surrey is processing a land development application at 7880 – 128 Street in Newton to permit the development of three commercial buildings and a child care building. The proposal includes a Regional Growth Strategy (RGS) amendment application, to redesignate the subject site from “Industrial” to “Employment”.

Summary of Proposal and Background

To allow for the proposed development of three commercial buildings and a child care building, the following is required:

- **Regional Growth Strategy Amendment** from Industrial to Employment;
- **Official Community Plan Amendment** from Industrial to Mixed Employment;
- **Official Community Plan Text Amendment** to allow a higher density (2.0 FAR) in the Mixed Employment designation;
- **Local Area Plan Amendment** to include the subject within the Central Newton Cultural Commercial District;
- **Rezoning** from “Light Impact Industrial Zone (IL)” to “Comprehensive Development Zone (CD)”; and
- **Development Permit** for Form and Character.

Council Resolution

At the Regular Council – Land Use meeting held on February 12, 2024 Surrey City Council passed Resolution R24-248 (Attachment “A”) to refer Development Application No. 7923-0090-00 to Metro Vancouver for consideration and approval of a Type 3 Amendment to the Regional Growth Strategy (RGS) designation of the subject site from “Industrial” to “Employment”, upon the application receiving Third Reading.

This resolution was passed after reviewing Planning & Development Report No. 7923-0090-00 (Attachment “B”) detailing the extent of the proposed development as well as subsequent Metro Vancouver RGS and Surrey Official Community Plan (OCP) amendments that would be required

prior to any final development approvals being granted. Application No. 7923-0090-00 received Third Reading from Surrey City Council at its Regular Council – Public Hearing meeting on February 26, 2024 (Attachment “C”). Therefore, an application is now being made to Metro Vancouver for the above proposed amendments.

City of Surrey staff have discussed the proposed RGS amendment with Metro Vancouver staff and it was confirmed that, in order for the City of Surrey OCP amendment to be finalized to permit the proposed development, the Metro Vancouver RGS amendment would require Metro Vancouver Board approval.

The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy for the illustrated property (Attachment “D”) from “Industrial” to “Employment”.

We also advise that we will be forwarding a Surrey Council resolution regarding an updated Regional Context Statement for this site in the very near future.

Should Metro Vancouver staff require any additional information regarding this matter, please contact Keith Broersma, the project Planner, at 604-591-4766 or at kbroersma@surrey.ca.

Yours,



Ron Gill
Chief Development Approvals Officer
Planning & Development Department

KB/

Attachments:

Attachment “A”: February 12, 2024 Surrey Council Resolution Supporting Application to Metro Vancouver
Attachment “B”: City of Surrey Planning & Development Report No. 7923-0090-00, dated February 12, 2024
Attachment “C”: February 26, 2024 Surrey Council Resolution Granting Third Reading
Attachment “D”: Proposed Regional Growth Strategy Land Use Designation Adjustment

CC: Keith Broersma, Senior Planner, City of Surrey, kbroersma@surrey.ca
Preet Heer, Manager, Community Planning, City of Surrey, PHeer@surrey.ca
Victor Cheung, Senior Policy & Planning Analyst, Metro Vancouver, Victor.Cheung@metrovancouver.org
Heather McNell, Deputy CAO, Policy & Planning, Metro Vancouver, Heather.McNell@metrovancouver.org
Jonathan Cote, Deputy GM, Regional Planning and Housing Development, Metro Vancouver, Jonathan.Cote@metrovancouver.org

D. ITEMS REFERRED BACK

1. **7923-0090-00**
7880 - 128 Street
Owner: o850795 B.C. Ltd.
Director Information: L. Brar, G. Brar, R. Khaira, J. Khaira
No Officer Information Filed as at December 31, 2022.
Agent: L. Kwan
Regional Growth Strategy Amendment from "Industrial" to "Employment"
OCP Amendment from "Industrial" to "Mixed Employment"
OCP Text Amendment to allow a higher density in the "Mixed Employment" designation
Development Permit
LAP Amendment to include the subject site in the Central Newton Cultural Commercial District
Rezoning from IL to CD
to permit the development of 3 commercial buildings and a child care building.

It was Moved by Councillor Kooner
Seconded by Councillor Annis
That:

1. A Bylaw be introduced to amend the Official Community Plan (OCP) Figure 3: General Land Use Designations for the subject site from "Industrial" to "Mixed Employment", and a date for Public Hearing be set.
2. A Bylaw be introduced to amend the OCP Figure 42: Major Employment Areas for the subject site by changing the designation from "Industrial" to "Mixed Employment", and a date for Public Hearing be set.
3. A Bylaw be introduced to amend OCP, Table 7a: Land Use Designation Exceptions within the "Mixed Employment" designation by adding site specific permission for the subject site to permit a density up to 2.00 FAR (net calculation), and a date for Public Hearing be set.
4. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the OCP, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
5. Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading: to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the site from "Industrial" to "Employment".

6. A Bylaw be introduced to rezone the subject site from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
7. Council approve the applicant's request to vary the Sign By-law as described in Appendix I.
8. Council authorize staff to draft Development Permit No. 7923-0090-00, including a comprehensive sign design package, generally in accordance with the attached drawings (Appendix II).
9. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a road dedication plan to the satisfaction of the Approving Officer;
 - (c) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (d) review of the project by the Advisory Design Panel and resolution of design comments to the satisfaction of the General Manager, Planning & Development Services;
 - (e) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (f) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (g) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (h) approval from Metro Vancouver for a Regional Growth Strategy site designation amendment from "Industrial" to "Employment";
 - (i) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager, Planning & Development Services; and
 - (j) registration of an access easement on the neighbouring property to the north at 7928 – 128 Street for the purposes of Fire access on the subject site.

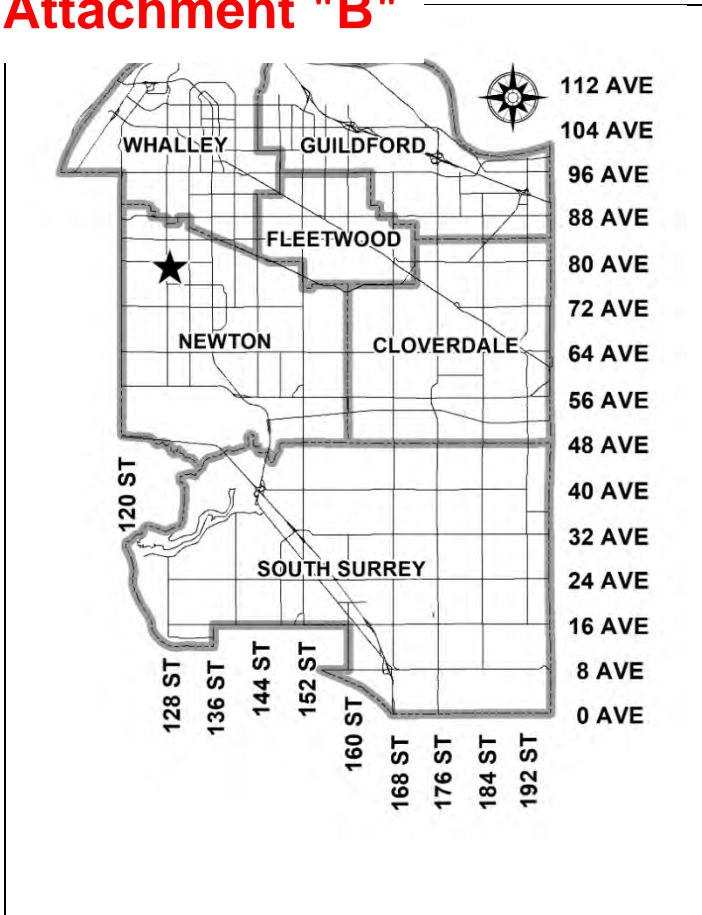
10. Council pass a resolution to amend the Central Newton Cultural Commercial District (CNCCD) to include the subject property within the boundary of the CNCCD, when the project is considered for final adoption.
RES.R24-248 Carried
- It was Moved by Councillor Kooner
Seconded by Councillor Stutt
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Text Amendment Bylaw, 2024, No. 21170" pass its first reading.
RES.R24-249 Carried
- The said Bylaw was then read for the second time.
- It was Moved by Councillor Annis
Seconded by Councillor Bose
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Text Amendment Bylaw, 2024, No. 21170" pass its second reading.
RES.R24-250 Carried
- It was then Moved by Councillor Hepner
Seconded by Councillor Annis
That the Public Hearing on "Surrey Official Community Plan Bylaw, 2013, No. 18020, Text Amendment Bylaw, 2024, No. 21170" be held at City Hall on February 26, 2024, at 7:00 p.m.
RES.R24-251 Carried
- It was Moved by Councillor Kooner
Seconded by Councillor Stutt
That "Surrey Comprehensive Development Zone 177 (CD 177), Bylaw, 2024, No. 21171" pass its first reading.
RES.R24-252 Carried
- The said Bylaw was then read for the second time.
- It was Moved by Councillor Hepner
Seconded by Councillor Bose
That "Surrey Comprehensive Development Zone 177 (CD 177), Bylaw, 2024, No. 21171" pass its second reading.
RES.R24-253 Carried
- It was then Moved by Councillor Stutt
Seconded by Councillor Kooner
That the Public Hearing on "Surrey Comprehensive Development Zone 177 (CD 177), Bylaw, 2024, No. 21171" be held at City Hall on February 26, 2024, at 7:00 p.m.
RES.R24-254 Carried

Attachment "B"

City of Surrey
ADDITIONAL PLANNING COMMENTS

Application No.: 7923-0090-00

Planning Report Date: February 12, 2024



PROPOSAL:

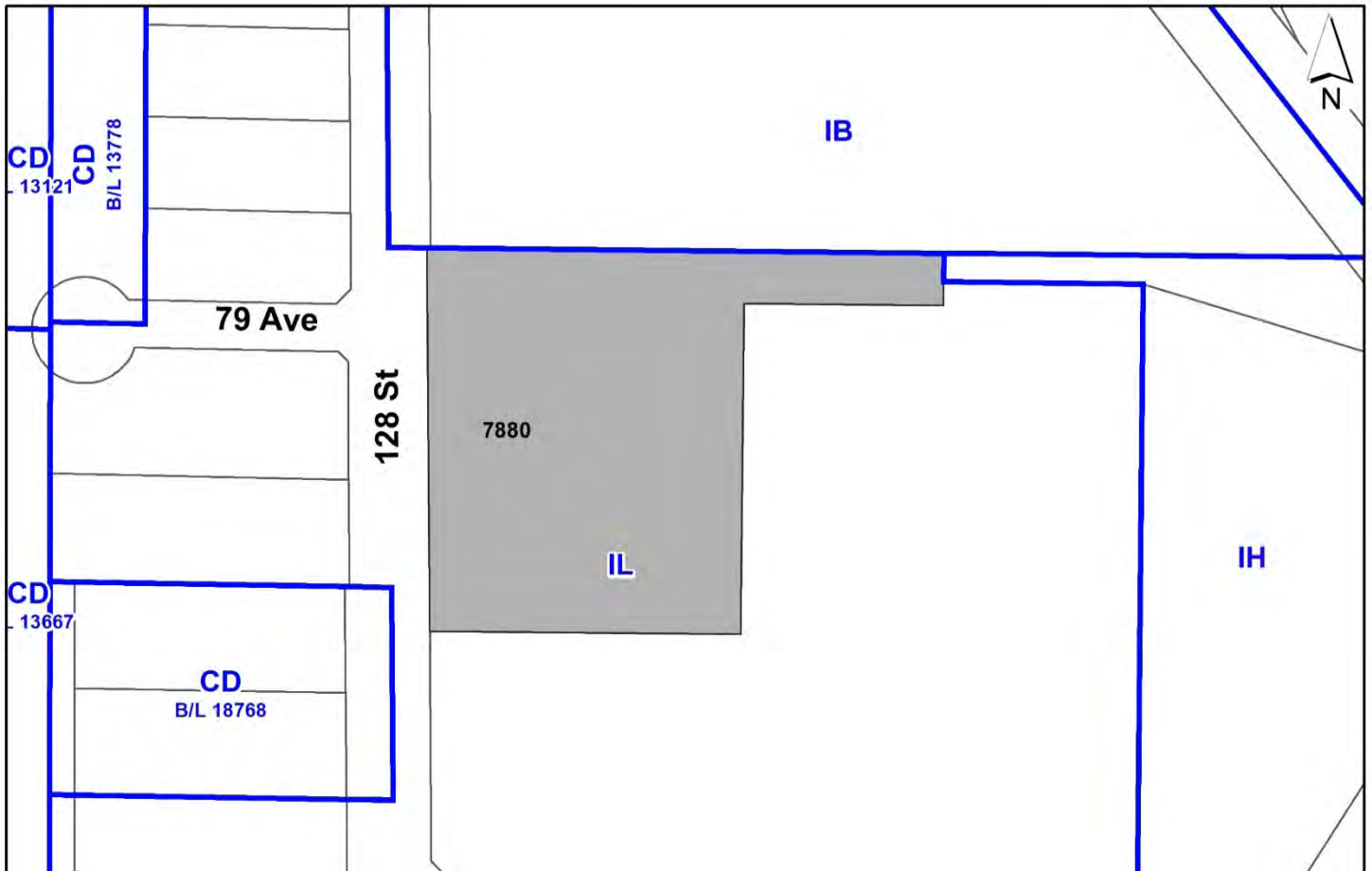
- **Regional Growth Strategy Amendment** from Industrial to Employment
- **OCP Amendment** from Industrial to Mixed Employment
- **OCP Text Amendment** to allow a higher density in the Mixed Employment designation
- **Development Permit**
- **LAP Amendment** to include the subject site in the Central Newton Cultural Commercial District
- **Rezoning** from IL to CD

to permit the development of three commercial buildings and a child care building.

LOCATION: 7880 - 128 Street

ZONING: IL

OCP DESIGNATION: Industrial



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - OCP Amendment; and
 - Rezoning.
- Refer the application to Metro Vancouver upon Council granting Third Reading for consideration of an amendment to the Metro Vancouver Regional Growth Strategy (RGS) designation from "Industrial" to "Employment".
- Approval to vary the Sign By-law through a comprehensive sign design package.
- Approval to draft Development Permit for Form and Character.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposing an amendment to the Official Community Plan (OCP) from Industrial to Mixed Employment and an OCP text amendment to allow a density higher than the 1.0 floor area ratio (FAR) permitted in the Mixed Employment OCP designation.
- Proposing an amendment to the Metro Vancouver Regional Growth Strategy (RGS) from Industrial to Employment.
- Proposing to vary regulations in the Sign By-law by allowing fascia signage on the second storey.

RATIONALE OF RECOMMENDATION

- At the May 1, 2023, Regular Council- Land Use meeting, Council considered a Stage 1 Planning Report for a proposal to amend the Official Community Plan (OCP), a Metro Vancouver Regional Growth Strategy (RGS) amendment and to rezone the site to a Comprehensive Development (CD) Zone. Staff recommended that the application be referred back to staff to work with the applicant to develop a proposal that complies with the site's Industrial designation in both the OCP and Metro Vancouver's RGS (Appendix VII).
- At the May 1, 2023, Regular Council- Land Use meeting, staff's motion "*That Application 7923-0090-00 be referred back to staff to work with the applicant to develop a proposal that complies with the site's Industrial designation in both the Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS)*" was defeated (RES.R23-939).
- Since that time staff have worked with the applicant to resolve site planning, access, design and other considerations. The proposal is now being presented for Council's consideration and for by-law introduction.

- The proposal will trigger the requirement for a Metro Vancouver RGS amendment. An RGS amendment from Industrial to Employment would be considered a Type 3 Minor Amendment. It would require an affirmative 50% + 1 weighted vote of the Metro Vancouver Board.
- The proposed buildings achieve an attractive architectural built form, which utilizes high quality materials and contemporary lines. The street interface has been designed to a high quality to achieve a positive urban experience between the proposed building and the public realm.
- As this project is proposing ground floor and second floor commercial retail units (CRUs), it is reasonable to allow the second floor retail premises to also have fascia signage. The proposed fascia signs are of an appropriate size and scale in relation to the proposed building.

RECOMMENDATION

The Planning & Development Department recommends that:

1. A By-law be introduced to amend the OCP Figure 3: General Land Use Designations for the subject site from Industrial to Mixed Employment and a date for Public Hearing be set.
2. A By-law be introduced to amend the OCP Figure 42: Major Employment Areas for the subject site by changing the designation from Industrial to Mixed Employment and a date for Public Hearing be set.
3. A Bylaw be introduced to amend OCP, Table 7a: Land Use Designation Exceptions within the "Mixed Employment" designation by adding site specific permission for the subject site to permit a density up to 2.00 FAR (net calculation), and a date for Public Hearing be set.
4. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
5. Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading: to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the site from Industrial to Employment.
6. A By-law be introduced to rezone the subject site from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
7. Council approve the applicant's request to vary the Sign By-law as described in Appendix I.
8. Council authorize staff to draft Development Permit No. 7923-0090-00, including a comprehensive sign design package, generally in accordance with the attached drawings (Appendix II).
9. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a road dedication plan to the satisfaction of the Approving Officer;
 - (c) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (d) review of the project by the Advisory Design Panel and resolution of design comments to the satisfaction of the General Manager, Planning & Development Services;

- (e) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (f) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (g) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (h) approval from Metro Vancouver for a Regional Growth Strategy site designation amendment from Industrial to Employment;
 - (i) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager, Planning & Development Services; and
 - (j) registration of an access easement on the neighbouring property to the north at 7928 – 128 Street for the purposes of Fire access on the subject site.
10. Council pass a resolution to amend the Central Newton Cultural Commercial District (CNCCD) to include the subject property within the boundary of the CNCCD, when the project is considered for final adoption.

SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP/NCP Designation	Existing Zone
Subject Site	Industrial	Industrial	IL
North:	Commercial	Mixed Employment	IB
East and South:	Industrial	Industrial	IL
West (Across 128 Street):	Industrial	Industrial	IL and CD (By-law No. 18768)

Context & Background

- The subject property is approximately 1.3 hectares in size and is located on the east side of 128 Street and approximately 150 metres south of 80 Ave. in the Newton Industrial area. It is designated “Industrial” in the Official Community Plan (OCP), and “Industrial” in Metro Vancouver’s Regional Growth Strategy (RGS).

- Given the site's current Industrial designation under the RGS, an amendment to the RGS from Industrial to Employment would be required should the proposal be supported by Council. This would involve an affirmative 50% +1 weighted vote of the Metro Vancouver Regional District Board. Metro Vancouver indicates that public engagement opportunities would also be required as part of their process. Public engagement opportunities may include notification on the Metro Vancouver website, request for written comments on the Metro Vancouver website, opportunities for the public to appear as a delegation to the Regional Planning Committee or the Metro Vancouver Regional District Board, conveyance of comments from the Surrey Public Hearing to the Metro Vancouver Regional District Board and/or hosting a public information meeting.
- The subject property is abutting, but not within, the group of properties that make up the Central Newton Cultural Commercial District (CNCCD). Properties within the CNCCD, to the north of the subject site, are designated "Mixed Employment" in the OCP. The intention of the CNCCD is to encourage commercial uses to locate on the lands designated Mixed Employment around the intersection of 80 Avenue and 120 Street, with the intent that, elsewhere in Newton, these uses would not be permitted on Industrial lands to help retain Industrial uses.
- As the subject site is abutting the CNCCD, it is proposed that should Council and Metro Vancouver approve the proposal, the subject lot would be added to the CNCCD plan area.

DEVELOPMENT PROPOSAL

Planning Considerations

- The subject application includes the following components:
 - A Metro Vancouver Regional Growth Strategy (RGS) amendment from "Industrial" to "Employment";
 - An Official Community Plan amendment from Industrial to Mixed Employment, with a site-specific amendment to allow density beyond the 1.0 FAR limit of the Mixed Employment designation;
 - A Rezoning from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)"; and
 - A Development Permit for Form and Character for commercial buildings.
- The proposal consists of two commercial buildings and one child care building. The commercial building contains commercial retail uses on the ground and second floors and office uses on floors three through five.

	Proposed
Lot Area	
Gross Site Area:	13,453 sq.m.
Road Dedication:	345 sq.m.
Net Site Area:	13,109 sq.m.
Number of Lots:	1
Building Height:	5 storeys (22 metres)
Floor Area Ratio (FAR):	2.0 FAR
Floor Area	
Retail:	10,472 sq.m.
Office:	14,685 sq.m.
Child care:	1,060 sq.m.
Total:	26,218 sq.m.

Referrals

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix III.

Parks: Newton Athletic Park is the closest active park with amenities including, outdoor sport courts, a playground, outdoor sport fields, and is 800 metres walking distance from the development. There is no park within a reasonable walking distance with natural area.

Surrey Fire Department: No concerns. The applicant is required to register an access easement on the property to the north at 7928 – 128 Street for the purposes of Fire protection on the subject site prior to final adoption.

Advisory Design Panel: As part of the updated (December 2023) ADP review process, the application was not subject to review by the ADP prior to Council introduction but will proceed to ADP after Third Reading, should Third Reading be granted. The Panel's recommendations are to be satisfactorily addressed prior to final adoption.

Transportation Considerations

Traffic Impacts

- The applicant was required to submit a transportation impact analysis (“TIA”) to support the subject proposal. Based on the TIA, the site is anticipated to generate approximately fifteen vehicles per minute in the peak hour.
- Based on the results of the TIA, the applicant is required to provide the following improvements in order to mitigate the site-generated traffic impacts to the surrounding road network and intersections:

- Construction of a new traffic signal at the intersection of 79 Avenue and 128 Street;
- Contribution towards improvements along 128 Street to support increased pedestrian and transit activity; and
- Construction of left-turn bay extensions at the intersection of 80 Avenue and 128 Street.

Access, Parking and Transit

- The subject site is proposed to be accessed via two driveways from 128 Street. The northern driveway is the main access to the site, providing access to the surface parking on the site and all buildings. The northern driveway aligns with 79 Avenue and is proposed to be signalized, allowing for full movement access. The southern driveway provides direct access to the underground parkade.
- According to the Zoning Bylaw, a total of 711 parking spaces are required to be provided on site. The applicant is proposing to provide 713 parking spaces on site, meeting the Zoning Bylaw requirements.
- The site is served by a north-bound bus stop approximately 50 metres away on 128 Street, and by a south-bound bus stop approximately 130 metres away on 128 Street. These bus stops are served by Bus Routes 323 and 393.

Sustainability Considerations

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist. In addition, the applicant is providing a green roof on the centrally located two-storey building.

POLICY & BY-LAW CONSIDERATIONS

Regional Growth Strategy

- The subject site is designated Industrial in Metro Vancouver's Regional Growth Strategy (RGS). The applicant is proposing an amendment to the RGS to redesignate the subject site from Industrial to Employment.
- The proposed RGS amendment would require an affirmative majority (50%+1) weighted vote of the Metro Vancouver Board but would not require a regional public hearing. If Council grants Third Reading to this proposal, then a referral will be made to the Metro Vancouver Board for this aspect of the proposal.

Official Community Plan

Land Use Designation

- The subject site is designated Industrial in the Official Community Plan (OCP). The applicant is seeking an OCP designation amendment from Industrial to Mixed Employment and an OCP

text amendment to allow a density higher than the 1.0 floor area ratio (FAR) permitted in the Mixed Employment OCP designation.

Amendment Rationale

- The proposed amendment is being brought forward for Council's consideration as per direction received from Council on May 1, 2023.

Land Use Plan Central Newton Cultural Commercial District (CNCCD)

- The subject property is abutting, but not within, the group of properties that make up the Central Newton Cultural Commercial District (CNCCD). Properties within the CNCCD, to the north of the subject site, are designated "Mixed Employment" in the OCP and are intended to be developed as the only commercial lots in this area (Appendix VI).
- The Central Newton Cultural Commercial District (CNCCD) was developed to provide a legitimate location for a number of existing commercial businesses that had been occupying Industrial land in this area. At the time the area was designated in 2013, there was pressure throughout the Industrial lands in Newton, including in the East Newton Business Park, to introduce banquet halls as well as retail and service uses. A number of these commercial uses had already become established in some areas, in particular at the Payal Centre, which is located on the east side of 128 Street at 82 Avenue. In order to relieve commercial pressure on Industrial lands throughout the community, the Central Newton Cultural Commercial District was established so that cultural and commercial uses could be focused in one area, thus protecting and maintaining the integrity of the remaining industrial lands.
- The intention of the CNCCD is to encourage commercial uses to locate on the lands designated Mixed Employment around the intersection of 80 Avenue and 120 Street, with the intent that, elsewhere in Newton, these uses would not be permitted on Industrial lands.
- As the subject site is abutting the CNCCD, it is proposed that should Council and Metro Vancouver approve the proposal, the subject lot would be added to the CNCCD plan area.

CD By-law

- The applicant proposes to rezone the subject site from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)", based on the "Community Commercial Zone (C-8)".
- The table below provides an analysis of the development proposal in relation to the requirements of the Zoning By-law, including the "Community Commercial Zone (C-8)", and parking requirements.

C-8 Zone (Part 36)	Permitted and/or Required	Proposed CD Zone
Permitted Uses:	Principal Uses: 1. Retail stores excluding adult entertainment store, secondhand stores and pawnshops. 2. Personal service uses excluding body rub parlours. 3. General service uses excluding funeral parlours and drive-through banks. 4. Beverage container return centres. 5. Eating establishments excluding drive-through restaurants. 6. Neighbourhood pubs. 7. Liquor store. 8. Office uses excluding social escort services and methadone clinics. 9. Parking facilities. 10. Automotive service uses. 11. Indoor recreational facilities. 12. Entertainment uses. 13. Assembly halls. 14. Community services. 15. Child care centres. 16. Cultural uses. Accessory Uses: One caretaker unit per lot.	Principal Uses: 1. Retail stores excluding adult entertainment store, secondhand stores and pawnshops. 2. Personal service uses excluding body rub parlours. 3. General service uses excluding funeral parlours and drive-through banks. 4. Beverage container return centres. 5. Eating establishments excluding drive-through restaurants. 6. Neighbourhood pubs. 7. Liquor store. 8. Office uses excluding social escort services and methadone clinics. 9. Parking facilities. 10. Indoor recreational facilities. 11. Entertainment uses. 12. Assembly halls. 13. Community services. 14. Child care centres. 15. Cultural uses. Accessory Uses: One caretaker unit per lot.
Floor Area Ratio:	0.80	2.00
Lot Coverage:	50%	54%
Yards and Setbacks		
North: East: South: West:	7.5m 7.5m 7.5m 7.5m	3.0m 3.0m 4.0m (with Building 5 at om) 4.0m
Height of Buildings		
Principal buildings: Accessory buildings:	12m 4.5m	22m 4.5m
Parking (Part 5)	Required	Proposed
Number of Stalls		
Retail: Office: Eating Establishment: Child care: Total:	222 364 91 31 711	222 364 96 31 713

C-8 Zone (Part 36)	Permitted and/or Required	Proposed CD Zone
Bicycle Spaces		
Visitor Parking:	11	28

- The permitted uses proposed in the CD Zone largely reflect the uses of the C-8 Zone with the main differences being that the parking facility use and automotive use are not proposed in the CD Zone. Retail stores are limited to a maximum size of 370 square metres, with the exception that one store may be up to 466 square metres in area. Eating establishments are limited to 150 square metres, except that 640 square metres of eating establishment(s) above 150 square metres may also be permitted. Limiting the retail store size and eating establishment size allows the applicant to meet the Zoning Bylaw parking requirements.
- The CD Zone proposes a higher floor area ratio (FAR) at 2.00 relative to the 0.80 FAR permitted under the C-8 Zone. The proposed FAR reflects the significant amount of retail space and office space proposed on the site.
- The C-8 Zone has a maximum lot coverage of 50% and the applicant is proposing a lot coverage of 54%.
- The proposed setbacks are lower than the C-8 Zone. The proposed 4.0 metre west setback brings the building closer to 128 Street, creating a more urban pedestrian environment and enhances surveillance of the public realm along the street. The 3.0 metre north yard setback allows for the retention of the trees on the neighbouring lot. The 3.0 metre east yard setback and the 4.0 metre south yard setback provide an appropriate interface with the adjacent parcels.
- The CD Zone proposes a 5-story building height at 22 metres relative to the 12 metre building height permitted by the C-8 Zone. The proposed building height reflects the 5-storey proposal.
- The applicant is required to provide 288 retail parking spaces, 367 office parking spaces and 30 child care parking spaces, and 26 eating establishment parking spaces for a total of 711 required parking spaces. The applicant is providing 713 parking spaces in total, exceeding the parking requirement. Sixty-seven (67) parking spaces are proposed as surface parking, with the remainder provided underground.
- The applicant is also providing 28 bike surface parking spaces for the retail space.

Sign Bylaw

- The applicant is proposing a Comprehensive Sign Design Package to allow for individual unit fascia signs on the second floor.
- The Sign Bylaw does not permit individual businesses on the second floor to each have a fascia sign. As this project is proposing ground floor and second floor commercial retail units (CRUs), it is reasonable to allow the second floor retail premises to also have fascia signage. The proposed fascia signs are of an appropriate size and scale in relation to the proposed building.

- The second floor fascia signage will be placed on the lower portion of the second floor on the 128 Street elevation, where it will complement the ground floor CRU signage and not detract from the two-storey design element. On the interior of the site, the second floor signage will be placed higher up on the second floor due to the exterior second floor skywalk.
- The fascia signage will be illuminated channel letter signage. Retail blade signage is also proposed on the ground floor. No free-standing signs are proposed.

Public Art Policy

- The applicant will be required to provide public art or register a Restrictive Covenant agreeing to provide cash-in-lieu, at a rate of 0.5% of construction value, to adequately address the City's needs with respect to public art, in accordance with the City's Public Art Policy requirements. The applicant will be required to resolve this requirement prior to consideration of Final Adoption.

PUBLIC ENGAGEMENT

- Pre-notification letters were sent on April 12, 2023 and again on December 21, 2023 with the updated proposal. The Development Proposal Sign was originally installed on April 13, 2023 and the updated sign was installed on December 22, 2023. Staff received one general inquiry about the proposal – no concerns were identified.

DEVELOPMENT PERMITS

Form and Character Development Permit Requirement

- The proposed development is subject to a Development Permit for Form and Character.
- The proposed development generally complies with the Form and Character Development Permit guidelines in the Official Community Plan (OCP) and the design guidelines of the Central Newton Cultural Commercial District (CNCCD).
- The applicant has worked with staff to provide an attractive and unique commercial node on 128 Street, located just south of the existing CNCCD. The design includes strong pedestrian focus. The pedestrian experience is enhanced with an ample central outdoor plaza area, and large walkways with commercial “spill out” space. The architectural design has a modern aesthetic with an emphasis on a two-storey expression. The majority of the parking is located underground, and surface parking is minimal with landscaping and safe crossings.
- The site consists of three buildings. There is a northern building along 128 Street, and a larger southern building on 128 Street, which is joined to a central portion of the building via a second floor skywalk to this main building. A separate smaller child care building is located on the eastern portion of the site. With the exception of the child care building, the ground floor and second floors are proposed as commercial retail spaces, connected with a second floor outdoor walkway. The third to fifth floors are proposed as office space.

- The buildings along 128 Street have their massing modulated with a pedestrian breezeway in the south portion of the building, and a significant notch on floors three through five to break up the massing. Further massing refinement is anticipated prior to final adoption.
- The streetscape along 128 Street provides a strong 2-storey expression, differentiating the first and second floor commercial retail units from the office floors above. The two-storey experience highlights individual storefronts with contemporary rectilinear forms to create a more dynamic elevation. The office above uses glazing to create a more typical office character. The elevation uses different materials and colour palette to provide this distinction of uses. The applicant is also stepping back the fifth floor approximately 2.5 metres which reduces the massing along the street and towards the north and south abutting properties.
- A two-storey child care building is proposed in the northeast corner of the site. The ground floor contains classrooms, offices, a staff room and a kitchen/laundry. The second floor contains more classrooms and storage rooms. The 3rd floor has an outdoor play area on the roof. A ground floor outdoor play area is also proposed to the east of the building.
- A central outdoor plaza area is a key part of the design and is meant to help activate the site by providing for a social gathering space. The applicant provides 3 scenarios for how the space may be used:
 - Open Space Fountain – typical summer use, with movable chairs and tables, and allows maximum circulation for shoppers;
 - Special Event Market – the inground fountains are turned off and there is more space for tables, market tents, etc.; and
 - Concert/Cultural Event – the inground fountains are turned off, and there is room for a stage and outdoor seating.
- The applicant is also proposing to provide a third floor outdoor amenity area in the southern building along 128 Street and a fifth floor outdoor amenity area in the northeast corner of the main building. These amenity areas for employees include landscaping, outdoor seating and eating areas.
- High quality materials and careful detailing are used to achieve a high quality building treatment. The proposed exterior materials include brick (dark gray, almond), standing seam steel cladding (black), folded wall (heartwood), and glass curtain wall.
- The applicant is required to bring the project to the Advisory Design Panel as a condition of Third Reading. The applicant will be required to satisfactorily address the Panel's comments prior to final adoption.

Outstanding Items

- There are a number of Urban Design items that remain outstanding that will be addressed prior to Final Adoption. These items include: refinements to the pedestrian realm and building massing, and coordination of drawings.

Landscaping

- The landscaping includes a mix of trees, shrubs, and ground cover. The landscaping concept will provide a safe pedestrian environment, attractive landscaping features, and a combination of plantings that will provide visual interest throughout the year. It is noted that the landscaping plans will be updated to conform with the attached architectural plans.
- Decorative paving is proposed at the north main vehicular entrance and at the various pedestrian crossings on the site. Permeable concrete unit pavers are proposed for the surface parking spots. Various pedestrian connections are proposed throughout the site.
- A large central pedestrian plaza is proposed with different paving materials, including stone accent tiles, sawcut concrete, and buff limestone tile pavers. The plaza includes trees and seating areas, as well as unique lighting features.
- The proposal also includes third floor and fifth floor outdoor amenity area for employees with some landscaping and seating areas, an outdoor children's play area adjacent to the child care building, and a green roof on the central 2-storey building. Bike racks and benches are proposed throughout the site.

TREES

- Terry Thrale, ISA Certified Arborist of Woodbridge Tree Consulting Arborists Ltd. prepared an Arborist Assessment for the subject property. The table below provides a summary of the proposed tree retention and removal by tree species:

Table 1: Summary of Proposed Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Alder and Cottonwood	1	1	0
Total (excluding Alder and Cottonwood Trees)	0	0	0
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		40	
Total Retained and Replacement Trees Proposed		40	

- The Arborist Assessment states that there is one (1) cottonwood tree on the site, which is proposed to be removed. The applicant is proposing to retain the off-site trees along the northern property line, and the underground parkade is setback 3 metres from the north property line.
- For the tree that cannot be retained, the applicant will be required to plant trees on a 1 to 1 replacement ratio. This will require a proposed total of 1 replacement tree on the site. The applicant is proposing 40 replacement trees, exceeding City requirements.

- The new trees on the site will consist of a variety of trees including birch, maples, spruce and cherry trees.
- In summary, a total of 40 trees are proposed to be retained or replaced on the site.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Proposed Variances to the Sign By-law
Appendix II.	Proposed Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	Summary of Tree Survey, Tree Preservation and Tree Plans
Appendix V.	OCP Redesignation Map
Appendix VI.	CNCCD Inclusion Map
Appendix VII.	Initial Planning Report No. 7923-0090-00, dated May 1, 2023

approved by Shawn Low

Don Luymes
General Manager
Planning and Development

KB/ar

PROPOSED SIGN BY-LAW VARIANCES

#	Proposed Variances	Sign By-law Requirement	Rationale
1	To allow second floor fascia signs for individual second floor businesses.	<p>i) a maximum of one fascia sign per lot frontage may be located above a first storey to identify the name and/or address of the building to which it is attached, provided no more than one such sign shall be permitted on any one façade of the building above the first storey;</p> <p>ii) a maximum of one fascia sign per lot frontage may be located above a first storey pertaining to the tenant that occupies the largest percentage of the total floor area above the first storey, provided no more than one such sign shall be permitted on any one façade of the building above the first storey;</p> <p>iii) all fascia signs above the first storey shall be located on the top floor of the building. (Part 5, Section 27(2)(a.i))</p>	As this project is proposing ground floor and second floor commercial retail units (CRUs), it is reasonable to allow the second floor retail premises to also have fascia signage. The proposed fascia signs are of an appropriate size and scale in relation to the proposed building.



ARCHITECTURAL DRAWINGS

BUSINESS PARK DEVELOPMENT
7880 128 STREET,
SURREY, BC



PROGRAM SUMMARY

ADDRESS	7880 128, SURREY, BRITISH COLUMBIA
LEGAL DESCRIPTION	LOT 97 SECTION 20 TOWNSHIP 2 PLAN NWP57353 NWD

SITE AREA	(Sqft)	(Sqm)	(Acre)	(Ha)
GROSS AREA	144,813	13,453	3.32	1.35
ROAD DEDICATION	3,709	345	0.09	0.03
NET AREA (AFTER DEDICATION)	141,103	13,109	3.24	1.31

ZONING	CURRENT	PROPOSED
	IL	CD BASED ON IB

FAR(NET)	PERMITTED	PROPOSED
FAR BASED ON NET AREA		2.00
TOTAL FLOOR AREA(Sqft)		282,210

ZONING	PERMITTED	PROPOSED
SETBACKS		
NORTH(ALONG NEIGHBOURING LOT)		3.00 m
SOUTH(ALONG NEIGHBOURING LOT)		4.00m
EAST(ALONG NEIGHBOURING LOT)		3.00m
WEST(ALONG 128 STREET)		4.00 m

BUILDING HEIGHT	PERMITTED	PROPOSED
		5 STOREY

SITE COVERAGE(NET)	(Sqft)	(Sqm)	(%)	REMARKS
PROPOSED	73333	6,813	51.97%	

FAR CALCULATION (BUILDING #1,2,3,4 & 5)				
(EXCLUDING PARKING)	COMMERCIAL (Sqft)	OFFICES (Sqft)	CHILD CARE USES (Sqft)	BUILDABLE (Sqft)
MAIN FLOOR LVL	54,058	0	5,440	59,497
SECOND FLOOR LVL	58,669	0	5,440	64,109
THIRD FLOOR LVL	0	60,246	527	60,773
FOURTH FLOOR LVL	0	60,246	0	60,246
FIFTH FLOOR LVL	0	37,585	0	37,585
TOTAL FLOOR AREA(NET)	112,727	158,078	11,406	282,210

PARKING REQUIREMENTS BREAKDOWN					
USES	UNIT NUMBER	AREAS	PARKING REQUIREMENT	PARKING REQUIRED	PROVIDED(@Surface, Parkade Lvl-1 & Parkade Lvl-2)
CHILD CARE		1060 sqm	0.70 CAR SPACE PER EMPLOYEE + 0.15 CAR SPACE PER LICENSED CHILD FOR DROP OFF	30	30
OFFICES		14685 sqm	2.5/100 sqm	367	367
EATING ESTABLISHMENT	CRU - UNDER 150 SQM #9 , #10, #18, #19, #20, #28, #29, #32	#9 - 106 sqm, #10 - 106.1 sqm, #18 - 133.2 sqm, #19 - 149.5 sqm, #20 - 147.8 sqm, #28, #29 - 148.8 sqm, #32 - 76.9 sqm	3/100sqm	26	26
	CRU - 150 SQM TO 950 SQM - #1, #2, #3, #17, #30, #31	#1, #2, #3 - 338.9 sqm, #17 - 219.2sqm, #30, #31 - 207 sqm	10/100sqm	77	79
RETAIL UNITS	CRU UNDER 372 SQM - #4, #5, #6, #7, #8, #11, #12, #13, #14, #15, #16, #22 - #28, #33 - #63	7677 sqm	2.75/100sqm	211	211
TOTAL				711	713
SMALL CARS		35% OF REQUIRED STALLS	248.8 SAY 249		107
ACCESSIBLE		2%OF REQUIRED STALLS	14.2 SAY 14		18
LOADING BAY					2
BICYCLE PARKING (COMMERCIAL)		0.1/100sqm VISITOR BICYCLE	10.6 SAY 11		28



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2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Date	Description

Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

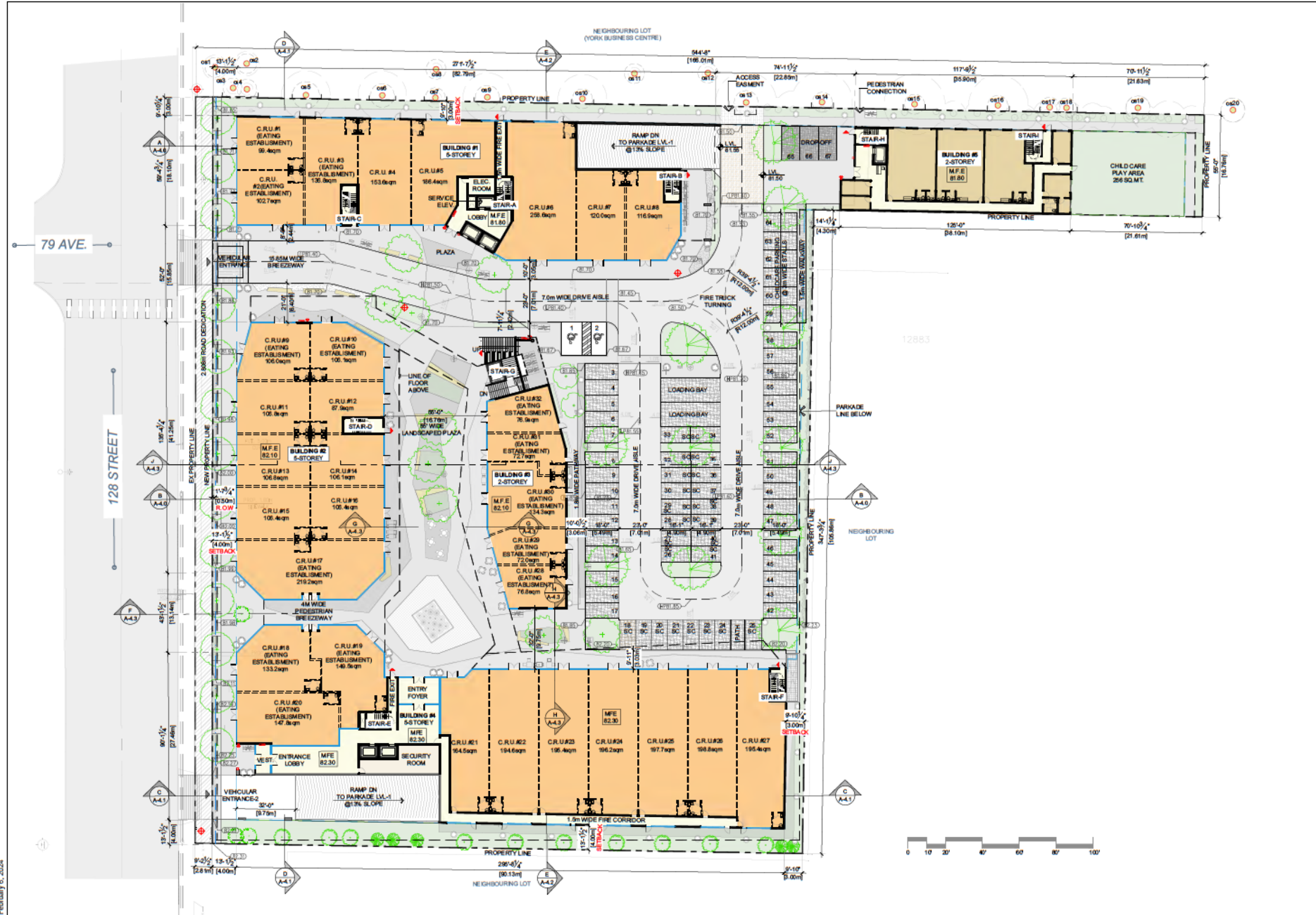
Drawn By GV	Date 2024-03-07
Checked By PV	Project ID 2408_2302

Sheet Title
PROGRAM SUMMARY

Scale
N.T.S

Sheet No.

A-0.3



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Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions
Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET
SURREY, BC

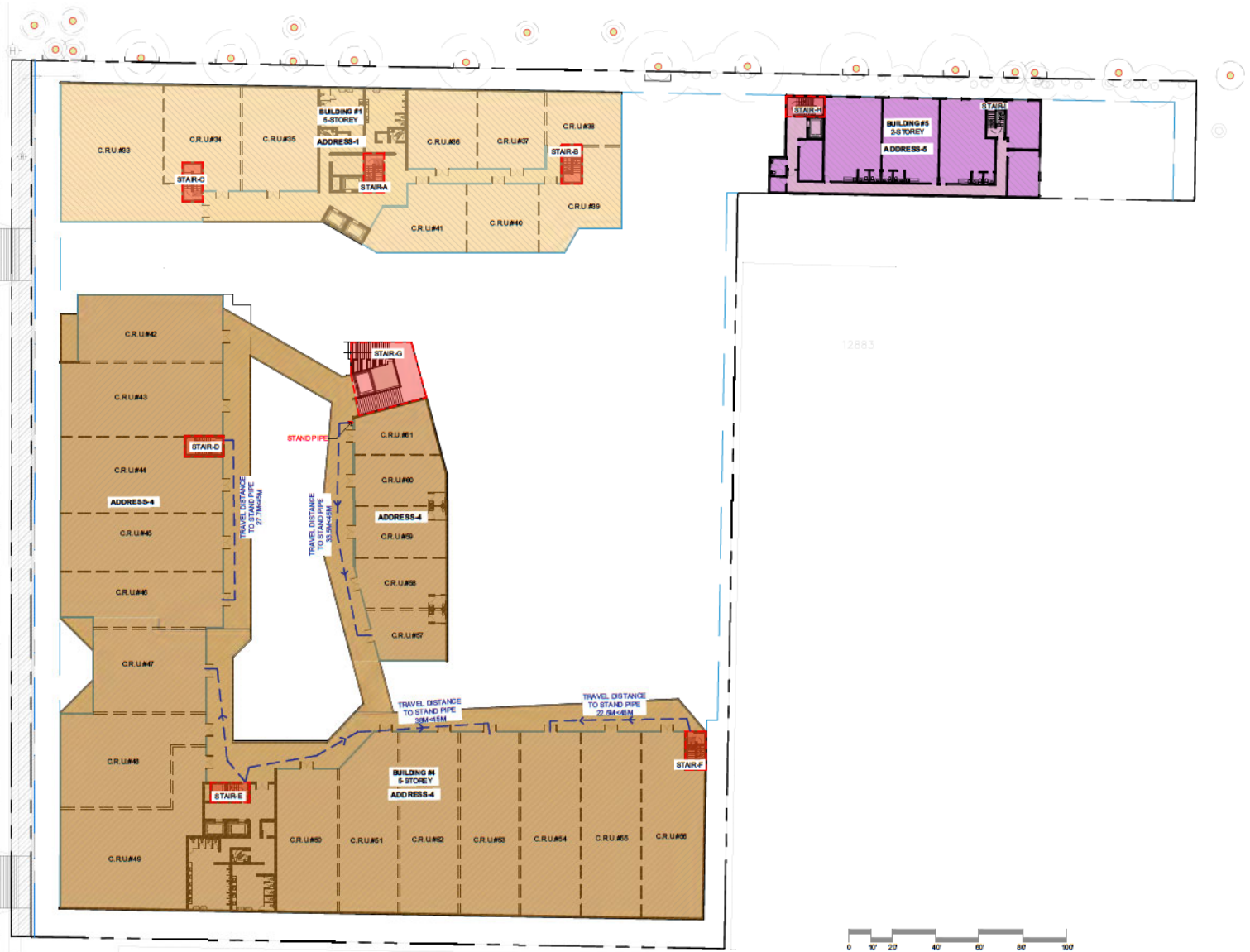
Drawn By OSV	Date 2023-03-07
Checked By JW	Project ID S018_2302

Sheet Title
SITE PLAN

Scale
 N.T.S.

Sheet No.
A-1.0

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Date	Description
2024-02-08	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Issue / Revision	Date

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

Drawn By OSV	Date 2024-03-07
Checked By JW	Project ID S08_2302

Sheet Title
FIRE ACCESS PLAN LEVEL-2

Scale

Sheet No.
A-1.2

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Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

Drawn By GSV	Date 2024-03-07
Checked By JW	Project ID S08_2302

Sheet Title
SECOND FLOOR PLAN

Scale
 N.T.S.

Sheet No.

A-2.2



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Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

Drawn By OSV	Date 2023-03-07
Checked By JW	Project ID S038_2302

Sheet Title
THIRD FLOOR PLAN

Scale
 N.T.S

Sheet No.

A-2.3



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Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

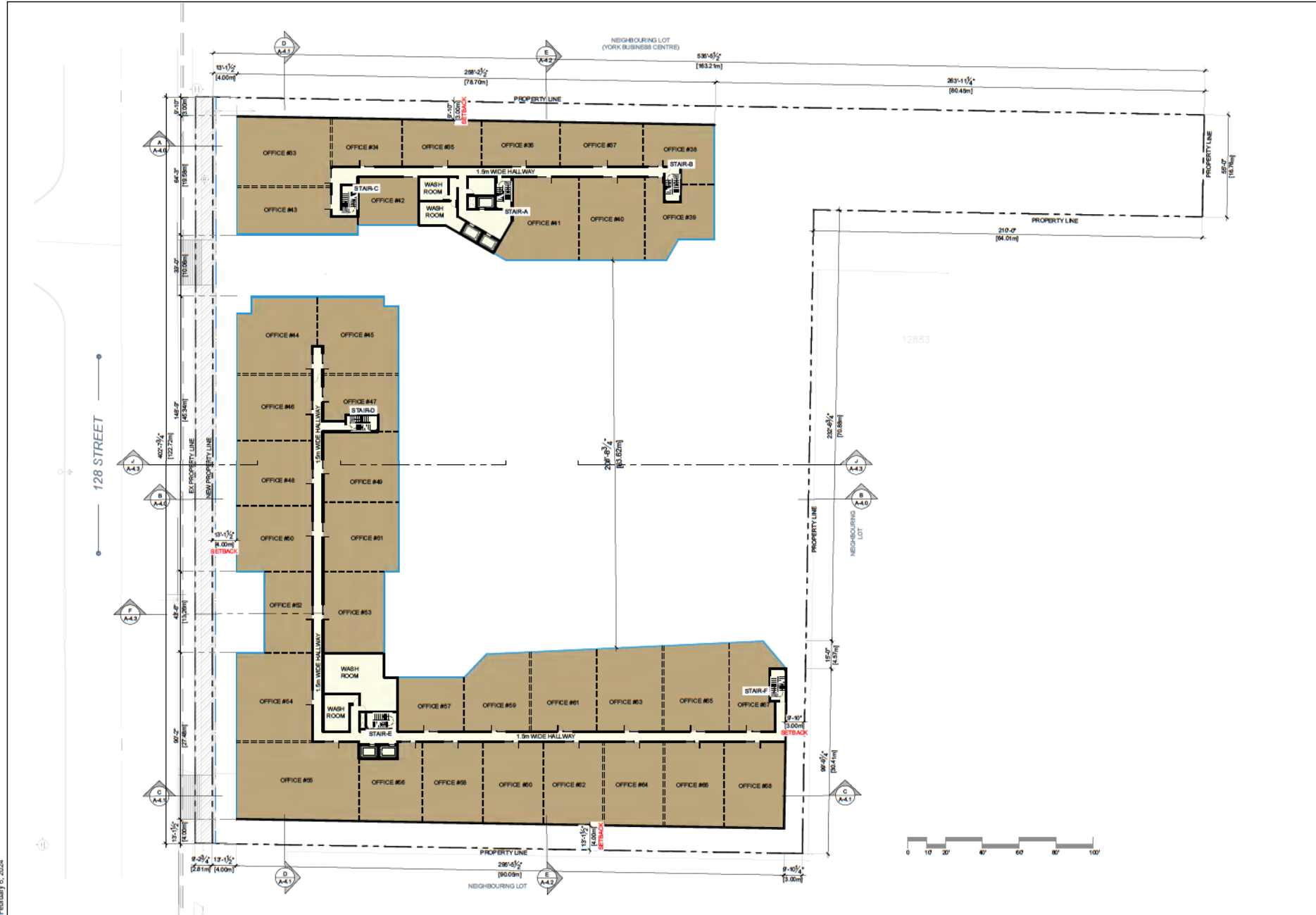
Project Address
7880 128 STREET SURREY, BC

Drawn By OSV	Date 2023-03-07
Checked By JW	Project ID S018_2302

Sheet Title
FOURTH FLOOR PLAN

Scale
 N.T.S.

Sheet No.
A-2.4



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Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

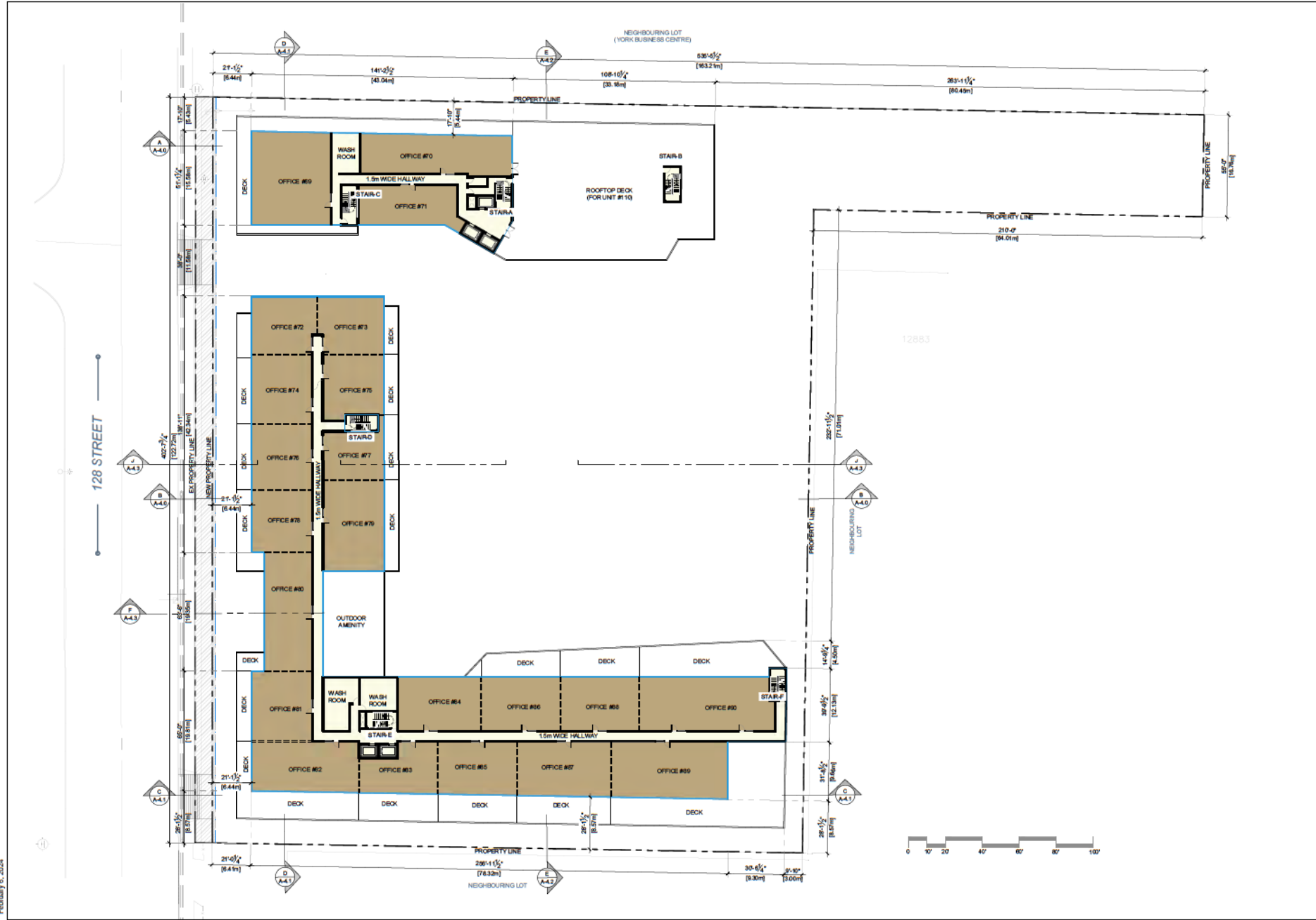
Drawn By
 OSV Date
 2023-03-07

Checked By
 JPV Project ID
 2023_2302

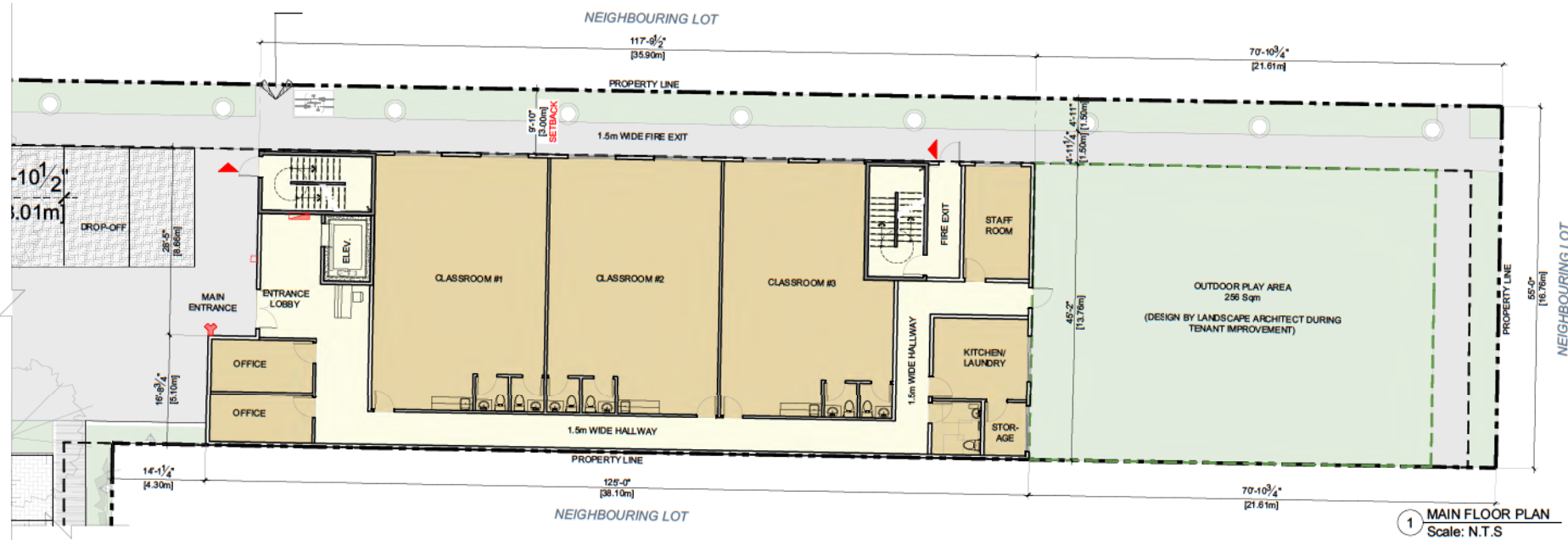
Sheet Title
FIFTH FLOOR PLAN

Scale
 N.T.S

Sheet No.
A-2.5



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① MAIN FLOOR PLAN
 Scale: N.T.S

PROGRAM SUMMARY

	INFANTS	3-5 YR	TOTAL
KIDS	36	75	111
TEACHERS	1 PER 4 KIDS = 9	1 PER 8 KIDS = 9	18
NAPROOM	YES	NO	
CUBBIES	PER CHILD	PER CHILD	111
INDOOR PLAY AREA	3.7 SQM/CHILD	3.7 SQM/CHILD	
OUTDOOR AREA	6 SQM/CHILD	6 SQM/CHILD	

Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
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2023-03-07	Preliminary Application

Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

Drawn By OSV	Date 2023-03-07
Checked By JW	Project ID 2408_2302

Sheet Title
CHILD CARE FLOOR PLANS

Scale
 N.T.S

Sheet No.

A-2.7

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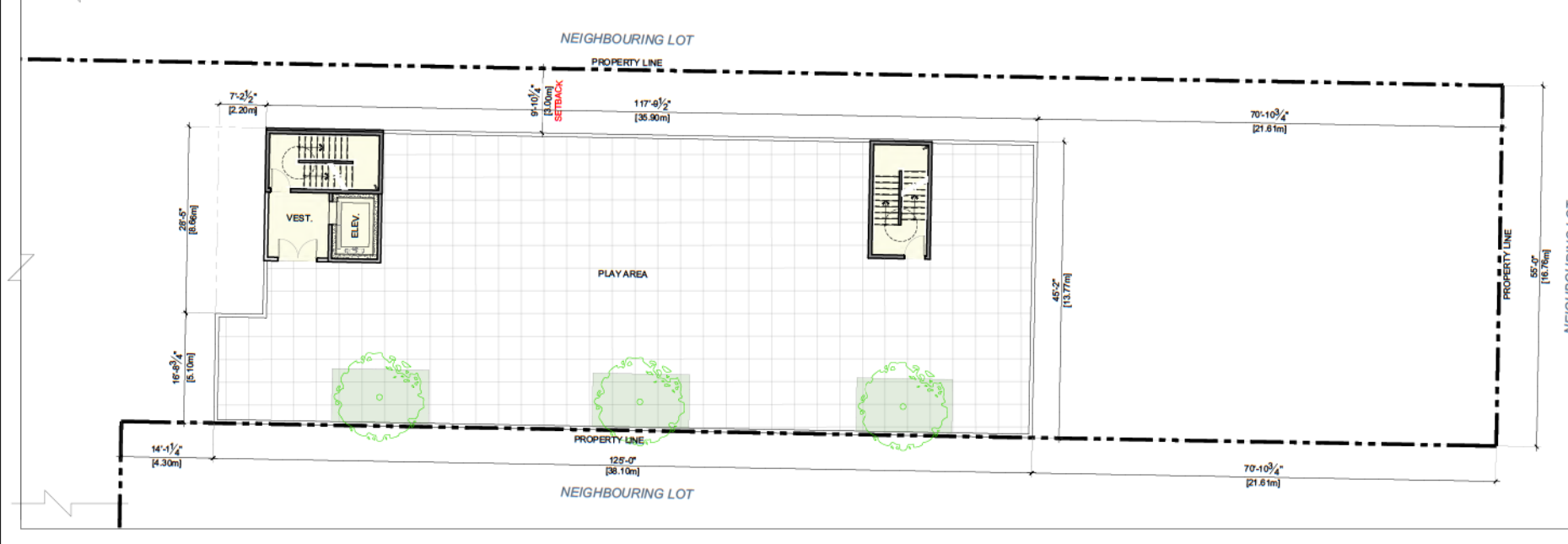
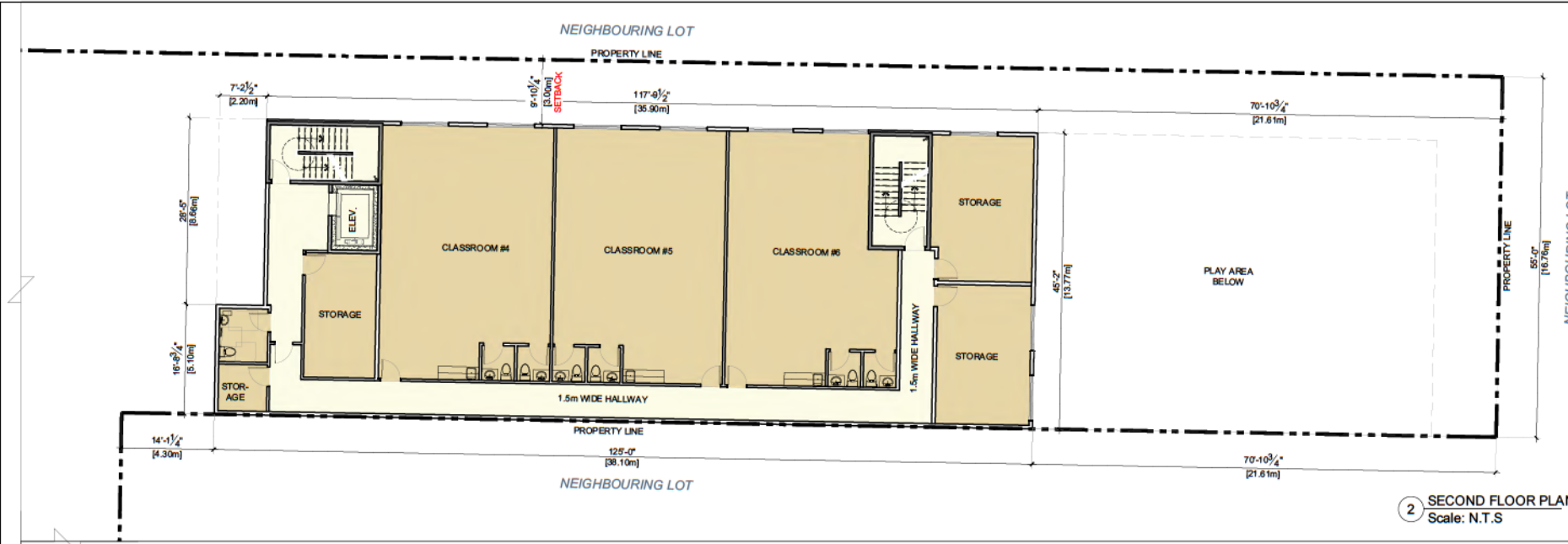


2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application
Date	Description

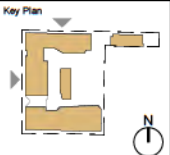
Issues / Revisions

Seal
Project Title
BUSINESS PARK DEVELOPMENT
Project Address
7880 128 STREET SURREY, BC
Drawn By
OSV
Date
2023-03-07
Checked By
JV
Project ID
2023_202
Sheet Title
CHILD CARE FLOOR PLANS
Scale
N.T.S
Sheet No.
A-2.8

Project Title
BUSINESS PARK DEVELOPMENT
Project Address
7880 128 STREET SURREY, BC
Drawn By
OSV
Date
2023-03-07
Checked By
JV
Project ID
2023_202
Sheet Title
CHILD CARE FLOOR PLANS
Scale
N.T.S
Sheet No.
A-2.8



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1 BUILDING -1 WEST ELEVATION
 Scale: 1/32"=1'-0"



2 BUILDING -1 NORTH ELEVATION
 Scale: 1/32"=1'-0"

2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Date	Description
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Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 126 STREET SURREY, BC

Drawn By
 OSV Date
 2023-03-07

Checked By
 JLV Project ID
 2408_2302

Sheet Title
ELEVATIONS

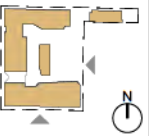
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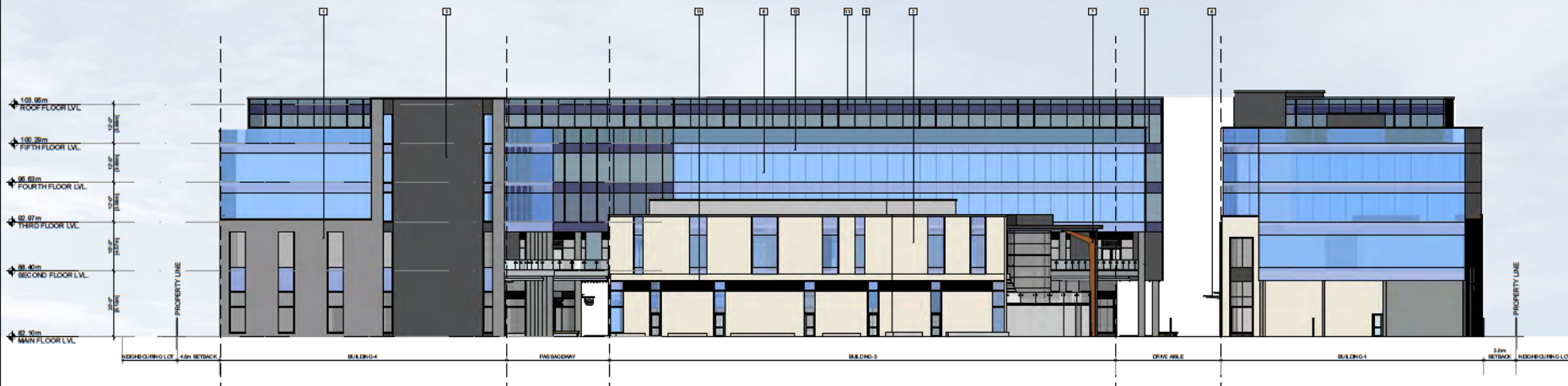
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Key Plan



1 BUILDING-1 SOUTH ELEVATION
 Scale: 1/32"=1'-0"



2 BUILDING -1 EAST ELEVATION
 Scale: 1/32"=1'-0"

2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Date	Description
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Issues / Revisions

Issue	Revisions

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

Drawn By
 OSV
Date
 2023-03-07

Checked By
 JPV
Project ID
 2404_2302

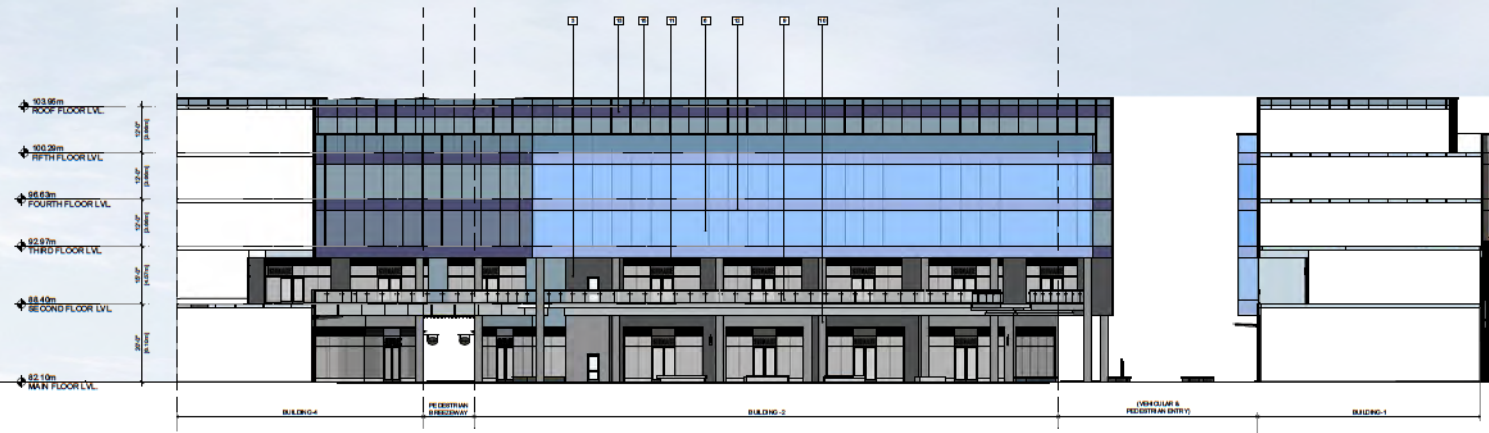
Sheet Title
ELEVATIONS

Scale
Sheet No.
A-3.12

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1 BUILDING-1 - SOUTH ELEVATION
 Scale: 1/32"=1'-0"



2 BUILDING-2 & 4 - EAST ELEVATION
 Scale: 1/32"=1'-0"

Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

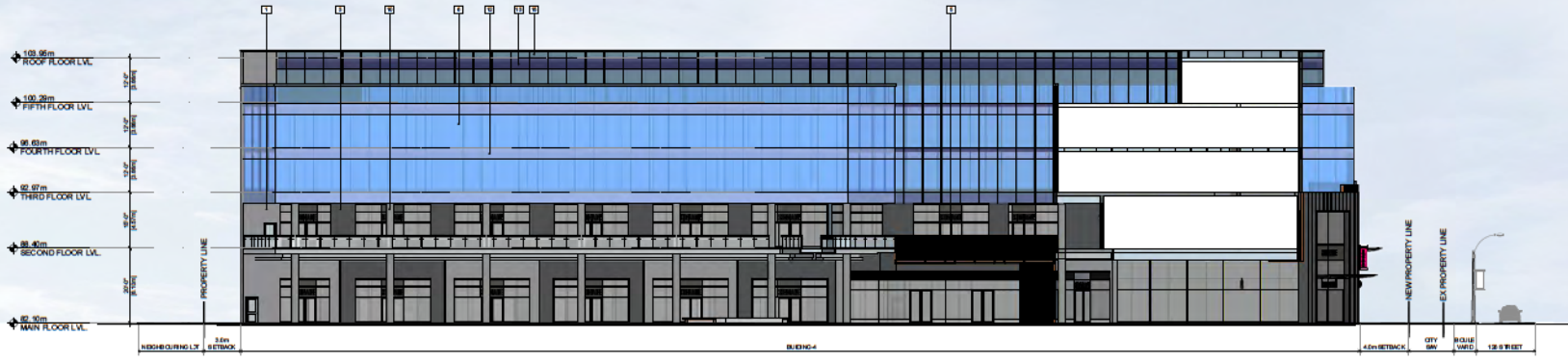
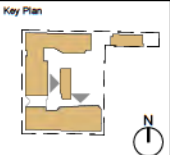
Drawn By OSV	Date 2024-03-07
Checked By JW	Project ID S048_2302

Sheet Title
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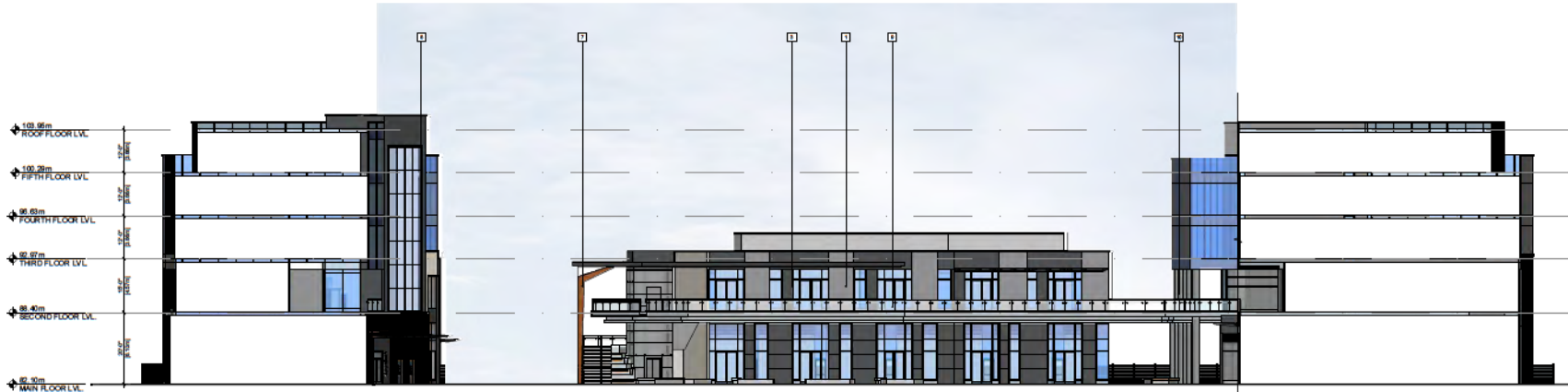
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Sheet No.
A-3.13

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1 BUILDING-4 - NORTH ELEVATION
 Scale: 1/32"=1'-0"



2 BUILDING-2 - WEST ELEVATION
 Scale: 1/32"=1'-0"

2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Date	Description
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Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

Drawn By OSV	Date 2024-03-07
Checked By JW	Project ID S048_2302

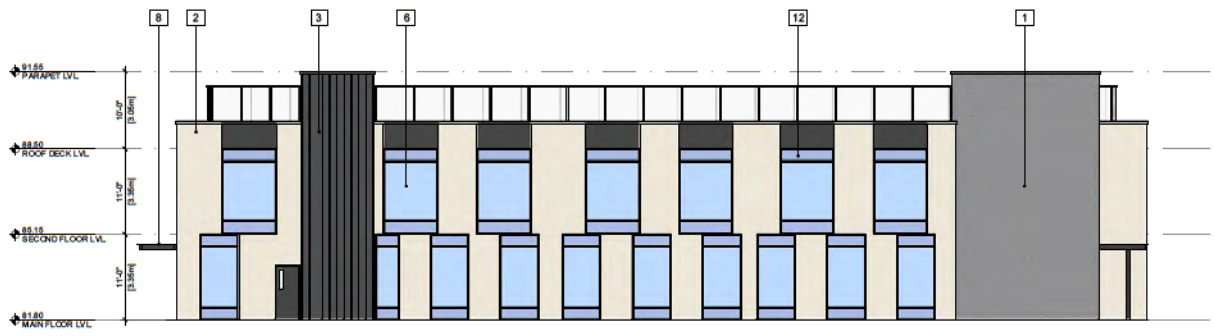
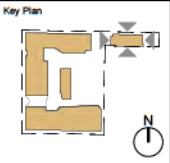
Sheet Title
ELEVATIONS

Scale

Sheet No.

A-3.14

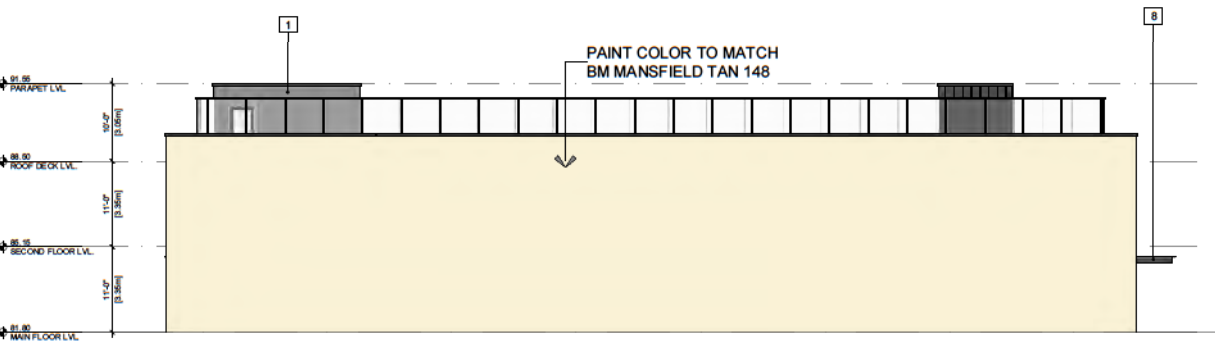
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1 BUILDING-2 NORTH ELEVATION
 Scale: 1/16"=1'-0"



3 BUILDING-2 EAST ELEVATION
 Scale: 1/16"=1'-0"



3 BUILDING-2 SOUTH ELEVATION
 Scale: 1/16"=1'-0"



4 BUILDING-2 WEST ELEVATION
 Scale: 1/16"=1'-0"

2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application
Date	Description

Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

Drawn By	Date
GVV	2023-03-07
Checked By	Project ID
JVJ	2408_2302

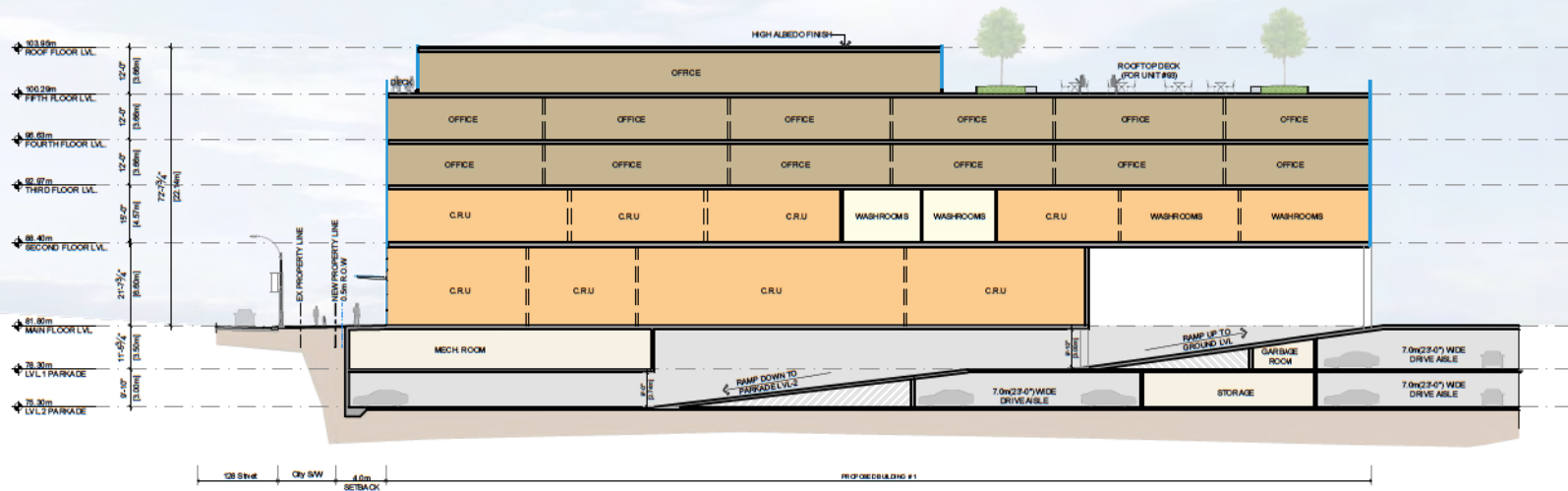
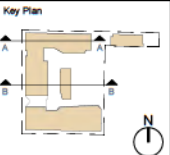
Sheet Title
CHILDCARE BUILDING ELEVATIONS

Scale

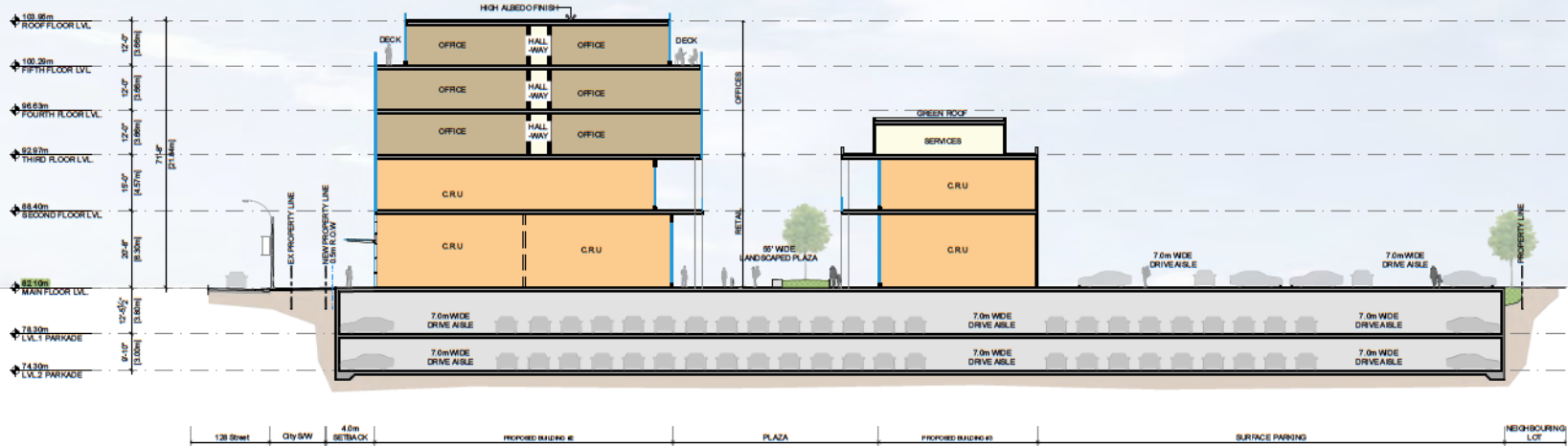
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A-3.15

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1 SECTION A-A
Scale: N.T.S



2 SECTION B-B
Scale: N.T.S

Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
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2023-03-07	Preliminary Application

Issues / Revisions
Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET
SURREY, BC

Drawn By GVV	Date 2024-03-07
Checked By JVV	Project ID S048_2302

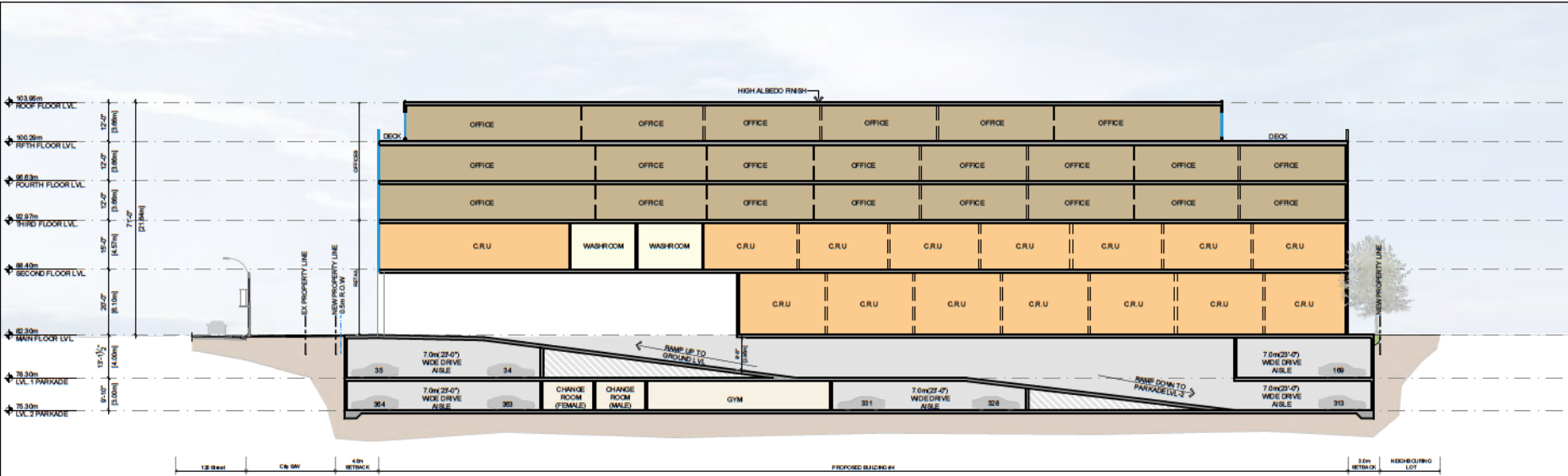
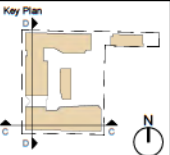
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Scale

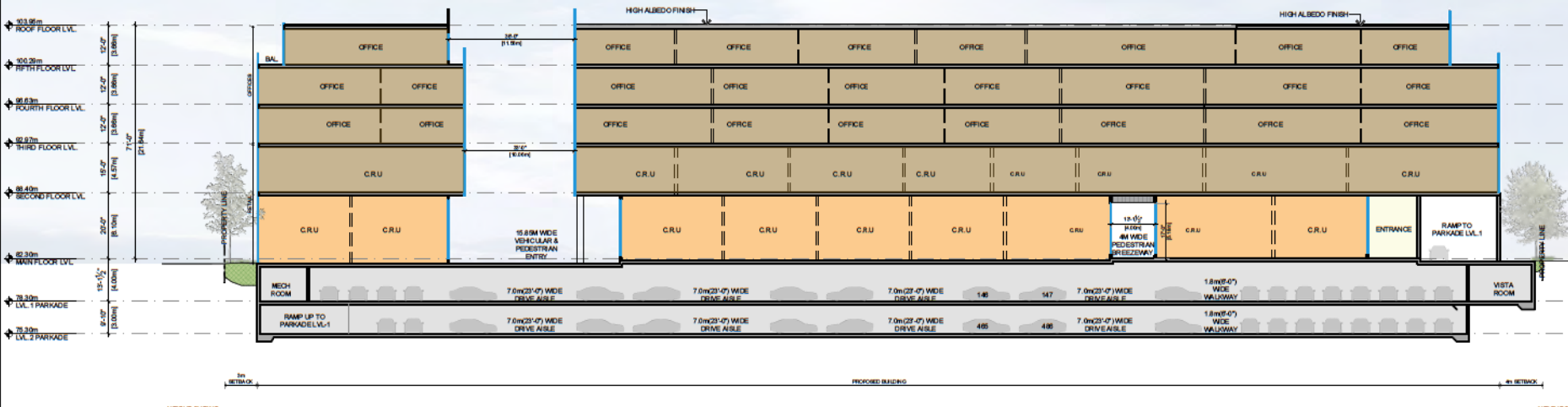
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1 SECTION C-C
 Scale: N.T.S



2 SECTION D-D
 Scale: N.T.S

Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
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2023-03-07	Preliminary Application

Issues / Revisions

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Project Title
BUSINESS PARK DEVELOPMENT

Project Address
7880 128 STREET SURREY, BC

Drawn By OSV	Date 2023-03-07
Checked By JW	Project ID SURRE_2302

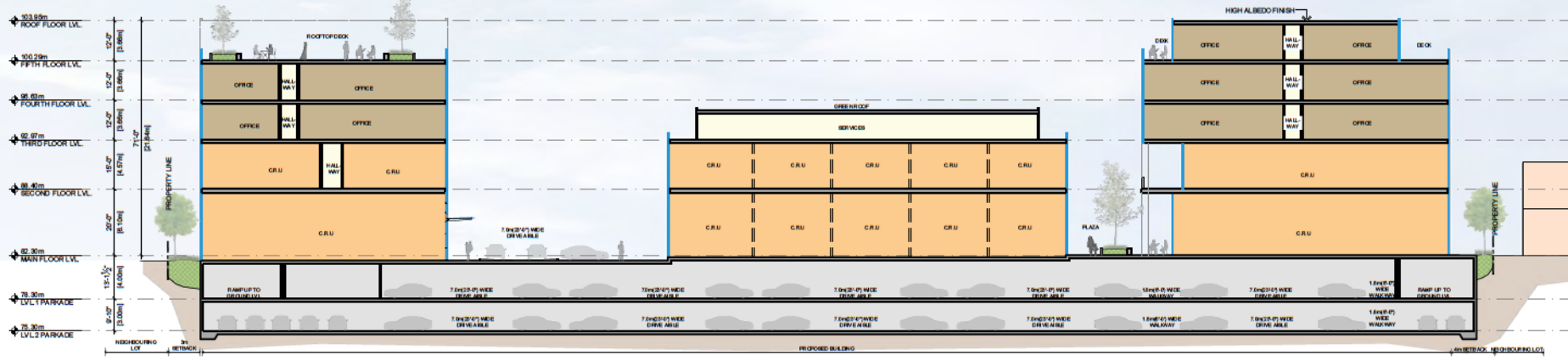
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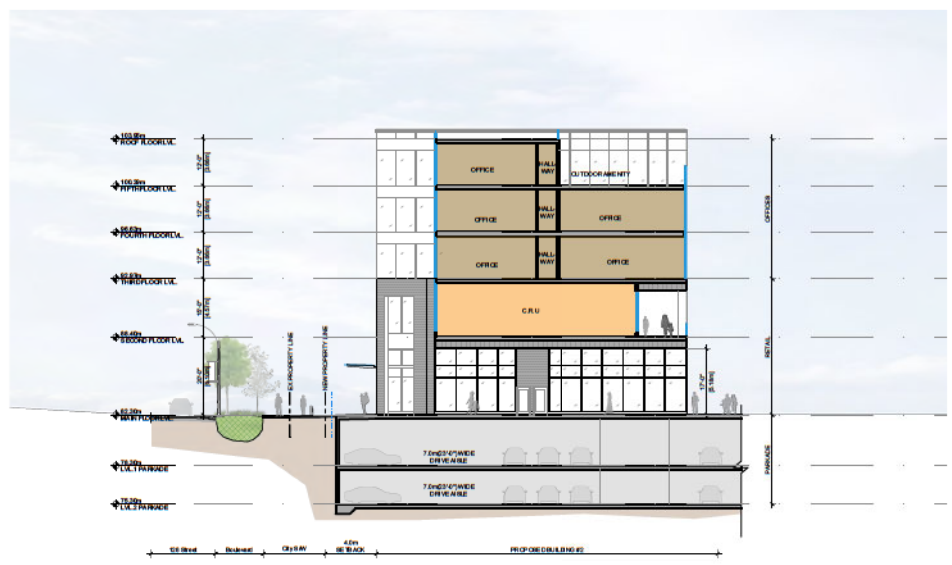
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A-4.1

February 6, 2024

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1 SECTION E-E
Scale: N.T.S



2 SECTION F-F
Scale: N.T.S

2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application
Date	Description

Issues / Revisions

Seal

Project Title

BUSINESS PARK DEVELOPMENT

Project Address

7880 128 STREET SURREY, BC

Drawn By	OSV	Date	2023-03-07
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Checked By	JV	Project ID	2308_2302
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Sheet Title

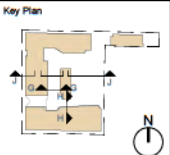
SECTIONS

Scale

Sheet No.

A-4.2

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2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Seal

Project Title
BUSINESS PARK DEVELOPMENT

Project Address
**7880 128 STREET
 SURREY, BC**

Drawn By
 OSV Date
 2023-03-07

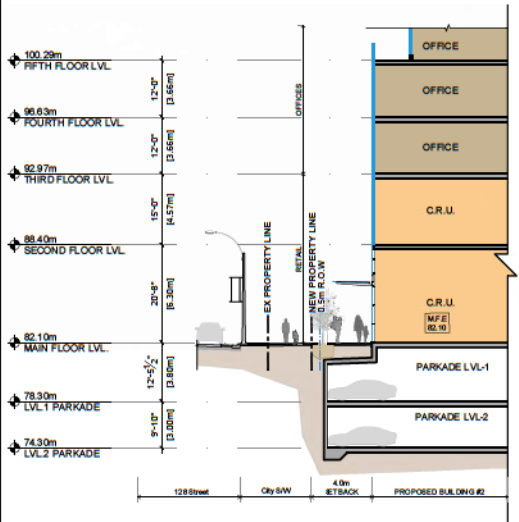
Checked By
 JPV Project ID
 2023_2302

Sheet Title
SECTIONS

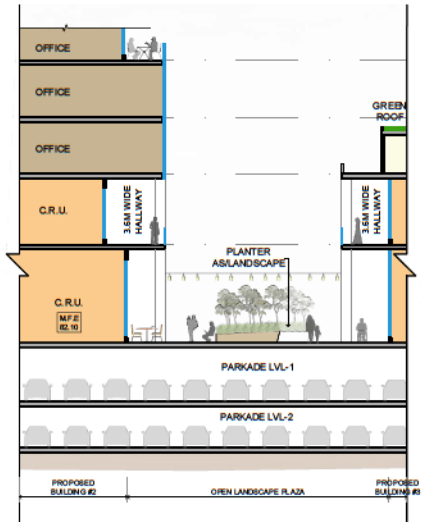
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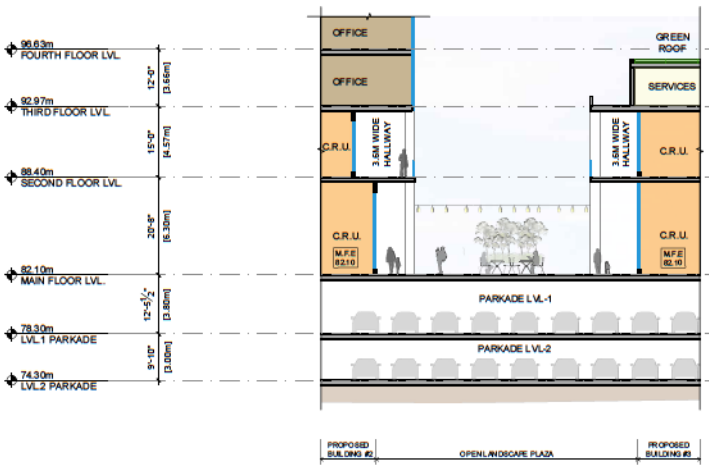
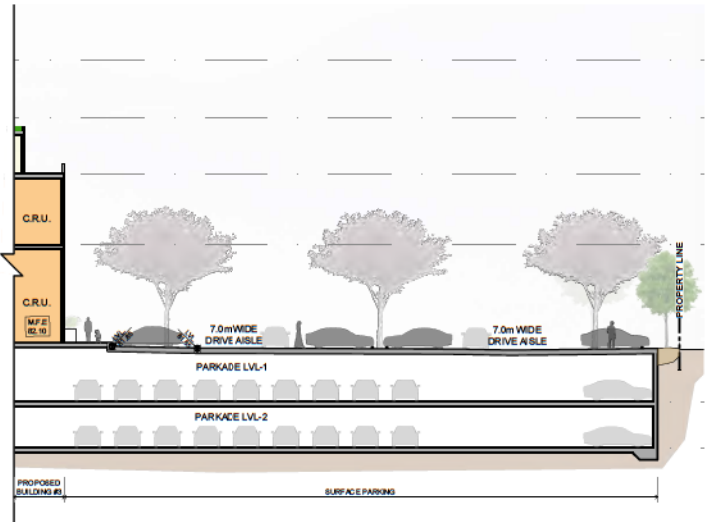
A-4.3



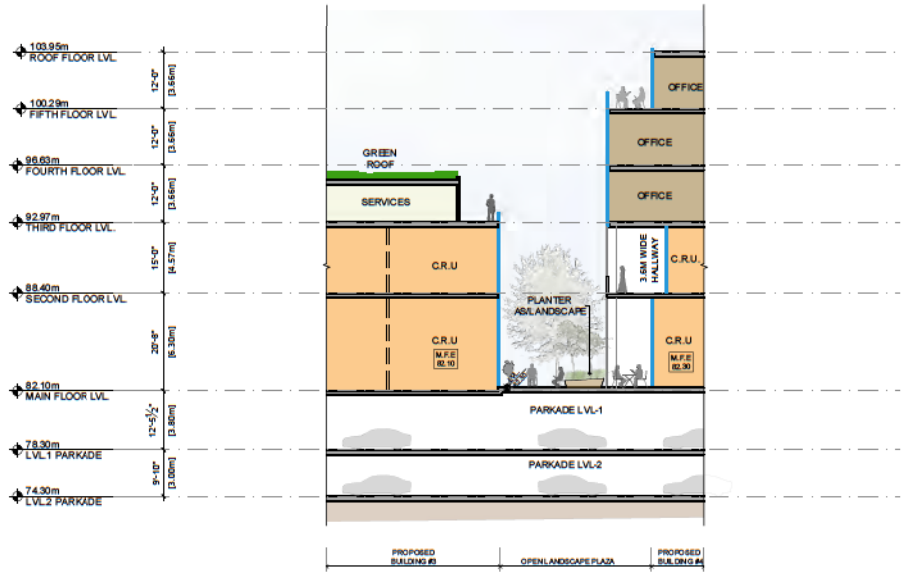
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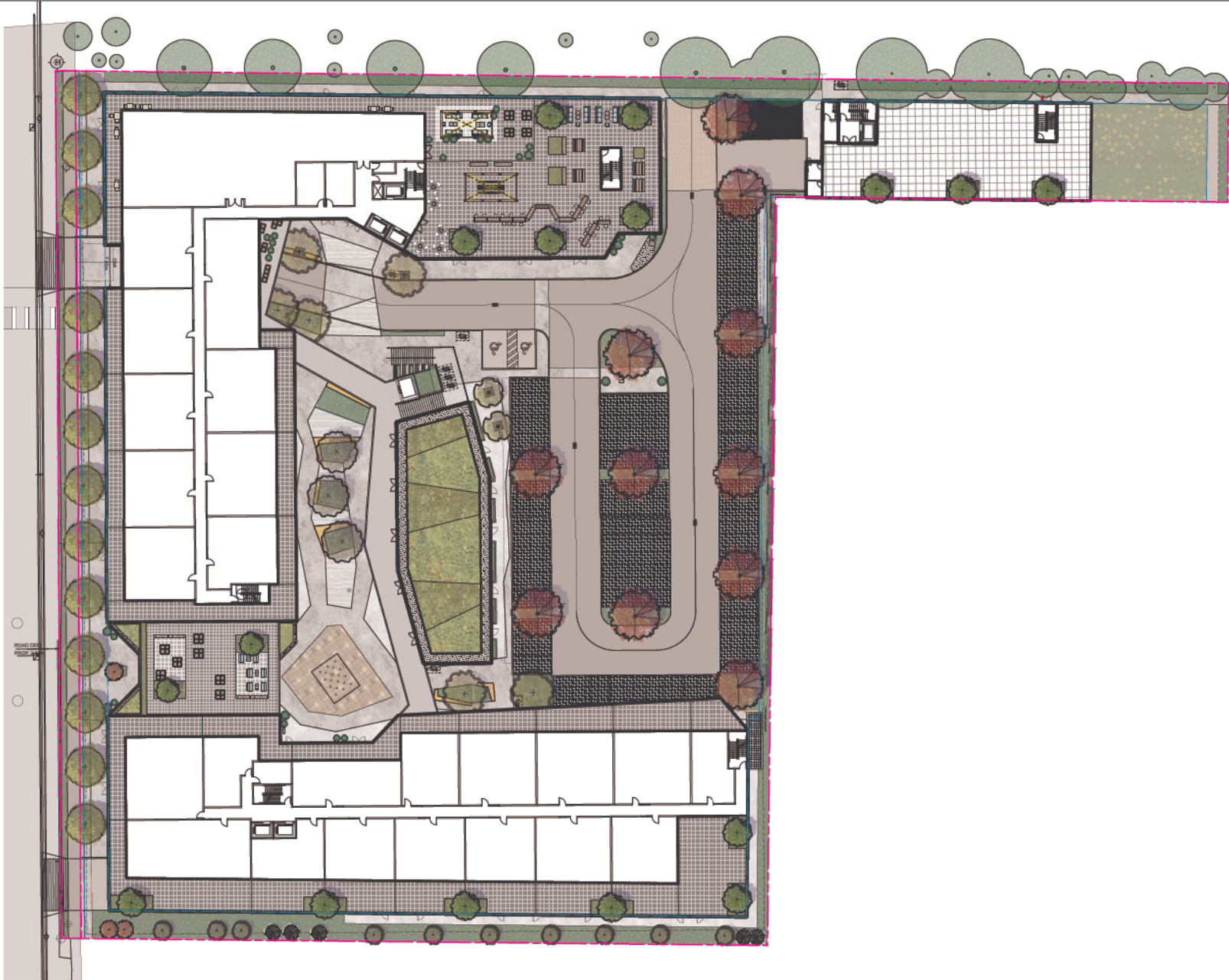


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David Stoyko
Landscape Architect

2886 6TH AVENUE EAST
VANCOUVER BC V6M 1R3
P: 604.720.0048

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THESE DRAWINGS HAVE BEEN PREPARED FOR THE CLIENT FOR THIS PROJECT, AND SHOULD NOT BE USED OTHERWISE WITHOUT PERMISSION.

DO NOT SCALE OFF OF THESE DRAWINGS. NO RESPONSIBILITY CAN BE TAKEN WITH ANY ERRORS BY MEASURING OFF OF THESE DRAWINGS.

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3	ISSUED FOR REVIEW 23-12-02
2	ISSUED FOR REVIEW 23-11-15
1	ISSUED FOR CONCEPT REVIEW 23-09-28
REVISIONS	

BUSINESS PARK DEVELOPMENT

7880 128 Street
Surrey, British Columbia

Scale:	1:250
Drawn:	DS
Reviewed:	DS
Project No.:	23-022

LANDSCAPE PLAN
ALL LEVELS

L1.0

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1	ISSUED FOR CONCEPT REVIEW 23-09-28
REVISIONS	

**BUSINESS PARK
DEVELOPMENT**

7880 128 Street
Surrey, British Columbia

Scale:	1:250
Drawn:	DS
Reviewed:	DS
Project No.:	23-022

LANDSCAPE PLAN
GROUND LEVEL

L1.1

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Landscape Architect**

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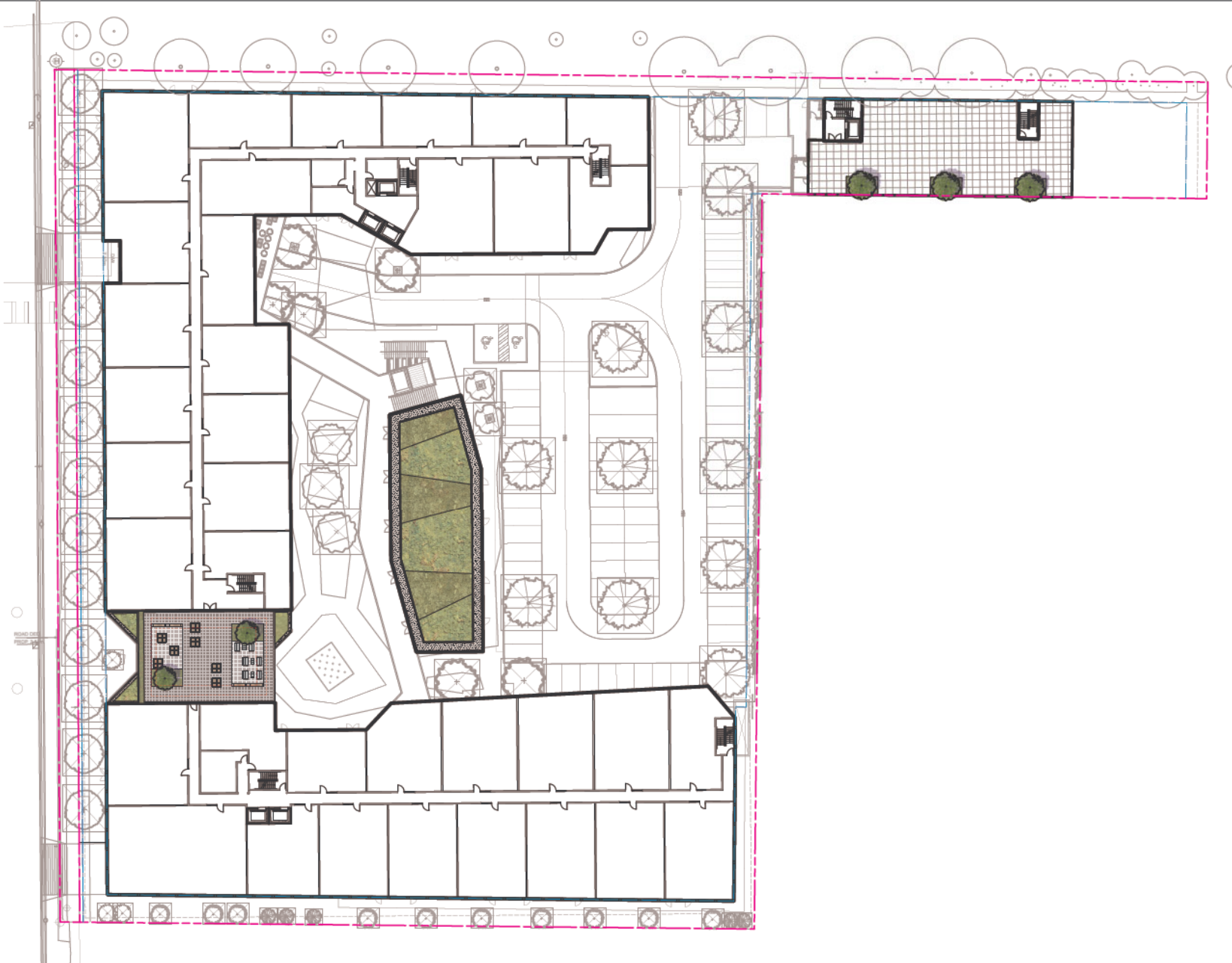
**BUSINESS PARK
DEVELOPMENT**

7880 128 Street
Surrey, British Columbia

Scale:	1:250
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Reviewed:	DS
Project No.:	23-022

LANDSCAPE PLAN
LEVEL 3

L1.3



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Landscape Architect

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1	ISSUED FOR CONCEPT REVIEW	23-09-28

REVISIONS

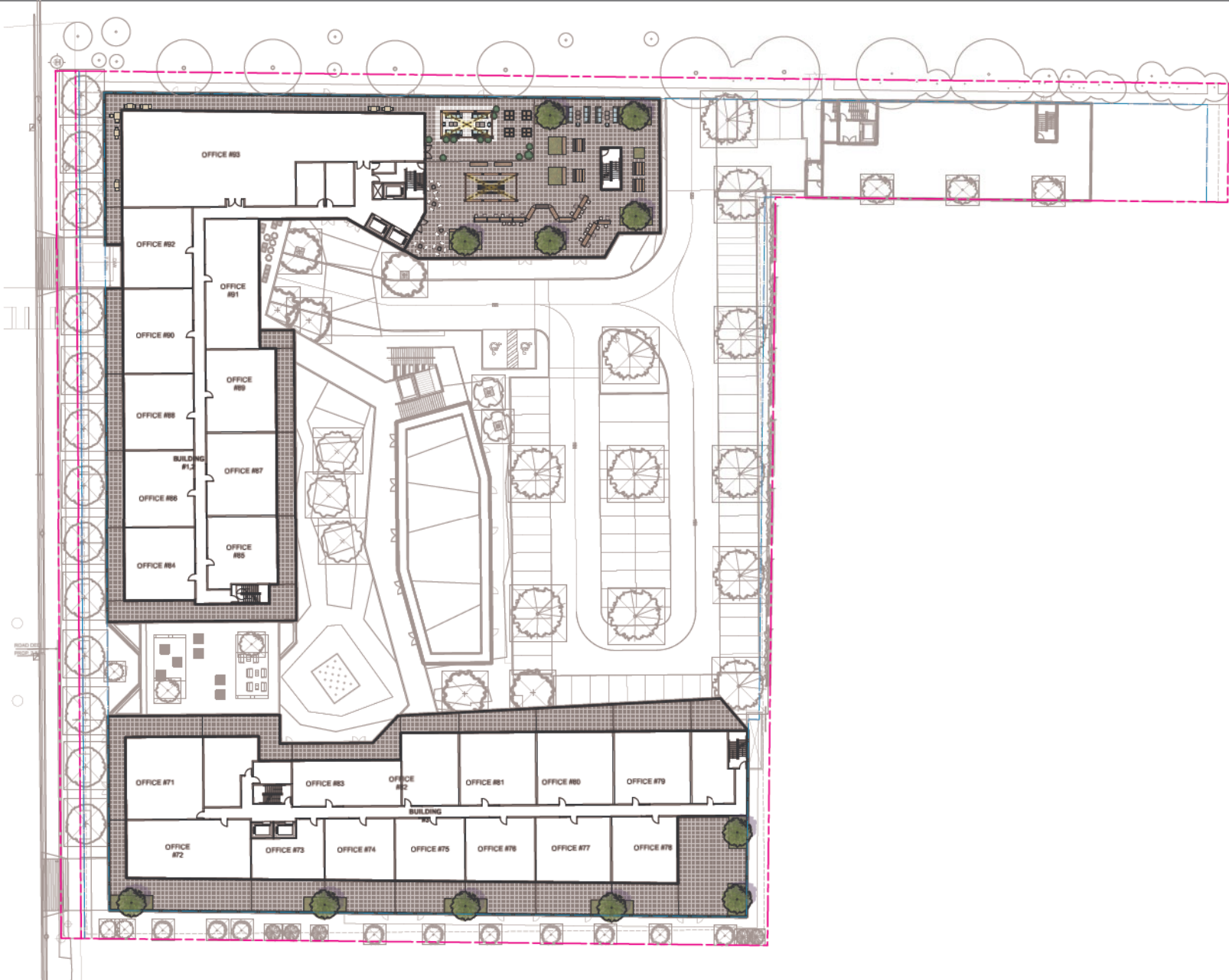
BUSINESS PARK DEVELOPMENT

7880 128 Street
Surrey, British Columbia

Scale:	1:250
Drawn:	DS
Reviewed:	DS
Project No.:	23-022

LANDSCAPE PLAN
LEVEL 5

L1.4



TO: **Director, Area Planning & Development
- South Surrey Division
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **January 23, 2024** PROJECT FILE: **7823-0090-00**

RE: **Engineering Requirements (Commercial/Industrial)
Location: 7880 128 St**

OCP AMENDMENT/DEVELOPMENT PERMIT

There are no engineering requirements relative to the OCP Amendment and Development Permit besides stated below.

REZONE

Property and Right-of-Way Requirements

- Dedicate 2.808 metre along 128 Street.
- Register 0.50 metre Statutory right-of-way (SRW) along 128 Street.
- Register SRW for traffic signal loops at proposed northern access.

Works and Services

- Construct 1.8 m concrete sidewalk and streetlighting along 128 Street.
- Construct concrete driveway letdowns.
- Construct sanitary main along 128 Street.
- Construct storm, sanitary and water service connections to the site.
- Complete sanitary catchment analysis and resolve downstream constraints.
- Provide on-site stormwater mitigation and water quality features.
- Register applicable legal documents as determined through detailed design.

A Servicing Agreement is required prior to Rezone and Development Permit.



Jeff Pang, P.Eng.
Development Services Manager

BD

Tree Preservation Summary

Surrey Project No:

Address:

Registered Arborist: Woodridge Tree Consulting Arborists Ltd., Terry Thrale- PN6766A

On-Site Trees	Number of Trees	Off-Site Trees	Number of Trees
Protected Trees Identified *	1	Protected Trees Identified	20
Protected Trees to be Removed	0	Protected Trees to be Removed	0
Protected Trees to be Retained (excluding trees within proposed open space or riparian areas)	0	Protected Trees to be Retained	20
Total Replacement Trees Required:		Total Replacement Trees Required:	
<ul style="list-style-type: none"> - Alder & Cottonwoods to be removed (1:1) 1 X one (1) = 1 - All other species to be removed (2:1) 0 X two (2) = 0 	1	<ul style="list-style-type: none"> - Alder & Cottonwoods to be removed (1:1) 0 X one (1) = 0 - All other species to be removed (2:1) 0 X two (2) = 0 	0
Replacement Trees Proposed	40	Replacement Trees Proposed	0
Replacement Trees in Deficit	0	Replacement Trees in Deficit	0
Protected Trees to be Retained in Proposed Open Space or Riparian Areas	0		

*on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas

Summary, report and plan prepared and submitted by:



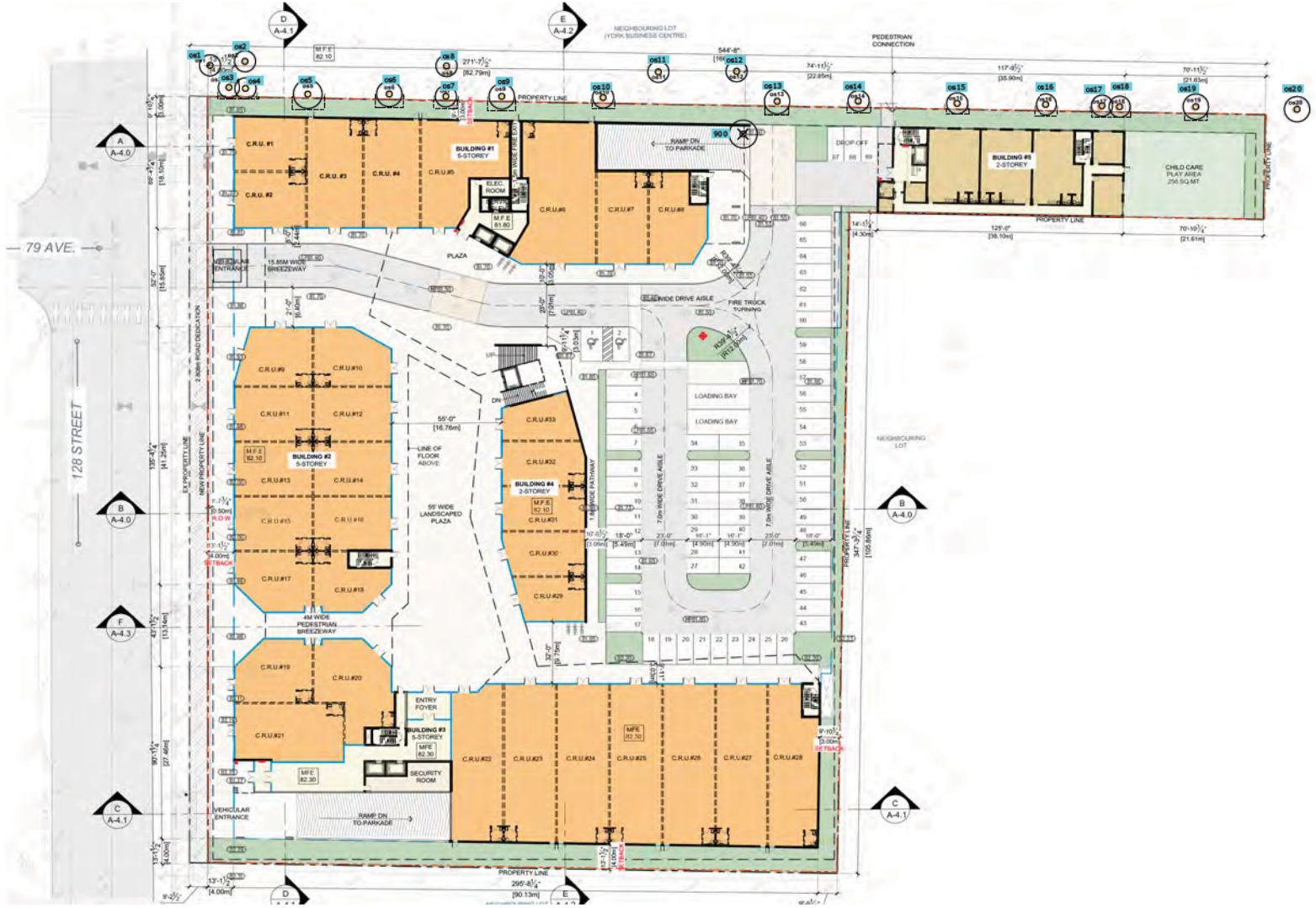
(Signature of Arborist)

January 18, 2024

Date

January 18, 2023

T#	Species	Area (sq. ft)	Tree ID
000	Cottonwood	33	1-98
001	Pearljam Maple	16	1-13
002	Linden	21	1-15
003	Serbian Spruce	14	1-17
004	Serbian Spruce	16	1-18
005	Ash	34	2-0-4
006	Ash	23	1-8
007	Serbian Spruce	14	1-15
008	Linden	14	1-15
009	Ash	28	1-8
010	Ash	22	1-15
011	Linden	13	1-15
012	Linden	28	1-8
013	Ash	22	1-15
014	Ash	20	1-15
015	Serbian Spruce	11	1-15
016	Serbian Spruce	9	1-15
017	Ash	30	1-8
018	Ash	22	1-15



Legend
 x = remove tree

80 Ave



IND

ME

OCP Amendment from "Industrial" to "Mixed Employment". in Figure 3: General Land Use Designations.

79 Ave

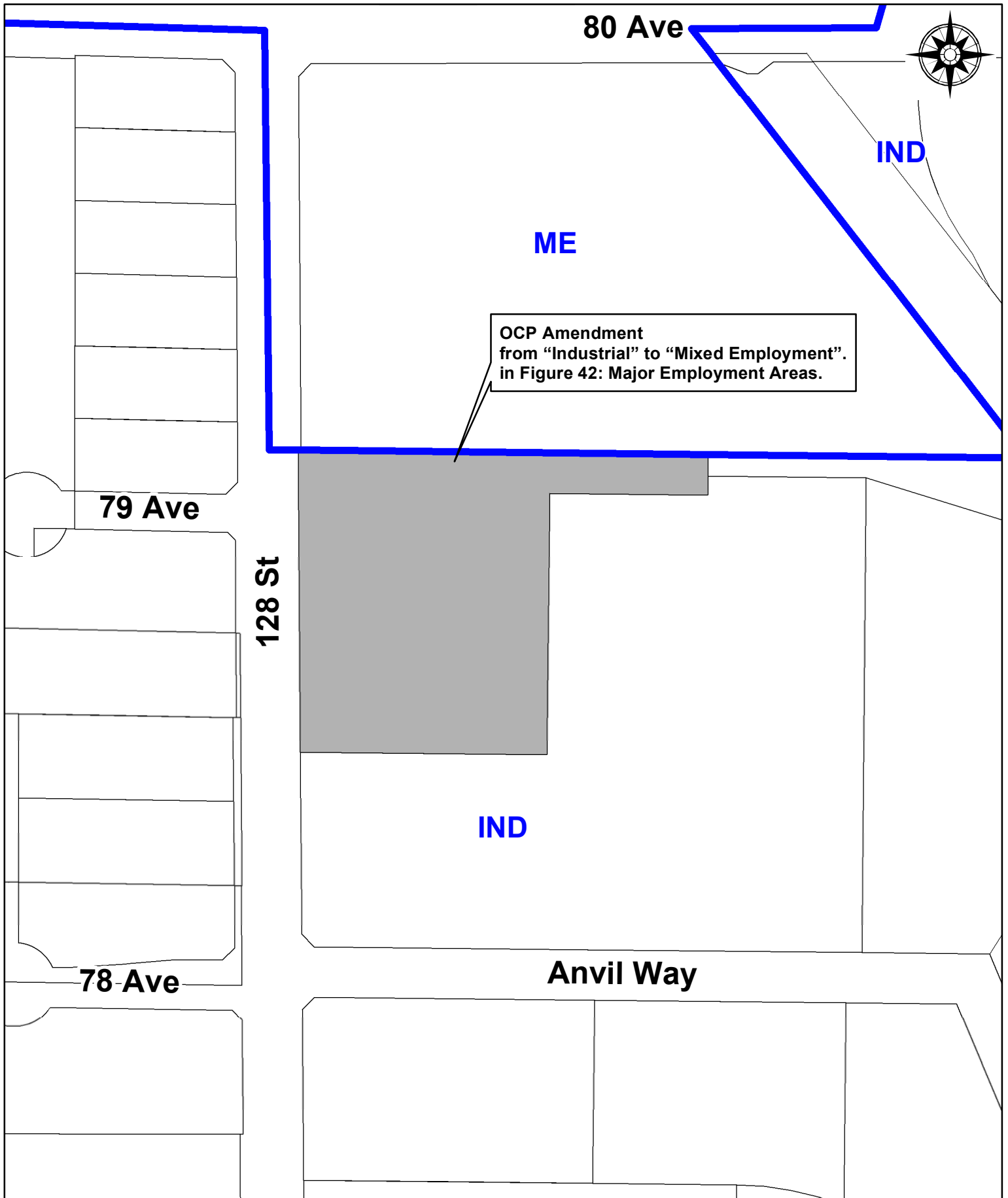
128 St

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78 Ave

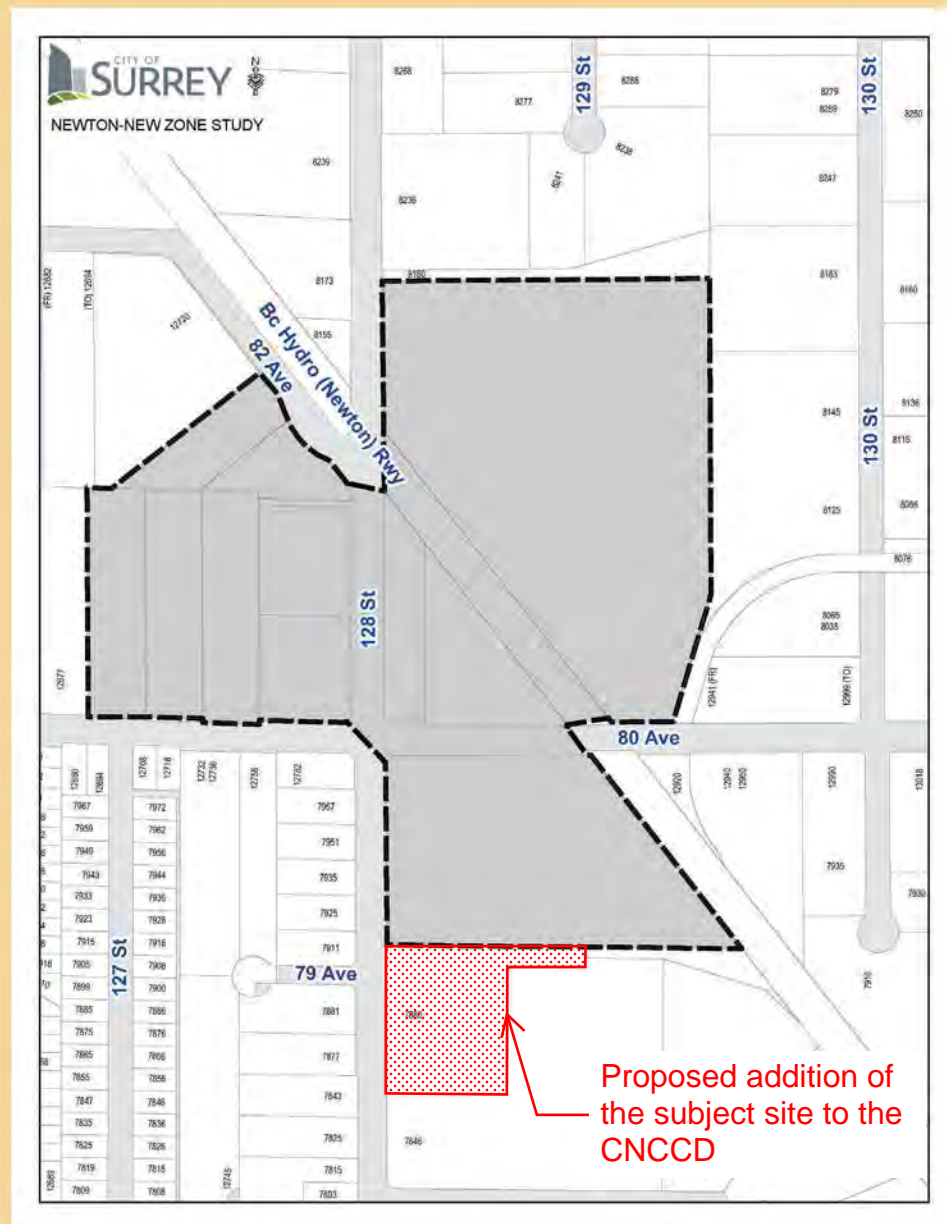
Anvil Way





LOCATION OF CENTRAL NEWTON CULTURAL COMMERCIAL DISTRICT

The Central Newton Cultural Commercial District (CNCCD) is located at the intersec. on of 80 Avenue and 128 Street, as shown below.

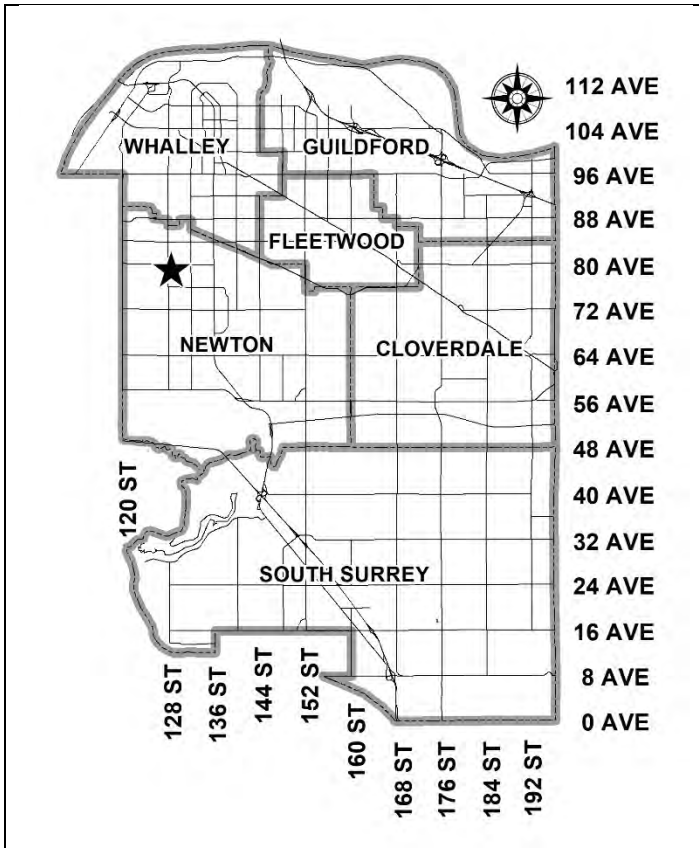


Appendix VII

City of Surrey PLANNING & DEVELOPMENT REPORT

Application No.: 7923-0090-00

Planning Report Date: May 1, 2023



PROPOSAL:

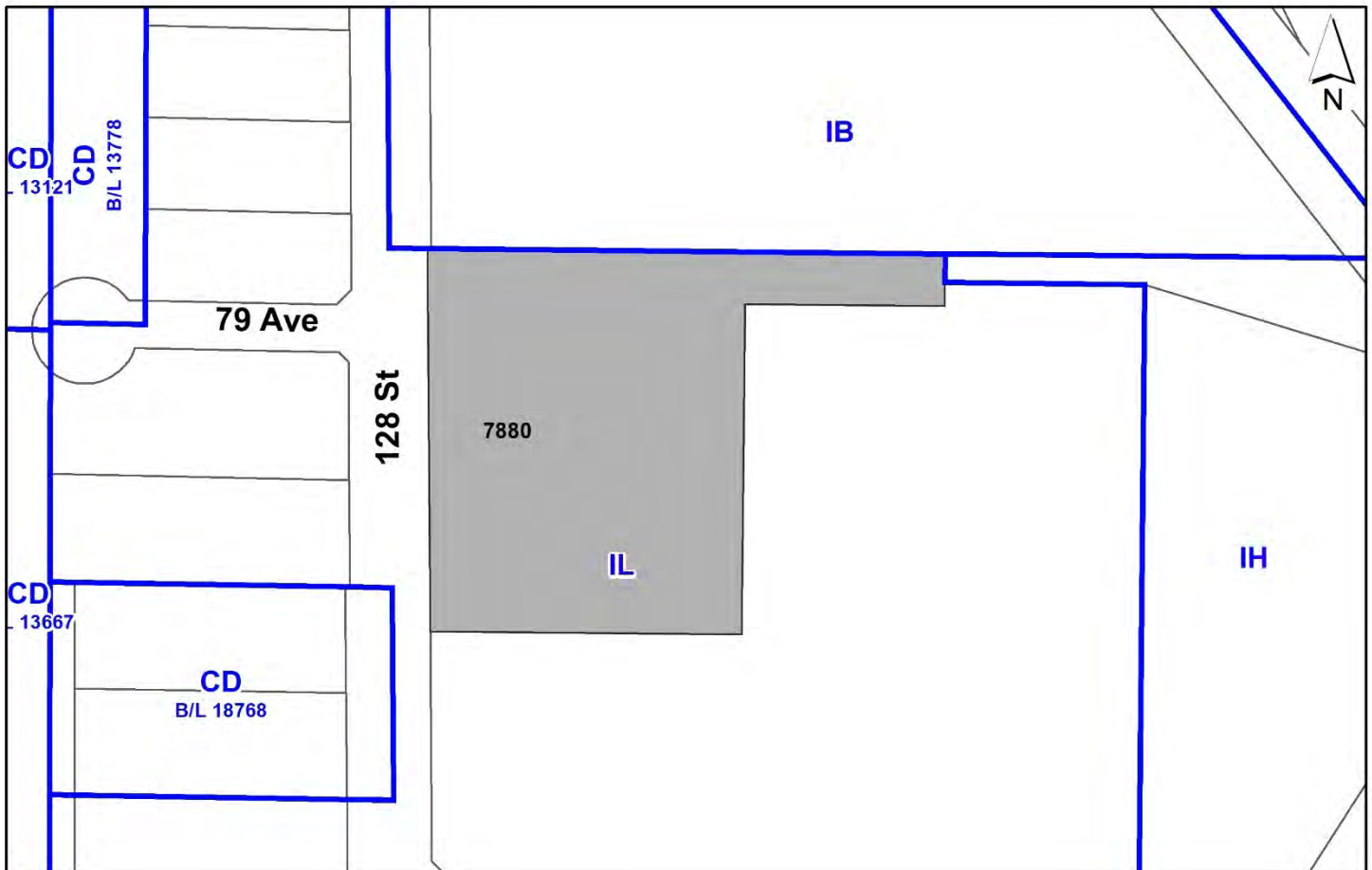
- **Regional Growth Strategy Amendment** from Industrial to Employment
- **OCP Amendment** from Industrial to Mixed Employment
- **OCP Text Amendment** to allow a higher density in the Mixed Employment designation
- **Rezoning** from IL to CD

to permit the development of three commercial buildings and one industrial building.

LOCATION: 7880 - 128 Street

ZONING: IL

OCP DESIGNATION: Industrial



RECOMMENDATION SUMMARY

The Planning & Development Department recommends that that the application be referred back to staff to work with the applicant to develop a proposal that complies with the site's Industrial designation in both the Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS).

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposed commercial uses depart significantly from the policies identified in the City of Surrey Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS).
- The applicant is also proposing an OCP text amendment to allow a density higher than the 1.0 floor area ratio (FAR) permitted in the Mixed Employment OCP designation.

RATIONALE OF RECOMMENDATION

Policy Issues:

- Surrey's OCP and Metro Vancouver's RGS focus on the preservation of existing employment lands, particularly industrial lands. Introducing more commercial uses into Industrial areas erodes the viability of light and heavy industrial uses which create jobs and generate significant tax revenue that the Industrial designation is intended to support.
- The proposal would trigger the requirement for a Metro Vancouver RGS amendment. An RGS amendment from Industrial to Employment would be considered a Type 3 Minor Amendment. It would require an affirmative 50% + 1 weighted vote of the Metro Vancouver Board.

Land Use Implications:

- The proposed development, if approved, would put pressure on other Industrial lands in Surrey to be converted to commercial uses, including other lands located in the Newton industrial area.
- The proposed 2.0 floor area ratio (FAR) density exceeds the maximum permitted in the Industrial or Mixed Employment designations. Under the Industrial and Mixed Employment designations, this site would be permitted a density of up to 1.0 floor area ratio (FAR). The proposed density of 2.0 FAR is generally not supported outside of Urban Centre plan areas and some key transit corridors, areas that are generally better served with amenities and transit.

- The subject site is less than 2 kilometres from the Newton Town Centre and the Scott Road Corridor, where commercial development is encouraged. If dense commercial developments are supported outside of the City's Town Centres, redevelopment of those key areas like the Newton Town Centre or the Scott Road Corridor, which are much more transit- and pedestrian-oriented and provide far more amenities, will be hindered and likely underdeveloped and/or delayed.
- The supply of industrial lands in the City and the region is limited and in high demand, as highlighted in Metro Vancouver's 2015 Industrial Lands Inventory. Protecting the supply of industrial lands in Surrey is important to meet the current and future needs of the local and regional economy.
- The creation of the Central Newton Cultural Commercial District (CNCCD) around the intersection of 128 Street and 80 Avenue was undertaken in 2013 in response to ongoing pressure in the Newton industrial area to allow commercial uses on Industrial land. A handful of properties were re-designated to Mixed Employment at that time with the clear intention of limiting commercial uses to those areas only and reinforcing the protection of the surrounding Industrial lands for legitimate industrial uses. The subject property is outside of the CNCCD lands and should therefore be maintained for industrial purposes in accordance with previous plans for the area.
- Approval of the current proposal would draw commercial uses farther south along 128 Street, further eroding the industrial land base, and providing increasing pressure for adjacent lands to redevelop to non-industrial uses.

RECOMMENDATION

The Planning & Development Department recommends that that the application be referred back to staff to work with the applicant to develop a proposal that complies with the site's Industrial designation in both the Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS).

SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP Designation	Existing Zone
Subject Site	Industrial	Industrial	IL
North:	Commercial	Mixed Employment	IB
East and South:	Industrial	Industrial	IL
West (Across 128 Street):	Industrial	Industrial	IL and CD (By-law No. 18768)

Context & Background

- The subject property is approximately 1.3 hectares in size and is located on the east side of 128 Street in the Newton Industrial area. It is designated "Industrial" in the Official Community Plan (OCP), and "Industrial" in Metro Vancouver's Regional Growth Strategy (RGS).
- Given the site's current Industrial designation under the RGS, an amendment to the RGS to Employment would be required should the proposal be supported by Council. This would involve an affirmative 50% +1 weighted vote of the Metro Vancouver Regional District Board. Metro Vancouver indicates that public engagement opportunities would also be required as part of their process. Public engagement opportunities may include notification on the Metro Vancouver website, request for written comments on the Metro Vancouver website, opportunities for the public to appear as a delegation to the Regional Planning Committee or the Metro Vancouver Regional District Board, conveyance of comments from the Surrey Public Hearing to the Metro Vancouver Regional District Board and/or hosting a public information meeting.
- The subject property is adjacent to, but not within, the group of properties that make up the Central Newton Cultural Commercial District (CNCCD).
- Properties within the CNCCD are designated "Mixed Employment" in the OCP and are intended to be developed as the only commercial lots in this area.
- The Central Newton Cultural Commercial District was developed to provide a legitimate location for a number of existing commercial businesses that had been occupying Industrial land in this area (Appendix III). At the time the area was designated in 2013, there was pressure throughout the Industrial lands in Newton, including in the East Newton Business Park, to introduce banquet halls as well as retail and service uses. A number of these commercial uses had already become established in some areas, in particular at the Payal

Centre, which is located on the east side of 128 Street at 82 Avenue. In order to relieve commercial pressure on Industrial lands throughout the community, the Central Newton Cultural Commercial District was established so that cultural and commercial uses could be focused in one area, thus maintaining the integrity of the remaining industrial lands.

- The intention of the CNCCD is to encourage commercial uses to locate on the lands designated Mixed Employment around the intersection of 80 Avenue and 120 Street. Elsewhere in Newton, these uses would not be permitted on Industrial lands. The subject lot is designated Industrial and is therefore intended to be protected for Industrial use now and in the future.

DEVELOPMENT PROPOSAL

Planning Considerations

- The subject application includes the following components:
 - An Official Community Plan amendment from Industrial to Mixed Employment, with a site-specific amendment to allow density beyond the 1.0 FAR limit of the Mixed Employment designation; and
 - A Rezoning from “Light Impact Industrial Zone (IL)” to “Comprehensive Development Zone (CD)”.
- In association with the proposed land use amendments noted above, an amendment of Metro Vancouver’s Regional Growth Strategy (RGS) will also be required. The property is currently designated Industrial in the RGS, which would need to be amended to Employment to accommodate the proposed development.
- Only the proposed OCP amendment and Rezoning, and not a Development Permit, are being presented for Council’s consideration at this time. Given the significant departure from the City’s plans, policies, and practices that the proposal entails, it was deemed appropriate to consult Council on the larger land use issue before proceeding to detailed development planning of the site, which would require a Development Permit.
- According to the applicant’s proposal, the development would consist of two four-storey buildings with ground floor commercial retail and upper floor office uses, a two-story building with ground floor commercial retail and second floor office uses and a one-storey warehouse building. In terms of floor area, the applicant is proposing 2.0 FAR (26,567 square metres). The floor area consists of 5,654 square metres of ground floor commercial (21% of floor area), 19,866 square metres of office uses (75% of floor area) and 1,047 square metres of warehouse use (4% of floor area).
- All aspects of the design, including but not limited to density, massing, circulation and site layout, would be subject to detailed review (including a Development Permit for Form and Character, review by Transportation and Engineering, the Advisory Design Panel, and Fire Department) and change should Council determine that the applicant’s proposal has merit.

Referrals

- Formal referrals have not been completed for the subject proposal, given the significant departure from exiting City policies and practices. The current focus is on the appropriateness of the land uses that are proposed. Referrals to appropriate stakeholder groups would be required as part of any detailed proposal on the site.

Transportation Considerations

- The applicant proposes medium-density commercial development at a density (2.0 FAR) that would be appropriate for a Town Centre location, where access to frequent transit and active transportation networks would be available.
- The subject property is not located near a frequent transit network, meaning that the development would rely heavily on automobile access. This would conflict with transportation and neighbourhood design policies in the City's Official Community Plan and Sustainability Charter.
- Detailed review of the proposed land use and site plan has not been undertaken from a Transportation perspective.

Sustainability Considerations

- The proposal conflicts with fundamental sustainability principles that guide policy in the City's OCP and other plans and policy documents. Medium-density commercial development should be located in a Town Centre or along a Frequent Transit Network (FTN) corridor in order to create compact, healthy communities, maximize residents' access to services and amenities, and reduce dependence on private automobiles. See the Policy & Bylaw Considerations section below for more details.

POLICY & BY-LAW CONSIDERATIONS

Regional Growth Strategy

- The property is designated Industrial in Metro Vancouver's Regional Growth Strategy (RGS). According to the RGS, "Industrial areas are primarily intended for heavy and light industrial activities, and appropriate accessory uses. Limited commercial uses that support industrial activities are appropriate."
- The current proposal does not comply with the Regional Growth Strategy and would require an RGS amendment from Industrial to Employment.
- An RGS amendment from Industrial to Employment would be considered a Type 3 Minor Amendment. It would require an affirmative 50% + 1 weighted vote of the Metro Vancouver Board.

Official Community Plan

Land Use Designation

- The subject site is designated Industrial in the Official Community Plan (OCP). The OCP states that “the Industrial designation supports light and heavy industrial land use. Accessory uses that operate ancillary to a main industrial use may include limited office uses, a caretaker's residence, and commercial uses that are strictly limited to those that support industrial activities.” The OCP is consistent with the Regional Growth Strategy in not supporting general commercial uses within the Industrial designation.
- The Industrial designation allows density up to 1.0 FAR.

Proposed Amendment

- The applicant proposes an OCP amendment to redesignate the site from Industrial to Mixed Employment, with a site-specific amendment to allow density above 1.0 FAR, which is the maximum density permitted in the Mixed Employment designation. The proposal is for 2.0 FAR.

Use

- Staff do not support the proposed OCP amendment. The protection of industrial lands is a key objective of the City of Surrey.
- The proposed land use amendment would represent a loss of valuable industrial lands within Surrey, which negatively impacts Surrey’s ability to attract industrial employment generators.
- If the proposed application is supported, the current Industrial lands in Newton and other parts of Surrey are very likely to come under pressure to be amended to allow for non-industrial uses.

Density

- Densities of the order proposed by the applicant are typically not found outside of Town Centres and frequent transit corridors.
- The subject site is less than 2 kilometres from the Newton Town Centre and the Scott Road Corridor, where commercial development is encouraged. If dense commercial developments are supported outside of the City’s Town Centres, then redevelopment of those key areas like the Newton Town Centre or the Scott Road Corridor, which are much more transit- and pedestrian-oriented and provide far more amenities, will be hindered and likely underdeveloped and/or delayed.
- It is not appropriate to establish such high densities outside of a Town Centre or frequent transit corridor. Staff have significant concerns that such a development does not fit the area context and could be precedent-setting.

Themes/Policies

The proposed Official Community Plan (OCP) amendment is not supported by the following policies in the OCP:

- A 1.1: Support compact and efficient land development that is consistent with the Metro Vancouver Regional Growth Strategy (RGS).

(The proposed development does not comply with the RGS and encourages densification outside of the City's Urban Centre and Frequent Transit Development Areas.)

- B 2.1: Support each Town Centre (Guildford, Fleetwood, Newton, Semiahmoo, and Cloverdale) as the primary centre for its community, the location of higher intensity urban development, and the location of community-serving civic, cultural, social, and recreational facilities.

(The proposed development would erode the viability and delay redevelopment of the Newton Town Centre as a higher-density node for this community.)

- E 1.1: Ensure a sufficient supply of employment lands in Surrey, including designated industrial lands, to meet the current and future needs of the local and regional economy.

(This application proposes to convert approximately 1.3 hectares of Industrial lands to Mixed Employment within the Newton Industrial area. Allowing commercial uses in this area would be precedent-setting and may encourage the development of commercial uses on other industrial lands in this area.)

- E.1.11: Protect industrially-designated land specifically for industrial purposes, particularly industrial land accessible by water and railways.

(The subject site is designated Industrial and is connected by a rail spur to the BC Hydro (Newton) Railway.)

PUBLIC ENGAGEMENT

- Pre-notification letters were sent on April 12, 2023 and the Development Proposal Signs were installed on April 23, 2023. Staff have received no responses.

DEVELOPMENT PERMITS

Form and Character Development Permit Requirement

- The current Planning Report is reviewing the appropriateness of the proposed land uses. Any detailed proposal on the site would be subject to a form and character Development Permit.

PROJECT EVALUATION

Applicant's Rationale

- The applicant has provided rationale in support of their proposed Official Community Plan (OCP) amendment for use and density (Appendix IV). Key points from the applicant's rationale include the following:
 - The "Mixed Employment [designation] will allow for a wider diversity of uses,

giving the community greater business and employment opportunities. The benefit of this is a greater utilization of skills, knowledge, and abilities beyond what is allowed under the Industrial use.”

- “The subject lands are also within walking distances to residential communities to the east and west and can also serve businesses to the north and south.”
- “Industrial uses tend to bring large trucks, noisier/less clean uses, and offer fewer employment opportunities...”
- “The Lower Mainland and Fraser Valley are land locked so bringing more intensive usage of lands will be key to accommodating a growing economy and population.”
- “The subject lands sit within an existing community of cultural activities with businesses servicing that need. The current Industrial classification does not support this, and the change will support greater social gatherings and connectiveness.”

Staff Rationale

While the applicant’s proposed addition of commercial uses to this area may be feasible, there are many more appropriate areas within the City, and in Newton in particular, where commercial development is permitted and encouraged. These include the Newton Town Centre and the Scott Road corridor.

There are several key concerns with the proposed land use and the increased density:

- The supply of industrial lands in the City and the region is limited and in high demand, as highlighted in Metro Vancouver’s 2015 Industrial Lands Inventory. Protecting the supply of industrial lands and associated jobs/tax base in Surrey is important to meet the current and future needs of the local and regional economy (see pages 9 and 10 of this report for more detailed information).
- There are ample opportunities for general commercial development in Newton, outside of the Industrial area. The subject site is less than 2 kilometres from the Newton Town Centre and the Scott Road Corridor, where commercial development is encouraged. If dense commercial developments are supported outside of the City’s town centres, then redevelopment of those key areas like the Newton Town Centre or the Scott Road Corridor, which are much more transit- and pedestrian-oriented and provide far more amenities, will be hindered and likely underdeveloped and/or delayed.
- Approval of the current proposal would draw commercial uses farther south along 128 Street, further eroding the industrial land base, and providing increasing pressure for adjacent lands to redevelop to non-industrial uses.
- The creation of the Central Newton Cultural Commercial District (CNCCD) around the intersection of 128 Street and 80 Avenue was undertaken in 2013 in response to ongoing pressure in the Newton industrial area to allow commercial uses on Industrial land. A handful of properties were re-designated to Mixed Employment at that time with the clear intention of limiting commercial uses to

that area only and reinforcing the protection of the surrounding Industrial lands for legitimate industrial uses. The subject property is outside of the CNCCD lands and should therefore be maintained for industrial purposes in accordance with previous plans for the area.

- The proposed density exceeds the maximum permitted in the Industrial or Mixed Employment designations. Under the Industrial and Mixed Employment designations this site would be permitted a density of up to 1.0 floor area ratio (FAR). The proposed density of 2.0 FAR is generally not supported outside of Urban Centre plan areas and some key transit corridors.

RECOMMENDATION

In light of the broader and longer-term plans of the City to protect industrial lands and associated jobs/tax revenue and encourage medium-density development to locate in Urban Centres and along key transit corridors, staff are not supportive of the proposed development.

Accordingly, staff recommends that that the application be referred back to staff to work with the applicant to develop a proposal complies with the site's Industrial designation in both the Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS).

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Aerial Photo
Appendix II.	Site Plan and Massing Rendering
Appendix III.	Map of Central Newton Cultural Commercial District
Appendix IV.	Applicant's Rationale in Support of the Proposal

approved by Shawn Low

Don Luymes
General Manager
Planning and Development

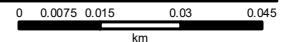
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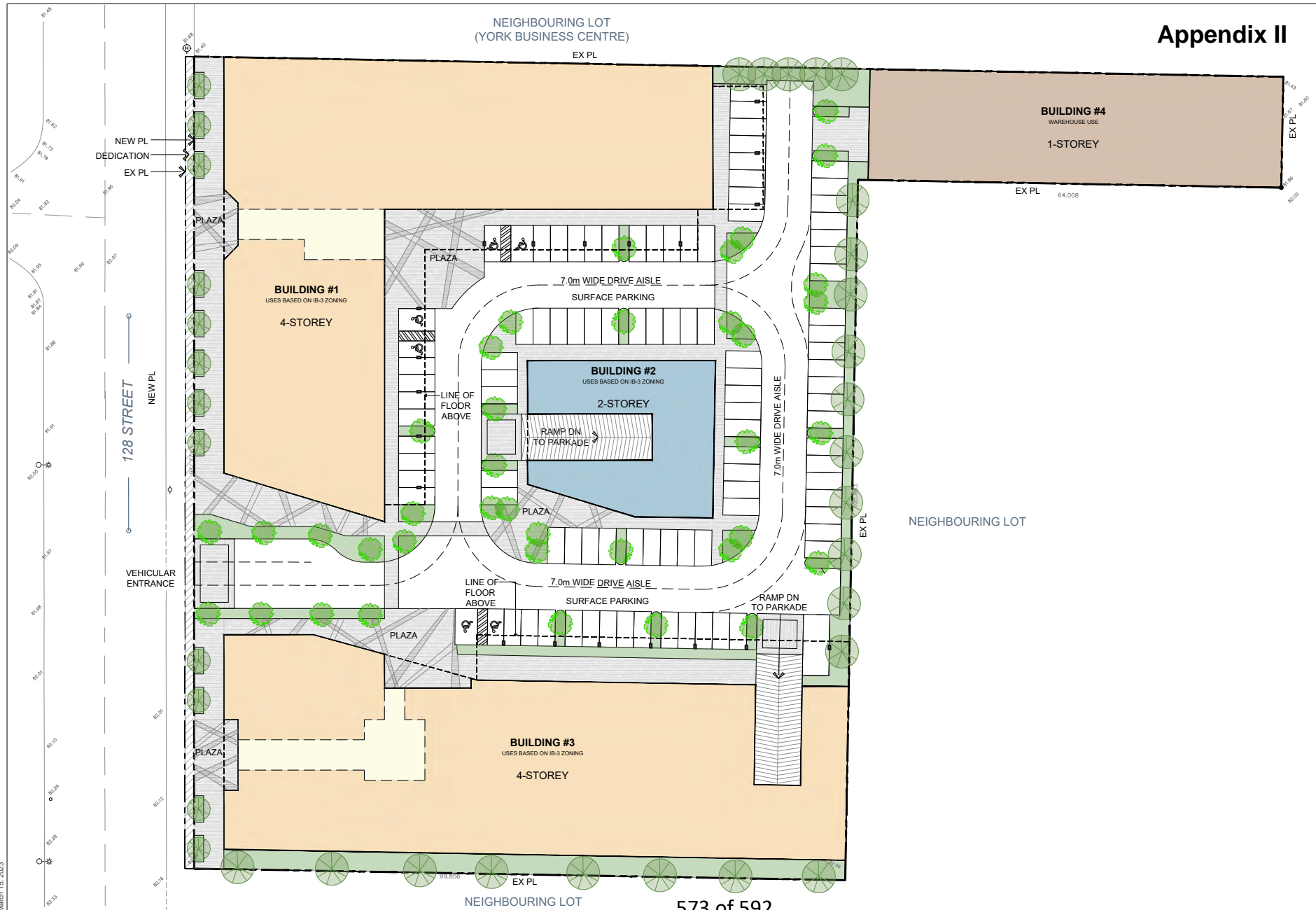
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Notes
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2023-03-15	DP Application
2023-03-07	Preliminary Application
Date	Description
Issues / Revisions	
Seal	

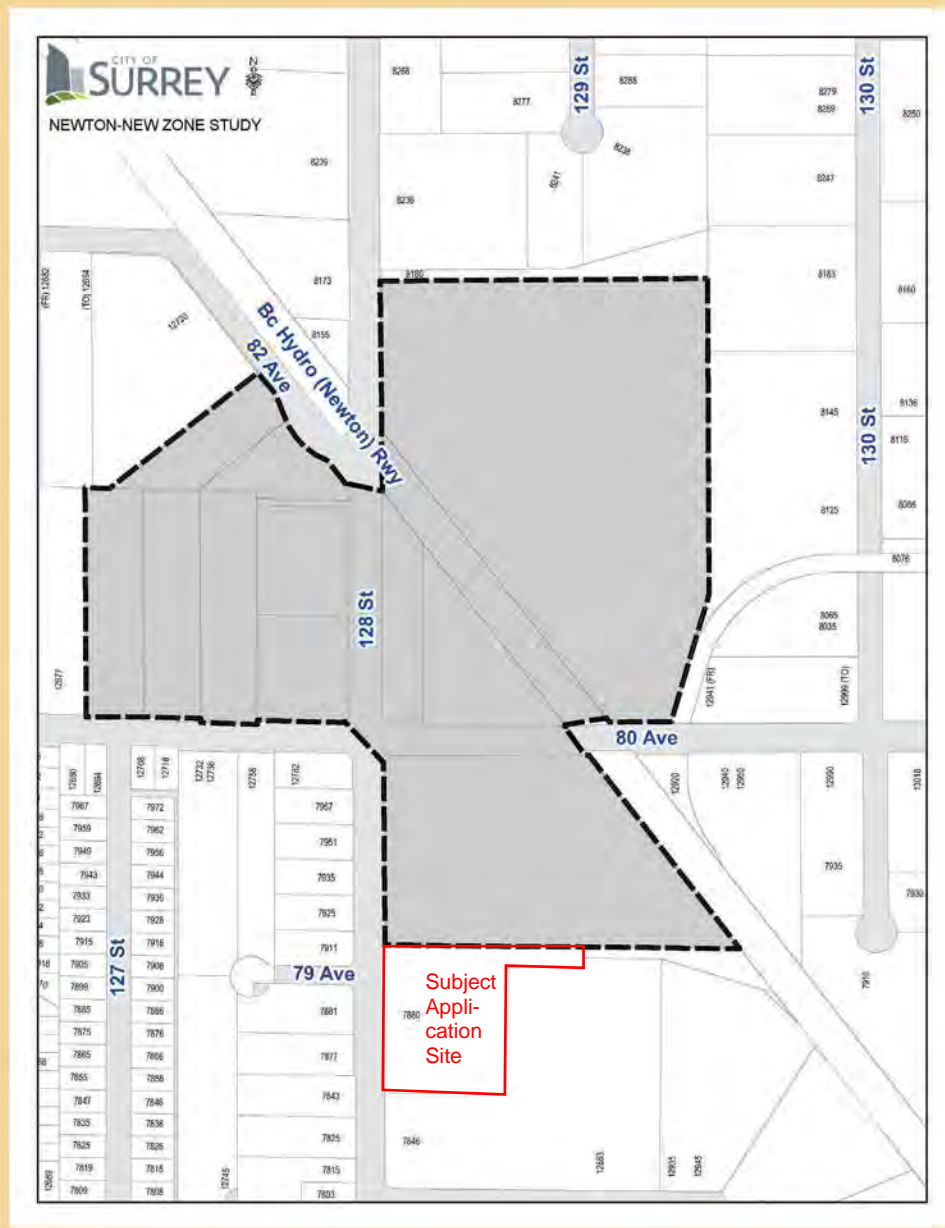
Project Title	
BUSINESS PARK DEVELOPMENT	
Project Address	
7880 128 STREET SURREY, BC	
Drawn By	Date
GSV	2023-03-07
Checked By	Project ID
PV	SU36_2302
Sheet Title	

SITE PLAN	
Scale	
N.T.S	
Sheet No.	

A-1.0	
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LOCATION OF CENTRAL NEWTON CULTURAL COMMERCIAL DISTRICT

The Central Newton Cultural Commercial District (CNCCD) is located at the intersec. on of 80 Avenue and 128 Street, as shown below.



Proposed Business Park Development
7880 128 Street
Surrey, BC

April 24th, 2023

Design Intent

The proposed development is sprawled over a 1.35-hectare site in the heart of Surrey. We are proposing to develop a multi-use business park based on CD zoning (per IB), proposing 2.0 FAR on net area of 1.33-hectare, after road dedications.

The proposal includes 4 buildings' superstructure's sitting on 2 levels of UG parkade.

Building 1- 4 storeys of Commercial including retail, wholesale, personal services, eating establishments and Office spaces

Building 2 – 2 storeys of Commercial including retail, wholesale, personal services, eating establishments and Office spaces

Building 3 - 4 storeys of Commercial including retail, wholesale, personal services, eating establishments and Office spaces

Building 4 – 1 storey warehouse use.

Overall, we are proposing 60,860 sqft Commercial usage area (including retail, wholesale, personal services, eating establishments), 213,835 sqft Business and Personal service occupancies and 11,270 sqft warehouse space. We hope to provide ample space with a varied portfolio to the rapidly growing City of Surrey Businesses.

As per the parking requirement per City Bylaws, we are proposing 2 levels of UG parkade spread through the site, providing 676 spaces in response to requirement of 676 spaces, specifically, 169 spaces for commercial use based on 3/100 sqm, 497 spaces for Office use based on 2.5/ 100 sqm and 10 for Industrial use based on 1/100 sqm.

All public entrances are accessible. There are multiple opportunities for users to come together in the pedestrian-friendly plazas with interesting and stimulating landscapes. Landscape design will promote inviting green spaces and aesthetic pedestrian linkages to the public transportation nodes and neighboring lots as well. In working through the detailed development design, we will provide bike parking to encourage alternative transportation.

Proposed Built form is a U-shaped form made by 2 buildings encompassing Building 2. The Proposal will also incorporate principles of Crime prevention through environmental design (CPTED).

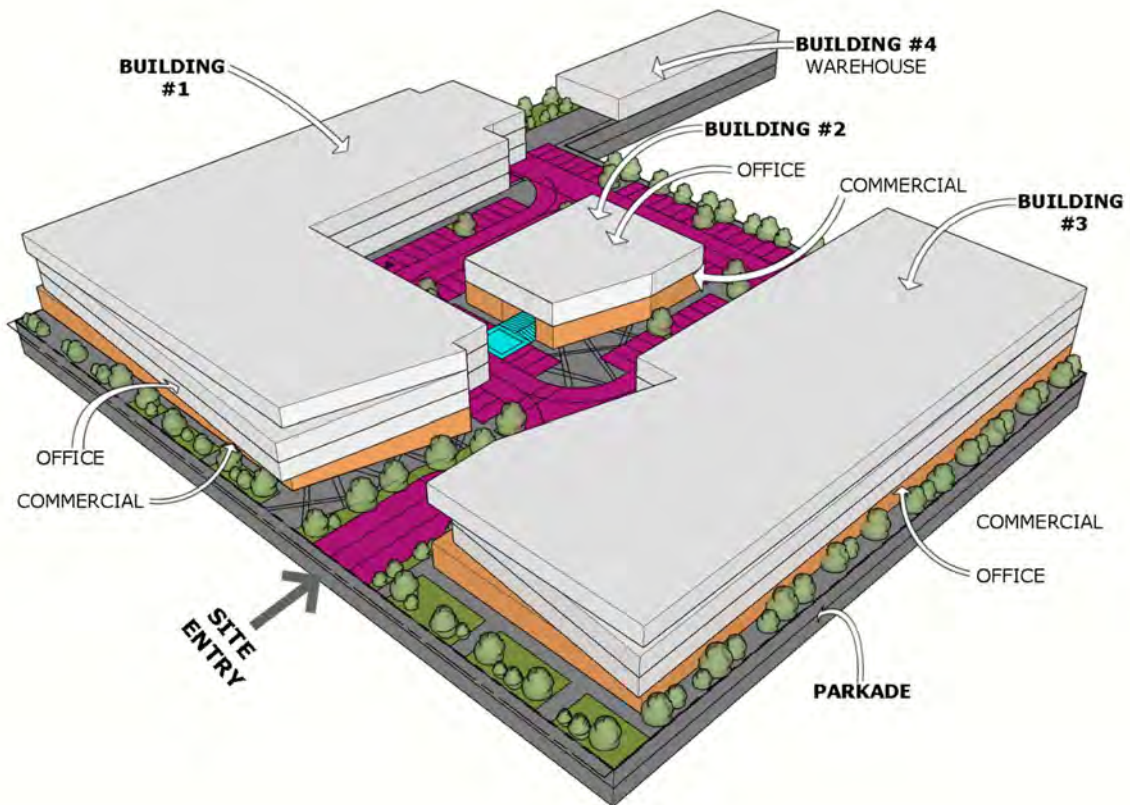
1690 West 2nd Avenue,
Vancouver V6J 1H4

P 604 608 0161

www.eatonarchitect.ca

Hospitality,
Commercial,
Residential.

*Form,
Function,
Harmony*



We feel quite excited about what this development and design will do for the area, to hopefully set a precedent towards a compelling design ethic, while still fitting in the neighborhood. We hope to bring a “fresh face” embracing the current vibrancy of the City of Surrey.

Rationale

What are your reasons for amending the OCP designated land use from Industrial to Mixed Employment and for Amending the Regional Growth Strategy (RGS) from Industrial Usage to another use?

The key goals of the RGS are:

1. Promote Economic Growth
2. Promote Complete Communities
3. Promote Sustainable Businesses
4. Accommodate Growth
5. Create Vibrant Centres of Cultural Activities

By amending the subject lands from Industrial to Mixed Employment, it better aligns with the goals stated in the RSG. Mixed Employment will allow for a wider diversity of uses, giving the community greater business and employment opportunities. The benefit of this is a greater utilization of skills, knowledge, and abilities beyond what is allowed under the Industrial use. The subject lands are also within walking distances to residential communities to the east and west and can also serve businesses to the north and south. Industrial uses tend to bring large trucks, noisier / less clean uses, and offer fewer employment opportunities which given its proximity to residential communities, will not serve to benefit the residents.

The change to Mixed Employment will allow for the new development to compliment neighbouring properties and together, create a strong social hub for residents, businesses, and consumers to meet, interact, conduct business, and enjoy more amenities. Clustering of business will help improve the viability of local businesses. The development will allow for a greater diversity and complimentary businesses to co-exist that would typically not be seen in Industrial uses.

The Lower Mainland and Fraser Valley are land locked so bringing more intensive usage of lands will be key to accommodating a growing economy and population. There is a need to provide greater and more accessible employment lands and given the site's location and proximity to residential communities, the land will be better suited for more intensive and higher employment uses as is already evident in the neighborhood.

Furthermore, the subject lands sit within an existing community of cultural activities with businesses servicing that need. The current Industrial classification does not support this, and the change will support greater social gatherings and connectiveness. It will allow for complementary growth for the overall community.

H. BYLAWS AND PERMITS

BUSINESS ARISING OUT OF THE PUBLIC HEARING

- 2. Planning Report – Application No. 7923-0090-00
7880 - 128 Street

Owner: 0850795 B.C. Ltd. (Director Information: L. Brar, G. Brar, R. Khaira, J. Khaira)
Agent: L. Kwan

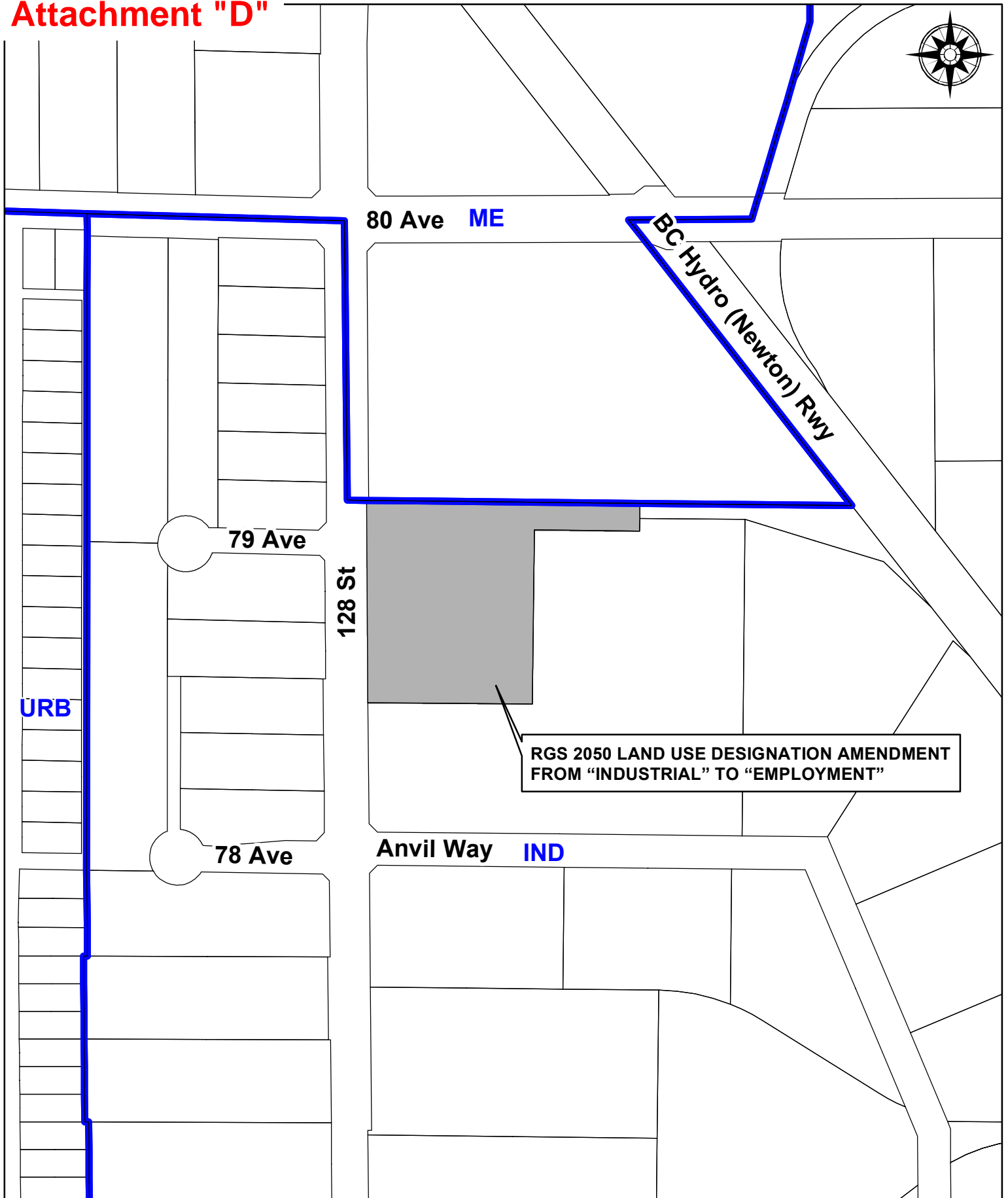
"Surrey Official Community Plan Bylaw, 2013, No. 18020, Text Amendment Bylaw, 2024, No. 21170"
To amend OCP Figure 3: General Land Use Designations and Figure 42: Major Employment Areas from Industrial to Mixed Employment and to amend Table 7a: Land Use Designation Exceptions to allow a FAR of up to 2.00.

RES.R24-380 It was Moved by Councillor Kooner
Seconded by Councillor Stutt
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Text Amendment Bylaw, 2024, No. 21170" pass its third reading.
Carried

"Surrey Comprehensive Development Zone 177 (CD 177), Bylaw, 2024, No. 21171"
IL to CD – to develop three commercial buildings and a child care building.

RES.R24-381 It was Moved by Councillor Bose
Seconded by Councillor Stutt
That "Surrey Comprehensive Development Zone 177 (CD 177), Bylaw, 2024, No. 21171" pass its third reading.
Carried

Attachment "D"



**METRO VANCOUVER REGIONAL DISTRICT
 BYLAW NO. 1392, 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” 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. 1392, 2024”.

Schedule

- 2. The following Schedule is attached to and forms part of the bylaw:
 - Schedule “A”, Subject Properties.

Amendment of Bylaw

- 3.1 “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is amended as follows:
 - (a) Re-designating the subject properties, as listed in the table below:

PID	Legal Description
005-581-036	LOT 97, SECTION 20, TOWNSHIP 2, NEW WESTMINSTER DISTRICT, PLAN 57353

from ‘Industrial’ to ‘Employment’, as shown in Schedule “A” of this bylaw; and

- 3.2 “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by amending maps numbered 2, 7, and 12 to incorporate the changes outlined in section 3.1 of this bylaw.

Read a first, second, and third time this _____ day of _____, _____.

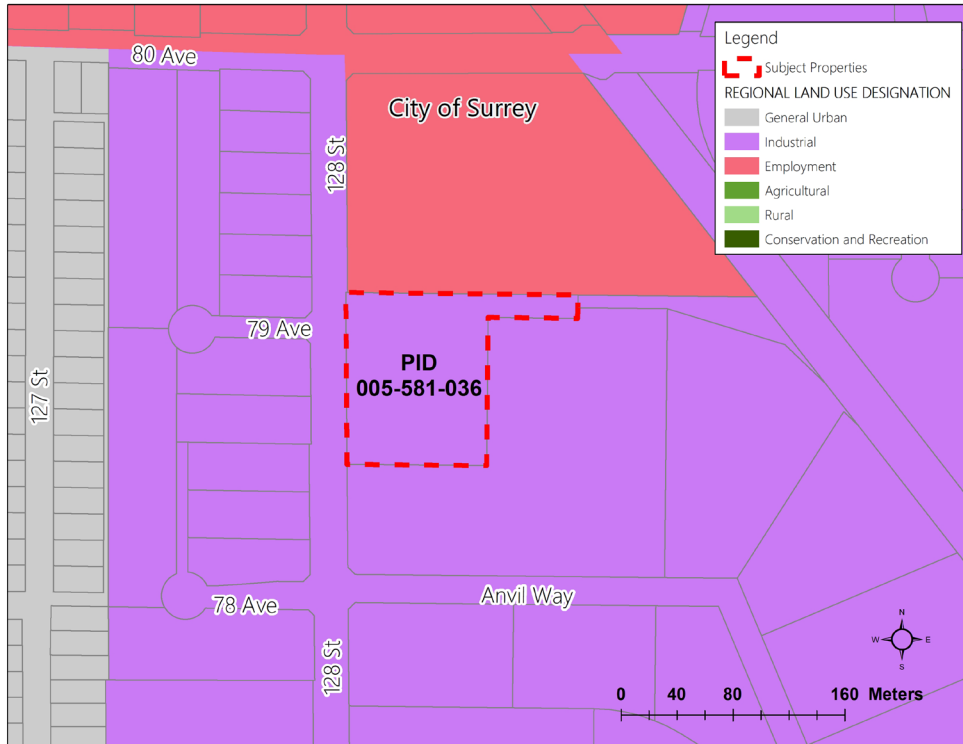
Adopted this _____ day of _____, _____.

Mike Hurley, Chair

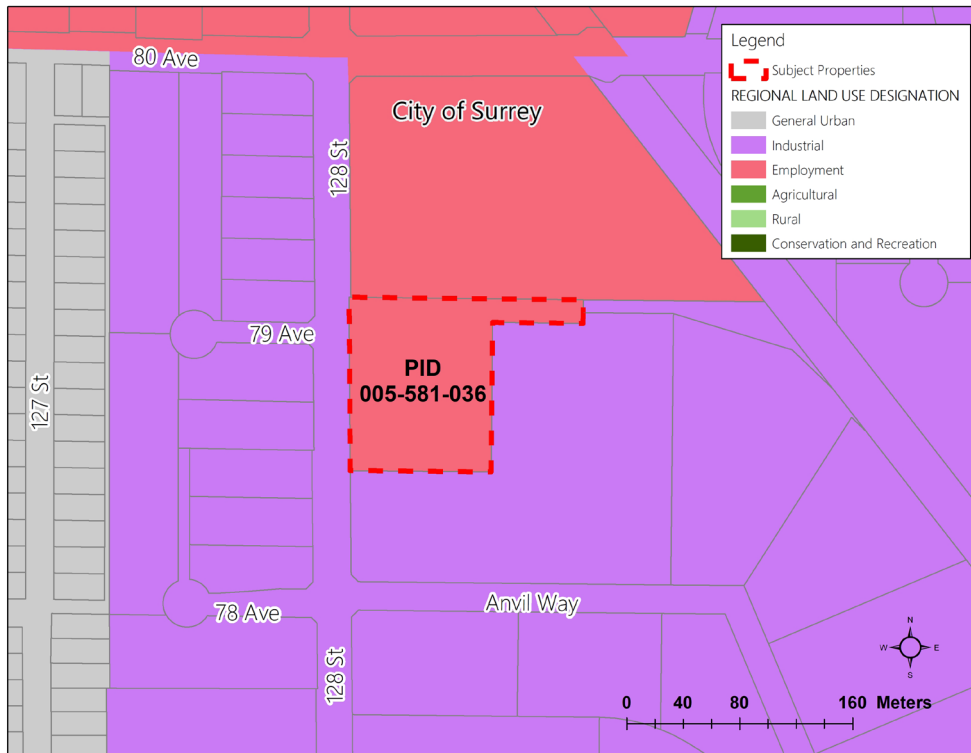
Dorothy Shermer, Corporate Officer

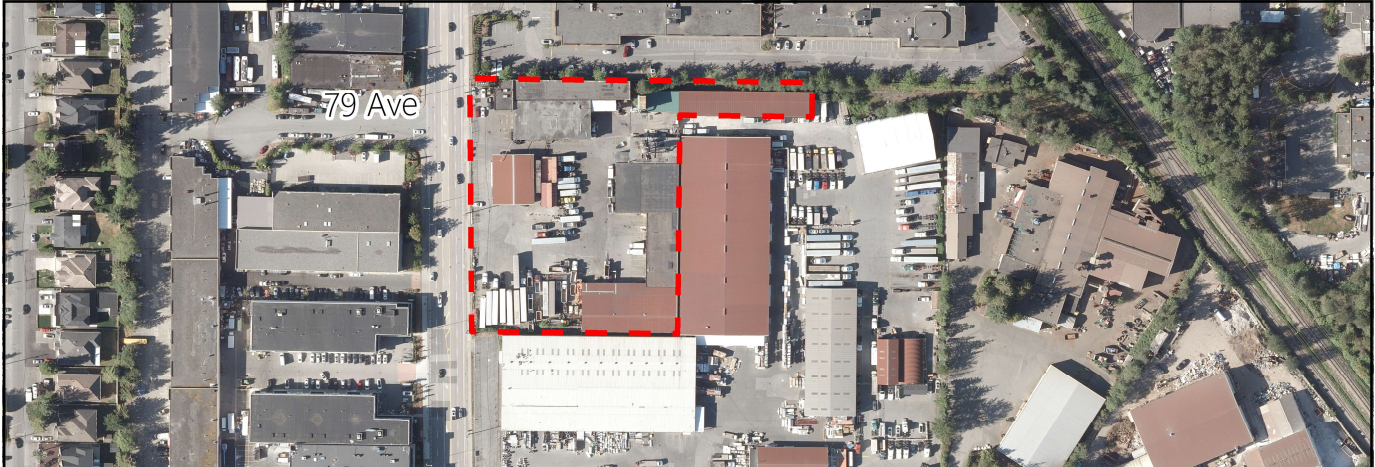
Schedule A Subject Properties

Prior to Amendment



Post Amendment





Metro 2050 Type 3 Proposed Regional Land Use Amendment

CITY OF SURREY - 7880-128 ST

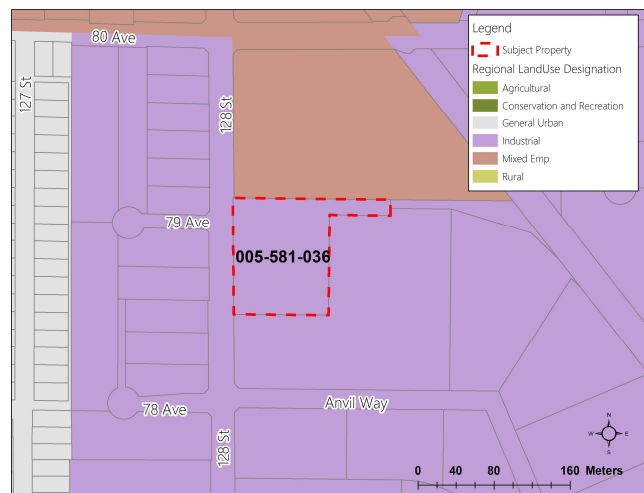
Mikayla Tinsley
 Senior Policy & Planning Analyst, Regional Planning and Housing Services



Regional Planning Committee, July 4, 2024

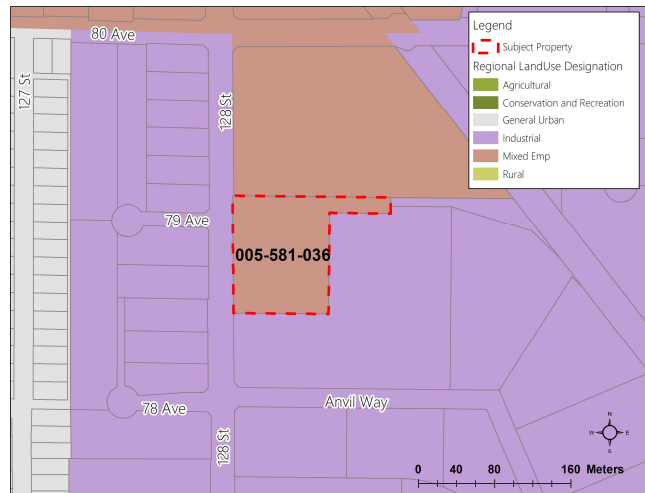
REGIONAL LAND USE DESIGNATIONS

- Designated Industrial in *Metro 2050*
- Lands to the north are designated Mixed Employment
- Lands east, west, and south are designated Industrial

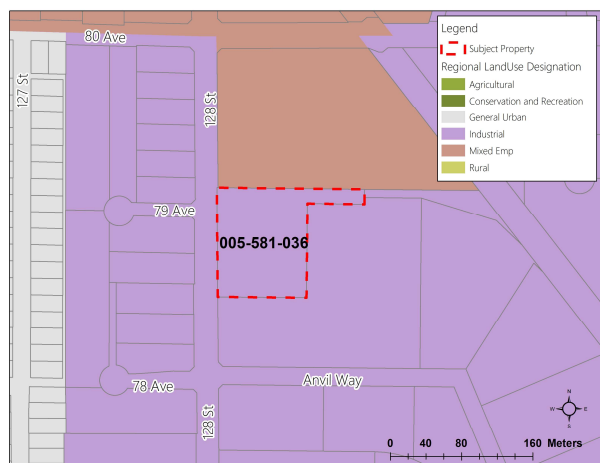


PROPOSED AMENDMENT

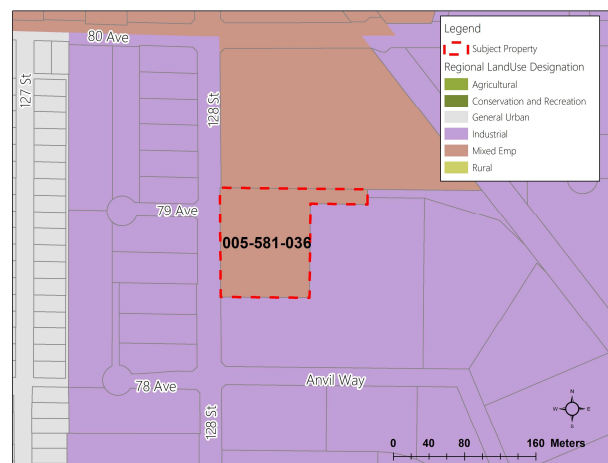
- Amend the regional land use from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility
- No change to the Urban Containment Boundary
- Type 3 amendment



REGIONAL LAND USE DESIGNATION



Current regional designation



Proposed regional designation

SITE PHOTO



SITE PHOTO



METRO 2050 CONSISTENCY ANALYSIS

- Loss of 1.3 hectares of Industrial land
- Addition of Employment land (job creation)
- Not within an Urban Centre or Frequent Transit Development Area, but near bus routes and a greenway
- Increase in vehicle trip generation



RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024"; and
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.

NEXT STEPS

Should the amendment application proceed:

- Provided the bylaw receives readings by the MVRD Board, the amendment application will be referred to affected local governments for comment (45 day comment period)
- Receive comments from the referral process, convey comments to the Board
- Board will consider final reading and adoption of the amendment bylaw.



NOTICE OF MOTION

The following Notice of Motion was submitted by Director Buchanan and Director Muri at the September 27, 2024 MVRD meeting:

Whereas the proposed 2025-2029 Metro Vancouver Financial Plan currently projects an 11% increase for 2025 and;

Whereas residents and businesses are facing significant affordability challenges;

Therefore be it resolved that the Metro Vancouver Board of Directors direct staff to:

- 1) Revise the 2025 Budget to target a maximum 5-7% increase over 2024 levels.*
- 2) Implement zero-based budgeting for all departments for the 2026 budget cycle.*
- 3) Identify potential reductions for each department.*
- 4) Report back to the board with a revised Financial Plan reflecting these directives at the October 23rd Board Budget and Strategy Session for inclusion in the 2025 budget.*

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District

Board Meeting Date – Friday, November 1, 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](#).

Climate Action Committee – October 3, 2024*Delegation Summaries:*

No delegations presented

Information Items:

- E2 2025 - 2029 Financial Plan – Air Quality and Climate Action
- E3 Addressing Air Contaminant Emissions from Medium and Heavy Trucks

Regional Planning Committee – October 4, 2024*Delegation Summaries:*

- C1 Shawn Low, Director of Development Planning, City of Surrey
Subject: Background and Context on City of Surrey's Metro 2050 Type 3 Proposed Amendment
Executive Summary provided

Finance Committee – October 9, 2024*Delegation Summaries:*

No delegations presented

Information Items:

- E4 Overview of Engagement on 2025 Budget and Five-Year Financial Plan
- E5 Semi-Annual Report on GVS&DD (Sewerage) and GVWD (Water) Development Cost Charges

Indigenous Relations Committee – October 11, 2024*Delegation Summaries:*

No delegations presented

Information Items:

- E3 Solid Waste Management Plan Update Vision and Guiding Principles
- E4 Quarterly Update Report on Reconciliation Activities

Special Mayors Committee – October 17, 2024

Delegation Summaries:

1. Beau Jarvis, President, Wesgroup
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
2. Rob Bruno, Executive Vice President, Polygon Homes Ltd.
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
3. Rick Johal, President, Zentarra Developments
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
4. Rob Blackwell, Executive Vice President, Development, Anthem Properties Group Ltd.
Subject: Industry Input on the Implementation of Development Cost Charges
Executive Summary provided
5. Matthew McClenaghan, President, Edgar Development
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
6. Jonathan Cooper, Senior Vice President, Operations, Strand
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
7. Evan Allegreto, President, Intracorp Homes
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
8. Chris Gardner, Chief Executive Officer/President, Independent Contractors and Business Association
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
9. Hani Lammam, Executive Vice President, Cressey Development Group
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
10. David Major, AVP, Choice Properties REIT
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided

11. Pedro Tavares, Senior Vice President, JLL Value and Risk Advisory
Subject: Industry Input on the Implementation of Development Cost Charges
Executive Summary provided
12. Ted Mildon, Vice President, Operations and Leasing, Oxford Properties Group
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
13. Dr. Mike P. Moffatt, Founding Director, Smart Prosperity Institute
Subject: Industry Input on the Implementation of Development Cost Charges
Executive Summary provided
14. Todd Yuen, President, Beedie
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
15. Rhiannon Mabblerley, Director, Development, Westbank
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided
16. Nick Belmar, Senior Vice President, Sales ONNI
Subject: Industry Input on the Implementation of Development Cost Charges
No Executive Summary provided