METRO VANCOUVER REGIONAL DISTRICT (MVRD)

BOARD OF DIRECTORS

BOARD MEETING
Friday, April 25, 2025
9:00 am
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

A G E N D A

A. ADOPTION OF THE AGENDA

1. April 25, 2025 Meeting Agenda
That the MVRD Board adopt the agenda for its meeting scheduled for April 25, 2025 as circulated.

B. ADOPTION OF THE MINUTES

1. March 28, 2025 Meeting Minutes *pg. 25*
That the MVRD Board adopt the minutes for its meeting held March 28, 2025 as circulated.

2. April 9, 2025 Special Joint Meeting Minutes *pg. 33*
That the MVRD Board adopt the minutes for its special joint meeting held April 9, 2025 as circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

E. CONSENT AGENDA

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

1.1 Housing 2050: Regional Housing Needs Report

pg. 36

Executive Summary

This report provides the Task 1 deliverable for *Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal*, the Regional Housing Needs Report, and an overview of upcoming project milestones.

Metro Vancouver provides ongoing data assistance to member jurisdictions to prepare Housing Needs Reports (HNR), including, in 2024, preparing HNR calculations using the Province's HNR Method.

The Regional HNR is inclusive of all 23 member jurisdictions and highlights regional housing needs:

1. Overall annual housing completions need to increase from the current average of 23,424 completions per year to an average of 37,757 completions per year.
2. Increasing average annual affordable housing completions from the current 433 per year to the needed 11,400 requires sustained investment and support from all levels of government.
3. More purpose-built rental is needed to meet the needs of renters and provide meaningful security of tenure. Most new rental housing is in the secondary rental market (rented condominiums, secondary suites, laneway homes).

Each member jurisdiction's individual HNR is the best resource to understand local housing needs.

A cover report has been added to provide additional context.

Recommendation

That the MVRD Board receive for information the report dated March 3, 2025, titled "Housing 2050: Regional Housing Needs Report".

1.2 Metro Vancouver Housing Data Book 2025 *pg. 94*

Executive Summary

The *Metro Vancouver Housing Data Book* summarizes a large collection of regional and municipal level data from a variety of sources — including custom data requests from Statistics Canada, CMHC, and BC Housing. It provides policy makers, researchers, and members of the public with a comprehensive look at the region's housing market and the people impacted by it. The 2025 update includes new information about housing construction, ownership and rental housing, as well as housing need. Highlights from the 2025 update include:

1. Over the past decade, housing starts have increased by 35 per cent and completions have increased by 48 per cent.
2. Between 2023 and 2024, housing completions increased by 23 per cent, while housing starts decreased by 15 per cent.
3. Rental construction continues to be at a 20-year peak, with 37 per cent of all starts and 31 per cent of all completions being purpose-built rentals.
4. In 2024, rental vacancy rates increased to 1.6 per cent, from a low of 0.9 per cent in 2022 and 2023. However, current vacancy rates are still well below the three per cent that is considered a healthy vacancy rate.
5. Annual rent (same sample) increased by 4.5 per cent between 2023 and 2024.
6. In 2024, the average rent for purpose-built rentals in Metro Vancouver was $1,929, and $2,541 for rental condominiums.
7. The number of BC Housing non-market units increased by nearly three per cent since 2023, to a total of 47,798 units in 2024. This represents about four per cent of all dwellings across the region (based on 2021 Census data).
8. In 2024, 21,502 households were on the BC Housing Registry, which represents a 14 per cent increase from the previous year.

Recommendation

That the MVRD Board:

a) receive for information the report dated March 3, 2025, titled "Metro Vancouver Housing Data Book 2025"; and
b) forward a copy of the report dated March 3, 2025, titled "Metro Vancouver Housing Data Book 2025" to member jurisdictions with an offer of a presentation to Council upon request.

1.3 Metro Vancouver Inclusionary Housing Calculator *pg. 104*

Executive Summary

The Inclusionary Housing Policy Review project was completed in 2024 to provide a regional model for inclusionary housing in Metro Vancouver. It puts forward recommendations for member jurisdictions wishing to adopt inclusionary housing policies. As a part of the scope of work for this project, Metro Vancouver has developed an interactive learning tool to support greater understanding about the mechanics of inclusionary housing and factors for success.

Inclusionary housing is a local government policy tool that uses planning regulations and the development approval process to generate a percentage of affordable housing units in otherwise market-rate housing developments. With the introduction of provincial legislation to enable inclusionary zoning authority for BC local governments, it is expected that more local governments will use this tool to increase affordable rental supply in their communities.

The Metro Vancouver Inclusionary Housing Calculator is a web-based and interactive tool that allows the user to explore different development scenarios and modify numerous variables to explore levers that make an inclusionary housing project feasible. It is based on the data collection and economic analysis that underpinned the Metro Vancouver Inclusionary Housing Policy Review and Regional Policy Framework. The tool will be distributed to member jurisdiction staff.

Recommendation

That the MVRD Board:

a) receive for information the report dated March 10, 2025, titled "Metro Vancouver Inclusionary Housing Calculator"; and
b) direct staff to forward a copy of the report dated March 10, 2025, titled "Metro Vancouver Inclusionary Housing Calculator" to member jurisdictions with an offer of a presentation to staff and/or Council upon request.

1.4 Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Recommendations

pg. 108

Executive Summary

The Rental Housing Blueprint project was initiated to streamline and expedite multi-family rental housing delivery through standardization, simplification, and modern construction methods. The project has two main streams; 1) standardized regulatory approaches, and 2) vetted reference designs for six-story rental buildings. 11 member jurisdictions participated in co-creating a standardized regulatory approach, which is intended as a set of voluntary recommendations to support regulatory simplification and standardization. Concurrently, reference designs for six-story rental buildings are being produced by a multi-agency team, including Metro Vancouver and BC Housing. As part of the Rental Housing Blueprint project, Metro Vancouver is also exploring opportunities to test these approaches through demonstration pilot projects on two Metro Vancouver Housing sites.

This report provides an overview of the Digitally Accelerated Standardized Housing (DASH) Recommendations, which are the Phase 1 deliverable from the Rental Housing Blueprint project. The DASH Recommendations for simplifications and standardization of zoning regulations use simplified measures such as maximum height, minimum setbacks and maximum unit depth values to control building bulk and sitting. The approach seeks to eliminate complex calculations and variation between jurisdictions, which can be barriers to standardization. As a result, the use of Floor Area Ratio (FAR)/Floor Space Ratio (FSR) and lot coverage are not recommended. Instead, the Recommendations opt for an objective approach based on precedents in other leading jurisdictions, and the overall project objectives.

Recommendation

That the MVRD Board:

a) receive for information the report dated March 10, 2025, titled "Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Recommendations"; and
b) forward the report titled "Digitally Accelerated Standardized Housing (DASH) Recommendations" to member jurisdiction Mayors, Chief, and Councils with an offer of a presentation to staff and/or Council upon request.

2. AIR QUALITY AND CLIMATE COMMITTEE REPORTS

2.1 Land Use Resilience Best Practice Guide: Flooding and Related Hazards - Proposed Scope of Work

pg. 139

Executive Summary

This report outlines the proposed scope of work to develop a Land Use Resilience Best Practice Guide for flooding and related hazards. This Guide is intended as the first in a series of resource guides to support member jurisdictions increase their resilience to various natural hazards. Flooding and related hazards (e.g., landslides) were selected as a priority topic given the increase and intensity of these events in the region in recent years. Each member jurisdiction has unique challenges and may experience different types of flooding and impacts. Exploring flooding at the regional scale is important because impacts can be felt across jurisdictional boundaries. The Guide will provide best practices and a range of policy options that can be applied by members based on their unique local context.

Members of the Regional Planning and Regional Engineers Advisory Subcommittees expressed strong support for the Guide, confirmed that flooding is a priority focus area, and noted that the guide would assist members to deliver their duties for flood management at the local level.

Recommendation

That the MVRD Board receive for information the report dated March 21, 2025, titled “Land Use Resilience Best Practice Guide: Flooding and Related Hazards – Proposed Scope of Work”.

2.2 2025 Regional District Sustainability Innovation Fund Application: Regional-Scale Hazard, Risk, and Vulnerability Analysis

pg. 147

Executive Summary

This report presents the Regional-Scale Hazard, Risk, and Vulnerability Analysis (HRVA) project recommended for funding through the Regional District Sustainability Innovation Fund, totaling $500,000 over two years. The proposed HRVA project involves leading and coordinating a regional-scale risk assessment specific to the Metro Vancouver region. Given the unique challenges of the region and the interface of hazardous areas across jurisdictional boundaries there is a critical need for coordination on hazard and risk work. A regional HRVA approach would benefit member jurisdictions, Metro Vancouver, and other regional partners and support an efficient and effective response to new legislative risk assessment requirements from the Province. New legislation will result in all 23 member jurisdictions completing individual risk assessments and undertaking engagement with project partners within a similar timeframe; Metro Vancouver is well positioned to provide regional data and analysis and play a coordinating role to save member jurisdictions time and money.

A regional HRVA would deliver a robust understanding of hazards, risks, and vulnerabilities specific to the region and strategies to address them, a coordinated regional resilience network to convene partners, and critical information to support land use planning, climate action, and emergency management efforts.

Recommendation

That the MVRD Board approve allocation from the Regional District Sustainability Innovation Fund for the project “Metro Vancouver Regional-Scale Hazard, Risk, and Vulnerability Analysis (HRVA)” for $250,000 for 2025 and 2026 for a total of $500,000.

2.3 Appointment of Enforcement Officer *pg. 159*

Executive Summary
Recent changes in staffing have resulted in a need to update a staff appointment as Metro Vancouver Regional District (MVRD) Board-designated officer under the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*, the *Environmental Management Act*. Staffing changes are a result of recruitment for a vacant position following a retirement. Staff recommend that the MVRD Board appoint staff accordingly.

Recommendation
That the MVRD Board, pursuant to the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act,* appoint Metro Vancouver employee Gabriel de Andrade Fazioni as an officer.

2.4 Analyzing Thermal Energy Opportunities Across Metro Vancouver *pg. 161*

Executive Summary
This report outlines a project to evaluate opportunities for thermal energy networks (TENs) for efficiently heating and cooling buildings in the region and supporting energy resilience. TENs are an evolution of district energy systems that use zero-emissions energy such as waste heat instead of fossil fuel. The study takes a regional approach that enables economies of scale, cross-municipal opportunities and shared learning, and will support members in more detailed studies and policies for TENs in their jurisdictions. Staff from at least 10 municipalities have indicated interest in being involved via an advisory committee and/or engagement activities. Supported with funding from BC Hydro and the Zero Emissions Innovation Centre, the study supports Metro Vancouver's goals to beneficially use recovered energy and advances actions in various strategic plans. Input provided on the project scope by the Air Quality and Climate Committee and MVRD Board will be incorporated.

Recommendation
That the MVRD Board receive for information the report dated March 20, 2025, titled "Analyzing Thermal Energy Opportunities Across Metro Vancouver".

3. INVEST VANCOUVER MANAGEMENT BOARD REPORTS

3.1 2025/2026 CanExport Community Investments Grant Award

pg. 169

Executive Summary

Invest Vancouver has secured $272,925 in grant funding from the CanExport Community Investments Program for fiscal year 2025/2026 to support foreign direct investment (FDI) attraction strategies for the Metro Vancouver region. The CanExport Community Investments Program is a federal government initiative that provides financial support to communities aiming to attract, retain, and expand FDI. The program provides non-repayable grants for projects and activities, covering up to 50 per cent of eligible expenses. The funds will support nine projects and travel for the purpose of attracting FDI, to be completed between April 1, 2025 to March 31, 2026.

Recommendation

That the MVRD Board receive for information the report dated March 31, 2025, titled “2025/2026 CanExport Community Investments Grant Award”.

3.2 Invest Vancouver Marketing and Communications Update *pg. 174*

Executive Summary

Invest Vancouver continues to enhance its digital presence and regional collaborations to strengthen the Metro Vancouver region's global competitiveness. In 2024, Invest Vancouver expanded its "owned" digital channels, including LinkedIn, the Invest Vancouver website, and its newsletter, achieving significant growth. Despite a reduction in social media post frequency, impressions and engagements increased, demonstrating improved efficiency. Website traffic also increased with new investment-focused content added to investvancouver.ca (Reference 1). Additionally, the newsletter maintained a strong readership, outperforming industry benchmarks. Invest Vancouver also continued to build on its media strategy to reach new audiences through local news outlets.

Alongside digital marketing and media, Invest Vancouver engaged in 15 regional collaborations, working with industry associations, community groups, and stakeholders to support economic development initiatives. These efforts served to strengthen and support key industry hubs, build capacity, and enhance global connectivity, reinforcing Metro Vancouver's position as a competitive investment destination.

Recommendation

That the MVRD Board receive for information the report dated March 12, 2025, titled "Invest Vancouver Marketing and Communications Update".

3.3 Cleantech Report

pg. 180

Executive Summary

Invest Vancouver completed research analysis on the Metro Vancouver region's Cleantech ecosystem. The *Catalyzing Investment in Cleantech Innovation in the Metro Vancouver Region* report identifies the competitive strengths, specializations, capabilities and ecosystem assets on the region's Cleantech sector. The Metro Vancouver region is recognized as a leading hub for Cleantech innovation, supported by its research universities, more than 30 incubators and accelerators, and over 260 enterprises. The sector is defined by robust early-stage funding, a strong community of founders, Canada's highest per capita start-up rate, a high concentration of skilled personnel, and a growing collection of companies.

The Metro Vancouver region's Cleantech sector provides substantial economic benefits to the region, including employment for tens of thousands of residents according to Natural Resources Canada. From 2019 to 2024, local Cleantech firms raised $2.2 billion, and ventures such as Ballard Power Systems and Svante have earned international recognition for developing globally significant Cleantech solutions.

Unlocking further growth opportunities will drive greater economic gains. Increasing currently low late-stage investments and adding local pilot opportunities will help firms scale. Stronger coordination among stakeholders and building a Cleantech cluster could accelerate growth, broaden the pool of investment-ready companies, create jobs, and attract more foreign direct investment (FDI). The research report provides intelligence on the Cleantech sector to better inform and guide decision-makers and ecosystem partners in strengthening the sector. The findings will also be used to generate materials for Cleantech investment attraction and promotion.

Recommendation

That the MVRD Board receive for information the report dated March 12, 2025, titled "Cleantech Report".

4. FINANCE COMMITTEE REPORTS

Note: The following item(s) will be considered by the Finance Committee on April 17, 2025. Any resulting changes to recommendations will be provided under separate cover.

4.1 2024 Annual Financial Results and Audited Financial Statements

pg. 229

Executive Summary

This report presents the draft Audited 2024 Financial Statements, which received a unqualified ("clean") audit opinion by the auditors KPMG LLP, prepared in accordance with Canadian Public Sector Accounting Standards ("PSAS"). The statements are currently in draft and will be finalized upon approval by the Board on April 25, 2025.

The Financial Results for the year ended December 31, 2024, are a net operating surplus of $22.0 million, 1.8% of the total $1.2 billion operating budget, of which $8.1M was a planned budgeted surplus in housing to fund capital maintenance, resulting in a net year end variance to budget of $13.9M. Net year end surplus to budget were in Solid Waste, $0.6 million, Liquid Waste, $3.1 million, Housing, $6.5 million, and Regional District, $7.2 million, largely due to staff vacancies, less than planned debt or capital financing, and underspends in some maintenance programs. This was offset by a year end deficit in Water, $3.5 million, due to lower than anticipated water sales.

Year-end capital expenditures were $884.3 million in 2024, representing 62% of the total $1.4 billion cash expenditure target. Significant work has progressed on several projects and the majority of the underspend is related to timing due to market realities and project complexities when delivering multi-year major infrastructure, such as the Coquitlam Water Main, Annacis WWTP, North Shore WWTP , Northwest Langley WWTP and Iona Island WWTP.

Recommendation

1. That the MVRD Board receive for information the report dated April 10, 2025 titled "Metro Vancouver 2024 Annual Financial Results and Audited Financial Statements".

2. That the MVRD Board approve the Audited 2024 Consolidated Financial Statements for the Metro Vancouver Regional District.

4.2 Response to the MVRD Board's January 31, 2025 Resolution regarding: Cost Apportionment for Wastewater Treatment Plant Projects, Regional Projections and DCC Collections and Application *pg. 453*

Executive Summary

This report responds to the January 31, 2025 MVRD Board resolution requesting additional information on: cost components and allocation of the Iona Island and North Shore Wastewater Treatment Plant projects; assumptions and data for population, dwelling unit and employment projections; and an accounting of DCC revenues by sewerage area for the past two decades.

Recommendation

That the MVRD Board receive for information the report dated March 27, 2025, titled "Response to the MVRD Board's January 31, 2025 Resolution regarding: Cost Apportionment for Wastewater Treatment Plant Projects, Regional Projections and DCC Collections and Application".

4.3 Proposed Criteria for Water Development Cost Charge Reduction and Parks Development Cost Charge Waiver Bylaws for Agricultural Development Designed to Result in a Low Environmental Impact *pg. 516*

Executive Summary

In February 2025, the Finance Committee and GVWD/GVS&DD/MVRD Board directed staff to advance work to propose a Development Cost Charge (DCC) Reduction Bylaw for agriculture developments designed to result in a low environmental impact (Attachment 1). This work was identified as a priority to resolve unintended consequences of Metro Vancouver's new water and regional parks DCCs on the agricultural sector. Metro Vancouver is committed to resolving these issues over the short- and long-term. This will be addressed in the interim through Water DCC Reduction and Parks DCC Waiver Bylaws for agriculture developments designed to result in low environmental impact, and over the long-term through the 2027 DCC Bylaw update that will create sub-categories for non-residential, including a specific category for agricultural development based on further data analysis.

This report provides an overview of considerations and proposes a definition, criteria, and reduced rates for a Water DCC Reduction Bylaw and Parks DCC Waiver Bylaw. Should an agricultural development applicant meet the definition and eligibility criteria to demonstrate the proposed development is designed to result in a low environmental impact, a 98% reduction from current Water DCC rate of $5.30/sf and a complete waiver of the Parks DCC $0.24/sf is recommended. The total number of agricultural developments is quite low; over the past 5 years, the number of building permits related to agricultural development ranged from 0 – 24 per year across the region, and based on feedback from the agriculture sector, under current DCC rates without a reduction, no applications would move forward as they would not be financially viable. If supported by the Finance Committee and Boards, staff will return with the relevant DCC Reduction and Waiver Bylaws for endorsement in Spring 2025.

Recommendation

That the MVRD Board direct staff to develop Development Cost Charge Reduction/Waiver Bylaws for Agricultural Development Designed to Result in a Low Environmental Impact as described in the report dated March 21, 2025, titled "Proposed Criteria for Water Development Cost Charge Reduction and Parks Development Cost Charge Waiver Bylaws for Agricultural Development Designed to Result in a Low Environmental Impact."

4.4 Manager's Report *pg. 533*

Recommendation
That the MVRD Board receive for information the report dated March 31, 2025, titled "Manager's Report".

5. CHIEF ADMINISTRATIVE OFFICER REPORTS

5.1 Engineers and Geoscientists (EGBC) Initial Compliance Audit Results *pg. 536*

Executive Summary
The BC *Professional Governance Act* (PGA) came into effect on February 5, 2021. The Act provides a consolidated framework for professional regulators in the natural and built environment, which includes Engineers and Geoscientists BC and the regulators for forestry, agrology, biology and applied science.

As a result of the PGA, Engineers and Geoscientists BC (EGBC) started regulating firms that engage in the practice of professional engineering or geoscience on July 1, 2021. Metro Vancouver is one of the largest public sector engineering and geoscience firms in BC with over 400 EGBC Registrants and this resulted in significant changes for the organization. Metro Vancouver leveraged organization-wide efforts to comply with BC's PGA to improve organizational quality management and continuous improvement across the organization.

As a regulating body, EGBC conducts compliance audits of registrant firms to assess overall compliance with regulatory requirements of the *Professional Governance Act* (Reference 1), Engineers and Geoscientists Regulations (Reference 2), and EGBC Bylaws (Reference 3). Metro Vancouver was audited in January this year and successfully passed the audit with a compliance rating of 94 per cent. The success of the audit was attributed to the collaborative effort of Metro Vancouver staff.

Recommendation
That the MVRD Board of Directors receive for information the report dated April 9, 2025, titled "Engineers and Geoscientists BC (EGBC) Initial Compliance Audit Results.

5.2 Adoption of Revised Meeting Minutes for February 28, 2025 *pg. 539*

Executive Summary

At its regular meeting of February 28, 2025, the MVRD Board considered item G1.2 – Metro 2050 Amendment Bylaw to Strengthen Climate Action Policy Language. A motion to give three readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1408, 2025* required a two-third majority to pass. The motion to give three readings to MVRD Bylaw No. 1408 received 79 votes in favour and 60 votes in opposition. This motion was incorrectly noted as carried in the February 28, 2025 minutes. The minutes were adopted at the March 28, 2025 regular meeting of the MVRD Board.

This error has been corrected in the revised minutes provided in Attachment 1. All resolutions related to readings and adoptions of *MVRD Regional Growth Strategy Bylaw No. 1339, 2022* and all amending bylaws have been reviewed and confirmed to have passed with no errors.

Staff recommend rescinding the adoption of the minutes of its regular meeting held on February 28, 2025, and adopting the revised minutes of its regular meeting held on February 28, 2025 as attached to the report dated April 11, 2025, titled "Adoption of Revised Meeting Minutes for February 28, 2025".

Recommendation

That the MVRD Board:

a) rescind the adoption of the minutes of its regular meeting held on February 28, 2025; and
b) adopt the revised minutes of its regular meeting held on February 28, 2025 as attached to the report dated April 11, 2025, titled "Adoption of Revised Meeting Minutes for February 28, 2025".

5.3 TransLink's 2024 Investment Plan and Borrowing Limit *pg. 558*

Executive Summary

TransLink is required to consult with the MVRD Board prior to the approval of an Investment Plan. The 2025 Investment Plan is intended to reduce TransLink's structural funding deficit while delivering key early investments from the *Access for Everyone Plan*. It includes significant bus investments (five percent service expansion, extension of the R2 RapidBus, and design work for three Bus Rapid Transit Corridors), a renewal of local government cost-share funding for active transportation, and increased funding for the Major Road Network. It proposes increases to property taxes, transit fares and off-street parking sales taxes to support regional transportation investments. TransLink also proposes an increase to its borrowing limit from $8.5 billion to $10.7 billion to support these investments. The next Investment Plan, planned for 2027, is anticipated to fully close TransLink's structural funding deficit.

The proposed 2025 Investment Plan aligns with *Metro 2050*'s policy actions and the Board's support is recommended.

Recommendation

That the MVRD Board:

a) support TransLink's proposed 2025 Investment Plan as aligned with *Metro 2050*, as presented in the report dated April 11, 2025, titled "TransLink's 2025 Investment Plan and Borrowing Limit";
b) receive for information the materials regarding TransLink's required increase to its borrowing limit as presented in the report dated April 11, 2025, titled "TransLink's 2025 Investment Plan and Borrowing Limit"; and
c) send a letter to the Provincial Minister of Transportation and Transit, Parliamentary Secretary for Transit, TransLink Board, and Mayors' Council on Regional Transportation noting that the 2025 Investment Plan is aligned with *Metro 2050*.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. REGIONAL PARKS COMMITTEE REPORTS

1.1 MVRD Regional Parks Regulation Bylaw No. 1420, 2025 *pg. 595*

Executive Summary

The Regional Parks Regulation Bylaw sets out prohibitions and a system for permitted use designed to regulate park visitor behaviour and activities.

This report brings forward for MVRD Board's consideration, a new *Metro Vancouver Regional District Board Regional Parks Regulation Bylaw, No. 1420, 2025* (Attachment 1) to repeal and replace the existing *Metro Vancouver Regional District Regional Parks Regulation Bylaw, No. 1177, 2012* (MVRD Bylaw 1177, 2012).

The new *Metro Vancouver Regional District Board Regional Parks Regulation Bylaw, No. 1420, 2025* (Regional Parks Regulation Bylaw) will achieve a number of objectives, including:

- provide greater clarity by reorganization of the bylaw under new headings, and in a consistent fashion as other MVRD bylaws;
- reduce redundancies, and facilitate improved interpretation through the use of plain language;
- introduce a number of new definitions to promote better application;
- ensure greater alignment with Provincial legislation;
- imbed bylaw language related to homelessness, and temporary sheltering;
- ensure powers provided to RCMP and local police are captured in bylaw language;
- address emerging activities including the use of e-bikes, e-scooters; and
- establish campground rules in the bylaw so they can be more effectively enforced at Edgewater Bar, Derby Reach Regional Park.

Recommendation

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025*; and
b) adopt *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025.*

1.2 MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025

pg. 632

Executive Summary

A range of tools, including notices of bylaw violation and municipal tickets, can be used to encourage compliance with Metro Vancouver Regional District's bylaws. The *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* (GVRD Bylaw No. 1117, 2010) allows contraventions to be addressed through a Notice of Bylaw Violation (NBV) where an initial enforcement measure is needed.

Regional Parks is recommending that Schedule A of GVRD Bylaw No. 1117, 2010 be replaced to align with the new *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025* (MVRD Bylaw No. 1420, 2025), should the MVRD Board approve its repeal and replacement.

A job title change for one authorized Screening Officer is recommended. Administrative changes to Schedule A are required to ensure that the sections of the new MVRD Bylaw No. 1420, 2025 are cited accurately in GVRD Bylaw No. 1117, 2010. Additional changes include the introduction of new authorized words or expressions to describe illegal public behaviours, with new penalties for each, as well as amended penalties for some existing authorized words or expressions.

Recommendation

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025*; and
b) adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025.*

1.3 MVRD Ticket Information Utilization Amendment Bylaw No. 1416, 2025 *pg. 645*

Executive Summary

This is a proposed amendment to *Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006* (GVRD Bylaw 1050, 2006) that follows the proposed repeal and replace of *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* with the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025* (Parks Regulation Bylaw). If the latter bylaw is approved, both the *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* (GVRD Bylaw 1117, 2010) and the GVRD Bylaw 1050, 2006 will require amendments to their respective "designated contraventions" or "designated offences" to reflect the new organization and updated content of the new Parks Regulation Bylaw.

Regional Parks is recommending that Schedule B of GVRD Bylaw 1050, 2006 be updated and replaced to align all designated offences and fines listed in the schedule with the appropriate section numbers in the proposed new Parks Regulation Bylaw, should the MVRD Board approve the repeal and replacement of the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*.

Additional proposed changes include the designation, by authorized words or expressions, of offences that describe illegal public behaviours, with new fines for each, as well as amended fines for some existing authorized words or expressions.

Recommendation

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Ticket Information Utilization Amendment Bylaw No. 1416, 2025*; and
b) adopt *Metro Vancouver Regional District Ticket Information Utilization Amendment Bylaw No. 1416, 2025.*

1.4 MVRD Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025

pg. 657

Executive Summary

On February 28, 2025, the MVRD Board approved the extension of a pilot program that would permit public alcohol consumption in designated areas of six regional parks from Friday, May 16, 2025 to Monday, October 13, 2025 during park hours.

The Province of British Columbia has jurisdiction over possession and consumption of liquor. The *Liquor Control and Licensing Act* makes it unlawful for people to possess open liquor or consume liquor in a number of places, including parks, that are not private places; however, the province has delegated authority to regional districts and other local governments to, by bylaw, designate public places where liquor may be consumed, and it has prescribed how this must be done.

This bylaw amendment enables the extension of the MVRD Board-approved pilot program to permit alcohol consumption in six regional parks in 2025 and ensures continued compliance with the Province of British Columbia's requirements.

Recommendation

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025*; and

b) adopt *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025.*

2. AIR QUALITY AND CLIMATE COMMITTEE REPORTS

2.1 MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw Amendment Bylaw No. 1410, 2025

pg. 662

Executive Summary

Metro Vancouver can use a range of tools to promote compliance with its air quality bylaws. The *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* (*GVRD Bylaw No. 1117, 2010*) allows designated contraventions to be addressed through a notice of bylaw violation as an enforcement measure for infractions. This report proposes amendments to *GVRD Bylaw No. 1117, 2010* to update the contraventions of *GVRD Air Quality Management Bylaw No. 1082, 2008* (*GVRD Bylaw No. 1082, 2008*), designated in Schedule B of *GVRD Bylaw No. 1117, 2010*, to make it possible to use notices of bylaw violation as an additional tool to deal with contraventions of pollution prevention orders and pollution abatement orders. Notices of bylaw violation use a simple, cost-effective process to take initial enforcement action for designated minor bylaw infractions.

Recommendation

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025*; and
b) pass and finally adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025*.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. The following Notice of Motion was submitted by Director West on January 31, 2025: *pg. 669*

That the MVRD Board direct staff and/or request the Chair, where applicable, to give effect to the following:

1) propose changes to the remuneration bylaw to:
   a) reduce the Metro Vancouver meeting stipend by 50%.
   b) eliminate any additional stipend for meetings longer than 4 hours.
   c) create a total limit on Director remuneration.
   d) eliminate regional median-based automatic adjustments to meeting per diem and Chair/Vice Chair remuneration.
   e) eliminate additional meeting stipends payable to Chair/Vice Chair.
   f) consider alternatives to meeting stipend model of remuneration and any further changes as desired by the board.

2) reduce the total number of Metro Vancouver committees by a minimum of 50%.

3) reduce the total number of Metro Vancouver meetings for which a stipend is paid by a minimum of 50% from 2024 totals.

4) initiate a full-scale, external core service review of the Metro Vancouver Regional District, the Greater Vancouver Sewerage & Drainage District, the Greater Vancouver Water District and the Metro Vancouver Housing Corporation with a mandate to identify savings, efficiencies and reductions by examining all departments and service areas, staffing levels, use of contracted services and consultants and any other areas as identified by the board, as well as reviewing Metro Vancouver's role as a regulator, identifying areas of duplicatory or overlapping municipal, regional, provincial and federal regulation and delegated authorities from the provincial and federal governments which may be uploaded back.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries *pg. 670*

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 April 25, 2025 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;
- (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
- (j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*; 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.

K. ADJOURNMENT

That the MVRD Board adjourn its meeting of April 25, 2025.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
BOARD OF DIRECTORS

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:31 am on Friday, March, 28, 2025, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Burnaby, Chair, Director Mike Hurley
Anmore, Vice Chair, Director John McEwen
Belcarra, Director Jamie Ross
Bowen Island, Director Andrew Leonard (arrived at 9:33 am)
Burnaby, Director Pietro Calendino
Burnaby, Director Sav Dhaliwal
Coquitlam, Director Craig Hodge
Coquitlam, Director Teri Towner
Delta, Director Rod Binder
Delta, Director Dylan Kruger
Electoral Area A, Director Jen McCutcheon (arrived at 9:33 am)
Langley City, Alternate Director Rosemary Wallace
Langley Township, Director Steve Ferguson
Langley Township, Director Eric Woodward
Lions Bay, Director Ken Berry
Maple Ridge, Director Dan Ruimy
New Westminster, Director Nadine Nakagawa (arrived at 9:32 am)
North Vancouver City, Director Linda Buchanan
North Vancouver District, Director Lisa Muri*
Pitt Meadows, Director Nicole MacDonald
Port Coquitlam, Director Brad West
Port Moody, Director Meghan Lahti
Richmond, Director Chak Au
Richmond, Director Malcolm Brodie
Richmond, Director Bill McNulty
Surrey, Director Harry Bains
Surrey, Director Doug Elford
Surrey, Director Gordon Hepner
Surrey, Director Pardeep Kooner
Surrey, Director Brenda Locke* (arrived at 9:50 am)
Surrey, Director Rob Stutt
Vancouver, Director Rebecca Bligh* (arrived at 10:55 am)
Vancouver, Director Sarah Kirby-Yung
Vancouver, Director Mike Klassen
Vancouver, Director Peter Meiszner
Vancouver, Director Lenny Zhou
West Vancouver, Director Mark Sager
White Rock, Director Megan Knight

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

MEMBERS ABSENT:

sc̓a̓waθən məsteyəxʷ (Tsawwassen First Nation), Director Laura Cassidy
Vancouver, Director Lisa Dominato
Vancouver, Director Ken Sim

OTHERS PRESENT:

Shayne Gregg, Partner, Governance & Risk, Deloitte Canada

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
Dorothy Shermer, Corporate Officer
Catherine Grosson, Legislative Services Coordinator, Board and Information Services
Mike Redpath, Director, Regional Parks

A. ADOPTION OF THE AGENDA

1. March 28, 2025 Meeting Agenda

It was MOVED and SECONDED
That the MVRD Board adopt the agenda for its meeting scheduled for March 28, 2025 as circulated.

CARRIED

B. ADOPTION OF THE MINUTES

1. February 21, 2025 Special Meeting Minutes

It was MOVED and SECONDED
That the MVRD Board adopt the minutes for its special meeting held February 21, 2025 as circulated.

CARRIED

2. February 28, 2025 Special Meeting Minutes

It was MOVED and SECONDED
That the MVRD Board adopt the minutes for its special meeting held February 28, 2025 as circulated.

CARRIED

3. February 28, 2025 Meeting Minutes

It was MOVED and SECONDED
That the MVRD Board adopt the minutes for its meeting held February 28, 2025 as circulated.

CARRIED

9:32 am Director Nakagawa arrived at the meeting.

C. DELEGATIONS

No items presented.

9:33 am Directors Leonard and McCutcheon arrived at the meeting.

D. INVITED PRESENTATIONS

1. Shayne Gregg, Partner, Governance & Risk, Deloitte Canada
Subject: Update on Governance Review

Shayne Gregg provided members with a presentation titled "Metro Vancouver: Board Update – Independent Governance Review," which outlined the progress of governance review and next steps.

9:50 am Director Locke arrived at the meeting.

E. CONSENT AGENDA

No items presented.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

No items presented.

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1405, 2025

Report dated January 21, 2025 from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, seeking MVRD Board approval of *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1405, 2025* for the dedication of land acquired for use as regional park.

It was MOVED and SECONDED
That the MVRD Board give first, second, and third reading to the *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1405, 2025*.

CARRIED

It was MOVED and SECONDED
That the MVRD Board adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1405, 2025*.

CARRIED

2.1 Responding to Board Direction to Advance Four Metro 2050 Amendment Bylaws to Strengthen Climate Policy Language for Consideration

Report dated March 15, 2025 from Edward Nichol, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to consider amending Metro 2050 to strengthen climate policy language in four specific areas, through a Type 2 minor amendment.

It was MOVED and SECONDED

That the MVRD Board:

a) initiate the *Metro 2050* amendment process for a Type 2 Minor Amendment to the Regional Growth Strategy and give first, second, and third reading to:
   i. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1411, 2025 (Attachment 1 – Re: Rural Land Use Designation);*
   ii. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1412, 2025 (Attachment 2 – Re: Protection of Trees and Ecosystems on Rural, Agricultural, or Conservation and Recreation Lands);*
   iii. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1413, 2025 (Attachment 3 – Re: Development and Updating of Local-Scale Hazard and Risk Datasets);*
   iv. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1414, 2025 (Attachment 4 – Re: Member Jurisdiction and Metro Vancouver Consideration of Climate-Related Issues in Regional Growth Strategy Amendment Applications); and*

a) direct staff to notify affected local governments, local First Nations, appropriate agencies, and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*.

A member requested that a recorded vote be conducted.

Name	For	Against
Au. C	3	
Bains. H		5
Berry. K	1	
Binder. R		3
Brodie. M	4	
Buchanan. L	3	
Calendino. P	4	
Dhaliwal. S	4	
Elford. D	4	
Ferguson. S		3
Hepner. G		5
Hodge. C		4
Hurley. M	5	

Kirby-Yung. S	5	
Klassen. M	5	
Knight. M		2
Kooner. P		5
Kruger. D		3
Lahti. M	2	
Leonard. A	1	
Locke. B		5
MacDonald. N		1
McCutcheon. J	1	
McEwen. J		1
McNulty. W	4	
Meiszner. P	4	
Muri. L	5	
Nakagawa. N	4	
Ross. J	1	
Ruimy. D	5	
Sager. M	3	
Stutt. R		5
Towner. T		4
Wallace. R	2	
West. B		4
Woodward. E		4
Zhou. L	5	
Total Votes	**75**	**54**

DEFEATED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. Notice of Motion was submitted by Director Kooner at the February 28, 2025 MVRD meeting:

10:55 am Director Bligh arrived at the meeting.

It was MOVED and SECONDED
That the MVRD Board direct staff to bring forward a bylaw to repeal *Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*.

It was MOVED and SECONDED
That the vote on the motion be called.

A member requested that a recorded vote be conducted.

Name	For	Against
Au. C	3	
Bains. H		5
Berry. K		1
Binder. R	3	
Brodie. M	4	
Buchanan. L		3
Calendino. P	4	
Dhaliwal. S	4	
Elford. D		4
Ferguson. S		3
Hepner. G		5
Hodge. C	4	
Hurley. M	5	
Kirby-Yung. S		5
Klassen. M	5	
Knight. M		2
Kooner. P		5
Kruger. D		3
Lahti. M	2	
Leonard. A	1	
Locke. B		5
MacDonald. N	1	
McCutcheon. J	1	
McEwen. J	1	
McNulty. W	4	
Meiszner. P		4
Muri. L	5	
Nakagawa. N	4	
Ross. J	1	
Ruimy. D	5	
Sager. M	3	
Stutt. R		5
Towner. T	4	
Wallace. R		2
West. B		4
Woodward. E		4
Zhou. L	5	
Total Votes	**69**	**60**

DEFEATED

Discussion on the motion continued.

The question was called on the Main Motion.

A member requested that a recorded vote be conducted.

Name	For	Against
Au. C		3
Bains. H	5	
Berry. K		1
Binder. R	3	
Bligh. R		5
Brodie. M		4
Buchanan. L	3	
Calendino. P		4
Dhaliwal. S		4
Elford. D	4	
Ferguson. S	3	
Hepner. G	5	
Hodge. C		4
Hurley. M		5
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M	2	
Kooner. P	5	
Kruger. D		3
Lahti. M		2
Leonard. A		1
Locke. B	5	
MacDonald. N		1
McCutcheon. J		1
McEwen. J		1
McNulty. W		4
Meiszner. P	4	
Muri. L		5
Nakagawa. N		4
Ross. J		1
Ruimy. D		5
Sager. M		3
Stutt. R	5	
Towner. T		4

Wallace. R		2
West. B		4
Woodward. E	4	
Zhou. L	5	
Total Votes	**63**	**71**

DEFEATED

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

J. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED
That the MVRD Board close its meeting scheduled for March 28, 2025 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.

CARRIED

K. ADJOURNMENT

It was MOVED and SECONDED
That the MVRD Board adjourn its meeting of March 28, 2025.

CARRIED
(Time: 11:08 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

Mike Hurley, Chair

75228786

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

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), Greater Vancouver Water District (GVWD), and Greater Vancouver Sewerage and Drainage District (GVS&DD) Boards of Directors held at 9:03 am on Wednesday, April 9, 2025, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Burnaby, Chair, Director Mike Hurley
Anmore, Vice Chair, Director John McEwen
Belcarra, Director Jamie Ross
Bowen Island, Director Andrew Leonard
Burnaby, Director Pietro Calendino
Burnaby, Director Sav Dhaliwal
Coquitlam, Director Craig Hodge
Coquitlam, Director Teri Towner
Delta, Alternate Director Jennifer Johal for Director Rod Binder
Delta, Director Dylan Kruger
Electoral Area A, Director Jen McCutcheon*
Langley City, Director Paul Albrecht
Langley Township, Director Steve Ferguson
Langley Township, Director Eric Woodward
Lions Bay, Director Ken Berry
Maple Ridge, Director Dan Ruimy
New Westminster, Director Nadine Nakagawa
North Vancouver City, Director Linda Buchanan (arrived at 9:07 am)
North Vancouver District, Director Lisa Muri
Pitt Meadows, Director Nicole MacDonald
Port Coquitlam, Director Brad West (arrived at 9:23 am)
Port Moody, Director Meghan Lahti
Richmond, Director Chak Au
Richmond, Director Malcolm Brodie
Richmond, Direct or Bill McNulty
Surrey, Director Harry Bains*
Surrey, Director Doug Elford
Surrey, Director Gordon Hepner
Surrey, Director Pardeep Kooner
Surrey, Director Brenda Locke
Surrey, Director Rob Stutt
Vancouver, Director Rebecca Bligh
Vancouver, Director Lisa Dominato (arrived at 9:24 am)
Vancouver, Director Sarah Kirby-Yung*
Vancouver, Director Mike Klassen (arrived at 9:08 am)
Vancouver, Director Lenny Zhou*
West Vancouver, Director Mark Sager
White Rock, Director Megan Knight

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

MEMBERS ABSENT:

scəwaθən məsteyəxʷ (Tsawwassen First Nation), Director Laura Cassidy
Vancouver, Director Peter Meiszner
Vancouver, Director Ken Sim

OTHERS PRESENT

Vivian (Wai-Ling) Chan, Partner, Global Infrastructure Advisory Group, KPMG

STAFF PRESENT:
Jerry W. Dobrovolny, Chief Administrative Officer
Dorothy Shermer, Corporate Officer
Hadir Ali, Legislative Services Coordinator, Board and Information Services
Ravi Chhina, Deputy Chief Administrative Officer, Operations
Paul Henderson, General Manager, Solid Waste Services
Sonu Kailley, Director, Financial Planning, Financial Services
Amanda McCuaig, Communications, External Relations
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning
Peter Navratil, General Manager, Liquid Waste Services
Marilyn Towill, General Manager, Water Services
Harji Varn, Chief Financial Officer/General Manager, Financial Services

A. ADOPTION OF THE AGENDA

1. April 9, 2025 Special Meeting Agenda

It was MOVED and SECONDED
That the MVRD, MVHC, GVWD, and GVS&DD Boards adopt the agenda for their special meeting scheduled for Wednesday, April 9, 2025 as circulated.

CARRIED

B. REPORTS FROM COMMITTEE OR COMMISSIONER/CHIEF ADMINISTRATIVE OFFICER

1. 2026 Budget and 2026-2030 Financial Plan Incorporating Potential Cost Savings for Consideration

Report dated April 2, 2025, from Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, and Harji Varn, CFO and General Manager of Financial Services, providing the MVRD, MVHC, GVWD, and GVS&DD Boards with potential cost savings by department, and an opportunity to provide staff direction in preparing the 2026 Budget and 2026-2030 Financial Plan.

Staff provided the Boards with a presentation titled “Metro Vancouver Potential Cost Savings by Department” outlining potential cost reductions for 2026-2029. Vivian Chan, Partner, Global Infrastructure Advisory Group, KPMG, provided an overview of the cost savings framework within which the Cost Efficiencies Review was conducted, noting that the framework is generally aligned with leading and prevailing practices for an organization of its size, particularly in an asset intensive delivery environment.

Staff from each department presented detailed savings in their area, highlighting potential operating costs savings totaling $364M. Directors were informed that the 2026-2029 savings result from identified efficiencies such as the reduction of third-party consulting, the transition of additional work in-house, and the adjustment of capital project timelines.

Staff responded to questions from Directors on implications and risks associated with the proposed cost savings; the possibility, advisability, and timing of more extensive cost savings; the implications of reductions related to consulting costs; availability of data to inform long-term risk-based planning; and other factors that may have an impact on future financial plans.

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards:

a) direct staff to prepare the 2026 Budget and 2026-2030 Financial Plan by implementing the potential operational cost savings outlined in the report "2026 Budget and 2025-2030 Financial Plan Incorporating Potential Cost Savings for Consideration" dated April 2, 2025; and,
b) proceed through the 2026 budget cycle with household impact targets as follows: 2026 at 2.5%, 2027 at 3.0%, 2028 at 5.0%, 2029 at 5.0%, and 2030 at 5.0%.

CARRIED

C. ADJOURNMENT

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards adjourn their special joint meeting of Wednesday, April 9, 2025.

CARRIED

(Time: 11:13 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

Mike Hurley, Chair

75474876

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Jessica Hayes, Program Manager, Housing Policy and Planning, and
Marina Jozipovic, Senior Planner, Regional Planning and Housing Services

Date: April 4, 2025 Meeting Date: April 25, 2025

Subject: **Housing 2050: Regional Housing Needs Report**

EXECUTIVE SUMMARY

This cover report provides additional context to the Board for the attached report titled "Housing 2050: Regional Housing Needs Report" in response to questions raised by the Regional Planning Committee at its April 3, 2025 meeting.

STANDARDIZED METHODOLOGY

When the Province of BC first introduced Housing Needs Report (HNR) requirements in 2019, the methodology was at the discretion of individual local governments, resulting in inconsistent approaches that were not directly comparable and could not be consolidated at the regional or provincial level. At the March 10, 2023 Regional Planning Committee meeting, Metro Vancouver presented feedback from member jurisdictions that included a recommendation to the Province for a standardized methodology for future HNRs (Reference 1). The Metro Vancouver Board adopted a resolution at its March 31, 2023 meeting to share this feedback with the Minister of Housing (Reference 2). In June 2024, the Province of BC introduced the HNR Method to support a consistent HNR approach across local governments after significant input from municipalities and regional districts (Reference 3). The HNR Method is an estimate of additional homes needed to address underlying housing need, pent-up demand, and anticipated population growth. It is not a target but a guide for long-term planning.

SCALE OF THE HOUSING CHALLENGE

Housing Need in the HNRs reflects an ideal state where enough housing is coming into the community to effectively house both existing (pent up demand) and future households over the relevant time period. The Regional Housing Needs Report consolidates the findings of the HNRs prepared individually by all member jurisdictions to illustrate aggregated housing needs. While local governments play an important role in regulating land use and creating supportive local housing policy, responding to the scale of the housing challenge requires significant investment from federal and provincial government in infrastructure, affordable housing, schools, health care, amenities, and other services.

HOUSING NEEDS IN RELATION TO HOUSING TARGET ORDERS

Though they are derived from similar methodology, HNRs are not equivalent to Housing Target Orders and these tools have been implemented for different purposes. While all local governments in BC are required to complete HNRs, only a small subset have received Housing Target Orders.

Metro Vancouver plays a critical role in supporting advocacy to other levels of government. The Regional HNR provides a cohesive framework for understanding the scale of the region's housing

challenges and supports re-engaging federal and provincial governments on housing. Upcoming work on *Housing 2050* will provide a set of proposed policy responses for local governments to draw on for their ongoing advocacy. Staff will also be addressing the committee's request for a clearer understanding of the interdependency between future infrastructure needs and housing development.

This matter is now before the Board for its consideration.

ATTACHMENTS

1. "Housing 2050: Regional Housing Needs Report", dated March 2, 2025.

REFERENCES

1. Hayes, J. (2023). *Housing Needs Reports – Lessons Learned from Metro Vancouver Member Jurisdictions.* Retrieved from https://metrovancouver.org/boards/RegionalPlanning/RPL_2023-Mar-10_AGE.pdf#page=100. Last accessed 2025, April 4.
2. Metro Vancouver Regional District. (2023). *Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held on Friday, March 31, 2023.* Retrieved from https://metrovancouver.org/boards/GVRD/RD_2023-Mar-31_MIN.pdf#page=6. Last accessed 2025, April 7.
3. Province of BC. (2025). *Housing Needs Reports.* Retrieved from https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/policy-and-planning-tools-for-housing/housing-needs-reports. Last accessed 2025, April 4.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Marina Jozipovic, Senior Regional Planner, and Diana Jeliazkova, Regional Planner, Regional Planning and Housing Services

Date: March 3, 2025 Meeting Date: April 3, 2025

Subject: **Housing 2050: Regional Housing Needs Report**

RECOMMENDATION
That the MVRD Board receive for information the report dated March 3, 2025, titled "Housing 2050: Regional Housing Needs Report".

EXECUTIVE SUMMARY
This report provides the Task 1 deliverable for *Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal*, the Regional Housing Needs Report, and an overview of upcoming project milestones.

Metro Vancouver provides ongoing data assistance to member jurisdictions to prepare Housing Needs Reports (HNR), including, in 2024, preparing HNR calculations using the Province's HNR Method.

The Regional HNR is inclusive of all 23 member jurisdictions and highlights regional housing needs:

1. Overall annual housing completions need to increase from the current average of 23,424 completions per year to an average of 37,757 completions per year.
2. Increasing average annual affordable housing completions from the current 433 per year to the needed 11,400 requires sustained investment and support from all levels of government.
3. More purpose-built rental is needed to meet the needs of renters and provide meaningful security of tenure. Most new rental housing is in the secondary rental market (rented condominiums, secondary suites, laneway homes).

Each member jurisdiction's individual HNR is the best resource to understand local housing needs.

PURPOSE
To present the Regional Housing Needs Report to the Regional Planning Committee and MVRD Board, and an overview of upcoming tasks related to the development of *Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal*.

BACKGROUND
At its April 5, 2024, meeting, the MVRD Board approved the Scope of Work for *Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal* ("Housing 2050") (Reference 1). *Housing 2050* is intended to be an action-oriented roadmap and collective advocacy tool to support the

implementation of Goal 4 of *Metro 2050*, the regional growth strategy, and is part of the Board-approved Housing Policy and Planning budget and work plan.

This report provides Task 1 deliverable for *Housing 2050*, the Regional Housing Needs Report, as well as an overview of upcoming milestones related to the project.

HOUSING 2050 PROJECT CONTEXT

Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal will be a roadmap to support the implementation of *Metro 2050* Goal 4, "Provide Diverse and Affordable Housing Choices", with a focus on actions and advocacy to increase the supply of affordable rental housing. This project has four key objectives:

1. Increase the delivery of non-market/below market rental housing;
2. Better advocate for increased affordable housing funding and support for the region;
3. Enhance regional coordination on affordable rental housing (e.g., policy alignment, partnerships, public land, simplification of regulations, centralized/supportive roles); and
4. Advance the 15 percent regional affordable rental housing target (*Metro 2050* Policies 4.2.3 and 4.2.7 a).

REGIONAL HOUSING NEEDS REPORT

In 2019, the Province of British Columbia (BC) introduced legislative requirements for local governments to produce Housing Needs Reports (HNR) following prescribed guidelines, and to update these reports at least every five years. In 2024, new requirements were introduced and local governments prepared Interim Housing Needs Reports to align with these requirements. Metro Vancouver has provided ongoing data and information collection assistance to member jurisdictions since the introduction of new HNR requirements, including preparing HNR calculations using the Province's HNR Method and making these available to member jurisdictions.

The *Regional Housing Needs Report* ("Regional HNR") is a compilation of the most recent Metro Vancouver member jurisdiction HNRs using the new required methodology, along with supplementary information to support regional understanding and analysis. It supports a shared understanding of housing need at the regional and sub-regional levels to better understand overall housing pressures that affect all member jurisdictions, or certain areas of the region, as these affect the broader housing system and households. Given that housing needs are not limited to jurisdictional boundaries, and housing pressures can impact adjacent communities, aggregated estimates of current and future housing need are beneficial for regional coordination and collaboration on housing action.

Regional Housing Needs Report – Methodology

The Regional HNR methodology is consistent with the Province of BC's "HNR Method" which outlines the requirements that local governments must follow in completing their Housing Needs Reports. [1]

[1] A description of the methodology can be found here: Housing Needs Reports - Province of British Columbia (gov.bc.ca).

The HNR Method uses community-level data to identify housing needs over five-year (2022 to 2026) and 20-year (2022 to 2041) periods. Total housing need includes underlying need - meaning the unmet housing needs of individuals and households who already live in the community, and anticipated housing need - meaning housing needed to keep up with population growth. Based on the assumptions of the HNR Method, the average annual housing need is higher in the 2022 to 2026 period because 1) the population growth rate is expected to be higher over this period, and 2) greater urgency is placed on addressing the housing needs for those experiencing homelessness.

The HNR Method is comprised of six components:

1. **Component A: Extreme Core Housing Need** – units to support households currently spending 50 percent or more on shelter and unable to afford more appropriate housing in the same community;
2. **Component B: Homelessness** – units needed to provide housing for those experiencing homelessness;
3. **Component C: Suppressed Household Formation** – units needed to enable more typical rates of household formation among age groups;
4. **Component D: Anticipated Household Growth** – units needed to keep up with expected population growth[2];
5. **Component E: Rental Vacancy Rate** – rental units needed to enable a healthy vacancy rate of percent, all else being equal; and
6. **Component F: Demand Buffer** – units needed to meet additional demand from diverse household preferences, based on an additional assessment of unmet market demand.

The Regional HNR is inclusive of all 23 member jurisdictions in Metro Vancouver and summarizes housing needs by *Metro 2050* sub-regions to better understand overall housing pressures that affect all member jurisdictions, or certain areas of the region, as these affect the broader housing system and households. Each Metro Vancouver member jurisdiction's individual HNR is the best resource to understand local housing needs, and these reports will guide local priorities and policy making.

The housing needs of First Nations in the region, save for Tsawwassen First Nation, are not reflected in the Regional HNR and should be considered in addition to the housing need shown in this document.

Affordable Rental Housing – Definition

The *Regional Affordable Rental Housing Target: Metro 2050 Implementation Guide* uses an income distribution similar to BC Housing's Housing Income Limits (HILs) and this definition is used in the Regional Housing Needs Report to estimate affordable rental housing needed. Corresponding affordable rent thresholds are based on households at HILs spending no more than 30% of gross

[2] Note that the HNR Method uses BC Stats projections which are slightly higher than the Metro Vancouver projections medium-growth scenario.

household income on rent (Table 1). Note that the threshold represents an upper limit based on maximum income to qualify for affordable housing, but that many households require rents at much lower levels based on their incomes.

Table 1: Affordable Rental Housing Definition – BC Housing 2023 Housing Income Limits

	Studio / 1 Bedroom	2 Bedrooms	3 Bedrooms	4+ Bedrooms
Metro Vancouver Area Housing Income Limits (HILs)	$58,000	$72,000	$86,000	$107,500
Corresponding affordable rent (upper limit)	$1,450	$1,800	$2,150	$2,688

Regional Housing Needs Report – Total Housing Need

Table 2 summarizes the components of regional housing need based on the HNR Method. The Metro Vancouver region is estimated to need 755,144 dwelling units over the 20-year period between 2022 and 2041. In the shorter term, between 2022 and 2026, the estimated housing need is 230,457 dwelling units.

Table 2: Components of Regional Housing Need, Metro Vancouver, 2022 to 2041

Components of Housing Need	2022 to 2026 (5 years)	2022 to 2041 (20 years)
Component A: Extreme Core Housing Need	16,155	64,622
Component B: Homelessness	5,677	11,354
Component C: Suppressed Household Formation	9,110	36,440
Component D: Anticipated Household Growth	170,354	526,083
Component E: Rental Vacancy Rate	1,871	7,484
Component F: Demand Buffer	27,290	109,161
Metro Vancouver Total – Dwelling Units	**230,457**	**755,144**

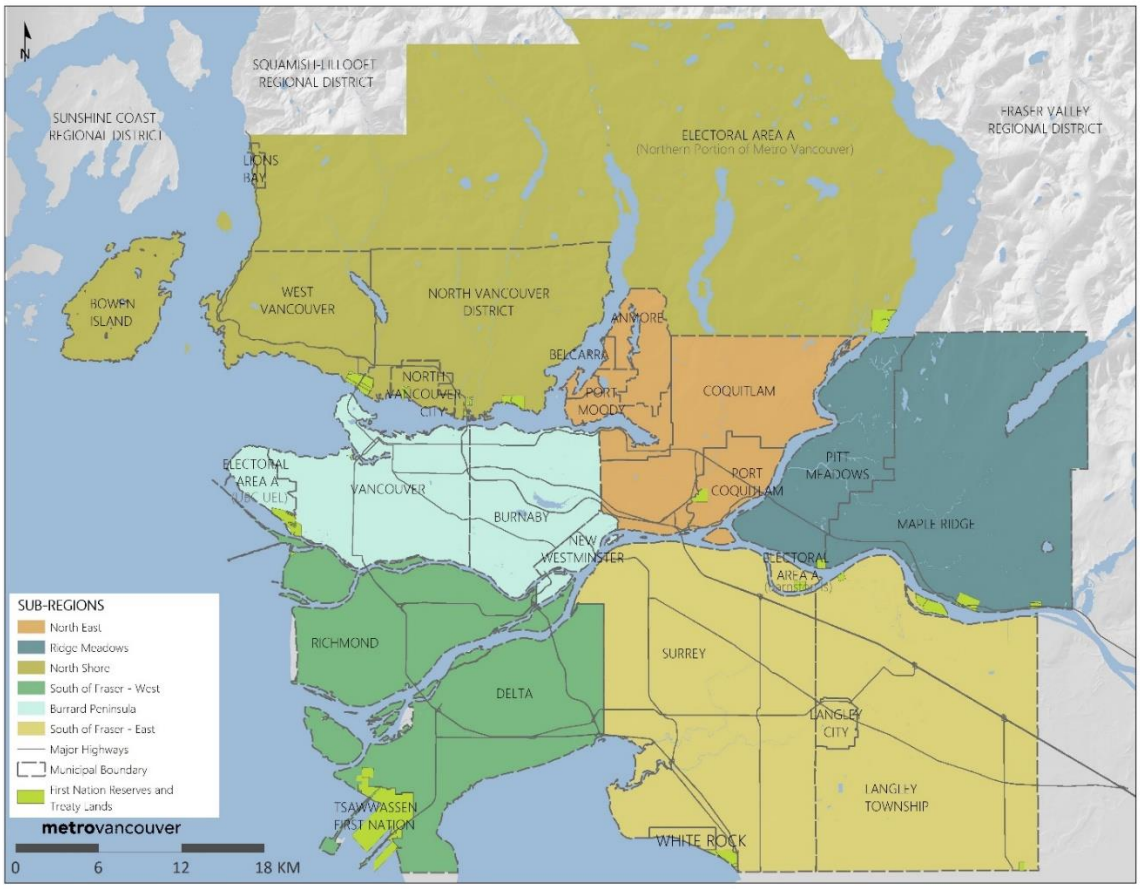
Table 3 shows housing needs results summarized by *Metro 2050* sub-regions (shown in Figure 1). Regional and sub-regional housing needs are the sum of individual HNRs from Metro Vancouver's member jurisdictions.

Table 3: Regional Housing Need by Sub-Regions, Metro Vancouver, 2022 to 2041

Total Housing Need	2022 to 2026 (5 years)	2022 to 2041 (20 years)
Burrard Peninsula Sub-Region*	81,096	281,417
North Shore Sub-Region*	18,029	56,322
Northeast Sub-Region*	21,443	69,420
Ridge Meadows Sub-Region	10,232	32,972
South of Fraser - East Sub-Region*	73,703	231,574
South of Fraser - West Sub-Region	25,953	83,436
Metro Vancouver Total – Dwelling Units	**230,457**	**755,144**

**Electoral Area A (EEA) estimates were entirely allocated to Burrard Peninsula Sub-Region as 98% of EAA dwellings are located in this Sub-Region. While EAA dwellings are distributed across other subregions, the projected growth in these EAA areas outside UBC and UEL is negligible.*

Figure 1: Map of *Metro 2050* Sub-Regions



Regional Housing Needs Report – Additional Findings

The Regional HNR also provides a breakdown of housing need by tenure, as well as affordable rental need by bedroom count for the 2022 to 2026 period.

Housing Need by Tenure (2022 to 2026)

- 96,803 units for renters (42 percent of total housing need)
- 106,364 units for owners (46 percent of total housing need)
- 27,289 units – tenure based on additional market demand (12 percent of total housing need)

Affordable Rental Housing Need (defined by BC Housing's 2023 Housing Income Limits – HILS) (2022 to 2026)

- 33,400 studio or one-bedroom units ($1,450 maximum rent / $58,000 maximum income)
- 11,300 two-bedroom units ($1,800 maximum rent / $72,000 maximum income)
- 7,300 three-bedroom units ($2,150 maximum rent / $86,000 maximum income)
- 5,000 four+ bedroom units ($2,688 maximum rent / $107,500 maximum income)

HILs income thresholds[3] represent an upper limit based on maximum income to qualify for affordable housing, however, many households will require rents at much lower levels based on their incomes.

Comparison of Housing Needs and Recent Development Trends

Although housing development has increased in recent years, the region as a whole continues to face a significant annual shortfall in housing supply compared to housing need.

Overall Supply

Housing completions would need to double in the short term to catch up with regional housing needs (Table 4).

Table 4: Overall Housing Need and Development Trends

Average annual housing need	46,092 dwellings per year from 2022 to 2026
Current average annual completions	23,424 housing units per year between 2020 to 2024 (CMHC)
Housing supply gap (housing need vs. average annual completions)	22,668 units per year

On a per capita basis, the Metro Vancouver region is currently achieving an annual average of 8 housing completions per 1,000 population, based on data from 2020 to 2024. To address housing needs over the 2022 to 2041 period, the average annual per capital completions would need to be 11 completions per 1,000 population. [4]

[3] BC Housing, 2023 Housing Income Limits (HILs). bchousing.org/sites/default/files/media/documents/2023-Housing-Income-Limits-HILS-Effective-January-1-2023.pdf

[4] Calculated using BC Stats population projections 2024-2041: Population Projections - Province of British Columbia

The region has historically achieved much higher rates of per capita housing completions, including an annual high of 14 completions per 1,000 population in 1973 and 1974. Between 1970 and 2024, there were 16 years during which completions reached or surpassed 11 completions per 1,000 population, which is the level of completions required to meet housing need over the 20-year period from 2022 to 2041.

Rental Housing

The distribution of housing completions by tenure has changed over the past 10 years. Purpose-built rental housing development has recovered from years of historic lows to reach 5,389 completions in 2024, accounting for approximately one-fifth of all housing completions in the region and 44 percent of completions in the rental market, which includes both primary and secondary rental. A significant source of new rental (an estimated 56 percent in 2024) is in the secondary rental market, including rented condominiums, secondary suites, and laneway homes.

Annual rental completions would need to nearly double in the short term to meet rental housing need (Table 5).

Table 5: Rental Housing Need and Development Trends (Purpose-Built and Secondary Rental)

Average annual rental need	19,361 rental units per year between 2022 and 2026
Current average annual completions (purpose-built and secondary rental)	10,864 rental units per year between 2020 and 2024
Rental housing supply gap (purpose-built and secondary rental)	8,497 rental units per year

The shortfall is more significant if only purpose-built rental is considered (Table 6).

Table 6: Rental Housing Need and Development Trends (Purpose-Built Only)

Average annual rental need	19,361 rental units per year between 2022 and 2026
Current average annual completions (purpose-built and secondary rental)	4,125 purpose-built rental units per year between 2020 and 2024
Rental housing supply gap (purpose-built rental only)	15,226 purpose-built rental units per year

Affordable Rental Housing

Affordable rental housing is defined as housing that is affordable to households earning up to BC Housing's 2023 Housing Income Limits (HILs), shown in Table 1. The estimated need for affordable rental housing between 2022 and 2026 is approximately 57,000 units across the region, which translates to an average of 11,400 affordable rental units per year. Between 2018 and 2023, approximately 433 newly completed affordable rental units came online per year in the region. An

additional 10,967 affordable rental units per year are needed to address affordable housing needs in the region.

Summary of Key Findings
The key findings from data and information that has been compiled as part of the Regional HNR is summarized below:

1. Housing development levels need to double to address regional housing pressures. While the shortfall of homes needed is significant, historical data shows that the region has successfully achieved higher development levels in past years.
2. Sustained investment and support for affordable rental housing is needed. Current levels of affordable rental housing development are only meeting a fraction of the regional need for this type of housing. Provincial and federal funding is critical for enabling this type of housing.
3. More purpose-built rental supply is needed. More than half of new rental units in the region are provided through the secondary rental market (rented condominiums, secondary suites, laneway homes). These are an important source of housing, but do not provide the long-term security of tenure needed by the growing population of renter households.

NEXT STEPS
The development of *Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal* includes four tasks and is expected to be completed by the end of 2025.

TASK	DESCRIPTION
1) Regional Housing Needs Report	The Regional Housing Needs Report ('Regional HNR") consolidates housing needs report results from all member jurisdictions to provide a regional and sub-regional summary of housing needs. The Regional HNR does not replicate existing locally specific HNRs. It is intended to provide a shared, consolidated framework for understanding housing needs in the region, and will be the basis for discussions around regional housing actions and advocacy as part of *Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal*. **This is the deliverable presented within this report.*
2) Affordable Housing Gap Analysis	The affordable housing supply gap analysis will quantify the gap between current development trends (i.e. anticipated units expected to be realized under current conditions, funded programs, development pipelines, etc.) and the regional target for affordable rental housing, as well as the level of effort and investment required to close the gap and meet the region's estimated housing needs, accounting for both future housing need based on growth, as well as existing unmet housing need.
3) Housing Policy Alternatives	The review of housing policy alternatives will explore how the region can build on recent progress to close the affordable housing gap. It will also

TASK	DESCRIPTION
	include engagement with and advocacy to federal and provincial government. The intent of this task is not to add additional responsibilities to local governments but rather to envision the evolution of housing policy in Metro Vancouver in coming years building on recent progress and to identify strategic advocacy to ensure that sufficient and proportionate federal and provincial housing funding is directed to this region. It is intended to be forward-thinking and innovative, building off the significant work completed in recent years.
4) ***Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal***	*Housing 2050* will clearly define Metro Vancouver's roles and responsibilities in regional housing policy and identify regional coordination and advocacy actions in the coming years. *Housing 2050* will work to quantify costs and timelines to close the region's affordable housing gap and identify a monitoring and reporting strategy to integrate with established monitoring of *Metro 2050* progress and the Metro Vancouver Housing Data Book. It will also identify connection points with the Metro Vancouver Housing (MVH) 10-Year Plan, including where MVH can support regional housing objectives.

The Regional Planning Committee and Board will receive regular updates and deliverables related to each of the tasks outlined above. Engagement with member jurisdictions, other levels of government including First Nations, and housing partners is key to the success of this project.

ALTERNATIVES
This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS
The Board-approved 2025 Housing Policy and Planning budget includes $100,000 to support the components of *Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal*, and ongoing implementation. The Regional HNR was completed through a mix of in-house staff time and additional consultant support totaling $5,500 for data analysis and visualization.

CONCLUSION
The Regional HNR provides a high-level understanding of housing needs in Metro Vancouver, using the most recently available data. Consolidating available information on housing supply and affordability supports a shared understanding of regional housing need and will help identify existing and projected gaps in housing supply as part of *Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal*. This report provides an overview of the high-level findings contained within the Regional HNR, and upcoming milestones in the *Housing 2050* project.

ATTACHMENTS
1. Regional Housing Needs Report, February 2025.
2. Presentation re: Housing 2050: Regional Housing Needs Report.

REFERENCES

1. Hayes, J. (2024). *Regional Affordable Housing Strategy Update (Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal) – Scope of Work*. Commissioned by Metro Vancouver. Burnaby, BC: Metro Vancouver.

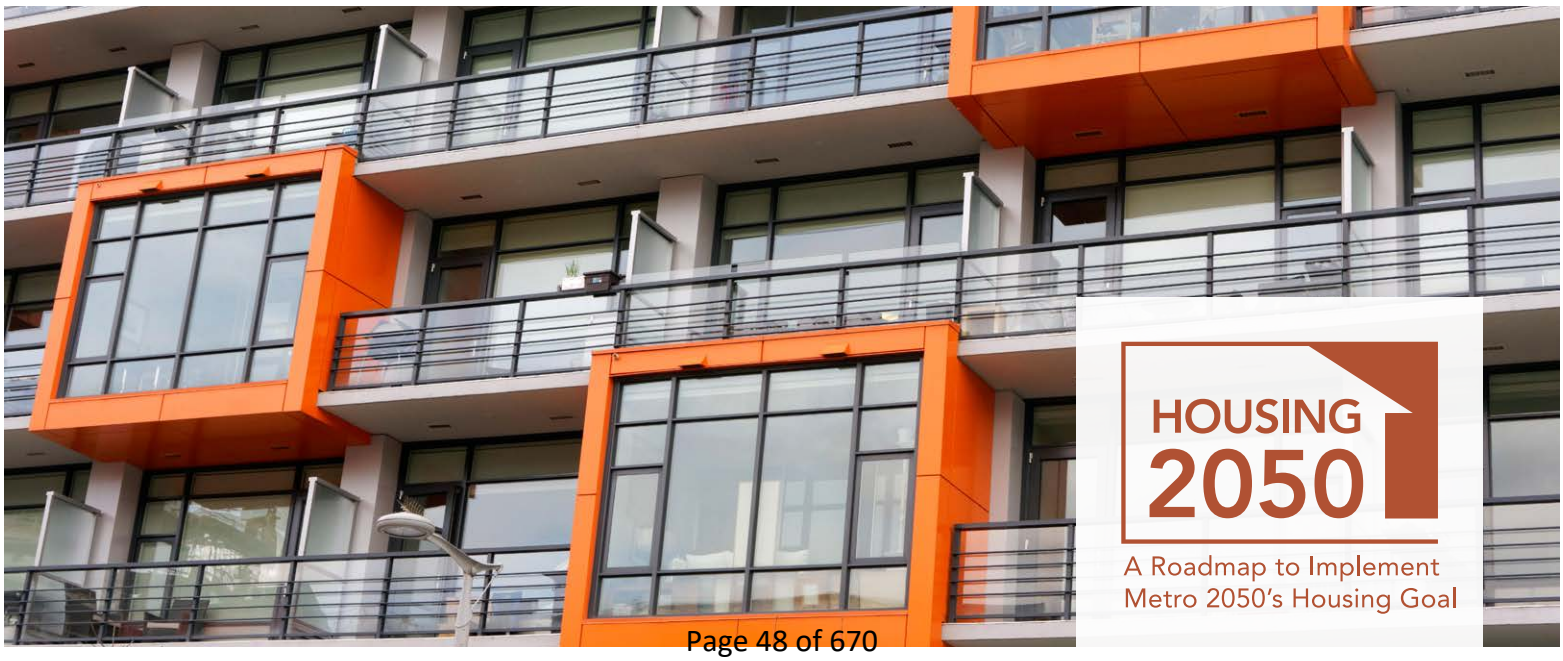
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metrovancouver



Regional Housing Needs Report





HOUSING 2050

A Roadmap to Implement Metro 2050's Housing Goal

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including 10 local First Nations: q̓iċəy̓ (Katzie), q̓ʷɑ:ńƛ̓əń (Kwantlen), kʷikʷəƛ̓əm (Kwikwetlem), máthxwi (Matsqui), xʷməθkʷəy̓əm (Musqueam), qiqéyt (Qayqayt), Semiahmoo, Sḵwx̱wú7mesh Úxwumixw (Squamish), scəẃaθən məsteyəxʷ (Tsawwassen), and səlilwətaɬ (Tsleil-Waututh).

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

HOUSING 2050

A Roadmap to Implement Metro 2050's Housing Goal

Regional Housing Needs Report | February 2025

Metrotower III
4515 Central Blvd
Burnaby, BC, V5H 0C6
metrovancouver.org

Front Cover: A Transit-Oriented Development, a Townhouse Complex and a Mid-Rise Apartment in Metro Vancouver.

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SUMMARY SHEET

Regional Housing Need

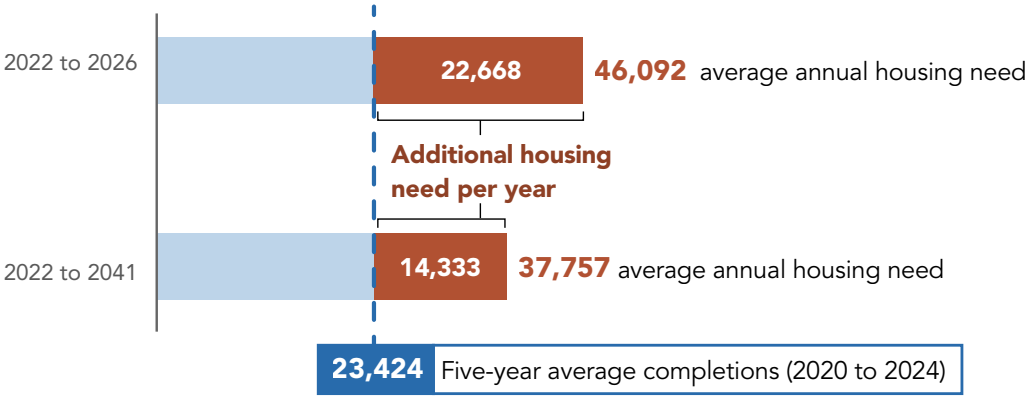
The *Regional Housing Needs Report* ("Regional HNR") provides a high-level understanding of housing needs in Metro Vancouver, using the most recently available data. Given that housing needs are not limited to jurisdictional boundaries, consolidating available information on housing supply and affordability supports a shared understanding of regional and sub-regional housing needs. This will help identify existing and projected gaps in housing supply as part of *Housing 2050: A Roadmap to Implement Metro 2050's* Housing Goal. This document is aligned with the Housing Needs Reports of Metro Vancouver member jurisdictions and the Province of BC's HNR Method.

Key Findings

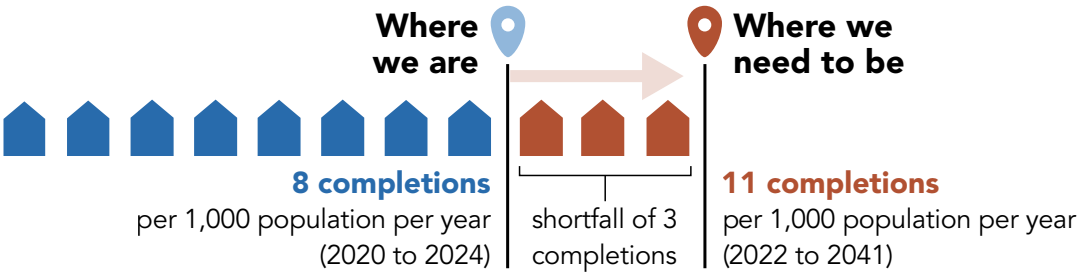
Housing development needs to double to address regional housing pressures.

Housing need exceeds current development levels. While the shortfall of homes needed is significant, historical data shows that the region has successfully achieved higher completions[1] in past years.

Annual Housing Supply Gap



Per Capita Rate of Housing Completions



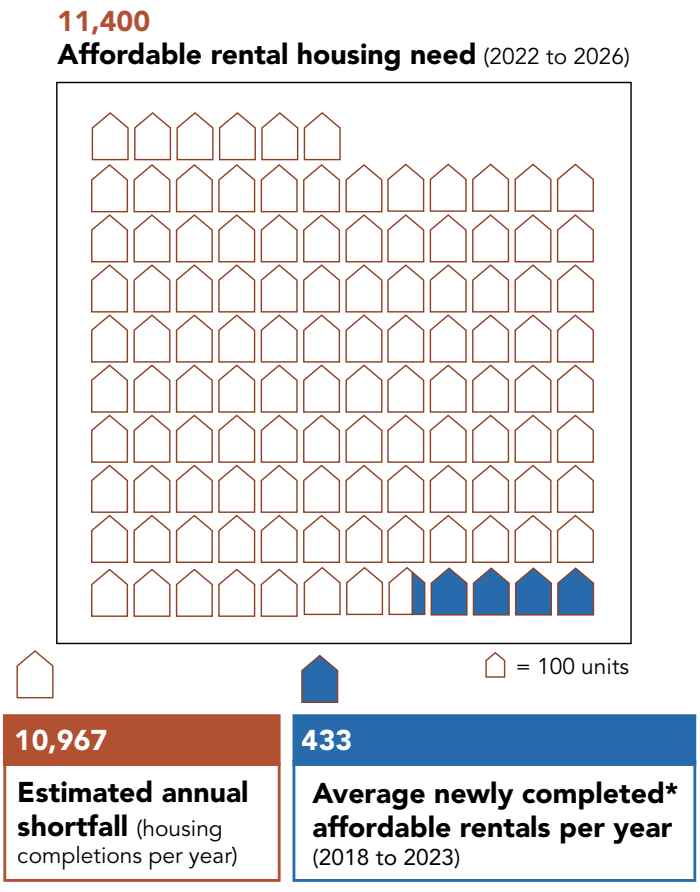
HOUSING 2050
A Roadmap to Implement Metro 2050's Housing Goal

1 Housing needs estimates are based on the number of dwelling units needed in that year. Housing completions data is the indicator used in this report as it reflects the number of homes that came online in that particular year.

Sustained investment and support for affordable rental housing is needed.

This report uses BC Housing's Housing Income Limits for 2023 to define affordable rental housing. Current levels of affordable rental housing development are only meeting a fraction of the regional need for this type of housing. It is critical that all levels of government continue to build on the significant efforts and resources that have been directed toward this type of housing in recent years.

Estimated Annual Shortfall in Newly Completed Affordable Rental Housing, Metro Vancouver Region, 2022 to 2026

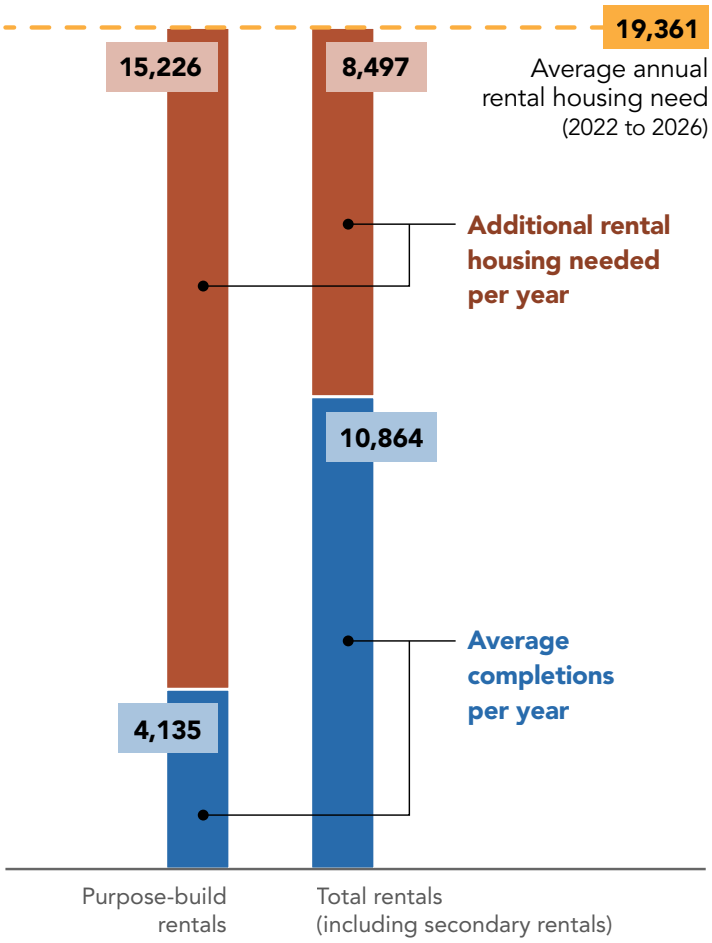


* "Newly completed" refers units that are completed and occupied.

There is a significant need for purpose-built rental housing.

More than half of new rental units in the region are provided through the secondary rental market (rented condominiums, secondary suites, laneway homes). These are an important source of housing, but do not provide the long-term security of tenure needed by the growing population of renter households.

Estimated Annual Shortfall in Rental Housing Completions



1 Introduction



1.1 Problem Statement

Communities across Metro Vancouver are experiencing significant housing pressures:

- Housing costs in both the ownership and rental markets have been rising faster than incomes for decades, and this trend has worsened in recent years.
- Housing development has not kept pace with population growth, a challenge across Canada but particularly acute in this region.
- The current supply of affordable non-market rental housing is only meeting a fraction of the total need for this type of housing.
- Rental vacancy rates are far below what would be considered healthy for both renters and landlords.



1.2 Purpose

In 2019, the Province of British Columbia (BC) introduced legislative requirements for local governments to produce Housing Needs Reports (HNR) for their communities following prescribed guidelines, and to update these reports at least every five years. This requirement was introduced to ensure that planning, policy development, and development approvals are informed by the latest available data and information on current and future housing needs. These reports play an important role in understanding local conditions and are critical to developing housing strategies or action plans.

As a region with a growing population, strong economy, and a constrained land base, thoughtful and collaborative regional planning has been important in Metro Vancouver for many decades. One of Metro Vancouver's core services is to plan for regional growth that recognizes that the healthy growth and development of the region requires coordination across member jurisdictions. Many goals can be achieved collectively, and many challenges cross jurisdictional boundaries.

The purpose of this document, the *Regional Housing Needs Report* (Regional HNR) is to communicate aggregated data on housing needs across the region. This supports a shared understanding of regional housing needs and helps to identify existing and projected gaps in housing supply based on data and analysis of local and regional trends.

The Regional HNR provides a snapshot of the regional housing system, and in relation to the regional housing objectives outlined in *Metro 2050*, the regional growth strategy. Housing needs on First Nations reserve lands are not included in the Regional HNR and will be explored through future engagement.

The Regional HNR also provides the basis for quantifying the housing gap in Metro Vancouver, as part of *Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal.*



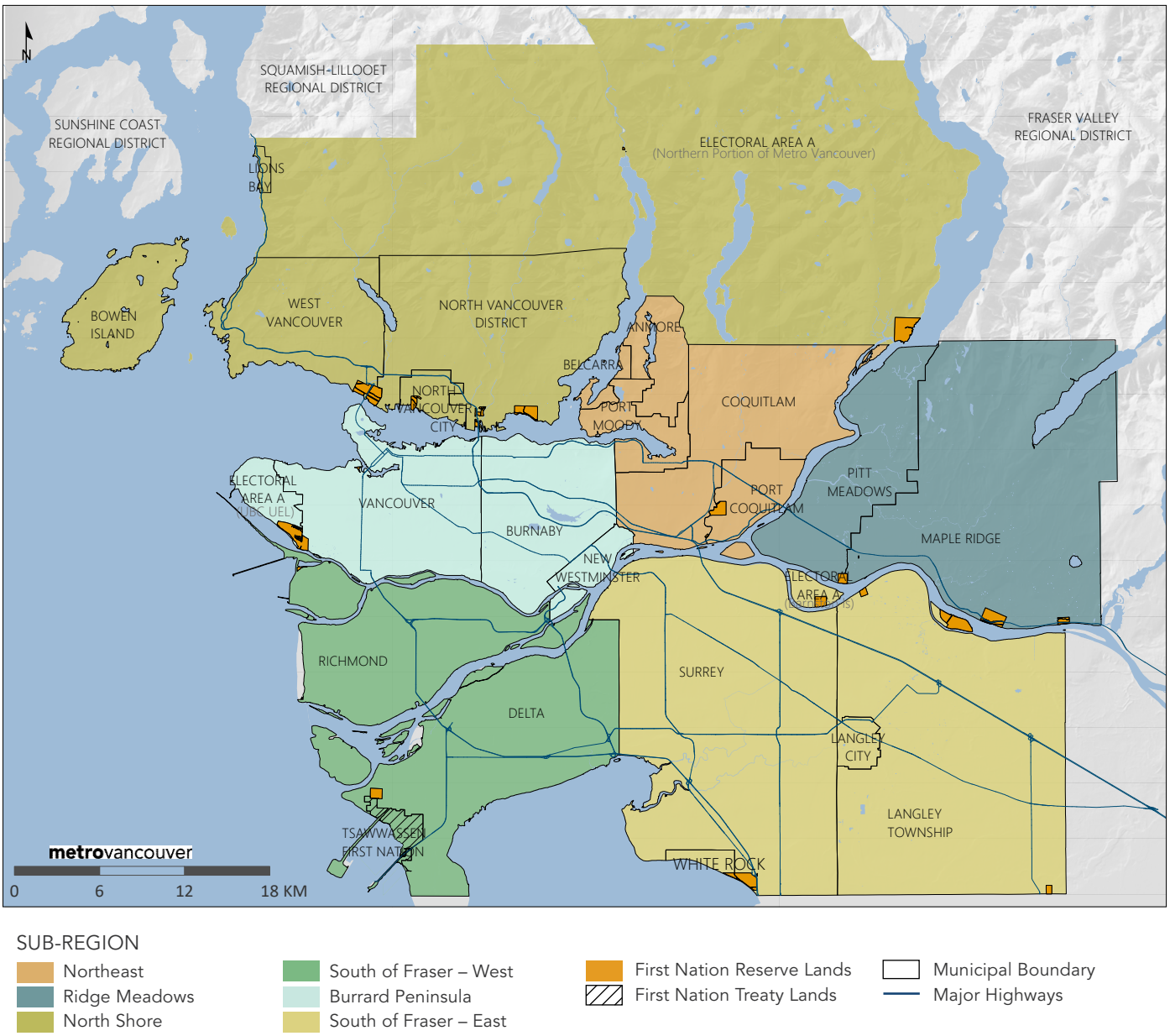
1.3 Approach

The Regional HNR is a compilation of all Metro Vancouver member jurisdiction Housing Needs Reports (HNRs), along with supplementary information to support regional understanding and analysis. In Section 2, the Regional HNR provides an estimate of housing need by tenure, an estimate of affordable rental housing need by bedroom count, and Indigenous housing context. Section 3 provides a look at recent development trends in relation to housing need.

The Regional HNR summarizes housing need by *Metro 2050* sub-regions (Figure 1). Each Metro Vancouver member jurisdiction's individual HNR is the best resource to understand local housing needs, and these reports will guide local priorities and policy making. The Regional HNR provides an understanding of housing need at the regional and sub-regional levels to better understand overall housing pressures that affect all member jurisdictions, or certain areas of the region, as these affect the broader housing system and households. Given that housing needs are not limited to jurisdictional boundaries, and housing pressures can impact adjacent communities, aggregated estimates of current and future housing need are beneficial for regional coordination and collaboration on housing action.



Figure 1. Metro Vancouver Member Jurisdictions by Sub-Regions, as Shown in *Metro 2050*

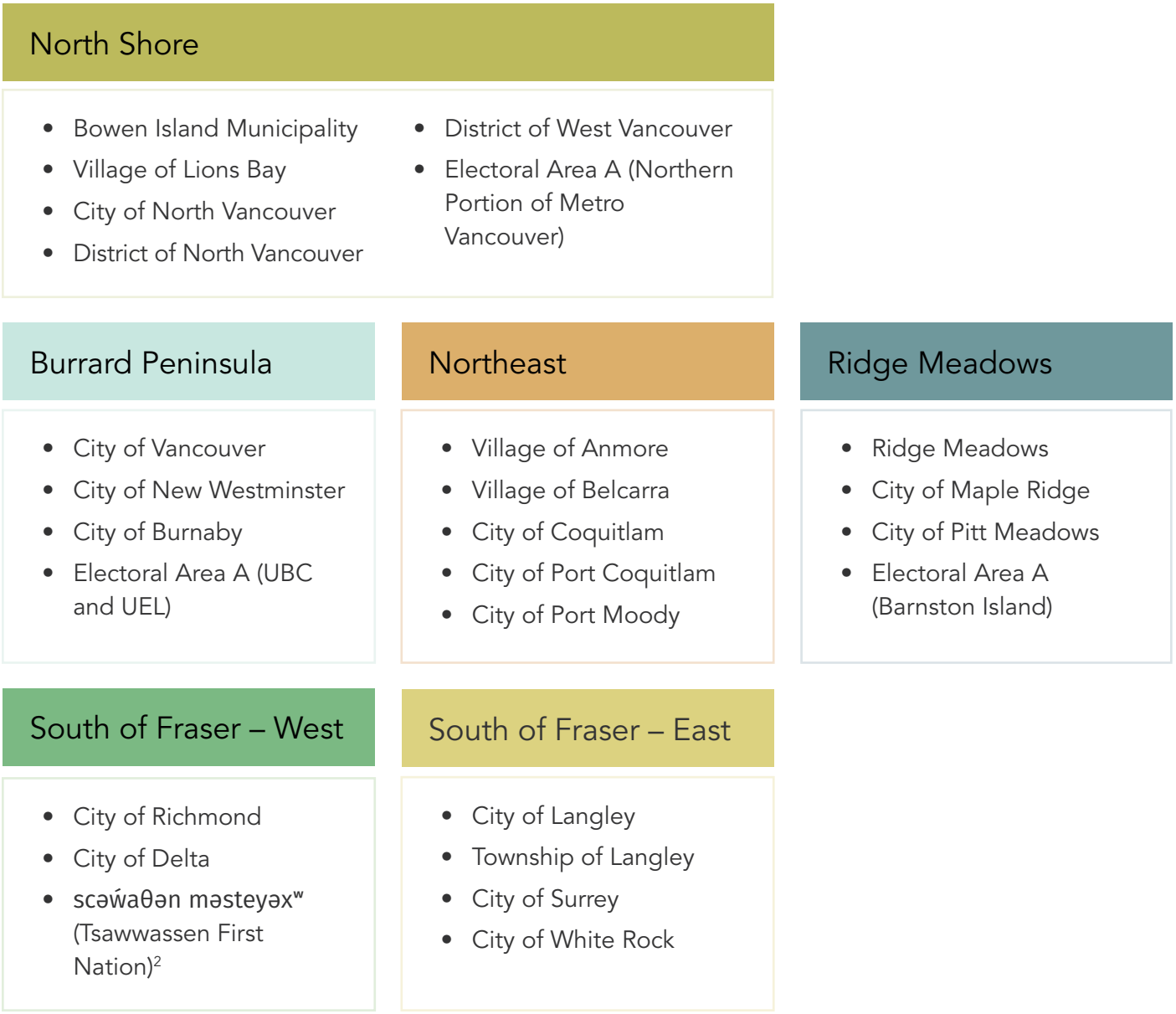


The methodology used to develop the Regional HNR is consistent with the Province of BC's "HNR Method" that outlines the requirements that local governments must follow in completing their Housing Needs Reports.[1] The HNR Method primarily relies on the following data sources: Statistics Canada census data on household characteristics and trends, BC Stats population projections, the Province's Integrated Data Project on homelessness, and CMHC housing market data. The Regional HNR also draws on housing market information from CMHC to understand development trends in relation to housing need.

1 A description of the methodology can be found here: Housing Needs Reports - Province of British Columbia (gov.bc.ca).

The Regional HNR is inclusive of all 23 member jurisdictions in Metro Vancouver (Figure 2).

Figure 2. Metro Vancouver Member Jurisdictions and Sub-Regions



2 The provincial HNR requirements only apply to municipalities. scəwaθən məsteyəxʷ is not required to use the HNR method. An estimate was prepared for scəwaθən məsteyəxʷ using the HNR method for the purposes of estimating a total housing need inclusive of all member jurisdictions."

1.4 Limitations

Population and household projections represent estimates based on the best available information at the time they are completed and include inherent limitations. Each set of projections should be considered one possible scenario.

The HNR Method uses household projections from BC Stats which are different than those produced by Metro Vancouver for regional planning purposes. For example, Metro Vancouver projections account for out-migrations and inter-municipal migrations (migrations between municipalities within the region). BC Stats projections are higher than the Metro Vancouver medium-growth scenario, which is the default scenario used by Metro Vancouver. The Regional HNR is an aggregation of each member jurisdictions results using the HNR Method and the household growth component is based on BC Stats.

Housing and population growth are intertwined. While population growth may continue in the absence of housing development through larger household sizes, subdivision of properties, and suppressed household formation, a lack of housing development will suppress population and household growth compared to what it may otherwise be as households leave the region or choose not to move to the region due to the cost of housing or lack of housing options. A lack of housing development in one community or region in an overall growth context (i.e. where the population of the broader society is growing) will create housing pressures in the community or region through increased demand on scarce supply, reducing availability and increasing prices. In this way, housing supply and population growth are dynamic and interactive.



1.5 Definitions

The following is a list of key words and phrases that are relevant for understanding the Regional HNR.



DEFINITION

What do we mean by affordable housing?

In Canada, a general measure of housing affordability is the shelter-cost-to-income ratio, where no more than 30% of a household's gross income is spent on housing (including all housing-related costs like utilities).

Metro 2050 defines affordable housing as appropriately-sized housing that is affordable to households earning up to 120% of the Regional Median Household Income.[3] According to the 2021 census, the Regional Median Household Income was $90,000 for the Metro Vancouver region (Vancouver CMA).

The Regional HNR breaks down affordable rental housing need using BC Housing's Housing Income Limits (HILs). Corresponding affordable rent thresholds are based on households at HILs spending no more than 30% of gross household income on rent. HILs are used as a reference for consistency with provincial measures. See Section 2.2.2 for more information.

These definitions represent a wide range of affordability, from deeply affordable, shelter rate housing for households on Income Assistance or Persons with Disabilities Assistance to moderately affordable housing for individuals and households who otherwise may earn a good income but who are unable to find market housing solutions. When it comes to new housing in Metro Vancouver, this level of affordability is provided almost exclusively by the non-market housing sector, though a small proportion is provided by the private rental market in some lower-priced markets.

Notably, affordable housing data has many limitations due to the varying definitions and types of data that are collected by sources such as CMHC and BC Housing.

3 The median total household income of all households living in the Metro Vancouver region based on census data. As defined by Statistics Canada, the median divides the region's households into two equal groups: half having an income above that amount, and half having an income below that amount. It differs from the mean (or average) income.



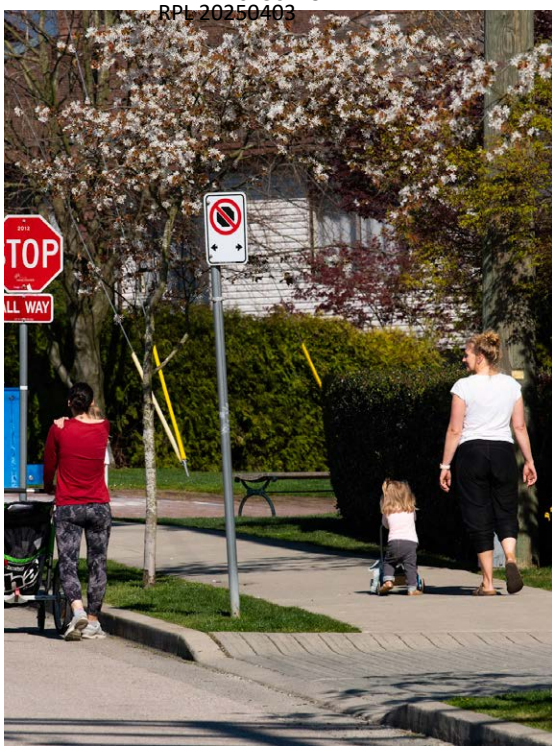
DEFINITION

What do we mean by housing need?

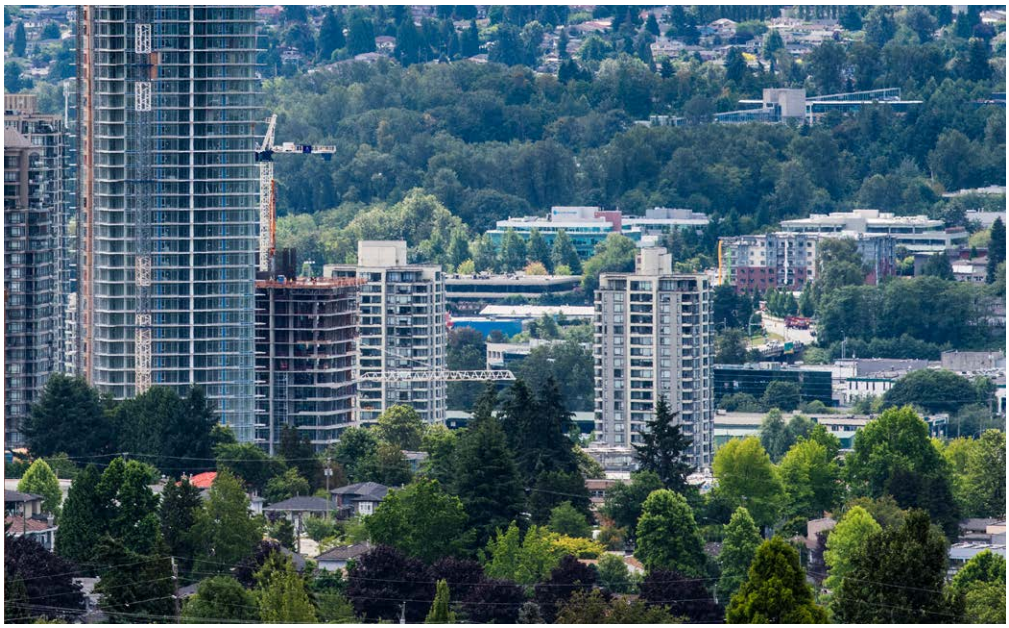
As per the HNR Method, housing need is based on two factors:

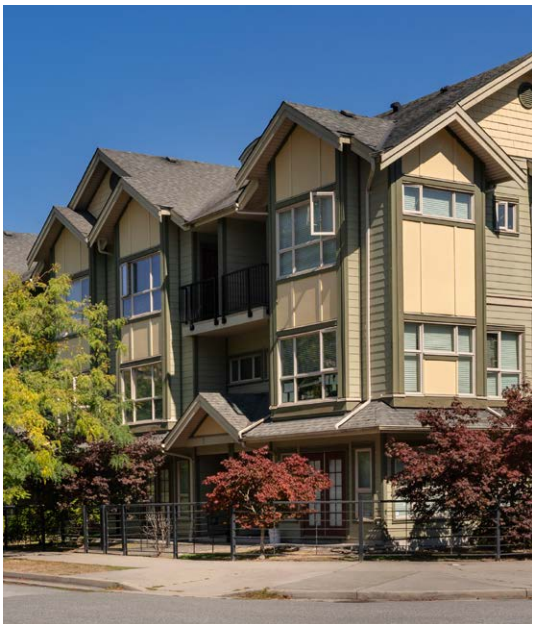
- **Underlying need** describes the number of units, tenure, and—in the case of affordable rental housing—level of affordability, required to address unmet need and pent-up demand in a particular community. Unmet need captures households experiencing significant housing challenges, ranging for homelessness to unaffordability, who are not able to find more appropriate housing in the community they live in. Pent-up demand refers to demand for housing in the private market beyond what the current housing market is able to supply. *Underlying need represents housing that is needed immediately.*
- **Anticipated need** describes the number of units, tenure, and—in the case of affordable rental housing—level of affordability, required to keep up with population growth. *Anticipated need represents housing that is needed over time.*

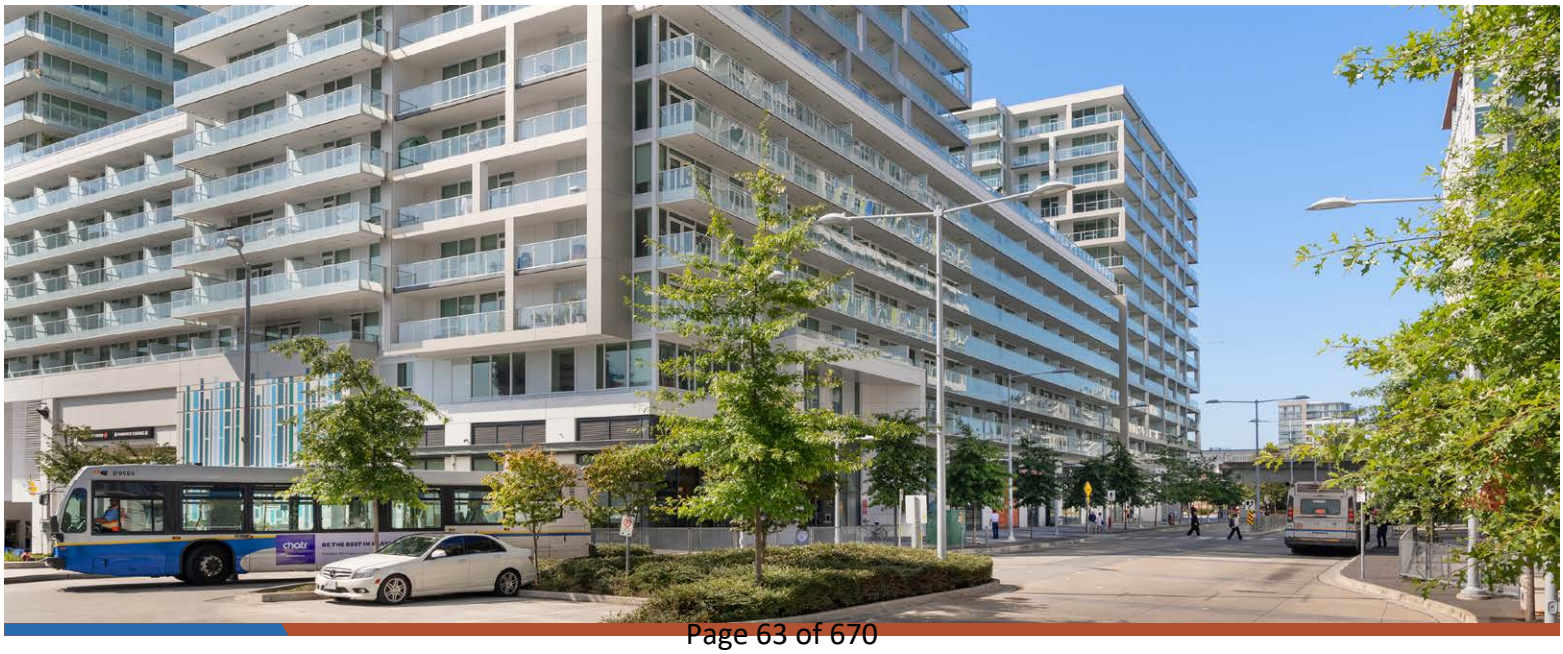
These two concepts are used together to understand the overall housing need in a community. They are interrelated because when there is not enough housing, new households, often with higher incomes, compete with existing households in the housing marketplace.


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2 Housing Need

This section summarizes regional housing need by sub-region, tenure, and affordability, and provides Indigenous housing context.



2.1 Number of Dwellings

Figure 3 summarizes the components of regional housing need based on the provincial HNR Method.[4] The HNR Method estimates anticipated housing need over a 20-year period (2022 to 2041). It assumes that underlying housing need—unmet housing needs of households already living in the region—will be progressively addressed over this 20-year period, with greater urgency for those experiencing homelessness. This recognizes that even with increased levels of housing development, it will take time for new housing to be realized to meet the levels required, especially for households requiring affordable rents.

Figure 3. Components of Regional Housing Need, Metro Vancouver, 2022 to 2041

Components of Housing Need	2022 to 2026 (5 years)	2022 to 2041 (20 years)
Component A: Extreme Core Housing Need	16,155	64,622
Component B: Homelessness	5,677	11,354
Component C: Suppressed Household Formation	9,110	36,440
Component D: Anticipated Household Growth	170,354	526,083
Component E: Rental Vacancy Rate	1,871	7,484
Component F: Demand Buffer	27,290	109,161
Metro Vancouver Total	**230,457**	**755,144**

4 Province of BC, Guidelines for Housing Needs Reports – HNR Method Technical Guidance, 2024. https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/hnr_method_technical_guidelines.pdf

Figure 4 summarizes housing need in Metro Vancouver by *Metro 2050* sub-region. Regional and sub-regional housing needs are the sum of individual HNRs from Metro Vancouver's member jurisdictions. A table of all member jurisdiction HNR results can be found in Figure 5.

Urban Indigenous Housing

The housing needs of urban Indigenous households living in Metro Vancouver are included in the total housing needs. Urban Indigenous households do not include Indigenous households on First Nation reserve land. For more context, see Section 2.3.

Figure 4. Regional Housing Need by Sub-Region, Metro Vancouver, 2022 to 2041

Total Housing Need	2022 to 2026 (5 years)	2022 to 2041 (20 years)
Burrard Peninsula Sub-Region*	81,096	281,417
North Shore Sub-Region*	18,029	56,322
Northeast Sub-Region*	21,443	69,420
Ridge Meadows Sub-Region	10,232	32,972
South of Fraser - East Sub-Region*	73,703	231,574
South of Fraser - West Sub-Region	25,953	83,436
Metro Vancouver Total	**230,456**	**755,141**

* Electoral Area A (EEA) estimates were entirely allocated to Burrard Peninsula Sub-Region as 98% of EAA dwellings are located in this Sub-Region. While EAA dwellings are distributed across other sub-regions, the projected growth in these EAA areas outside UBC and UEL is negligible.

Figure 5. Housing Needs Report Results – by Member Jurisdiction

Geography	Estimated Number of Dwellings Needed	
	2022 to 2026 (5 years)	2022 to 2041 (20 years)
Burnaby	22,724	74,051
New Westminster	8,137	27,523
Vancouver	47,650	170,155
Electoral Area A*	2,585	9,688
Burrard Peninsula Sub-Region*	**81,096**	**281,417**
Bowen Island	403	1,457
North Vancouver City	6,606	21,301
North Vancouver District	7,425	22,368
West Vancouver	3,458	10,742
Lions Bay	137	454
North Shore Sub-Region*	**18,029**	**56,322**
Coquitlam	13,336	43,253
Port Coquitlam	4,727	15,249
Port Moody	3,063	9,796
Anmore	215	756
Belcarra	102	366
Northeast Sub-Region*	**21,443**	**69,420**
Maple Ridge	8,711	27,777
Pitt Meadows	1,521	5,195
Ridge Meadows Sub-Region	**10,232**	**32,972**

Geography	Estimated Number of Dwellings Needed	
	2022 to 2026 (5 years)	2022 to 2041 (20 years)
Langley City	3,691	10,499
Surrey	53,111	169,220
White Rock	2,780	8,816
Langley Township	14,121	43,039
South of Fraser – East Sub-Region*	**73,703**	**231,574**
Delta	9,788	29,457
Richmond	15,527	51,982
scəwaθən məsteyəxʷ	638	1,997
South of Fraser – West Sub-Region	**25,953**	**83,436**
TOTAL – METRO VANCOUVER MEMBER JURISDICTIONS **	**230,456**	**755,141**

* Electoral Area A (EEA) estimates were entirely allocated to Burrard Peninsula Sub-Region as 98% of EAA dwellings are located in this Sub-Region. While EAA dwellings are distributed across other sub-regions, the projected growth in these EAA areas outside UBC and UEL is negligible.

** The housing needs of First Nations with reserve lands in the Metro Vancouver region are not included in this table and would be additional to the estimates shown here.

2.1.1 Average Annual Need

Figure 6 shows the average number of dwellings needed on an annual basis to keep up with anticipated population growth and progressively address underlying housing need. The average number of dwellings needed is highest in the first five-year period of these estimates for two reasons: 1) population growth estimates are higher between 2022 and 2026 before declining slightly between 2027 and 2041, and 2) the HNR Method prioritizes addressing housing for those experiencing homelessness earlier in the 20-year period of these estimates.

Figure 6. Average Annual Number of Dwellings Needed, Metro Vancouver, 2022 to 2041

Average Annual Number of Dwellings Needed	2022 to 2026 (5 years)	2022 to 2041 (20 years)
Burrard Peninsula Sub-Region	16,219	14,071
North Shore Sub-Region	3,606	2,816
Northeast Sub-Region	4,289	3,471
Ridge Meadows Sub-Region	2,046	1,649
South of Fraser - East Sub-Region	14,741	11,579
South of Fraser - West Sub-Region	5,191	4,172
Metro Vancouver Total	**46,092**	**37,757**

2.2 Dwelling Characteristics

In addition to the total number of dwellings needed, a breakdown of dwellings needed by tenure, bedroom count, and affordability can further support policy development and monitoring of progress. This section provides guidance on the characteristics needed in new housing development to reflect the needs of regional households. These estimates are based on simple assumptions about household composition and income, as reflected in the past two censuses for Metro Vancouver. They are not meant to be exact measures, but overall guidance to ensure that the diversity of household types in the region is reflected in housing policy and planning.

The following estimates are provided for five-year housing need:

- Total housing need by tenure
- Estimate of affordable rental need by level of affordability and bedroom count

Over the long-term, different configurations will be needed to respond to changes in household formation, income growth, and housing preferences, and detailed estimates should be updated every five years, or whenever new information is available.

Assumptions

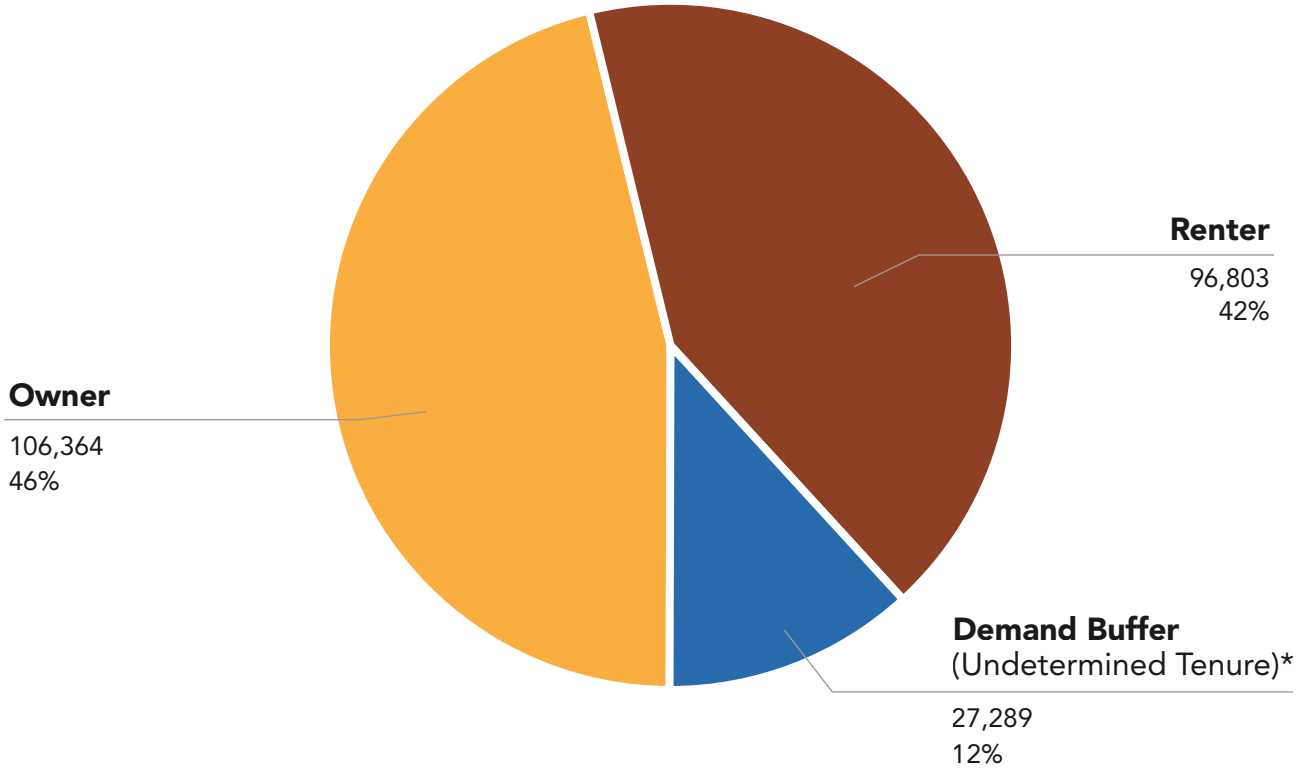
- Of total housing need, the number of dwellings needed for owner and renter households is based on tenure trends shown in recent census data for Metro Vancouver. These estimates assume recent trends continue.
- Bedroom count estimates are based on recent trends in household typologies and provide the minimum number of bedrooms required to meet the *National Occupancy Standard*.[5] Household preferences vary, and it is common for additional bedrooms to serve as a home office, guest bedrooms, storage, etc.
- All dwellings for owner households are assumed to be provided by the private market. Affordability and bedroom count estimates are not provided.
- Affordability levels and bedroom count for needed affordable rental housing are based on recent trends in household income as shown in census data for Metro Vancouver. BC Housing's Housing Income Limits are used to determine households that require affordable rental rates; this represents a diverse range of affordability levels as this is an upper threshold. The method used here makes simple assumptions about how household income is distributed across household sizes that may not reflect real households. This is intended only as a guideline to reflect the diversity of households who require affordable rental options.

5 CMHC, National Occupancy Standard, 2022. National Occupancy Standard | CMHC

2.2.1 Dwellings by Tenure

The HNR Method results are primarily derived from demographic data of individuals and households in Metro Vancouver member jurisdictions. As such, recent trends in the tenure of households can be used to approximate the proportions of renter and owner households that could be expected among housing need comprised of Components A to E (Figure 7). The Demand Buffer (Component F, see Figure 3 may be owner or renter housing and is determined by market demand rather than household demographics.

Figure 7. Regional Housing Need by Estimated Tenure, Metro Vancouver, 2022 to 2026



* The number and proportion of owner and renter households are approximate based on recent trends reflected in census data for the region. Component F: Demand Buffer of the HNR Method is based on a theoretical assessment of unmet market demand. It is not based on tenure or affordability assumptions.

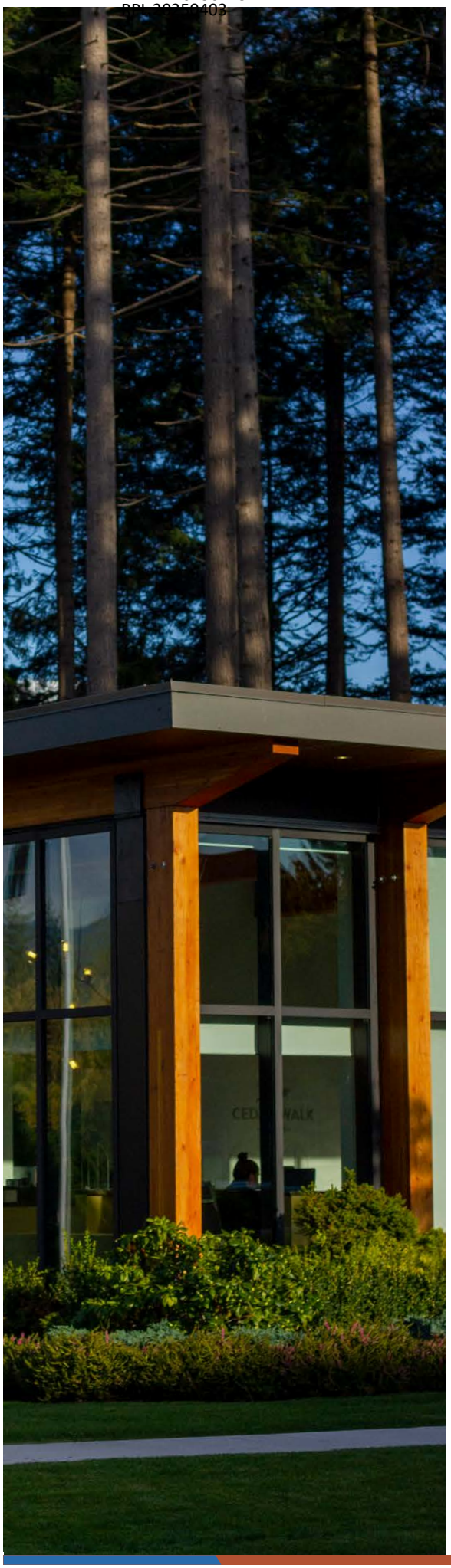
2.2.2 Dwellings by Affordability

Using simple assumptions based on recent trends in household typologies and income levels, Figure 8 shows the approximate number of affordable units needed by bedroom size, based on BC Housing's Housing Income Limits (HILs). Note that the threshold represents an upper limit based on maximum income to qualify for affordable housing, but that many households require rents at much lower levels based on their incomes.

Figure 8. Estimated Units Needed by Metro Vancouver Affordable Rents, 2022 to 2026 (5-Year Housing Need)

	Studio / 1 Bedroom	2 Bedrooms	3 Bedrooms	4+ Bedrooms	
METRO VANCOUVER AREA HOUSING INCOME LIMITS (HILS) (2023)	**$58,000**	**$72,000**	**$86,000**	**$107,500**	
Corresponding affordable rent	$1,450	$1,800	$2,150	$2,688	**Total**
Approximate Number of Units Needed (rounded)[6]	33,400	11,300	7,300	5,000	**57,000**

6 These estimates are based on high-level estimates using recent trends in household size and household income reported in the 2021 Census. Income categories in the census do not correspond exactly with income categories used in BC Housing's Housing Income Limits (HILs) and therefore the figures shown in this table are approximate.



2.3 Indigenous Housing Context

2.3.1 Local First Nations Housing Context

The Regional HNR focuses on member jurisdictions. The housing needs of the following local First Nations with reserve lands in the Metro Vancouver region are not included in this HNR but are an important component of the region's housing context.

Metro Vancouver will continue to engage with local First Nations to better understand their housing needs within the regional context.

- qʼićəyʼ (Katzie First Nation)
- qʷɑ:ńƛəń (Kwantlen First Nation)
- kʷikʷəƛəm (Kwikwetlem First Nation)
- máthxwi (Matsqui First Nation)
- xʷməθkʷəyʼəm (Musqueam Indian Band)
- Semiahmoo First Nation
- Sḵwx̱wú7mesh Úxwumixw (Squamish Nation)
- səlilwətaɬ (Tsleil-Waututh Nation)

For the purposes of establishing a consistent housing need estimate inclusive of all member jurisdictions, an estimate using the HNR Method was prepared for scəẃaθən məsteyəxʷ (Tsawwassen First Nation) but may not accurately reflect the extent of community housing need or development plans. scəẃaθən məsteyəxʷ is not required to use the HNR Method.

◀ Image: West Wind building at Cedar Walk ləlaṁ, a community of apartments and townhouses by xʷməθkʷəyʼəm and Polygon.

2.3.1 Urban Indigenous Housing Needs

The Aboriginal Housing Management Association (AHMA) has called attention to the importance of including information on Indigenous housing needs in HNRs given the disproportionate number of Indigenous people experiencing homelessness or living in unsuitable housing. AHMA reports that high rates of Indigenous homelessness "are attributed to the lack of affordable safe, and accessible housing and intergenerational trauma resulting from colonization, cultural genocide and policies that activity sought to dismantle Indigenous culture, families and communities."[78]

There are 63,345 Indigenous people living in the Metro Vancouver region according to the 2021 census, including an estimated 3,760 people that live on First Nation Treaty or reserve lands representing 6% of Indigenous people in the region. This report uses the phrase "urban Indigenous" to mean the 94% of Indigenous people in the region that live in municipalities (not on First Nations Treaty or reserve lands). Urban Indigenous households are diverse, including those who are connected to local First Nations and those who may trace their roots to other Indigenous communities beyond the region. The data below highlights key housing concerns experienced by Indigenous households in the region.

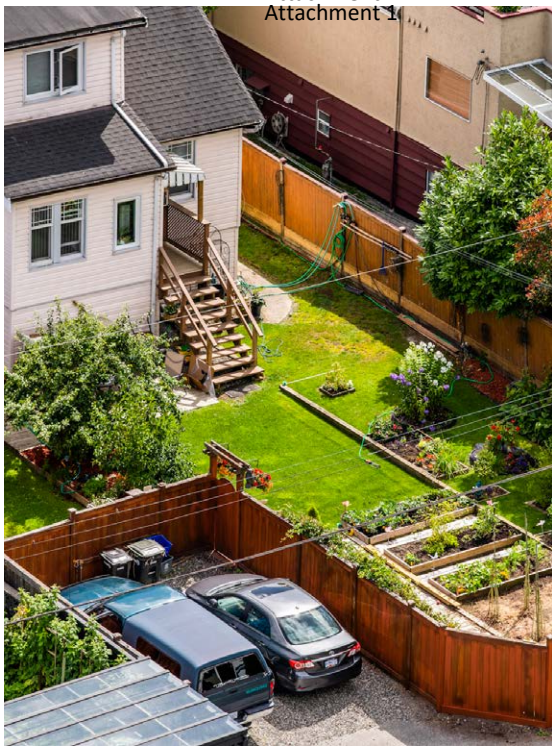
- Indigenous households are much more likely to be renters (58%) than non-Indigenous households (37%).
- Indigenous renter households are more likely to be in core housing need (27.9%) than non-Indigenous renter households (22.9%).
- Indigenous renter households are more than twice as likely to live in housing that requires major repairs (13.6% as non-Indigenous households (6.1%).
- Indigenous households are more likely to live in subsidized housing (17.9%) than non-Indigenous households (10.7%).
- The 2023 Homeless Count for Greater Vancouver reported that 33% of respondents identified as Indigenous, only 2% of the total regional population identified as Indigenous, according to the census.[9]

7 AHMA, Indigenous Housing Needs Data Resources Library, N.D. Indigenous Housing Needs Data Resource Library – Aboriginal Housing Management Association (ahma-bc.org)

8 AHMA's Urban, Rural, and Northern Indigenous Housing Strategy for BC identifies needed Indigenous-led housing in urban areas in the province. AHMA, British Columbia Urban, Rural, and Northern Indigenous Housing Strategy, 2024. AHMA_BCURNI_Housing_Strategy_Report_December2024.pdf

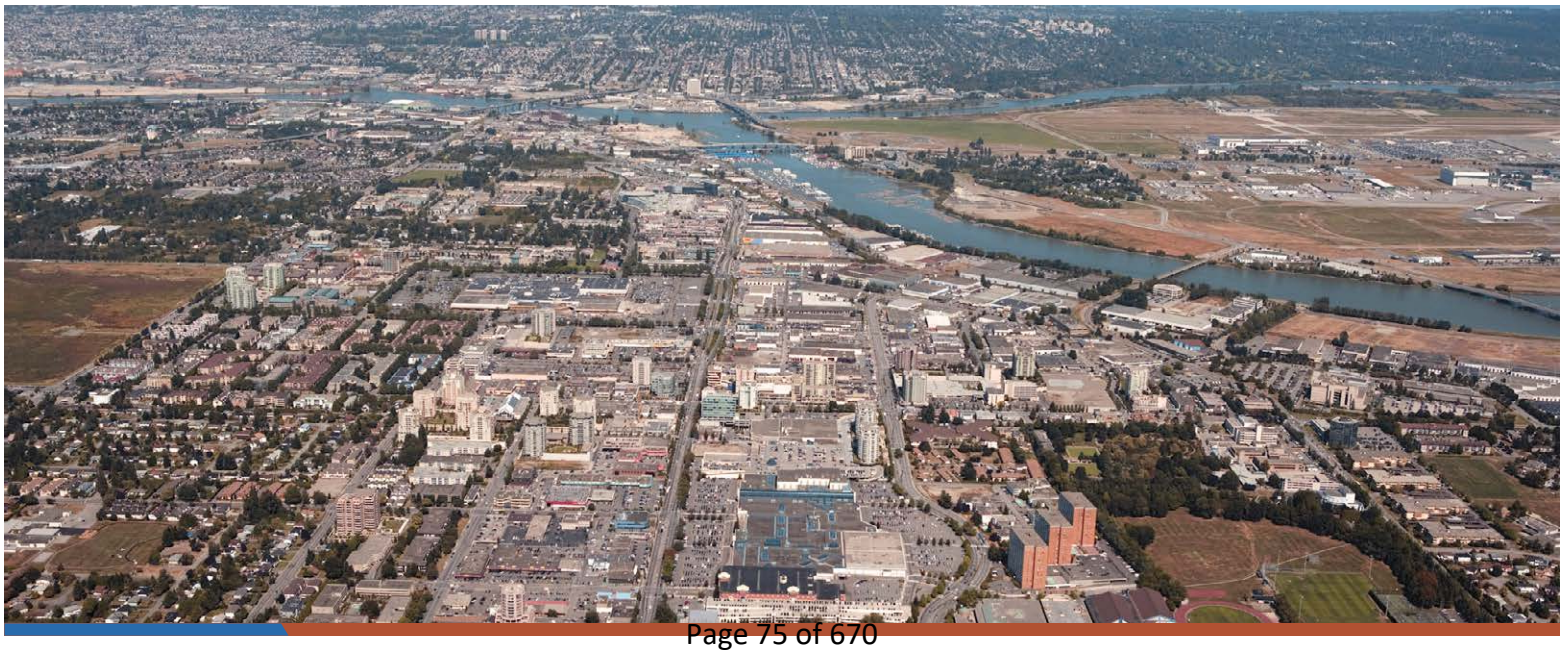
9 Homelessness Services Association of BC for Reaching Home's Community Entity for Greater Vancouver, 2023 Homeless Count in Greater Vancouver, 2023. 2023_Homeless_Count_for_Greater_Vancouver.pdf (hsa-bc.ca)











3 Development Trends

This section reflects on housing need estimates in the context of recent development trends.

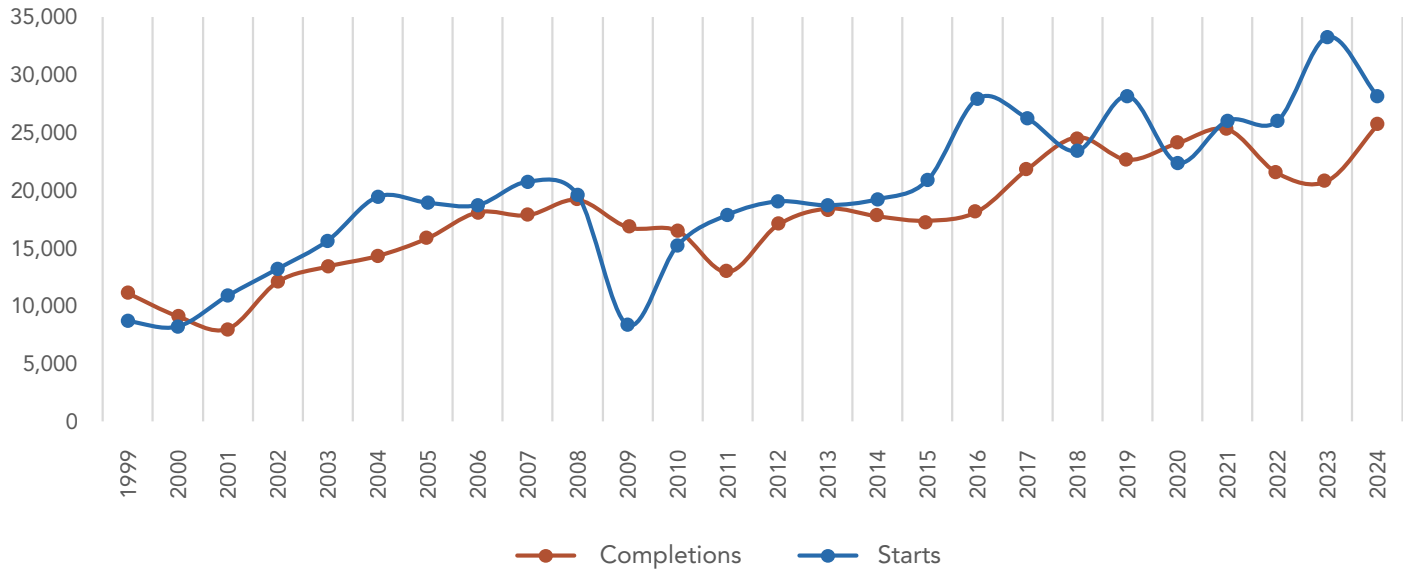


3.1 Overall Supply

Section 2 reported that an average 46,092 dwellings are needed in the Metro Vancouver region per year between 2022 and 2026. Over the 20-year period of the housing needs estimates, 2022 to 2041, the average is slightly lower at 37,757 dwellings per year. Figure 9 shows that while both housing starts and completions are generally trending upward, the region as a whole continues to face a significant annual shortfall in housing supply compared to housing need.

Recent progress reflects how a supportive policy environment can positively impact housing supply. There is also a significant number of planning approvals for new development in the region that, due to recent unfavourable economic conditions, have not yet translated to housing starts. Changing economic conditions, such as decreasing interest rates, are expected to support continued housing starts in the private sector.

Figure 9. Housing Starts and Completions, Metro Vancouver Region, 2005 to 2024



Source: CMHC Starts and Completions Survey, via Metro Vancouver Housing Data Book

Figure 10 shows the annual shortfall in housing completions in relation to regional housing need. Housing completions will need to double in the short term to catch up with regional housing need.

Figure 10. Housing Supply Gap, Metro Vancouver Region, 2022 to 2041

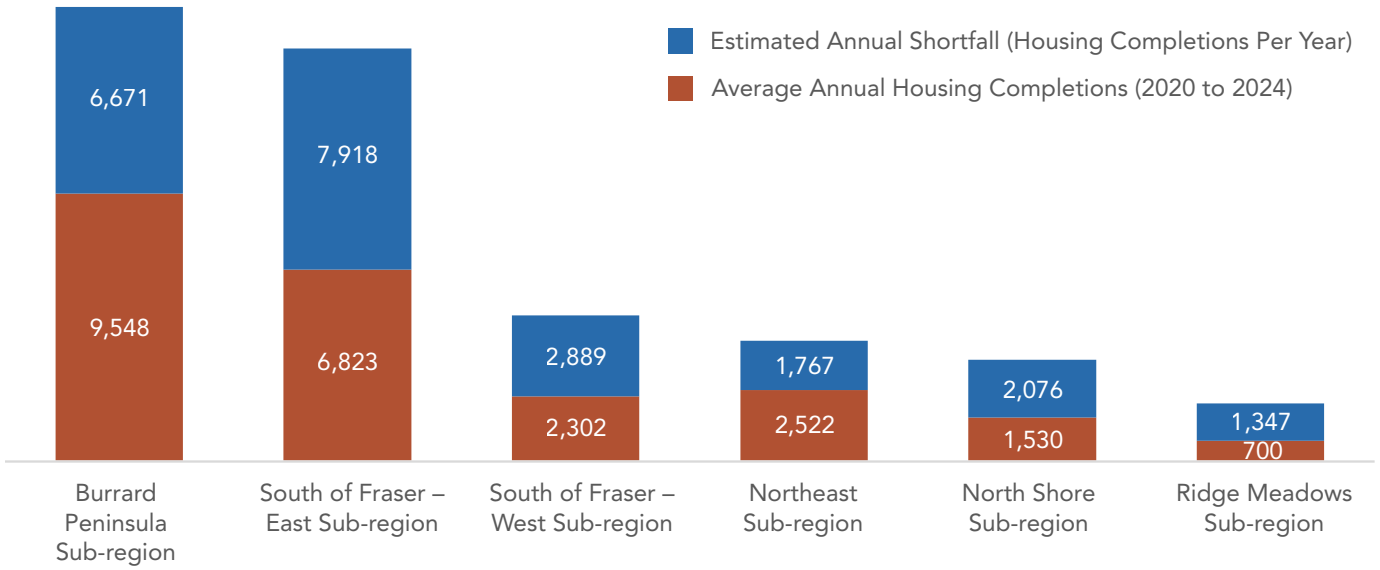
	2022 to 2026	2022 to 2041
Average Annual Housing Need	46,092	37,757
Five-Year Average Completions (2020 to 2024)*	23,424	
Additional Housing Needed per Year**	**(22,668)**	**(14,333)**

* Source: CMHC Starts and Completions Survey

** sc̓a̓θən məsteyəxʷ is included in the regional housing need total. The housing needs of other local First Nations are in addition to the shortfall shown here.

Figure 11 shows average annual housing completions in relation to housing need at the sub-regional level to highlight how much additional housing is needed per year to address housing needs. The Burrard Peninsula and South of Fraser – East sub-regions have the largest populations in the region and face the greatest housing needs based on their population growth and the existing housing contexts of those communities.

Figure 11. Estimated Annual Shortfall in Housing Completions, Metro Vancouver Sub-Regions, 2022 to 2026

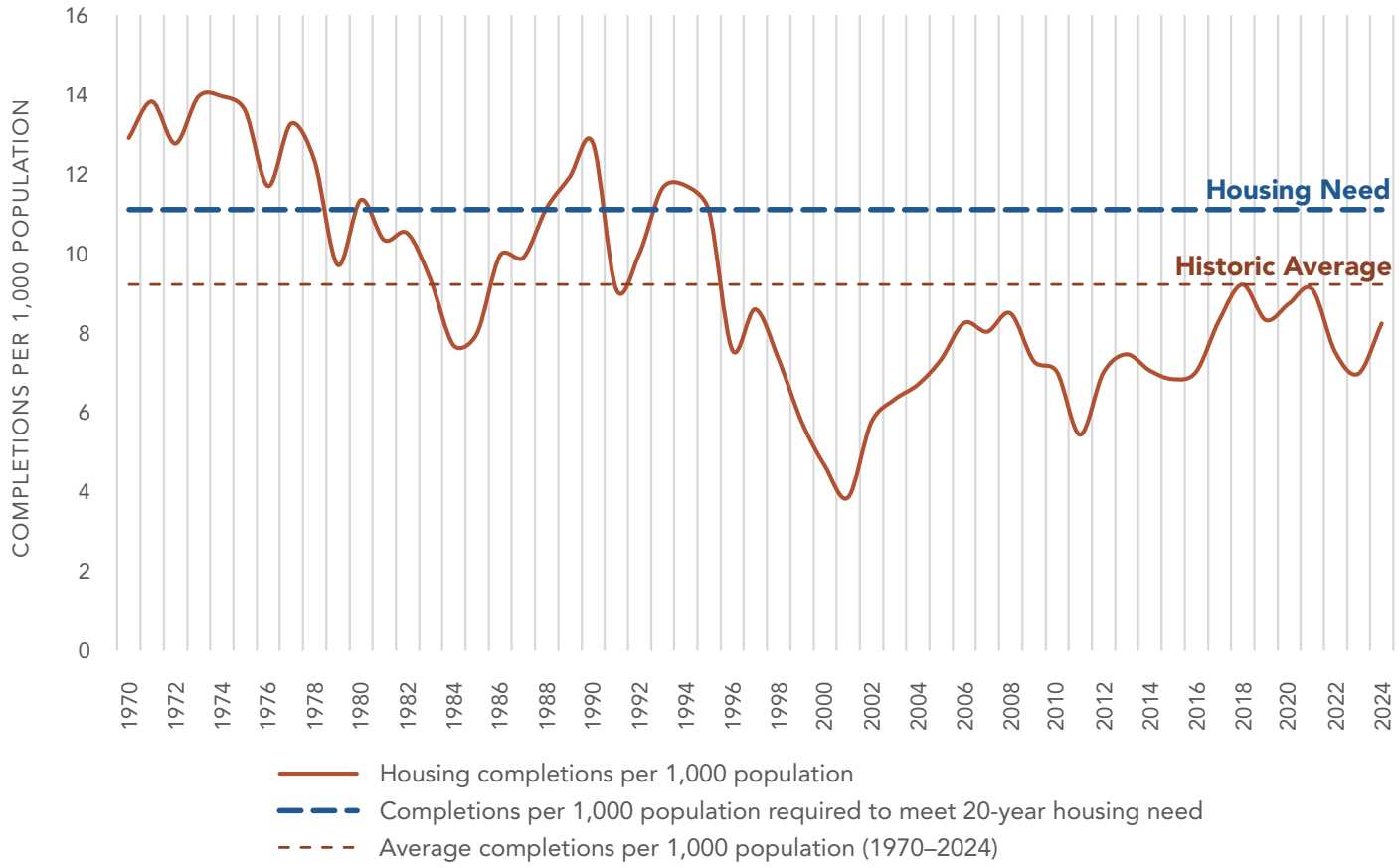


Source: CMHC Starts and Completions Survey

While housing starts provide an earlier indication of where housing development trends are going, housing completions are most important for understanding the housing supply gap, as housing needs estimates are based on the number of dwelling units needed in that year to meet the actual needs of the population.

Historic trends in housing completions indicate that higher rates of development are possible (Figure 12). While recent years have seen an increase in housing development, per capita housing completions were historically much higher. To address housing need, average annual completions per 1,000 population would need to be 15 per year over the 5-year period (2022–2026) and 11 per year over the 20-year period of the housing needs estimates (2022 to 2041).[10] The Metro Vancouver region is currently achieving an annual average of 8 housing completions per 1,000 population, based on data from 2020 to 2024. However, the region achieved much higher rates of per capita housing completions in the 1970s, 1980s and early 1990s, including an annual high of 14 completions per 1,000 population in 1973 and 1974. Between 1970 and 2024, there were 16 years during which completions reached or surpassed 11 completions per 1,000 population.

Figure 12. Housing Completions per 1,000 Population, (1970 to 2024) and Required Level of Completions to Meet 20-Year Housing Need (2022 to 2041), Metro Vancouver Region



Source: Statistics Canada, CMHC Starts and Completions Survey, via Metro Vancouver Housing Data Book

10 Calculated using BC Stats population projections 2024-2041: Population Projections - Province of British Columbia

Figure 13 shows average annual per capita completions by sub-region. Figure 14 shows average starts and completions data for each member jurisdiction.

Figure 13. Average Annual Per Capita Completions by Sub-Region, 2020 to 2024

	Average Annual Housing Completions (2020 to 2024)	Average Annual Completions per 1,000 Population[11] (2020 to 2024)
Burrard Peninsula Sub-Region	9,548	8.3
North Shore Sub-Region	1,530	7.0
Northeast Sub-Region	2,522	8.9
Ridge Meadows Sub-Region	700	5.5
South of Fraser – East Sub-Region	6,823	7.7
South of Fraser – West Sub-Region	2,302	6.4
Metro Vancouver	**23,424**	**7.7**

Source: CMHC Starts and Completions Survey, BC Stats Population Projections

Figure 14. Five-Year Average Housing Starts and Completions – by Member Jurisdiction

Geography	2020 to 2024 Average Starts*	2020 to 2024 Average Completions*
Burnaby	3,707	3,644
New Westminster	813	545
Vancouver	5,921	5,035
Electoral Area A*	380	358
Burrard Peninsula Sub-Region*	**10,821**	**9,582**

11 Population estimates up to 2023 and population projections for 2024 obtained from BC Stats Population Projections Application: Population Projections – Province of British Columbia.

Geography	2020 to 2024 Average Starts*	2020 to 2024 Average Completions*
Bowen Island	38	31
North Vancouver City	682	628
North Vancouver District	525	630
West Vancouver	194	228
Lions Bay	1	1
North Shore Sub-Region*	**1,440**	**1,518**
Coquitlam	2,886	1,797
Port Coquitlam	280	276
Port Moody	440	398
Anmore	8	7
Belcarra	2	3
Northeast Sub-Region*	**3,616**	**2,481**
Maple Ridge	600	642
Pitt Meadows	45	58
Ridge Meadows Sub-Region	**645**	**700**
Langley City	463	393
Surrey	5,516	4,239
White Rock	209	246
Langley Township	1,995	1,944
South of Fraser – East Sub-Region*	**8,183**	**6,822**

Geography	2020 to 2024 Average Starts*	2020 to 2024 Average Completions*
Delta	454	459
Richmond	1,536	1,684
scəwaθən məsteyəxʷ	**	**
South of Fraser – West Sub-Region	**1,990**	**2,143**
FIRST NATIONS TOTAL**	**451**	**172**
TOTAL – METRO VANCOUVER	**27,146**	**23,418**

Source: CMHC, Starts and Completions Survey, accessed via the CMHC Housing Market Information Portal.

* This data represents total starts and completions and does not account for demolitions and conversions. Actual net starts and completions may be slightly lower than shown in this table.

** First Nations data are grouped together by CMHC and are not allocated to the sub-regions where the First Nations are located. This data is not available at the individual First Nation level. An aggregate total of starts and completions for all local First Nations with Treaty or reserve lands in the Metro Vancouver region is provided here, including scəwaθən məsteyəxʷ.

3.1.1 Supply in Transit-Oriented Geographies

Metro 2050 sets a target that 68% of housing development in the region should be in transit-oriented geographies (40% in Urban Centres (UCs) and 28% in Frequent Transit Development Areas (FTDAs)). Major Transit Growth Corridors (MTGCs) are also considered in this target as they represent potential future FTDAs. Figure 15 shows the average annual housing completions in these areas between 2020 and 2023. When compared with total average completions in Figure 10, the recent average completions data shows that 68% of new housing has been built in transit-oriented geographies.

Figure 15. Average Annual Completions, Metro Vancouver Urban Centres and Frequent Transit Development Areas, 2020 to 2023

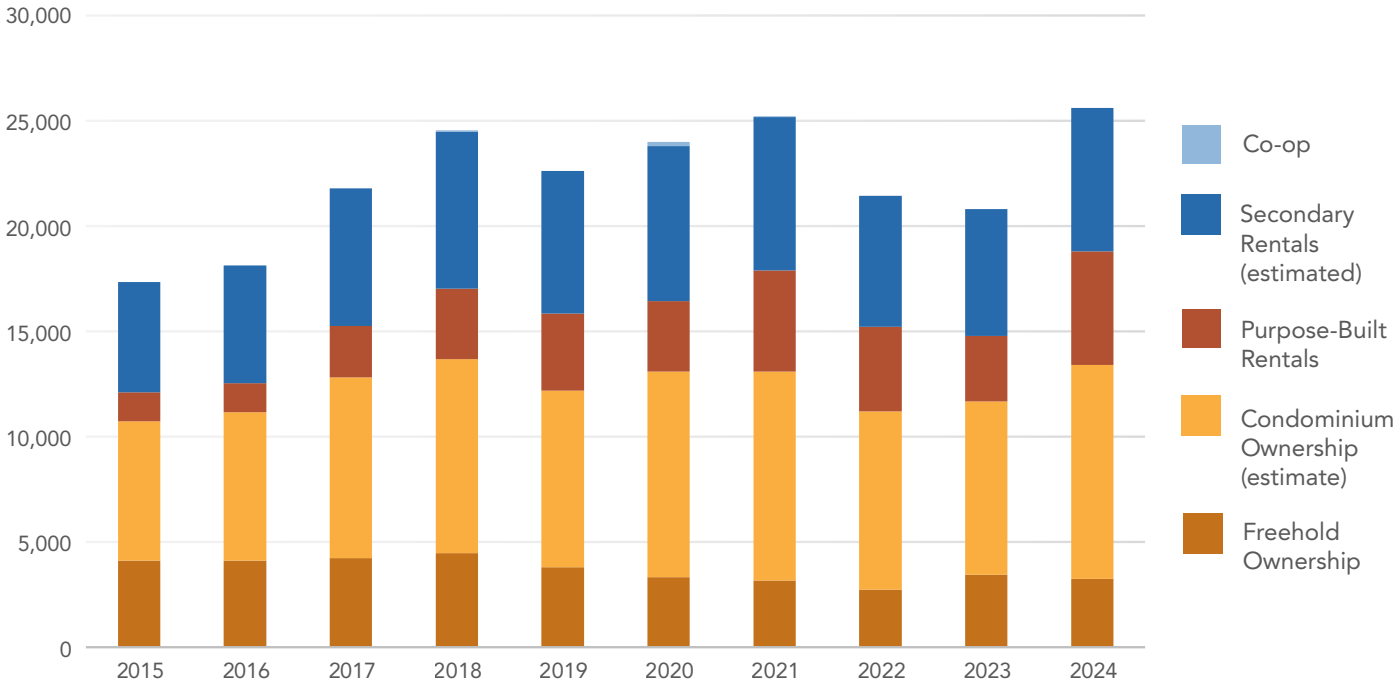
	Average Annual Housing Completions (2020 to 2023)
Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors	15,917

Source: CMHC custom data from the Starts and Completions Survey

3.2 Supply by Tenure

The distribution of housing completions by tenure has changed over the past 10 years (Figure 16). Purpose-built rental housing development has recovered from years of historic lows to reach 5,389 rental completions in 2024, accounting for approximately one-fifth of all housing completions in the region and 44% of housing completions for the rental market (including primary and secondary rental). A significant source of new rental (an estimated 56% in 2024) is in the secondary rental market, including rented condominiums, secondary suites, and laneway homes.

Figure 16. Housing Completions by Tenure, Metro Vancouver, 2015 to 2024*



Source: CMHC custom data from the Starts and Completions Survey, adapted data from the Condominium Apartment Survey

* Notes: Purpose-built rentals include market rentals (apartments and townhouses) and social housing rentals; secondary rental estimates include laneways, coach houses, secondary suites, and estimates for the number of rented condos; condominium ownership estimates exclude estimates for the number of rented condos. Estimates for the number of rented condos are based on CMHC Condominium Apartment Survey. Data from CMHC shows that 33% of all condos in the region in 2024 were rented condos. Applying this assumption to the number of condo completions, we can estimate the number of condos that will enter the secondary rental market.

Figure 17 below shows the 5-year average number of completions by tenure, including estimates for the number of condos that are estimated to be in the secondary rental category. Freehold and condominium ownership has fluctuated over time but has decreased as a proportion of total completions compared to past years when ownership housing was the primary type of housing built in the region. A portion of condominiums have always been in the secondary rental market, though CMHC data shows this has risen from 22% in 2007 to 33% in 2024.

Figure 17. Average Annual Housing Completions by Tenure, Metro Vancouver Region, 2020 to 2024

	Purpose-built rentals	Secondary rentals (estimated)	Subtotal: rental completions	Condominium ownership (estimated)	Freehold ownership	Co-op
5-year average (2020 to 2024)	4,135	6,730	10,864	9,315	3,172	43

Source: CMHC custom data from the Starts and Completions Survey, adapted data from the Condominium Apartment Survey

Figure 7 (Section 2) shows that the estimated housing need for rental housing between 2022 and 2026 is 96,803 rental units across the region, an average of 19,361 rental units per year. Figure 18 shows rental housing completions in relation to rental housing need in Metro Vancouver. The table shows both purpose-built rentals and total rentals (which include both purpose-built and secondary rentals). While it is recognized that purpose-built rentals are a more secure form of tenure, secondary rentals are a significant source of new rental housing in the region.

Figure 18. Estimated Annual Shortfall in Rental Housing Completions, Metro Vancouver Region, 2022 to 2026

	Purpose-Built Rentals	Total Rentals (including secondary rentals)
Average Annual Rental Housing Need (2022 to 2026)	19,361	
Average Completions per Year (2020 to 2024)*	4,135	10,864
Additional Rental Housing Needed per Year	**(15,226)**	**(8,497)**

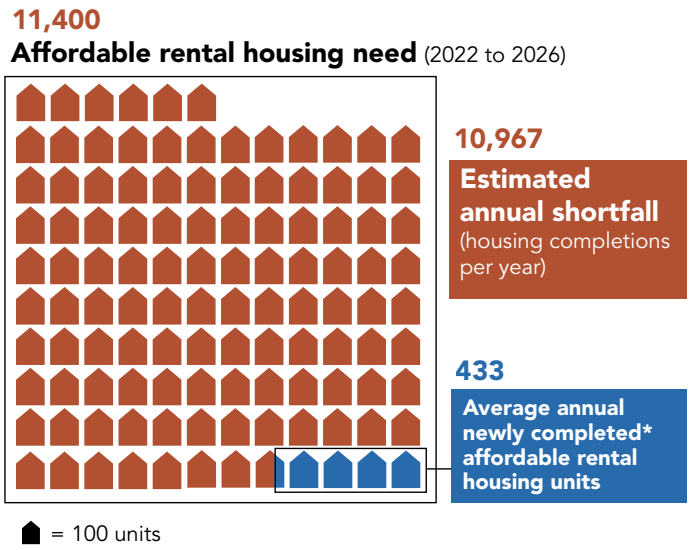
* Source: CMHC custom data from the Starts and Completions Survey, adapted data from the Condominium Apartment Survey

3.3 Affordable Rental Housing

Figure 8 (Section 2) shows that the estimated housing need for affordable rental units between 2022 and 2026 is approximately 57,000 affordable rental units across the region, which translates to an average of 11,400 affordable rental units per year.

Between 2018 and 2023, the total number of newly completed[12] affordable rentals was estimated to be 2,595 units (including both government and non-profit owned units and privately-owned units renting at affordable rents). This translates to an average of 433 newly completed affordable rental units per year. An additional 10,967 affordable rental units per year are needed to address affordable housing need in the region.

Estimated Annual Shortfall in Newly Completed Affordable Rental Housing, Metro Vancouver Region, 2022 to 2026



12 *"Newly completed" refers units that are completed and occupied. Data on *newly completed units is from* CMHC custom data from the Starts and Completions Survey, Rental Market Survey, and Social and Affordable Housing Survey.



4 Conclusion



The Regional HNR provides a high-level understanding of housing needs in the Metro Vancouver region, using the most recently available data. Consolidating available information on housing supply and affordability supports a shared understanding of regional housing need and will help identify existing and projected gaps in housing supply as part of *Housing 2050: A Roadmap to Implement Metro 2050's* Housing Goal. This document is aligned with the Housing Needs Reports of Metro Vancouver member jurisdictions and the Province of BC's HNR Method.

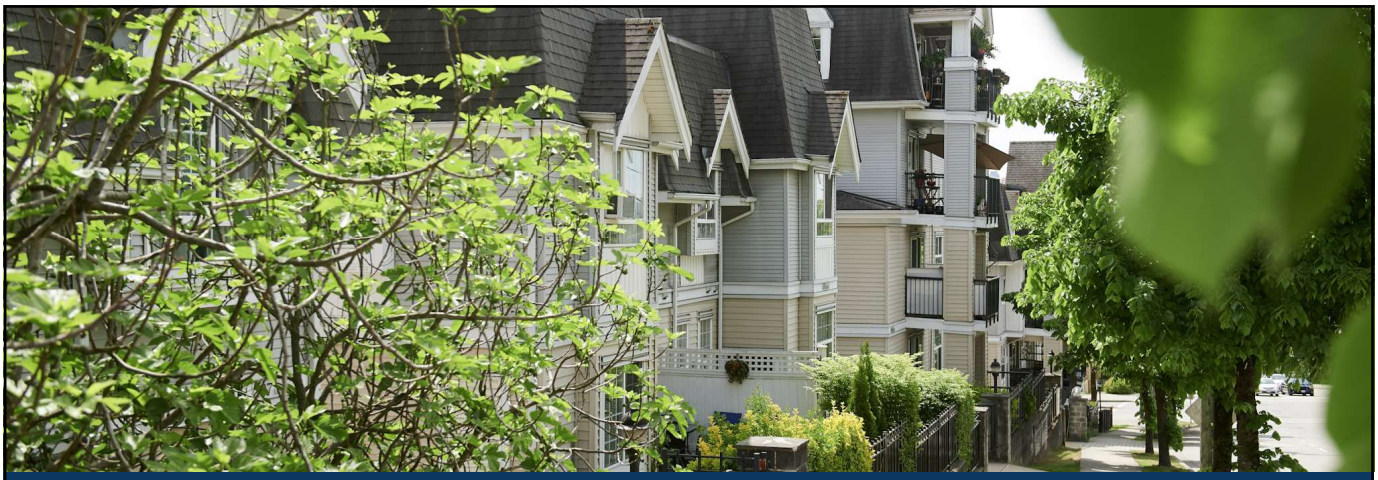
The following key findings summarize the data and information that has been compiled as part of the Regional HNR:

1. **Housing development needs to double to address regional housing pressures.** Housing need exceeds current development levels. While the shortfall of homes needed is significant, historical data shows that the region has successfully achieved higher development levels in past years.
2. **Sustained investment and support for affordable rental housing is needed.** Current levels of affordable rental housing development are only meeting a fraction of the regional need for this type of housing. It is critical that all levels of government continue to build on the significant efforts and resources that have been directed toward this type of housing in recent years.
3. **There is a significant need for purpose-built rental housing.** More than half of new rental units in the region are provided through the secondary rental market (rented condominiums, secondary suites, laneway homes). These are an important source of housing, but do not provide the long-term security of tenure needed by the growing population of renter households.

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metrovancouver



Regional Housing Needs Report

HOUSING 2050: A ROADMAP TO IMPLEMENT METRO 2050'S HOUSING GOAL

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April 3, 2025
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REGIONAL HOUSING NEEDS REPORT (HNR)

Overview

The Regional HNR is a compilation of all Metro Vancouver member jurisdiction HNRs using the new required Provincial "HNR Method"

Metro 2050 Sub-Region	2022 to 2026 (5 years)	2022 to 2041 (20 years)
Burrard Peninsula Sub-Region	81,096	281,417
North Shore Sub-Region	18,029	56,322
Northeast Sub-Region	21,443	69,420
Ridge Meadows Sub-Region	10,232	32,972
South of Fraser - East Sub-Region	73,703	231,574
South of Fraser - West Sub-Region	25,953	83,436
Metro Vancouver Total	**230,456**	**755,141**

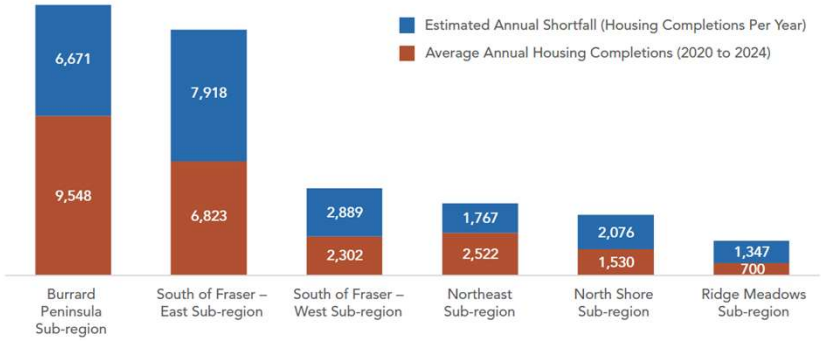
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REGIONAL HOUSING NEEDS REPORT (HNR)

Key Finding 1: Average annual housing completions will need to double in the short term.

- **46,092:** dwellings needed per year (2022 to 2026)
- **23,424:** dwellings completed each year (2020 to 2024)
- **22,668:** additional dwellings needed each year

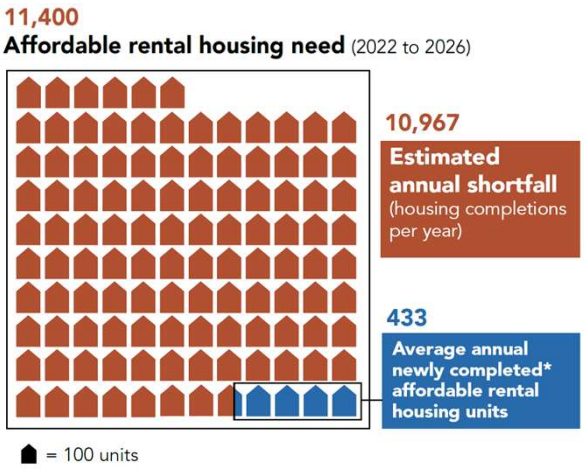


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REGIONAL HOUSING NEEDS REPORT (HNR)

Key Finding 2: Sustained investment and support for affordable rental housing is needed.

- **11,400:** affordable rentals needed each year (2022 to 2026)
- **433:** affordable rentals newly completed each year (2018 to 2023)
- **10,967:** additional affordable rentals needed each year to address affordable rental need in the region



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REGIONAL HOUSING NEEDS REPORT (HNR)

Key Finding 3: Significant need for purpose-built rental with more than half of new rental in the secondary rental market.

- **19,361:** rental units needed per year (2022 to 2026)
- **10,864:** rental units completed per year (2020 to 2024)
  - On average, less than half of rental completions were **purpose-built rentals**
- **8,497:** additional rentals needed each year (purpose-built and secondary rentals)

	Rental Need vs. Completions	
Average Annual Rental Housing Need (2022 to 2026)	19,361	
Average Purpose-Built Rental Completions (2020 to 2024)	4,135	10,864
Average Secondary Rental Completions (2020 to 2024)	6,730	
Additional Rental Housing Needed per Year	**(8,497)**	

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HOUSING 2050: NEXT STEPS



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

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

Date: March 3, 2025 Meeting Date: April 3, 2025

Subject: **Metro Vancouver Housing Data Book 2025**

RECOMMENDATION

That the MVRD Board:

a) receive for information the report dated March 3, 2025, titled "Metro Vancouver Housing Data Book 2025"; and

b) forward a copy of the report dated March 3, 2025, titled "Metro Vancouver Housing Data Book 2025" to member jurisdictions with an offer of a presentation to Council upon request.

EXECUTIVE SUMMARY

The *Metro Vancouver Housing Data Book* summarizes a large collection of regional and municipal level data from a variety of sources — including custom data requests from Statistics Canada, CMHC, and BC Housing. It provides policy makers, researchers, and members of the public with a comprehensive look at the region's housing market and the people impacted by it. The 2025 update includes new information about housing construction, ownership and rental housing, as well as housing need. Highlights from the 2025 update include:

1. Over the past decade, housing starts have increased by 35 per cent and completions have increased by 48 per cent.
2. Between 2023 and 2024, housing completions increased by 23 per cent, while housing starts decreased by 15 per cent.
3. Rental construction continues to be at a 20-year peak, with 37 per cent of all starts and 31 per cent of all completions being purpose-built rentals.
4. In 2024, rental vacancy rates increased to 1.6 per cent, from a low of 0.9 per cent in 2022 and 2023. However, current vacancy rates are still well below the three per cent that is considered a healthy vacancy rate.
5. Annual rent (same sample) increased by ~~5.5~~ 4.5 per cent between 2023 and 2024.
6. In 2024, the average rent for purpose-built rentals in Metro Vancouver was $1,929, and $2,541 for rental condominiums.
7. The number of BC Housing non-market units increased by nearly three per cent since 2023, to a total of 47,798 units in 2024. This represents about four per cent of all dwellings across the region (based on 2021 Census data).

8. In 2024, 21,502 households were on the BC Housing Registry, which represents a 14 per cent increase from the previous year.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with an update to the *Metro Vancouver Housing Data Book* (Reference 1).

BACKGROUND

The updated *Housing Data Book 2025* includes new information about housing construction, ownership and rental housing, as well as housing need and homelessness. The release of the 2025 edition has been adjusted to align with the availability of new housing construction and rental market data from the Canadian Mortgage and Housing Corporation (CMHC).

The Housing Databook includes regionally specific datasets that have been obtained through custom data requests (i.e., not publicly available) as well as additional data comparisons that provide current and historic context between housing and demographics. Staff from member jurisdictions use the *Housing Data Book* as a source of housing and demographic information in the creation of local policies and required reporting, such as Housing Needs Reports. The *Housing Data Book* can also serve as an advocacy tool for provincial and federal housing policy and investment.

METHODOLOGY

The *Metro Vancouver Housing Data Book* brings together a large collection of regional and municipal level data, presented as tables, charts, maps, and other graphics. The data included in the *Housing Data Book* is acquired from a variety of sources to provide a comprehensive look at the region's housing market and the people impacted by it. The *Housing Data Book* also includes regionally specific data sets that have been obtained through custom data requests that are not publicly available through their original sources. For example, custom datasets include median household income distributions by tenure and demolitions by structure type from Statistics Canada, accessory suite inventory data from CMHC, and non-market housing inventory and registry data from BC Housing. Using the various available and custom datasets, additional data comparisons are also included — providing current and historic context between housing and demographics, unique to the *Housing Data Book*. The *Housing Data Book* is a living document that is periodically updated as new data becomes available.

The *Housing Data Book's* intended audience includes policy makers, researchers, and members of the public. At the regional level, the *Housing Data Book* provides a comprehensive synopsis about the current state of housing, dynamics across member jurisdictions, as well as historic context. Staff from member jurisdictions use the *Housing Data Book* as a source of housing and demographic information in the creation of local policies and required reporting, such as Housing Needs Reports. The *Housing Data Book* can also serve as an advocacy tool for provincial and federal housing policy and investment.

SUMMARY OF FINDINGS

Housing Construction

1. Over the past decade, housing starts have increased by 35 per cent and completions increased by 48 per cent. However, housing construction is still not keeping pace with historical per capita levels and expected population growth.
2. Similar to recent years, most completions in 2024 were through condo ownership (57 per cent) and were multi-unit housing, primarily apartments (70 per cent). Regional starts in 2024 were also mainly apartments (70 per cent) and condo ownership (55 per cent).
3. Rental construction continues to be relatively high compared to historically low levels in the 2000s. In 2024, purpose-built rentals represented 37 per cent of starts and 31 per cent of completions across the region.

Ownership Housing

1. Over the past 20 years, benchmark home sale prices have tripled (single detached housing) and doubled (apartments and other housing types) across Metro Vancouver — growing much faster than wages or inflation.
2. Since the 2021 peak in home sales, the number of sales continued to decrease as home prices and interest rates remained high. 2024 regional home sales were about 40 per cent lower than in 2021.

Rental Housing

1. After years of decline or stagnation, the purpose-built market rental housing stock continues to grow — at an average rate of 15 per cent per year, over the past ten years (2015 to 2024). However, the availability of family-sized rental units (two or more bedrooms) continues to be a challenge.
2. Rental vacancy rates continue to be well below three per cent that is considered a healthy vacancy rate. The 2024 regional vacancy rates increased to 1.6 per cent from a low of 0.9 in 2022 and 2023.
3. Annual rent increased by ~~5.5~~ 4.5 per cent between 2023 and 2024, which is lower than the 9.1 per cent experienced between 2022 and 2023. Historically, low vacancy rates have been associated with increases in rent levels.
4. In 2024, the average rent for purpose-built rentals in Metro Vancouver was $1,929, and $2,541 for rental condominiums. Rents are expected to continue to rise while vacancy rates remain low.

Non-Market Housing and Housing Need

1. In 2024, there were 47,798 non-market housing units in Metro Vancouver that had a financial relationship with BC Housing — increasing by 2.7 per cent since the previous year. The number of independent social housing units (with or without a financial relationship with BC Housing) increased by six per cent between 2022 and 2024, to a total of 35,518 units.

2. The BC Housing Registry for social housing continues to grow — increasing by 14 per cent since 2023, to a regional total of 21,502 households in 2024. Seniors and families are the most represented groups in the Registry.
3. Nearly a third of non-market units with a financial relationship with BC Housing will have their operating agreements expire by 2050. Two in three of all expiring operating agreements (by 2050) are set to expire by 2028. Most units with operating agreements expiring by 2028 serve independent seniors and low-income families.

NEXT STEPS

The *Metro Vancouver Housing Data Book 2025* will be released and promoted following the April MVRD Board Meeting. Work is underway to translate the *Housing Data Book* into an interactive online tool (i.e., dashboard) for member jurisdictions, planning practitioners, policy makers, researchers, and members of the public to more easily engage with and download the associated data. The next *Housing Data Book* update is planned for early 2026 to remain aligned with CMHC annual data release schedules. All data tables included in the *Housing Data Book* will be available for download in Excel format from the Metro Vancouver website (Reference 1). Staff are available to present the report to staff teams and/or Councils upon request.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

The *Metro Vancouver Housing Data Book* summarizes a large collection of regional and municipal level data, acquired from a variety of sources — including custom data requests from Statistics Canada, CMHC, and BC Housing. The objective of the *Housing Data Book* is to provide policy makers, researchers, and members of the public with a comprehensive look at the region's housing market and the people impacted by it. *Metro Vancouver Housing Data Book 2025* includes new information about housing construction, ownership and rental housing, as well as housing need. Next steps include promoting the materials with member jurisdictions, policy makers, researchers, and members of the public.

ATTACHMENT

1. Presentation re: *Metro Vancouver Housing Data Book 2025.*

REFERENCES

1. Metro Vancouver. (2025). *Metro Vancouver Housing Data Book 2025*. Commissioned by Metro Vancouver. Burnaby, BC: Metro Vancouver.

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Metro Vancouver Housing Data Book

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Regional Planning Committee, April 3, 2025

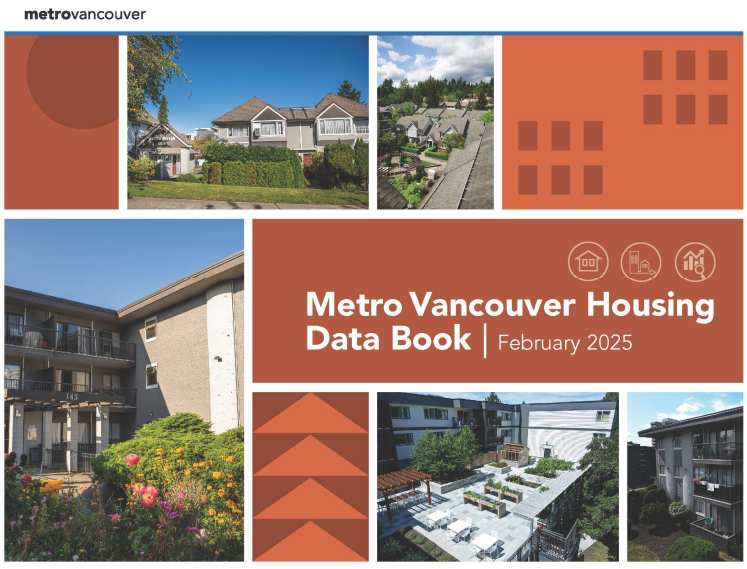
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BACKGROUND

The ***Metro Vancouver Housing Data Book*** is a key source of housing data for the region.

New edition, as well as data tables, will be available on the Metro Vancouver website.



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METRO VANCOUVER HOUSING DATA BOOK

What is included?

Data comes from a variety of sources to provide a comprehensive look at the region's housing system

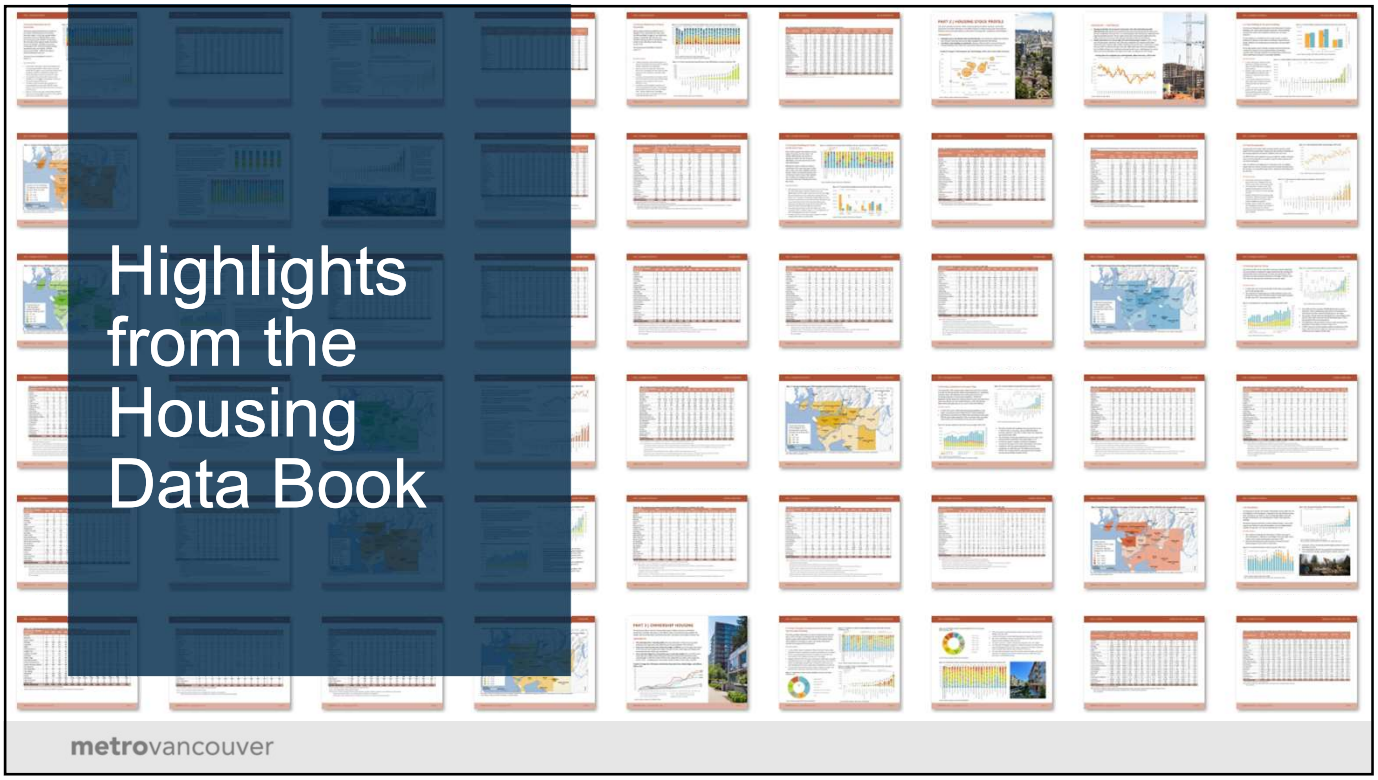
Housing Data Book includes unique regionally specific data sets that have been obtained through custom data requests

All data is presented at municipal and regional levels

CMHC SCHL
BC HOUSING
Co-operative Housing Federation of BC
HSABC Homelessness Services Association of BC
FRASER VALLEY REAL ESTATE BOARD
GREATER VANCOUVER REALTORS®
Statistics Canada Statistique Canada

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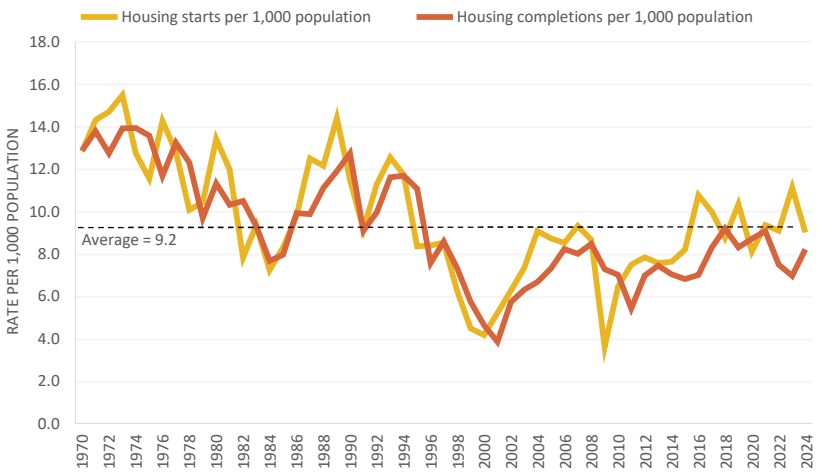


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HOUSING CONSTRUCTION

Housing Starts and Completions per 1,000 Population, 1970 to 2024



2023 to 2024: 18% increase in housing completions per 1,000 pop. but 19% fewer housing starts per 1,000 pop.

10-year trend (2015–2024): 21% increase in housing completions per 1,000 pop., 10% increase in housing starts per 1,000 pop.

Most completions in 2024 were condo ownership (57%)

Source: Statistics Canada, CMHC

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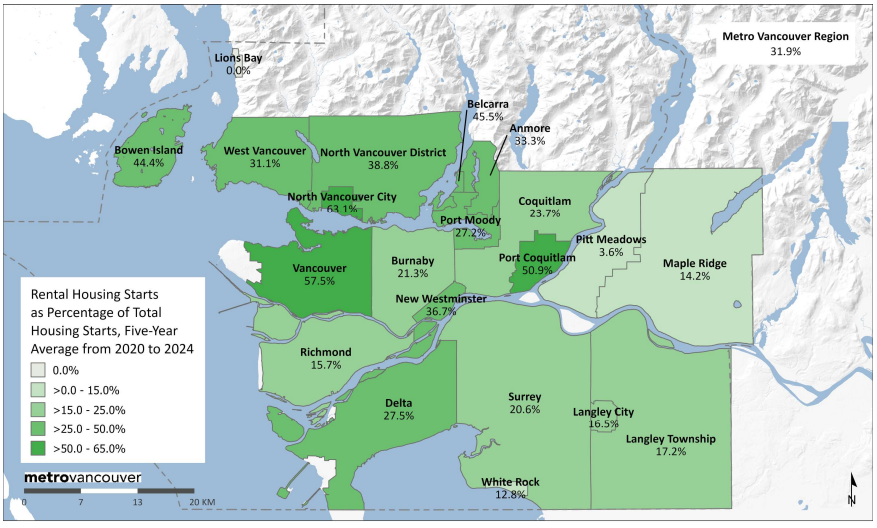
PURPOSE-BUILT RENTAL STARTS

Percentage of Purpose-Built Market Rental Starts, 2020–2024 (Five-Year Average)

Rental construction continues to be at 20-year peak

In 2024, purpose-built rentals represented 37% of housing starts and 31% of completions.

On average, rental starts increased 80%, between 2020 to 2024

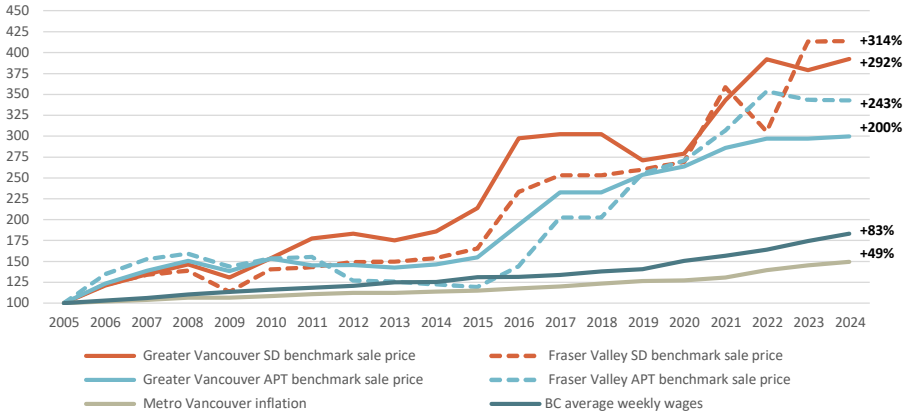


Source: CMHC Starts and Completions Survey
Tsawwassen First Nation and Electoral Area A are not displayed due to data availability or geography limitations.

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OWNERSHIP HOUSING

Growth (% change from 2005 levels) in Benchmark Home Sale Prices, BC Average Weekly Wages, and Inflation, 2005 to 2024



Benchmark home sale prices continue to grow much faster than wages, inflation

Benchmark resale prices have doubled, tripled over the past 20 years

Source: Statistics Canada, GVR, FVREB, BC Stats
Note: 'SD' refers to single detached housing, and 'APT' refers to apartments.

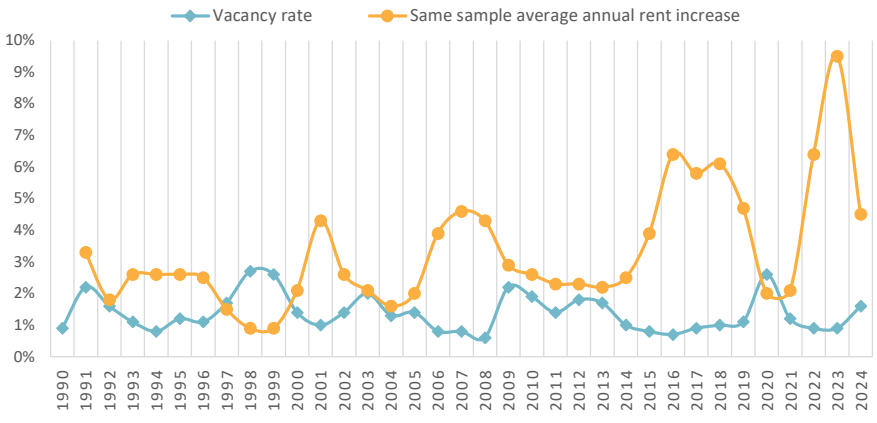
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RENTAL HOUSING

Vacancy Rate and Average Annual Rent Increase of Purpose-Built Market Rentals (Apartments and Townhouses), 1990 to 2024

Annual rent increase from 2023 to 2024 slowed as vacancy rates increased to 1.6%

In 2024, average rent of rental condos was 32% greater than for purpose-built units



Source: CMHC Rental Market Survey

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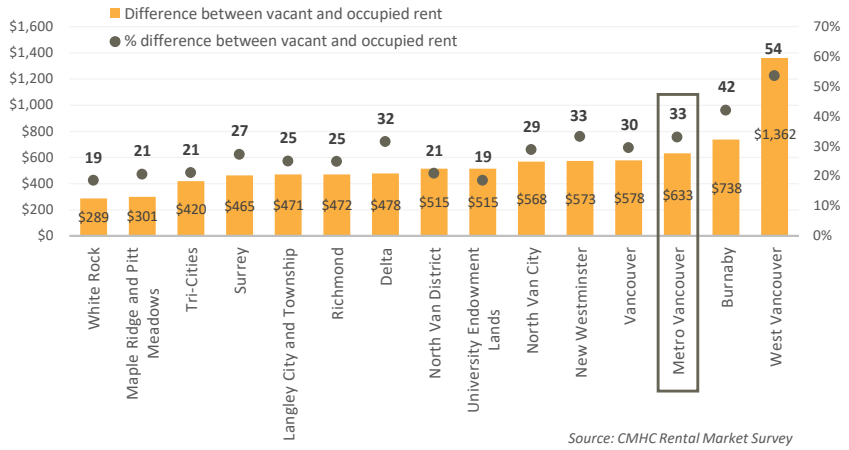
RENTAL HOUSING COSTS

Difference Between Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses), 2024

Vacant units more expensive than occupied

In 2024, vacant unit rents were 33% greater on average across the region

Average rent difference between vacant and occupied units increased by 15% since 2023

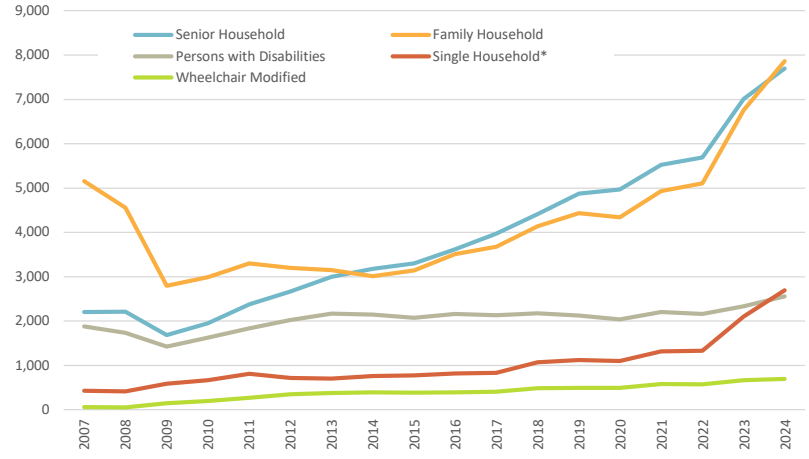


Source: CMHC Rental Market Survey

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SOCIAL HOUSING REGISTRY

BC Housing Social Housing Registry by Category, 2007 to 2024



Source: BC Housing
** 'Single Household' refers to single persons and couples*

Demand continues to increase despite efforts to build more social housing

BC Housing Registry for social housing increased by 14% from 2023 to 2024, and by 66% since 2020

The largest represented groups on the waitlist were families and seniors

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Marina Jozipovic, Senior Planner, Regional Planning and Housing Services

Date: March 10, 2025 Meeting Date: April 3, 2025

Subject: **Metro Vancouver Inclusionary Housing Calculator**

RECOMMENDATION

That the MVRD Board:

a) receive for information the report dated March 10, 2025, titled "Metro Vancouver Inclusionary Housing Calculator"; and
b) direct staff to forward a copy of the report dated March 10, 2025, titled "Metro Vancouver Inclusionary Housing Calculator" to member jurisdictions with an offer of a presentation to staff and/or Council upon request.

EXECUTIVE SUMMARY

The Inclusionary Housing Policy Review project was completed in 2024 to provide a regional model for inclusionary housing in Metro Vancouver. It puts forward recommendations for member jurisdictions wishing to adopt inclusionary housing policies. As a part of the scope of work for this project, Metro Vancouver has developed an interactive learning tool to support greater understanding about the mechanics of inclusionary housing and factors for success.

Inclusionary housing is a local government policy tool that uses planning regulations and the development approval process to generate a percentage of affordable housing units in otherwise market-rate housing developments. With the introduction of provincial legislation to enable inclusionary zoning authority for BC local governments, it is expected that more local governments will use this tool to increase affordable rental supply in their communities.

The Metro Vancouver Inclusionary Housing Calculator is a web-based and interactive tool that allows the user to explore different development scenarios and modify numerous variables to explore levers that make an inclusionary housing project feasible. It is based on the data collection and economic analysis that underpinned the Metro Vancouver Inclusionary Housing Policy Review and Regional Policy Framework. The tool will be distributed to member jurisdiction staff.

PURPOSE

To present the Metro Vancouver Inclusionary Housing Calculator to the Regional Planning Committee and MVRD Board.

BACKGROUND

At its March 22, 2024, meeting, the MVRD Board received the report dated February 20, 2024, titled "Inclusionary Housing Policy Review – Final Report and Regional Model Policy Framework" (Reference 1). The Inclusionary Housing Regional Policy Framework provides recommendations to support member jurisdictions in creating or updating inclusionary housing policies, to drive

consistency and effectiveness. The creation of an interactive learning tool based on the Regional Policy Framework was identified as part of the Inclusionary Housing Policy Review project scope, and in the Housing Policy and Planning and Regional Planning Committee work plans for 2024/2025.

This report presents the Metro Vancouver Inclusionary Housing Calculator (Reference 2), which builds on the work of the Inclusionary Housing Policy Review (Reference 3).

POLICY CONTEXT

Metro Vancouver's Housing Policy and Planning team supports and convenes member jurisdictions around regional housing issues, including producing research and tools to support learning and coordinated policymaking. Member jurisdictions have increasingly been using inclusionary housing policies to support the delivery of affordable housing in the region.

Since the adoption of *Metro 2050,* Metro Vancouver has successfully advocated to the province for inclusionary zone authority for local governments, as outlined in Policy 4.1.5 in the regional growth strategy. Recently, provincial legislation was passed to introduce expanded tools for inclusionary housing. This includes providing local governments with inclusionary zoning authority which will allow them to require a portion of units in new residential development be allocated for affordable housing. The province released comprehensive guidance on inclusionary zoning on March 7, 2025 (Reference 4). Metro Vancouver has participated in consultations with the province to inform these guidelines and has shared findings from the Inclusionary Housing Policy Review and Regional Policy Framework with provincial staff.

INCLUSIONARY HOUSING CALCULATOR

The Metro Vancouver Inclusionary Housing Calculator is a web-based and interactive tool that allows the user to learn about and explore the implications of including inclusionary units in a hypothetical development project. It is based on the data collection and economic analysis that were part of the Metro Vancouver Inclusionary Housing Policy Review. SHS Consulting Inc., along with subcontractors Street Level Advisors and Rayner Software, were contracted by Metro Vancouver to create a web-based platform that allows the user to explore different development scenarios and modify numerous variables to explore levers that make an inclusionary housing project feasible.

As the Calculator generalizes data across multiple communities, it cannot be used in place of the financial feasibility analysis that is needed to inform the creation or testing of an inclusionary housing policy or an actual development project. It is intended to support local government staff and interested stakeholders in becoming familiar with inclusionary housing as a tool for enabling more affordable housing. It introduces the user to the financial considerations of housing development to identify how affordable units could be integrated into private development while maintaining the financial feasibility of a project, including through testing the impact of local government incentives. Users of the tool can expect to build their knowledge of inclusionary housing and better communicate the value as well as the limitations of inclusionary housing in their community.

The Calculator works in the following way:

1. The user is asked to identify the scenario they would like to explore:
    - Market classification [1]
        - Higher priced communities – Burnaby, North Vancouver City, North Vancouver District, Vancouver (West), West Vancouver
        - Moderate priced communities – Coquitlam, New Westminster, Port Coquitlam, Port Moody, Richmond, Vancouver (East)
        - Lower priced communities – Delta, Langley City, Langley Township, Maple Ridge, Pitt Meadows, Surrey, White Rock
    - Density level – low-rise, mid-rise, or high-rise condominium

2. Once the scenario has been selected, the Calculator will default to the proportion and level of affordability recommended by the Inclusionary Housing Regional Policy Framework. From there, the user can modify several levers that influence the feasibility of a project, including the following:
    - Site area
    - Total number of units
    - Percentage or number of inclusionary units
    - Level of affordability of inclusionary units
    - Parking ratio
    - Incentives, including density bonusing, parking reductions, streamlined processing, fee reductions, or upfront capital grants
    - Construction costs
    - Land costs
    - Financing terms
    - Profitability target

3. As the user modifies the levers, the Calculator will instantly show the results in terms of cost, profit, and whether the project is considered feasible. This provides the user with instant feedback on the impact of any modifications to the factors listed above. The Calculator allows the user to consider a variety of desired outcomes, including whether the inclusionary units are sold (below-market) or leased to a non-profit that operated the units.

By using the Calculator and testing various scenarios, the user will have an improved understanding of the factors that may make inclusionary housing more or less feasible under various conditions. The Calculator will be demonstrated to member jurisdiction staff through the Regional Planning Advisory Committee (RPAC) and RPAC Housing Subcommittee. Once launched on the Metro

[1] The three broad housing markets are based on housing sales prices in these communities. At the time the Inclusionary Housing Policy Review was completed, the average sales price (across all home sizes and types) was $928,000 in the highest price market, $708,000 in the moderate price market, and $615,000 in the lower price market. Home sales price data is adapted from data in the Metro Vancouver Housing Data Book, 2022. Anmore, Belcarra, Bowen Island, Electoral Area A, Lions Bay, and scəẃaθən məsteyəxʷ (Tsawwassen) First Nation are not included in the market classifications based on broad Metro Vancouver housing markets, however, users may select the housing market that most closely fits their project context.

Vancouver website, the Calculator will be promoted to member jurisdictions, housing-sector stakeholders, and others.

ALTERNATIVES

1. That the MVRD Board:
   a) receive for information the report dated March 10, 2025, titled "Metro Vancouver Inclusionary Housing Calculator"; and
   b) direct staff to forward a copy of the report dated March 10, 2025, titled "Metro Vancouver Inclusionary Housing Calculator" to member jurisdictions with an offer of a presentation to staff and/or Council upon request.

2. That the MVRD Board receive for information the report dated March 10, 2025, titled "Metro Vancouver Inclusionary Housing Calculator".

FINANCIAL IMPLICATIONS

This project was completed through a mix of in-house staff and consultant support. Costs for consultant support totaling $28,000 were included in the Board approved 2024 Housing Policy and Planning budget and work plan for creation of the online tool.

CONCLUSION

The Inclusionary Housing Policy Review and Regional Policy Framework was completed in 2024. The economic analysis and recommendations of this study form the foundation of the Inclusionary Housing Calculator. This tool is intended to be used by policy and decision makers in local governments to learn about the use of inclusionary housing in their community. It can also be used by other interested parties, including housing sector stakeholders, researchers, students, and interested citizens. It allows the user to test various assumptions and factors that may impact the feasibility of an inclusionary housing project, including density, parking, municipal incentives, proportion of inclusionary units, level of affordability, and others. It does not replace financial feasibility analysis that is needed to inform the creation of municipal inclusionary housing policies, but it is an effective learning and communication tool for increasing understanding of the mechanics of inclusionary housing, particularly given increased uptake and importance of inclusionary tools in BC.

REFERENCES

1. Hayes, J. (2024). *Inclusionary Housing Policy Review – Final Report and Regional Model Policy Framework.* Commissioned by Metro Vancouver. Burnaby, BC: Metro Vancouver.
2. Metro Vancouver. (2025). *Inclusionary Housing Calculator*. Commissioned by Metro Vancouver. Burnaby, BC: Metro Vancouver.
3. SHS Consulting, (2024). *A Regional Model for Inclusionary Housing.* Commissioned by Metro Vancouver. Burnaby, BC: Metro Vancouver.
4. BC Ministry of Housing and Municipal Affairs. (2024). *Comprehensive Guidance: Inclusionary Zoning and Density Bonus.* Commissioned by Government of British Columbia.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Jessica Hayes, Program Manager, Housing Policy and Planning,
Regional Planning and Housing Services

Date: March 10, 2025 Meeting Date: April 3, 2025

Subject: **Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Recommendations**

RECOMMENDATION

That the MVRD Board:

a) receive for information the report dated March 10, 2025, titled "Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Recommendations"; and
b) forward the report titled "Digitally Accelerated Standardized Housing (DASH) Recommendations" to member jurisdiction Mayors, Chief, and Councils with an offer of a presentation to staff and/or Council upon request.

EXECUTIVE SUMMARY

The Rental Housing Blueprint project was initiated to streamline and expedite multi-family rental housing delivery through standardization, simplification, and modern construction methods. The project has two main streams; 1) standardized regulatory approaches, and 2) vetted reference designs for six-story rental buildings. 11 member jurisdictions participated in co-creating a standardized regulatory approach, which is intended as a set of voluntary recommendations to support regulatory simplification and standardization. Concurrently, reference designs for six-story rental buildings are being produced by a multi-agency team, including Metro Vancouver and BC Housing. As part of the Rental Housing Blueprint project, Metro Vancouver is also exploring opportunities to test these approaches through demonstration pilot projects on two Metro Vancouver Housing sites.

This report provides an overview of the Digitally Accelerated Standardized Housing (DASH) Recommendations, which are the Phase 1 deliverable from the Rental Housing Blueprint project. The DASH Recommendations for simplifications and standardization of zoning regulations use simplified measures such as maximum height, minimum setbacks and maximum unit depth values to control building bulk and sitting. The approach seeks to eliminate complex calculations and variation between jurisdictions, which can be barriers to standardization. As a result, the use of Floor Area Ratio (FAR)/Floor Space Ratio (FSR) and lot coverage are not recommended. Instead, the Recommendations opt for an objective approach based on precedents in other leading jurisdictions, and the overall project objectives.

PURPOSE

To present the Digitally Accelerated Standardized Housing (DASH) Recommendations, Phase 1 deliverable from the Rental Housing Blueprint project to the Regional Planning Committee and MVRD Board.

BACKGROUND

The Rental Housing Blueprint project was initiated in 2023 by Metro Vancouver and the Province of British Columbia to streamline multi-family rental housing delivery through standardization, simplification, and modern construction methods. In November 2023, 11 member jurisdictions confirmed their interest in co-creating a standardized regulatory approach, and this phase of the project is now complete. The second phase of the project, led by BC Housing with Metro Vancouver as a key partner, has been advancing concurrently and will result in reference designs for six-story rental buildings that are aligned with the standardized regulatory approach.

In February 2024, the Rental Housing Blueprint project was awarded multi-year funding through the Metro Vancouver Regional District Sustainability Innovation Fund (SIF) and has since received additional prizes of $1M and $3M respectively, through the Canada Mortgage and Housing Corporation's (CMHC) Housing Supply Challenge Round 5 – 'Level Up'. In March 2025, there is an opportunity to advance to the final stage of the Housing Supply Challenge, with an additional $5M prize available.

This report provides an overview of the recommendations for regulatory simplification outlined in the DASH Recommendations (Attachment 1).

PROJECT CONTEXT

The Rental Housing Blueprint project has two main streams:

1. Advance standardized regulatory approaches
2. Develop vetted reference designs for six-story rental buildings

The regulation stream is led by Metro Vancouver, and made possible through the collaboration of the following 11 participating member jurisdictions who signed on as local government champions to co-create the elements of the standard regulation:

- Bowen Island Municipality
- City of Burnaby
- City of Delta
- City of Langley
- City of Maple Ridge
- City of New Westminster
- District of North Vancouver
- City of Richmond
- City of Surrey
- City of Vancouver
- City of White Rock

Stream two, the "DASH" (Digitally Accelerated Standardized Housing) initiative is led by a multi-agency team, including Metro Vancouver and BC Housing. The DASH initiative will produce a comprehensive platform to accelerate housing delivery comprised of reference designs optimized for prefabrication and aligning with the 2024 BC Building Code and BC Housing design standards. DASH standardized designs are based on a "kit-of-parts," which includes standard unit types and building components that are designed to be flexible to be easily adapted to different sizes and types of sites.

As part of the Rental Housing Blueprint project, Metro Vancouver is also exploring opportunities to test the DASH approach through demonstration pilot projects on Metro Vancouver Housing (MVH) sites. At their February 28, 2025 meeting, the MVHC Board directed staff to explore integrating the DASH approach to forthcoming Metro Vancouver Housing developments at Moray Place in Port Moody and Riverside Drive in the District of North Vancouver, and report back with the results of the exploration.

RENTAL HOUSING BLUEPRINT – DASH RECCOMMENDATIONS

In May 2023, SvN Architects & Planners and B Collective were contracted by Metro Vancouver to assist with the development of a regional approach to regulating six-story rental buildings (e.g. zoning regulations and design standards) in collaboration with Metro Vancouver and local government champions. The DASH Recommendations, summarized in Table 1, aim to establish a clear and consistent approach by eliminating complex calculations and jurisdictional variations. These recommendations are grounded in leading precedents from comparable jurisdictions and are aligned with the project's overall objectives:

1. Balance principles of neighborliness with development viability.
2. Keep the associated design standards clear, technical, and simple so that they're easy to interpret.
3. Facilitate off-site construction, including prefabricated panelized building elements.
4. Enable electronic compliance checks in design and approvals processes.

Table 1: Summary of DASH Recommendations

PROVISION	RECOMMENDED VALUE	RATIONALE
Building Bulk		
Floor Area / Space Ratio	N/A	In most Metro Vancouver member jurisdictions, Floor Area Ratio (FAR) or Floor Space Ratio (FSR) is defined in an Official Community Plan (OCP), to communicate the anticipated building mass envisioned within a land use designation to the development community and public at large. FAR/FSR has been traditionally used as a negotiating tool between a jurisdiction and a development applicant whereby a development applicant may be permitted to build to a higher FAR/FSR in exchange for providing community benefits. The FAR/FSR contained within the OCP may be larger or smaller than the building area set out in a zoning bylaw through maximum height, setbacks, lot coverage and other parameters or site conditions that influence building bulk. In these instances, FAR/FSR, no longer an accurate predicator of building mass, becomes a

		negotiating tool for jurisdictions in discussions around community amenities and benefits. The recommendation is to use setbacks and a maximum building height to regulate the interface with adjacent buildings, maximum unit depth to regulate the livability of units and, by proxy, the overall size of a building.
Building Height		
Maximum building height	6-storeys	Each jurisdiction regulates maximum height through a different value and definition, often with complicated calculations required. To simplify interpretation, the recommendation is to regulate building height through number of storeys. This will clarify requirements for lay-audiences and professionals alike.
Dwelling Unit Depth		
Maximum depth for single aspect *dwelling units*.	9.6m (32 ft.)	Building depth is regulated to provide appropriate daylighting and ventilation of dwelling unit, manage urban character and maintain open space. The recommendation is to instead use unit depth as an indicator of performance. The proposed value was determined through referencing best practices in other jurisdictions. The measure proposed applies the "rule of thumb" for maximum unit depth which is the height of the ceiling multiplied by four. Assuming a standard ceiling height of 2.4 m (8 ft.), the proposed maximum unit depth value is 9.6 m (32 ft.) for single aspect units. Because required hallway widths are determined by the building code and represent unleasable area, the building width is inherently limited by market dynamics.
Maximum depth for dual aspect *dwelling units*.	14m (46 ft.)	
Setbacks		
Front Yard		Setbacks were intended to create a consistent street wall with existing conditions, regardless of whether a new development was a detached home or a denser structure. Today's context of limited and expensive land requires more efficient use of space. Setbacks should be determined by their ability to provide adequate privacy, daylight, and support viable development. Building codes
Minimum setback *This value may be reduced further in mixed-used areas.*	3.0-6.0 m (10-20 ft.)	

Side Yard (Interior)		regulate fire safety. By reducing setbacks, viability of development can be enhanced, particularly for courtyard-style buildings. The recommended values are intended to account for the varying urban conditions in the region and represent the lowest value used in the region, and the median value used in the region.
Minimum setback (interior) *This value may be reduced further in mixed-used areas.*	Interior: 1.5-6m (5-20 ft.)	
Side Yard (Exterior)		
Minimum setback (exterior) *This value may be reduced further in mixed-used areas.*	Exterior: 4.4-4.75m (8-15 ft.)	
Rear Yard		
Minimum rear yard setback	4.5-6.1m (15-20 ft.)	
Lot Size and Coverage		
Minimum Lot Size	N/A	Removing minimum lot size requirements allows for development on smaller lots, leading to a more fine-grained neighborhood and reducing the capital needed for new projects. This allows for a broader range of participants in housing development, including non-profit organizations. With updates to the BC Building Code allowing single-exit stair buildings up to six stories, smaller projects have become more feasible. The recommendation is to omit rules for lot size to enable market-viable projects to proceed. In addition, omitting maximum lot coverage limits in favour of regulating setbacks, building depth, and requirements for landscaping, common amenities, and tree planting to guide appropriate lot coverage to enhance walkability and offer greater design flexibility.
Maximum Lot Coverage	N/A	

In addition, the DASH Recommendations include a set of recommended design standards that are:

- **Measurable and verifiable**: Requirements are specified through criteria that can be objectively assessed and verified through quantifiable data, with no grey area—discretionary and subjective components create the need for negotiation which add to the timeline and complexity of projects; and,
- **Machine readable:** Objectivity is required to enable electronic compliance review (using specialized software which is rapidly increasing in capability), which will in turn accelerate

the regulatory review process. These approaches provide manufacturers of prefabricated building components with greater clarity on requirements and improved certainty, which is a precondition for investment in this emerging sector.

As shown in the diagram below (Table 2), design standards are more objective than design guidelines, which can introduce subjectivity and increase the time it takes for a development applicant to achieve desired design outcomes.

Table 2: Design Guideline Subjectivity vs. Objective Design Standards

Design Guideline	Design Standard
Example: *Incorporate frequent entrances along commercial frontages to create visual interest and support pedestrian activity.*	**Example:** *Locate entrances along commercial frontages no more than 7 metres apart.*

The DASH Recommendations' design standards include recommended values for access, landscaping, articulation, exterior cladding, amenity areas, and storage. Further, the report recommends that local variations to the proposed design standards be minimal to support regional standardization. Where variation occurs, it is recommended that it be in response to specific local requirements such as steep slopes, flood-construction levels or other highly specific hydrological or geotechnical considerations.

NEXT STEPS

At its November 8, 2024 meeting, the Regional Planning Committee received a report titled "Streamlining Rental Housing through Standardized Designs and Regulations: Project Update" (Reference 1), which outlined opportunities for ongoing collaboration with all Metro Vancouver member jurisdictions who wish to participate in the next phases of the project.

Resources are available to support implementation and demonstration of the DASH Recommendations in municipalities that are currently advancing initiatives related to simplification and digitization. Examples of such initiatives might include planned implementation of electronic compliance, readiness to introduce or adopt changes to six-story apartment zones to support increased standardization, or willingness to vet reference building designs through some form of pre-approval. For member jurisdictions that are interested and can demonstrate readiness to implement elements of the DASH Recommendations, support through the Rental Housing Blueprint's grant funding can be extended to member jurisdictions in the form of consulting resources for making process improvements and/or bylaw changes that align with the objectives of the project, and other support as identified. Metro Vancouver staff will be offering workshops and collaborating with interested member jurisdictions to identify process improvements and opportunities to support pre-zoning initiatives related to the DASH Recommendations throughout 2025.

ALTERNATIVES

1. That the MVRD Board:
   a) receive for information the report dated March 3, 2025, titled "Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Recommendations"; and

b) forward the report titled "Digitally Accelerated Standardized Housing (DASH) Recommendations" to member jurisdiction Mayors, Chief, and Councils with an offer of a presentation to staff and/or Council upon request.

2. That the MVRD Board receive for information the report dated March 3, 2025, titled "Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Recommendations".

FINANCIAL IMPLICATIONS

Costs for consultant support related to the Rental Housing Blueprint project's standardized regulatory approach are supported through project-specific funding from the Metro Vancouver Regional District Sustainability and Innovation (SIF) Fund. $2.13M has been allocated from SIF to support this work over three years (2024-2026), including a minimum allocation of $1M to realize one or more pilot projects on Metro Vancouver Housing sites. Consulting costs totaling $95,585 were allocated to Phase 1 of the Rental Housing Blueprint project for preparation of the DASH Recommendations.

CONCLUSION

This report provides an overview of the Digitally Accelerated Standardized Housing (DASH) Recommendations, which are the Phase 1 deliverable from Metro Vancouver's Rental Housing Blueprint project. The aim of the overall project is to expedite housing delivery through simplification and standardization. The standardized regulatory approach for six-story rental buildings is designed for local governments to readily implement through a variety of pathways and is supportive of the forthcoming reference building designs that are being optimized for off-site manufacturing. The DASH Recommendations for simplification and standardizations of zoning provisions and design standards aim to eliminate complex calculations and interpretation, instead using simplified measures such as maximum height, minimum setbacks and maximum unit depth values to control building bulk and sitting.

ATTACHMENT

1. "DASH Recommendations", dated, December 2024.

REFERENCES

1. Hayes, J. (2024). *Streamlining Rental Housing through Standardized Designs and Regulations: Project Update*. Commissioned by Metro Vancouver. Burnaby, BC: Metro Vancouver.

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SvN



Digitally Accelerated Standardized Housing

DASH
Recommendations

prepared for:

metrovancouver

with:

collective

December 2024

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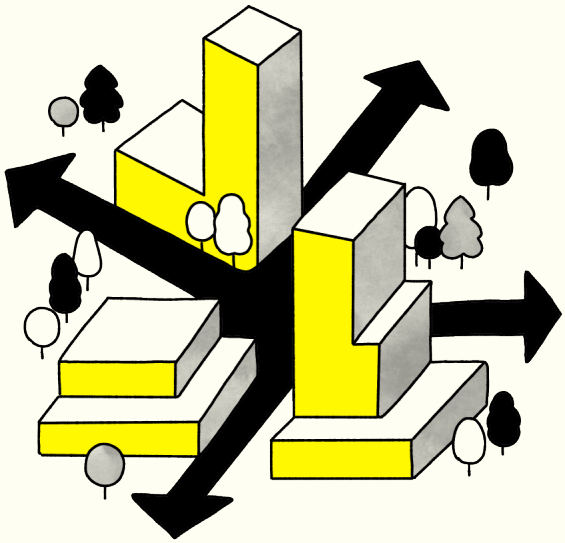
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Section One

Purpose

Getting Started
About DASH



Getting Started

Using this Document

This document is an outcome of the policy, regulation and process stream of the Digitally Accelerated Standardized Housing (DASH) program. It provides recommendations to facilitate the rapid delivery of rental housing across the Metro Vancouver region.

Who is This Document For?

Local Governments

council member, mayor, staff etc.

who wish to simplify and expedite approvals for six-storey rental housing in their jurisdiction.

Manufacturers

prefabricated panel manufacturers

who wish to standardize and simplify building elements to achieve efficiencies of scale across their product line.

Development Community

non-profit and private developers

who wish to use standardized design approaches to achieve efficiencies of scale, lower the cost and speed the construction of six-storey rental housing.

The Need for Purpose-Built Rental Housing

With less than 10,000 new purpose-built rental units built between 2011 and 2021, compared with about 87,000 new renter households, the uptick in purpose-built rental housing has not kept pace with the growth in new renters. In 2011, there was one unit of purpose-built rental housing for every 2.85 renter households in Metro Vancouver. By 2021, despite an increase in purpose-built rental construction, this ratio had increased to only one purpose-built rental for every 3.67 renter households in the region.[1]

Increasing the supply of purpose-built rental housing is a fundamental strategy in fostering greater housing diversity and affordability. By building more purpose-built rental housing, communities can offer a greater variety of housing options that cater to different preferences. This includes different sizes, locations, features, and levels of affordability.

This form of housing can be either market or below-market and represents the bulk of the current affordable and attainable housing supply within Metro Vancouver. It is a central element in nearly every housing strategy adopted by local governments in the region.

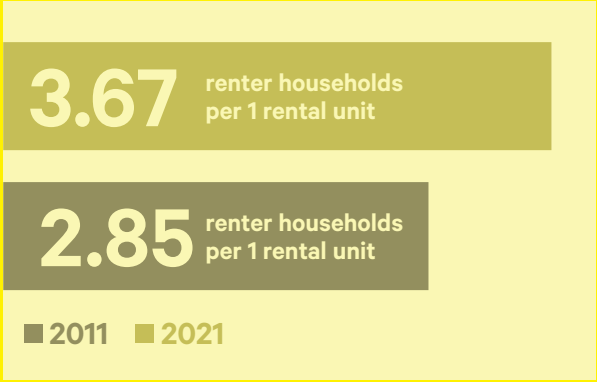


Figure 1: Number of renter households per one unit of purpose-built rental housing between 2011 and 2021.

1. Metro Vancouver. (2023) Metro Vancouver Housing Data Book.

About DASH

DASH was initiated by Metro Vancouver and the Province of British Columbia to streamline multi-family rental housing delivery through standardization and modern construction methods.

DASH has two main streams:

1. explore standardized regulatory approaches.
2. develop vetted reference designs for six-storey rental buildings.

These streams work in tandem to speed design, approval and construction, while carefully balancing trade-offs between building cost, quality and complexity. This linked nature is important to emphasize. Improvements to the regulatory approach are a key prerequisite for streamlined design and construction methods and have the potential to provide a significant time and cost incentive to building this form of housing.

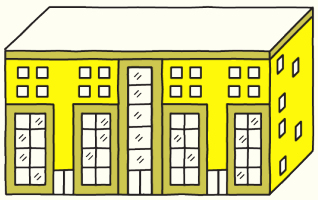
The regulation stream of DASH is made possible through the collaboration of 11 participating member jurisdictions who have signed on as local government champions to co-create the elements of the standard regulation:

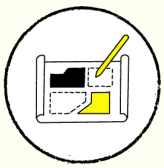
- Bowen Island Municipality
- City of Burnaby
- City of Delta
- City of Langley
- City of Maple Ridge
- City of New Westminster
- District of North Vancouver
- City of Richmond
- City of Surrey
- City of Vancouver
- City of White Rock

The DASH Program

From this → To this



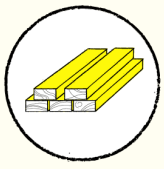




Expensive & time consuming **rezoning.**



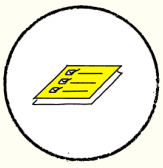
Inconsistent regulation in the Lower Mainland market.



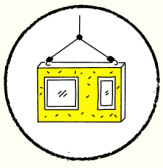
Incompatible with off-site construction.



Streamlined approvals.



Consistent regulation in the Lower Mainland market.



Supportive of off-site construction and prefabrication.

Stream One: Standardized Regulation

The aim of stream one is to develop a standardized regulatory approach for six-storey rental buildings that local governments can readily adopt and that is supportive of the reference building designs optimized for off-site manufacturing.

Why Standardize Regulation?

Metro 2050, the regional growth strategy, highlights the need to increase the supply of purpose-built rental housing as a key component of providing more diverse and affordable housing choices across the region.

Supply not keeping pace with demand

Purpose-built rental housing hasn't met demand in Metro Vancouver. Over 70% of purpose-built rental units were constructed before 1980, and from 2011 to 2021, only 10,000 new rental units were added compared to 87,000 new rental households.[1]

Speed up approval and construction timelines

Current approvals timelines across Metro Vancouver slow the delivery of purpose-built rental housing. The current average project delivery time is approximately 4.5 years, with 2-2.5 years in municipal approvals. A standardized regional regulatory approach could streamline and clarify this process, making it easier and faster to deliver six-storey rental buildings.

Make it possible to address the skilled trades labour gap with off-site construction

We are facing a shortage of skilled tradespeople. By 2028, 700,000 trades workers in Canada are expected to retire, and there aren't enough apprentices to replace them.[2] Off-site construction improves efficiency through controlled environments and streamlined tasks, but varying building standards across jurisdictions hinder scalable production. Standard regulations can enhance the viability of off-site construction methods and through production efficiencies, help to fill the labour gap.



Growth of the rental supply in Metro Vancouver has been limited for much of the past three decades. **Over 70% of the units in the primary rental market in the region were built before 1980.**[1]

1. Metro Vancouver. (2023) Metro Vancouver Housing Data Book.
2. Desjardins Group. (2023) Global Housing Supply Success Stories: A How-To for Boosting Home Construction in Canada.

Delivering Six-storey Rental Buildings in Metro Vancouver

Six-storey rental buildings are recognized as a critical piece in the housing continuum and key to meeting the housing needs of current and future residents in an affordable manner. The building form maximizes the amount of density provided by wood-frame construction, reducing per-unit building costs when compared to higher-forms of mid-rise that require concrete construction. Six-storey wood frame construction also tends towards simpler architectural form and massing outcomes that more easily support standardization and more straightforward assessment against relevant regulations, guidelines and codes. Six-storey buildings are supported across urban and suburban areas, as indicated in Official Community Plans (OCPs) in various land use designations such as transitional areas, corridors, mixed-use zones, towns, and village centers throughout the region.

Given the specific benefits of this housing form, the six-storey building offers an apt pilot for assessing opportunities to streamline the regulatory process to expedite the delivery of new rental housing. Through review and engagement, Metro Vancouver and the consultant team have highlighted four regulation-based challenges and four regulation-based opportunities to deliver purpose-built six-storey rental buildings.

Challenges

Unique rules for each jurisdiction

Local governments each have their own provisions and definitions for common building bulk regulations such as height, setbacks and density. In addition, the application of site-specific guidelines further complicate the development of these housing forms.

Rules frequently require site-specific considerations and exceptions

Few jurisdictions have zoned sites that currently for allow six-storey, rental-only development, triggering a site-specific rezoning process and extending approval timelines.

Rules are difficult to find

Finding the correct zone and its subsequent provisions is often an arduous process, involving referencing multiple subsections within a PDF document. This process is not user-friendly and is difficult to verify. Consequently, applicants may misinterpret provisions or rely on local government staff support for interpretation.

Rules are difficult to interpret

Zoning provisions often include caveats or exceptions, adding complexity and requiring significant time for local government staff to assess and advise applicants on compliance. Establishing consistent and clear development standards will clarify expectations for both staff and applicants.

Opportunities

Enable economies of scale

Uniformity in building requirements in a region allows for efficient, bulk production of components. This reduces design complexity and costs for traditional construction and makes off-site methods more viable and cost-effective.

Objective standards

Objective design standards reduce misinterpretation by providing clear, measurable criteria, ensuring consistent application and minimizing ambiguity among stakeholders. This clarity helps prevent conflicting interpretations and streamlines the planning process.

Machine-readable rules

Machine-readable regulation speeds up permitting by enabling electronic compliance checks and reducing manual review. It streamlines approvals, integrates with digital tools, and improves accuracy, making zoning information more efficient and accessible to developers and the public.

Pre-zoned sites

By reducing risks and financing costs, predictability makes areas more attractive for investment in rental housing. Combined with other streamlined approval steps, local governments can offer a simplified path to construction, while making staff time and resources more available for planning and processing applications for more complex developments.

Current Zoning Practices

In addition to variance in zoning bylaw provisions, jurisdictions provide different definitions and measurements for heights and densities and there is a wide range of provisions related to lot requirements.

Additional unstated interpretations of existing bylaws and application of site-specific guidelines also provide a level of complexity to the development of these housing forms and may limit the opportunity for pre-approved designs.

While these rules respond to the unique site, character and political contexts of each jurisdiction, they add complexity to to the approvals process and limit the opportunity for standardization in the design and construction process.

COMPARATIVE MATRIX FOR ZONING OF 6-STOREY BUILDINGS IN METRO VANCOUVER PILOT JURISDICTIONS (February 2024)

	City of Burnaby	*City of Delta*	*City of Langley*	*City of Maple Ridge*	*City of New Westminster*	*District of North Vancouver*	*City of Richmond*	*City of Surrey*	*City of Vancouver*	*City of White Rock*	*Range*	*Average*
FSR	2.8	3	2.75	2.5	3.9	2.5	2.28	2.5	2.60	2	2-3.9	2.7
Minimum Lot Width (m)	37		30	30			40	30	40	18	18-40 m	32.1 m
Minimum Lot Size (m^2)	1,670		1,859	1,300			2,400	2,000	855	742	742-2400 m^2	1545.3 m^2
Maximum Lot Coverage (%)			35		40		60	33	50	45	35-60 %	43.8 %
Maximum Building Height (storeys)	6	6	6	6			6				6.0 m	6.0 m
Maximum Building Height (m)				22			25		21.3	23	21.3-25 m	22.8 m
Front Setbacks (m)	4.57	7.5	4.5	7.5	7.62		3	7.5	3.7	6	3-7.5 m	5.8 m
Interior Side Yard Setback (m)	4.57	7.5	7.5	7.5	2.44		1.5	7.5	3	6	1.5-7.5 m	5.3 m
Minimum Exterior Side Yard Setback (m)	4.57	7.5	4.5	7.5	2.44		3	7.5	3	6	2.44-7.5 m	5.1 m
Minimum Rear Setback (m)	4.57	7.5	4.5	7.5	7.62		1.5	7.5	6.1	6	1.5-7.5 m	6.0 m

Bowen Island was excluded due to the lack of baseline zoning regulations for six-storey buildings. This chart reflects baseline zones. Additional varied specific conditions apply in some cases.

Stream Two: Reference Design

The Reference Design work is led by a multi-agency team, including Metro Vancouver and BC Housing. The end-product will form a submission as a finalist in the Canada Mortgage and Housing Corporation's Level Up Housing Supply Challenge (Level-Up). Level Up's goal is to scale system-level solutions using digital processes to expedite concept planning, building design, and permitting while developing supply chains for off-site building components.. Successful solutions will lead to quicker development, reduced costs and permanent improvements in Canada's housing delivery process.

The goal of the Reference Design is to reduce the time to develop a six-storey light wood-framed housing project by at least 30% from land acquisition to occupancy. It aims to do so by standardizing the development process by:

- Utilizing Building Information Management (BIM) from design to handover;
- Use ***planning configurators*** for planning pre-approval and prefabrication (off-site construction) optimization; and,
- Aligning with the recommendations set forth in this document as part of the standard regulation stream.

What is a Planning Configurator?

The term planning configurator describes software that uses artificial intelligence to automatically produce several building massing options permitted by the zoning bylaws and development permit guidelines within a jurisdiction.



Figure 2: Artistic rendering depicting a possible outcome of the reference design stream.

Graphic produced by Iredale Architecture.

Reference Design Concept

The Reference Design utilizes pre-vetted, standardized layouts within a BIM template. The design makes use of Design Modules and Unit Blocks that form a "kit of parts". They include unit layouts, structural system, mechanical and engineering systems and certain exterior/interior fit-out elements to support the rapid design, prefabrication and construction of rental buildings.

Key features of BIM Design Modules

- Code compliant.
- "Open-source", shared freely for adoption by others.
- Can be mixed and matched to build Unit Blocks.
- Include service rooms with standardized systems design.

Key features of BIM Unit Blocks

- Combined with Connector Blocks (containing elevators, services etc.) and End Blocks at each level to form typical levels.
- Blocks are vertically stacked for efficiency, and assembled into buildings as vertical "slices."

Putting them all together in the BIM Kit of Parts

- The Reference Design Kit of Parts can be assembled for different building sizes, forms and unit mixes.
- Reference Design aims to standardize 80% of building design, allowing for 20% site-specific design (i.e. foundations, civil, etc.)
- The Kit of Parts leverages BIM to ensure planning compliance, accelerate design, and facilitate early, efficient fabrication and construction coordination.
- Standard "tool box" of architectural, structural, mechanical and electrical elements, including wall types, bathroom pods , modular millwork, fixtures, equipment, etc. reduces variability and takes advantage of economies of scale.

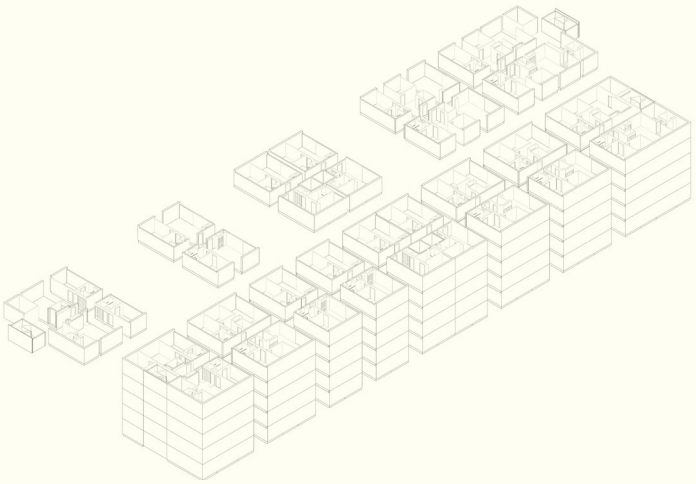


Figure 3: BIM Design Modules (top row) and Unit Blocks (bottom row). The Design Modules and Unit Blocks can be combined and rearranged as a Kit of Parts.

Graphic produced by Iredale Architecture.

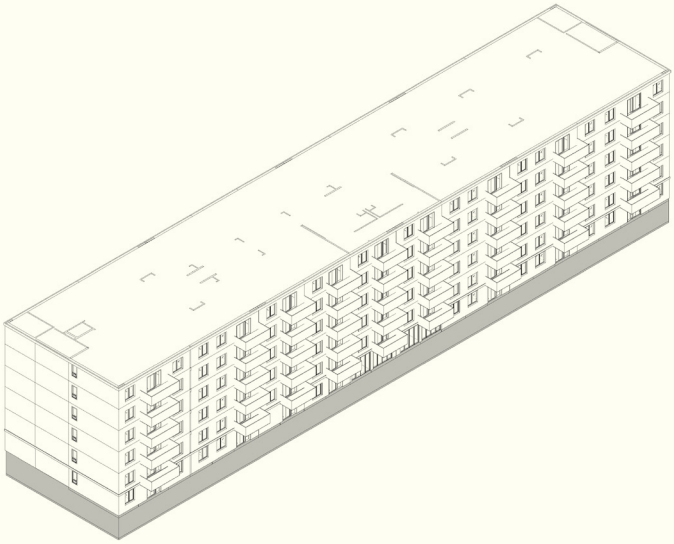
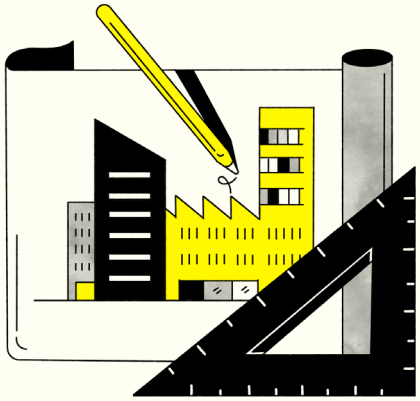


Figure 4: Combined with Connector Blocks, the Unit Blocks can form many different building typologies.

Graphic produced by Iredale Architecture.



Section Two

Recommendations

Approach

Implementation Pathways

Next Steps

Approach

This section outlines a proposed approach for creating regulations that govern building scale, form, and character. The recommendations were formulated based on a review of precedents and the project objectives.

Objectives

1. Balance principles of neighbourliness with development viability.
2. Keep the associated design standards clear, technical, and simple so that they're easy to interpret.
3. Facilitate off-site construction, including prefabricated panelized building elements.
4. Enable electronic compliance checks in design and approvals processes.

To meet the objectives, the proposed values for building bulk and design standards aim to make **interpretation** easier and facilitate electronic compliance checks for development applications. They strive for clarity and objectivity, while also balancing the need for flexibility in design outcomes to improve **livability** and **feasibility** of six-storey rental building projects. Further, they challenge typical regulation for articulation to support the viability of **off-site** construction. The criteria have been labeled with the following tags:

Interpretation Off-site Livability Feasibility

Regulating Building Bulk

The following seeks to streamline the regional approach to governing overall building bulk through the use of maximum height, minimum setbacks and maximum unit depth values. Notably, it does not contain FAR/FSR and lot coverage, opting instead for a simplified approach.

Omit Floor Area/Space Ratio

Interpretation **Feasibility**

Proposed Value: *N/A*

In most Metro Vancouver member jurisdictions, Floor Area Ratio (FAR) or Floor Space Ratio (FSR) is defined in an Official Community Plan (OCP) or Official Development Plan (ODP) in the case of Vancouver, to communicate the anticipated building mass envisioned within a land use designation to the development community and public at large. FAR/FSR has been traditionally used as a negotiating tool between a jurisdiction and a development applicant whereby a development applicant may be permitted to build to a higher FAR/FSR in exchange for providing community amenity contributions (CACs) or community benefits. The FAR/FSR contained within the OCP/ODP may be larger or smaller than the building area set out in a zoning bylaw through maximum height, setbacks, lot coverage and other parameters or site conditions that influence building bulk. In these instances, FAR/FSR, no longer an accurate predicator of building mass, becomes a negotiating tool for a jurisdiction in discussions around community amenities and benefits.

In 2024, new regulations for amenity cost charges (ACCs) came into effect that limit the powers of density bonusing as it relates to collecting funds for amenities.

Regulating Building Bulk Without FAR/FSR

A six-storey rental zone is expected to be applied where an Official Community Plan offers a land use designation that would enable six-storey rental housing. The recommendation proposes using setbacks and a maximum building height to regulate the interface with adjacent buildings, maximum unit depth to regulate the livability of units and, by proxy, the overall size of a building, and amenity and landscaping requirements to support biodiversity and stormwater permeability.

Negotiating Community Amenities Without FAR/FSR

In most Metro Vancouver markets, land values associated with six-storey rental housing do not typically generate land lifts sufficient to provide amenity contributions and as such, this form of housing is often excluded from density bonus bylaws and policies.

Further, as part of determining the ACC charge amounts, local governments must consider whether the charges would deter development or discourage construction of reasonably priced housing (as per s.570.7(5) of the LGA and s.523K(5) of the *Vancouver Charter)*.

It is the recommendation of this report that ACCs not be applied on this type of housing as a way to support more and wider provision of this housing form which forms a backbone of housing strategies in more Lower Mainland municipalities.

If densities are required to support future bonusing policies or infrastructure planning, this form of development can easily support this form of calculation without use of FSR/FAR via height thresholds or realized GFA.

Regulate Building Height Through Number of Storeys

Interpretation **Feasibility**

Proposed Value: *6-storeys*

Each jurisdiction regulates maximum height through a different value and definition, often with complicated calculations required. To simplify interpretation, this report recommends regulating building height through number of storeys. This will clarify requirements for lay-audiences and professionals alike.

In this scenario, all storeys within a building count towards the storey limit (including mezzanines), with exceptions for undergound parkades, mechanical penthouses, elevator overruns, the roof and rooftop access.

The building should not exceed the storey limit when measured at any vertical section along the width of the building. This methodology allows for terraced forms. It also simplifies height measurements by not needing to reference finished grade or natural grade. Finished or natural grade would only be relevant for determining if a parkade level is considered underground.

The assumption is that it's extremely rare that an applicant would build more than 2.7 m (9 ft.) ceilings, particularly for a 6-storey rental building.

Use Unit Depth to Regulate Building Depth

Livability

Proposed Value: *9.6 m (32 ft.) for single aspect units; 14.0 m (46 ft.) for dual aspect units.*

Building depth is regulated to provide appropriate daylighting and ventilation of dwelling unit, manage urban character and maintain open space.

Instead, this regulation uses unit depth as an indicator of performance. Unit depth regulation offers greater flexibility for the building form. The proposed value was determined through referencing the City of Aukland's Apartment Design Guide (2018) and the City of Vancouver's Residential Rental Districts Schedules Design Guidelines (2024). The City of Aukland recommends a maximum unit depth of 8 m (26 ft.) for optimal daylight access. The City of Vancouver recommends a deeper unit depth noting that some rooms require less daylight access than others. To assess the proper unit depth, Vancouver uses a performance measure relative to ceiling height. The measure proposed applies the "rule of thumb" for maximum unit depth which is the height of the ceiling multiplied by four. Assuming a standard ceiling height of 2.4 m (8 ft.), the proposed maximum unit depth value is 9.6 m (32 ft.) for single aspect units.

Because required hallway widths are determined by the building code and represent unleasable area, the building width is inherently limited by market dynamics.

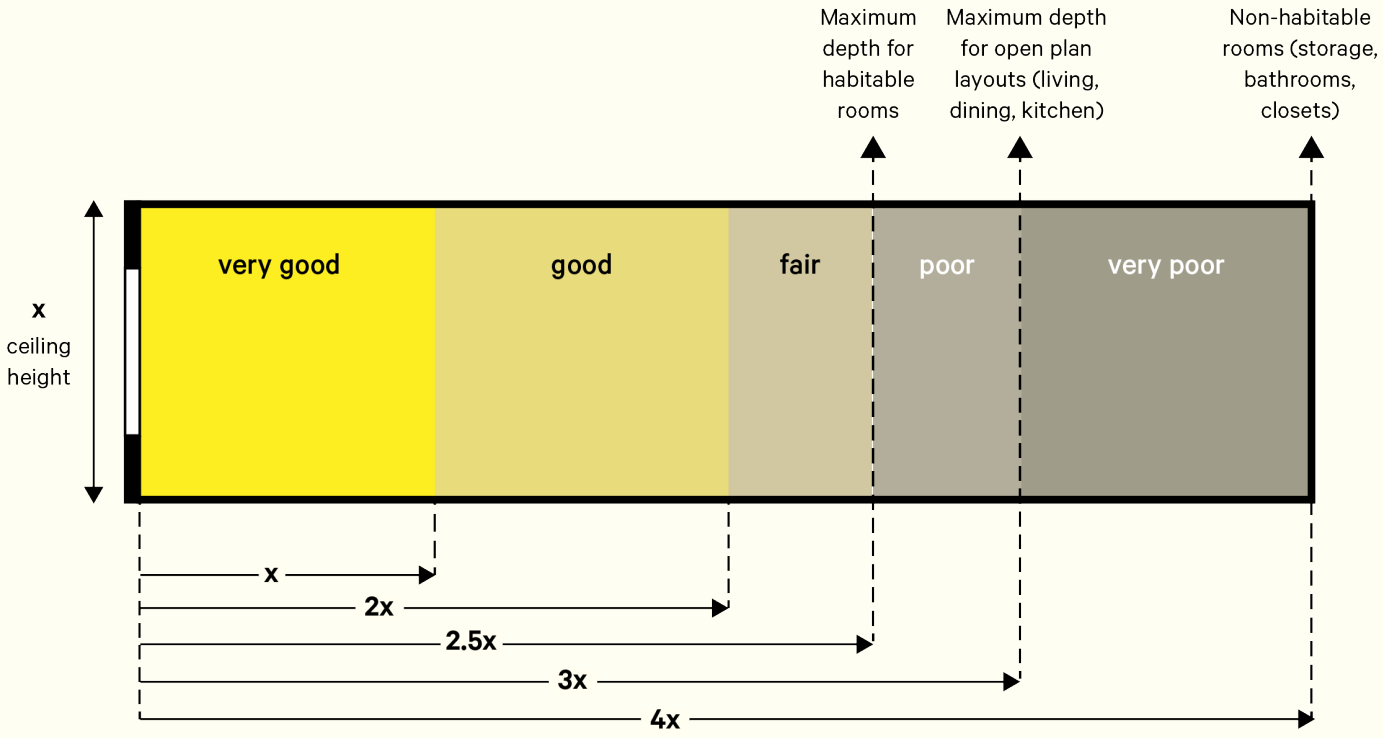


Figure 5: Unit depth performance relative to ceiling height. Figure adapted from the City of Vancouver's *Residential Rental Districts Schedules Design Guidelines (Amended April 23, 2024)*

Standardize and Reduce Setbacks Where Appropriate

Interpretation Feasibility

Proposed Values:

Front yard	3.0-6.0 m (10-20 ft.) *This value may be reduced further in mixed-use areas.*
Side yard	Interior: 1.5-6 m (5-20 ft.) Exterior: 2.4-4.75m (8-15 ft.) *These values may be reduced further in mixed-use areas*
Rear yard	4.5-6.1 m (15-20 ft.)

Setbacks influence:

- Admittance of sunlight and daylight;
- Extent and quality of outlook;
- Visual and acoustic privacy;
- Walkability;
- Fire safety; and,
- Support for landscape planting, especially trees.

Historically, front yard setbacks intended to create a consistent street wall with existing conditions, regardless of whether a new development was a detached home or a denser structure. Today's context of limited and expensive land requires a more efficient use of space. Setbacks should be determined by their ability to provide adequate privacy, daylight, and support viable development. Building codes regulate fire safety. By reducing setbacks, we can enhance the viability of development, particularly for courtyard-style buildings.

The range of values is included in the recommendation table are intended to account for the varying urban conditions in the region. The values represent the lowest value present in the region, and the median value present in the region.

Omit Minimum Lot Size

Interpretation Feasibility

Proposed Value: *N/A*

Minimum lot sizes help maintain uniformity in neighborhood development. When paired with maximum lot coverage rules, they ensure predictable amounts of private open space, even as density increases. However, typical minimums require multiple lots to be purchased and assembled, an increasingly costly endeavor.

Removing minimum lot size requirements allows for development on smaller lots, leading to a more fine-grained neighborhood and reducing the capital needed for new projects. This opens up opportunities for a broader range of participants in housing development, including non-profit organizations. With updates to the BC Building Code allowing single-exit stair buildings up to six stories, smaller projects have become more feasible.

With this rule omitted, projects that were market-viable but prohibited due to minimum lot size regulation can now be brought to life.

Omit Maximum Lot Coverage

Interpretation Feasibility

Proposed Value: *N/A*

Lot coverage limits are traditionally used to control building density and preserve open space for stormwater absorption. However, different urban conditions create different expectations for appropriate lot coverage. For example, a site surrounded by early 20st century apartment buildings, which were constructed to their lot lines, has different coverage expectations than a site in a neighborhood of single-family homes. Similarly, expectations differ in areas with existing apartment buildings built in the mid-late 20th century.

Instead of tailoring lot coverage standards to each unique context or jurisdiction, this report suggests omitting maximum lot coverage limits altogether. Instead, regulation could focus on setbacks, building depth, and requirements for landscaping, common amenities, and tree planting, retention and replacement to guide appropriate lot coverage. This approach may enhance neighborhood walkability and offer more design flexibility.

Setbacks, in conjunction with maximum height limits, define the overall buildable area on a parcel of land. However, if a building's footprint covers the remaining area after setbacks are accounted for, it could raise concerns regarding daylight access and ventilation for the resultant apartment units.

The combination of maximum height, minimum setbacks, maximum unit depth, and design standards requiring common amenity areas, produces a streamlined and performance-based metric for regulating building bulk.

Summary of Recommended Values

PROVISION	VALUE
Building height	
Maximum *building height*.	6-storeys
Dwelling unit depth	
Maximum depth for single aspect *dwelling units*.	9.6 m (32 ft.)
Maximum unit depth for dual aspect *dwelling units*.	14 m (46 ft.)
Setbacks	
Front Yard	
Minimum setback. *This value may be reduced further in mixed-use areas.*	3.0-6.0 m (10-20 ft.)
Side Yard (Interior)	
Minimum setback (interior). *These values may be reduced further in mixed-use areas*	Interior: 1.5-6 m (5-20 ft.)
Side Yard (Exterior	
Minimum side yard setback (exterior). *These values may be reduced further in mixed-use areas*	Exterior: 2.4-4.75m (8-15 ft.)
Rear Yard	
Minimum rear yard setback.	4.5-6.1 m (15-20 ft.)

Design Standards

Whereas design guidelines require interpretation and discretion, design standards are measurable, verifiable, and knowable. Objectivity is required to offload discretionary reviews to electronic compliance checks and in doing so, speed the regulatory review process. Here, we describe design standards to streamline in form and character development permit area guidelines.

Design Guideline	Design Standard
Example: Incorporate frequent entrances along commercial frontages to create visual interest and support pedestrian activity.	**Example: Locate entrances along commercial frontages no more than 7 metres apart.**
This requires a discretionary review and determination as to what "frequent entrances" means.	*This is measurable, verifiable, knowable and involves no personal or subjective judgement.*

Figure 6: Design standards compared to design guidelines which introduce subjectivity and can increase the time that it takes for a development applicant to achieve desired design outcomes.

Articulation

Interpretation | Feasibility | Off-site

Proposed Value: *Articulate buildings through vertical breaks that vary the facade depth where building frontages are greater than 50.0 m (164 ft.).*

Articulation requirements often mandate design features like offsets, recesses, projections, changes in material, or other aesthetic details to avoid large, flat, and monotonous exterior walls, and mitigate shadows. While the intent is to enhance the visual appeal and character of a neighborhood, these regulations can present significant challenges for off-site (prefabricated or modular) construction.

Off-site construction thrives on standardization, where components or modules are manufactured in controlled factory environments and assembled on-site. This process reduces costs and increases efficiency. However, articulation requirements often demand unique, site-specific designs, which force customization. Customizing panels to meet varying façade designs, offsets, or material changes increases the complexity of manufacturing, reducing the economies of scale that make off-site construction competitive.

This challenge is particularly prevalent in buildings with significant step-back requirements, leading to a "layered cake" design. When floor plates, including mechanical systems, structural components, and floor plan layouts, cannot be standardized across floors, off-site construction becomes less viable. Higher levels of customization undermines the time and labor efficiencies typically associated with off-site construction.

Exterior Cladding

Interpretation | Off-site

Proposed Value: *Buildings should use materials aligned with CSA S478, selected for their permanence, durability and energy efficiency. Specific materials may be excluded (e.g. vinyl siding, hardie board).*

Design guidelines typically include requirements for high-quality exterior cladding. By tying to a standard, this requirement is more objective.

Uncertainty on permitted materials and differing regulation for permitted materials across jurisdictions presents a barrier to scaled production of building components.

Combined Private and Common Amenity Areas

Interpretation | Feasibility

Proposed Values:

Amenity space should be provided at a rate of 10.5 m^2 (113 ft^2) per dwelling unit up to 557 m^2 (5996 ft^2);
Common amenity area should be provided at a minimum of 50 m^2 (538 ft^2) with no dimension less than 6.0 m (20 ft.).
Common amenity area should not be locate in a required setback and should be accessible from all dwelling units.
Indoor common amenity spaces may only be provided to satisfy the amenity space requirement as part of a development - which may include multiple buildings - with 100 or more units.
A maximum of 10.0 percent of the required amenity space may be provided as indoor common amenity space.
Outdoor common amenity space must provide a balcony, deck or patio, and at least one of the following as permanent features: (1) a barbeque; or (b) seating; or (c) play space.
When the private amenity space provided is 6.0 m^2 or less per dwelling unit, that specific area will be included to satisfy the required amenity areas.

This proposed amenity areas provision references a draft report completed by WSP for the City of Brampton's Comprehensive Zoning By-law Review in 2018 entitled Technical Paper #5 Amenity Areas and Density Bonusing and the City of Calgary's Zoning Bylaw (2007).

The City of Brampton report recommends a standard between 6.0 m^2 and 10.0 m^2 per unit for communal amenity area space, with a minimum of one area consisting of 50.0 m^2 with no dimension less than 6.0 square metres. This recommendation excludes private space. The consultants recommend private space could be included within the standard, provided the standard is increased to 15 m^2 per unit with a minimum of 50% of the space allocated for communal space.

The City of Calgary uses a combined approach for regulating the provision of amenity areas, setting limitations for the amount of private and indoor amenity area that will satisfy the requirement. They also specify requirements for the form and location of outdoor amenity spaces, including minimum usable sizes.

This recommended minimum amenity area requirement is 10.5 m^2 (113 ft^2) per dwelling unit. The minimum area is inclusive of private amenity, indoor common amenity and outdoor common amenity areas, with some limitations for the contribution of indoor and private amenities towards satisfying the minimum requirement. The minimum area adopts the City of Brampton minimum of 6.0 m^2 (65 ft^2) and adds 4.5 m^2 (48 ft^2) which is a typical dimension for usable private outdoor space. This report recommends that the a maximum of 6.0 m^2 (65 ft^2) of private amenity space per unit be calculated towards the amenity area requirement. While lower than the City of Brampton recommended minimum, this requirement is more reflective of what is currently developed in the Metro Vancouver region.

Indoor and outdoor amenities both contribute to livability and social connection. However, the appropriate ratio of each may differ depending on the amenities present within the neighbourhood context of the proposed building. Accordingly, the recommendation sets a minimum standard, while allowing the market to evaluate the appropriate mix of indoor and outdoor amenity spaces.

For example, despite imposing a construction cost on a project, during engagement with municipal staff in the Metro Vancouver region, we heard that private balconies and patios are often provided by developers regardless of whether they are required because they are highly marketable to end users.

Usable Private Amenity Area

Livability

Proposed Value: *Where provided, usable private amenity areas in the form of balconies or patios should have a minimum floor depth of 1.5 m (5 ft.) and minimum floor area of 4.5 m^2 (48 ft^2).*

Balconies and patios require a minimum depth dimension in order to be usable. This dimension offers a usable space for a table and chairs.

Juliette balconies, or other smaller balcony forms, are still possible, but would not count toward the amenity provision calculation.

Storage

Livability

Proposed Value: *General Storage shall be provided at a rate of 2.3 m^2 (25 ft^2) for each dwelling unit. General storage may be provided in-suite or in a secure storage space elsewhere in the building. General storage spaces should have a full floor-to-ceiling height (min. 2.1 m (7 ft.)) and a minimum clear horizontal dimension of 1.2 m (3 ft.) in all directions.*

The minimum general storage requirement was developed based on minimum requirements set out in the BC Housing Design Guide and Construction Standards but does not distinguish a requirement for in-unit or out-of-unit storage. In some instances, households may prefer storage to be provided in-unit, for example if a household wishes to store crafting supplies. In other instances, households may prefer for the storage to be provided elsewhere, for example if the household wishes to store camping equipment that will often be loaded into a vehicle. Therefore, the regulation leaves the ratio of required in-unit vs out-of-unit storage to market demand.

The required minimum dimensions are taken from the City of Vancouver's Bulk Storage and In-suite Storage – Multiple Dwelling Residential Developments Bulletin (2022). The dimensions offer adequate space for households to store up to two bikes within the required storage space, offering a storage option for those with high-value bikes or other large items that may be at risk of theft in a communal storage space.

Priority Design Standards

Putting it all together.

This report recommends that local variations to the proposed design standards to be minimal in order to support regional standardization. Where variation occurs it should be in response to specific local requirements such as steep slopes, flood-construction levels or other highly specific hydrological or geotechnical considerations. Variations should be:

- Quantifiable (i.e. not open to interpretation)
- Limit barriers to scaling production of components
- Be carefully considered for feasibility (ex. impact on off-site construction methods, ease of interpretation)

DS.	CRITERIA
1.	**Access**
A	**Pedestrian pathway.** Connect the main building entrance to the public street with a minimum 1.8 m (6 ft.) wide pedestrian pathway.
2.	**Landscaping**
A	**Location of trees**. Set back trees 1.2 m (4 ft.) from the property line.
B	**Landscaping in the street-facing setback.** Define the street edge through landscaping with layers of planting, low walls, hedges, or changes in grade along the property. Large evergreen hedging along the street is not permitted.
C	**Landscape material.** Landscape plans and designs shall be prepared by a registered BC Landscape Architect in accordance with, or exceeding, BCNTA/ BCSLA standards.
D	**Landscaping in outdoor common amenity areas.** A minimum of 30% of at-grade outdoor common amenity areas should be permeable landscaping.
3.	**Articulation**
A	**Vertical breaks**. Articulate buildings through vertical breaks that vary the facade plane where building frontages are greater than 50.0 m (164 ft.).
4.	**Exterior cladding materials**
A	**Exterior materials**. Buildings should use materials aligned with CSA S478, selected for their permanence, durability and energy efficiency.

5.	Amenity areas
A.	**Provision of amenity areas.** Private amenity areas, indoor common amenity areas and/or outdoor common amenity areas shall be provided per dwelling unit at a combined rate of:
i	10.5 m^2 (113 ft^2) per dwelling unit up to 557 m^2 (5996 ft^2);
ii	One common amenity area should be at minimum 50 m^2 (538 ft^2) with no dimension less than 6 m (20 ft.)
	Common amenity area should not be locate in a required setback and should be accessible from all dwelling units.
	Indoor common amenity spaces may only be provided to satisfy the amenity space requirement as part of a development - which may include multiple buildings - with 100 or more units.
	A maximum of 10.0 percent of the required amenity space may be provided as indoor common amenity space.
	Outdoor common amenity space must provide a balcony, deck or patio, and at least one of the following as permanent features: (1) a barbeque; or (b) seating.
B	**Usable private amenity area.** Where provided, usable private amenity areas in the form of balconies or patios should have a minimum floor depth of 1.5 m (5 ft.) and minimum floor area of 4.5 m^2 (48 ft^2).
C	**Projection.** Balconies or other permanent building elements should not encroach into the public right of way.

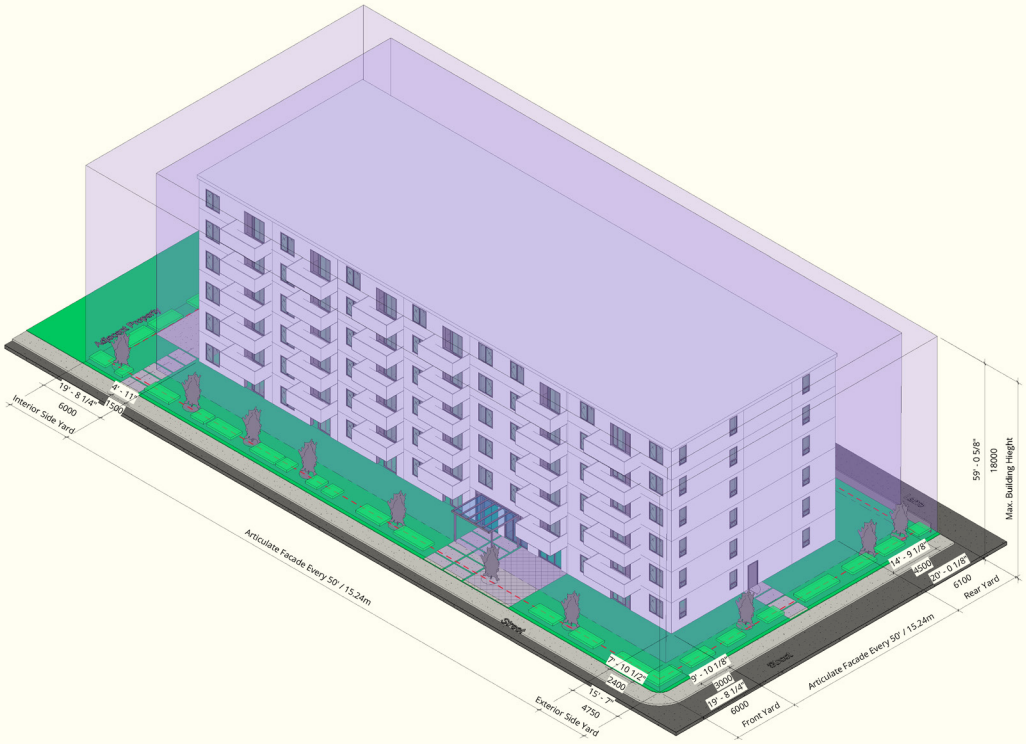


Figure 7: The recommended setback creates an overall buildable envelope. Maximum unit depth and the amenity space requirements limit the buildable area.

Graphic produced by Iredale Architecture.

Implementation Pathways

Harmonizing and simplifying regulations will offer clarity to the marketplace and support off-site construction, however the impact of simplified regulation depends on how and where it's applied and the approval process used to implement it.

This page presents implementation and approvals pathways. In all cases implementation pathways require a review of existing bylaws and DP guidelines and the incorporation of the recommended standards where feasible.

IMPLEMENTATION			
	Supportive of Standardization	**Supportive of Expedited Delivery**	**Trade-offs and Considerations**
Create a floating zone with simplified requirements, ready to be applied	⊖	⊗	**Trade-off:** expedited delivery of rental housing in favour of increased municipal review and discretion.
Prezoning area-wide for rental tenure only	✓	✓	**Trade-off:** municipal review and discretion in favour of expedited delivery of rental housing. **Consideration:** land values if applied to areas with land-use designations supportive of 6-storey buildings irrespective of tenure. **Consideration:** effect of creating rental on broader goals of neighbourhood diversity.
Prezoning for simplified six-storey buildings irrespective of tenure	✓	✓	**Trade-off:** municipal review and discretion in favour of expedited delivery of rental housing. **Trade-off:** other incentives required to incentivize rental tenure.

Proposed Approvals Pathway

1. **Vet reference design** against typical site conditions.
2. **Apply 6-storey rental zone** after modifying or creating an additional zone.
3. **Include corresponding DP Area in OCP** with standardized form and character guidelines.
4. **Delegate to municipal staff** for expedient review.
5. **Accept applications** for combined BP and DP to enable faster construction timelines.
6. **Offer Reference Design** an expedited review to incentive adoption.

Next Steps

This report is the beginning of a longer process towards accelerating purpose-built rental housing in Metro Vancouver. We're looking ahead to three next steps.

Facilitate Collaboration Towards a Standard Regulation

Metro Vancouver will continue to facilitate collaboration among municipal staff working on regulatory updates, enabling them to share information and identify opportunities for alignment.

Test for E-compliance and Design Outcomes

The proposed values offer a starting point towards greater standardization in the region's policy environment. As more municipalities adopt electronic compliance checks and the design outcomes become apparent, they may need to be refined further.

Exploring Financial Support for Updating Zoning Bylaws and Design Guidelines

Through CMHC's Level Up program, Metro Vancouver is exploring opportunities to provide support to select municipalities that commit to updating their zoning bylaws and design guidelines in line with the objectives of this report: simplify and standardize regulation, support machine-readibility, and enable off-site construction.

Promote Process Changes to Expedite Delivery of Rental Housing

Approval processes will be critical in achieving the goals of this initiative. The bylaw and design recommendations outlined here are designed to support the pre-zoning of key sites and establish a streamlined, staff-delegated development permit process, that combines development permit and building permit. This will provide landowners and applicants with greater certainty regarding processing times.

This proposed streamlined process is particularly advantageous for off-site construction projects, where faster approval times are essential for prefabrication. By ensuring that all regulatory aspects are reviewed together, it minimizes delays caused by multiple reviews and coordination issues, which can otherwise undermine the benefits of prefabrication. It also helps align design and construction standards from the outset, reducing discrepancies between on-site and off-site components.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Air Quality and Climate Committee

From: Stefanie Ekeli, Regional Planner, Regional Planning and Housing Services

Date: March 21, 2025 Meeting Date: April 4, 2025

Subject: **Land Use Resilience Best Practice Guide: Flooding and Related Hazards – Proposed Scope of Work**

RECOMMENDATION

That the MVRD Board receive for information the report dated March 21, 2025, titled "Land Use Resilience Best Practice Guide: Flooding and Related Hazards – Proposed Scope of Work".

EXECUTIVE SUMMARY

This report outlines the proposed scope of work to develop a Land Use Resilience Best Practice Guide for flooding and related hazards. This Guide is intended as the first in a series of resource guides to support member jurisdictions increase their resilience to various natural hazards. Flooding and related hazards (e.g., landslides) were selected as a priority topic given the increase and intensity of these events in the region in recent years. Each member jurisdiction has unique challenges and may experience different types of flooding and impacts. Exploring flooding at the regional scale is important because impacts can be felt across jurisdictional boundaries. The Guide will provide best practices and a range of policy options that can be applied by members based on their unique local context.

Members of the Regional Planning and Regional Engineers Advisory Subcommittees expressed strong support for the Guide, confirmed that flooding is a priority focus area, and noted that the guide would assist members to deliver their duties for flood management at the local level.

PURPOSE

To provide the scope of work and receive feedback from the Air Quality and Climate Committee and MVRD Board on the Land Use Resilience Best Practice Guide: Flooding and Related Hazards.

BACKGROUND

Policy action 3.4.2(d) of *Metro 2050* directs Metro Vancouver to research and promote best practices and develop guidelines to support resilience to the impacts of climate change and natural hazards as it relates to planning and development. In addition, policy action 3.4.2(c) directs Metro Vancouver to support the integration of climate change adaptation principles in land use plans.

The development of a series of Land Use Resilience Best Practice Guides will implement these policy actions while supporting member jurisdictions to implement *Metro 2050* policy action 3.4.5, to develop policies that minimize risks associated with natural hazards in existing communities (e.g., flood-proofing policies) and policies that discourage new development in current and future hazardous areas (e.g., hazard-specific Development Permit Area). Finally, the development of Land Use Resilience Best Practice Guides will assist member jurisdictions to advance *Metro 2050* policy

action 3.4.8, to adopt appropriate guidelines and best practices related to climate change and natural hazards.

This report outlines a proposed scope of work to deliver this project.

ADDITIONAL CONTEXT

Flood Risk in Metro Vancouver

This guide is intended as the first in a series of resource guides to support member jurisdictions in planning for various natural hazards with an aim to protecting people, property, and critical infrastructure. Flooding and related hazards (e.g., landslides) were selected as a priority topic.

In spring of 2024, Metro Vancouver completed a Regional Multi-Hazard Mapping project (Reference 1) that identifies both riverine and coastal flooding as two major hazard concerns in the region. In fall of 2024, the Metro Vancouver region experienced this firsthand with record breaking rainfall resulting in localized flooding, road washouts, sewer breaks, and landslides. In addition to human and environmental impacts, intense rainfall events and associated flooding have resulted in significant economic losses in recent years, costing millions of dollars in damages and recovery efforts at the regional scale (billions at the provincial and federal scale), and that number is only expected to increase over time[1]. At the same time, there is increasing pressure to continue to develop, to accommodate a growing population. Given this context, it is a critical time to focus on integrating land use planning and flood risk management processes to help prevent or reduce the social, environmental, and economic impacts associated with flooding. The Land Use Resilience Best Practice Guide is intended as a tool to help member jurisdictions plan, mitigate, and adapt to flooding events in a proactive manner, and to strengthen regional resilience in the face of climate change and increasing hazard risk.

Flood Risk Governance in British Columbia

Flood risk governance in British Columbia is multi-faceted and involves a collaborative approach between various levels of government, including provincial, regional, and local governments and First Nations. The provincial government's primary role is to establish and enforce legislation regarding public safety, water use, and land use. The Province also provides overarching guidance and funding programs, while local and regional governments are responsible for land use planning, infrastructure maintenance, and emergency management. First Nations also play a key role in incorporating traditional knowledge and perspectives into flood resilience planning.

In 2024, the Province introduced a new Flood Strategy titled "From Flood Risk to Resilience: a B.C. Flood Strategy to 2035", which outlines the Province's actions to improve flood resilience. Although the Flood Strategy provides high level guidance to improve flood resilience in B.C., key flood management duties are delegated to local governments. The Province also provides the Flood Hazard Area Land Use Management Guidelines as a resource (Reference 2). These guidelines were

[1] Insurance Bureau of Canada. (November 15, 2024). *Insured Damages from October Storms in Southern BC surpass $110 million.* https://www.ibc.ca/news-insights/news/insured-damage-from-october-storms-in-southern-bc-surpass-110-million

created in 2004 and amended in 2018 to consider sea level rise; however, they only establish standards for building setbacks and flood construction levels and there are some key gaps including:

- land use best practices;
- guidance on interpreting floodplain maps and applying the data to land use planning;
- addressing other hazards associated with flooding (e.g., landslides);
- specific guidelines for different types of flooding (e.g., atmospheric river flooding, urban flooding, groundwater flooding, etc.); and
- consideration of equity and vulnerability, particularly related to Indigenous and other communities in low-lying areas who face disproportionate risk of flooding.

The proposed Metro Vancouver Land Use Resilience Best Practice Guide: Flooding and Related Hazards would support local governments, First Nations, and other organizations involved in land development with land use tools and best practices to help address flood management at the local level. Additionally, this Guide can work to coordinate a collaborative approach for enhancing regional flood resilience.

Engagement with Metro Vancouver Advisory Committees

Metro Vancouver staff presented the draft scope of work to the Regional Planning Advisory Committee – Environment and the Regional Engineers Advisory Committee – Climate Protection Subcommittee on February 20th, 2025. The intent was to receive feedback on the proposed scope to ensure it would provide value for members, and to confirm that flooding and related hazards should be priority for the first guide developed. The members expressed strong support for the guide and on the focus on flooding and related hazards, noting that it would be timely to assist members with projects they had underway or planned. Specifically, members identified that the guide would:

- be useful in supporting member jurisdictions develop Development Permit Area (DPA) guidelines specific to flooding and related hazards;
- assist in land use planning processes and decision making;
- assist members in developing resilience strategies;
- highlight the importance and need for appropriate stormwater management infrastructure; and
- be helpful in elevating the importance of climate change in stormwater management planning.

The project scope reflects the input received from advisory committee members. Metro Vancouver staff will continue to engage with member jurisdictions as the project advances to ensure the guide best serves the needs and interests of members.

PROPOSED PROJECT SCOPE

Objectives

The proposed Land Use Resilience Best Practice Guide – Flooding and Related hazards will serve as a resource for member jurisdictions, particularly communities with fewer resources, to strengthen land use policy work. The guide will also provide key land use strategies that can be incorporated into local Development Permit Area guidelines, Official Community Plans, and zoning bylaws,

offering a more regionally coordinated and consistent policy approach to enhancing resilience to flooding and related hazards through local land use planning.

The guide will:

- provide best practices for land use planning to enhance resilience to flooding and related hazards;
- consider multiple types of flooding including sea level rise, riverine, coastal, atmospheric river, groundwater flooding, and stormwater/urban flooding along with related hazards such as landslides and storm surges;
- explore the impacts of flooding (e.g., human health and financial impacts) on different types of land uses, identify the types of development that may or may not be appropriate in identified flood hazard areas, and highlight available land use tools and best practices that are within the BC legislative context to reduce the impacts of flood risk;
- explore how to apply floodplain mapping to land use decision making;
- provide tools to ensure small-scale multi-unit housing developments (as a result of Bill 44) are resilient to flooding and related hazards;
- identify opportunities and best practices to integrate flood management strategies into land use planning processes and policies; and
- provide best practices and tools to complement the Provincial Flood Hazard Area Land Use Management Guidelines.

Key Tasks

It is anticipated that the project will include the following tasks:

- research land use best practices for enhancing flood resilience, in particular looking at what type of development is appropriate for different types, and severity of flood risk;
- engage with member jurisdictions, local First Nations, the Province, and other agencies and partners;
- identify gaps in provincial flood risk guidelines and legislation and potential opportunities to provide further guidance and tools for member jurisdictions;
- review existing local government land use policies and bylaws for mitigating flood risk (e.g., Development Permit Areas, Official Community Plans, Zoning Bylaws, urban design standards) to assess the current state of policies and where further guidance or tools may be most useful;
- understand the extent of which municipalities have current floodplain mapping and the extent to which this data/mapping informs land use decisions;
- identify case studies (e.g., flood hazard DPAs) that demonstrate useful land use strategies for enhancing flood resilience; and
- develop a land use resilience best practice guide for flooding and related hazards with best practices and land use tools to support member jurisdictions and other organizations with land use planning and decision making.

PROJECT TIMELINE

Once approved, a consultant will be retained in the spring of 2025 to provide technical expertise on the best practice research and development of the guidelines. It is estimated that the project will be completed by the end of 2025 and shared out in early 2026. Engagement and periodic project

updates will be provided to member jurisdiction staff and the Air Quality and Climate Committee, Regional Planning Committee and MVRD Board.

ALTERNATIVES

This is an information report, and therefore no alternatives are presented.

FINANCIAL IMPLICATIONS

This work would be completed through a combination of in-house resources and consultants with technical expertise in flooding and hazard management. A budget of $50,000 for consulting services is allocated to this project as part of the MVRD Board-approved 2025 Regional Planning budget.

CONCLUSION

This report provides the proposed scope of work to develop a Land Use Best Practice Guide: Flooding and Related Hazards. This project will research land use best practices for enhancing flood resiliency and create a resource guide for assisting planners and decision makers plan for flooding and related hazards to help protect people, property, and critical infrastructure. The project will also help to implement policy actions from *Metro 2050* and *Climate 2050* by supporting members with best practice resources for natural hazard planning.

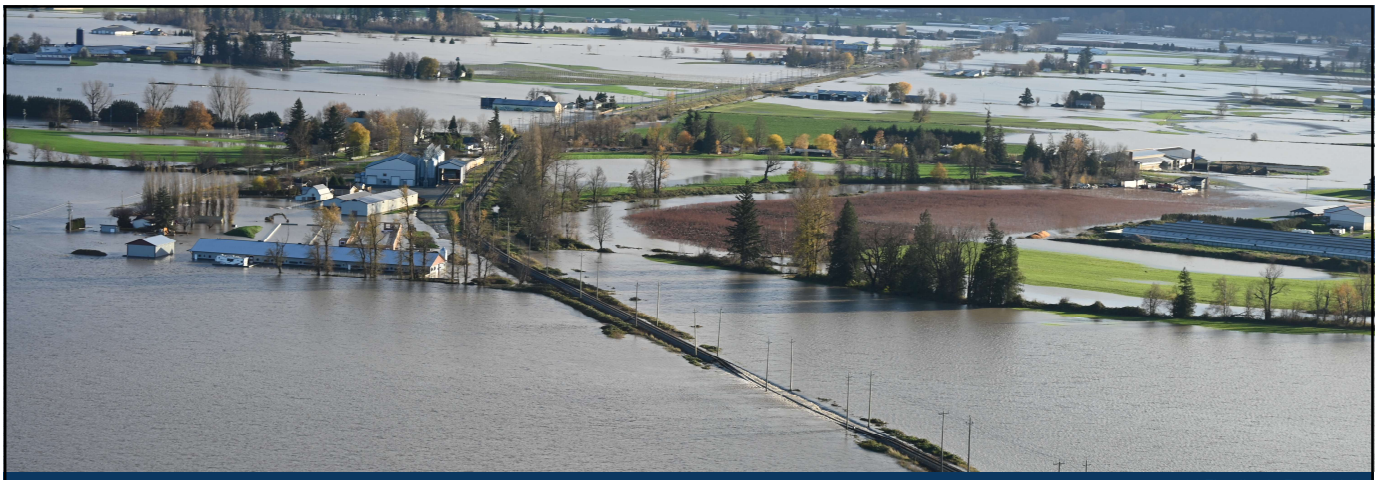
ATTACHMENT

1. Presentation re: "Land Use Resilience Best Practice Guide - Flooding and Related Hazards - Proposed Scope of Work", dated April 4, 2025.

REFERENCES

1. Metro Vancouver. (2024, February 12). *Regional Multi-Hazard Mapping Project*. Retrieved from https://metrovancouver.org/boards/RegionalPlanning/RPL-2024-03-08-AGE.pdf#page=10. Last Accessed 2025, March 3.
2. Province of British Columbia. (2004, May; Revised 2018, January 1). *Flood Hazard Area Land Use Management Guide*. Retrieved from https://www2.gov.bc.ca/assets/gov/environment/air-land-water/water/integrated-flood-hazard-mgmt/flood_hazard_area_land_use_guidelines_2017.pdf. Last Accessed 2025, March 3.

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2021 Flooding in Fraser Valley

Land Use Resilience Best Practice Guide: Flooding and Related Hazards – Proposed Scope of Work

Stefanie Ekeli
Regional Planner I

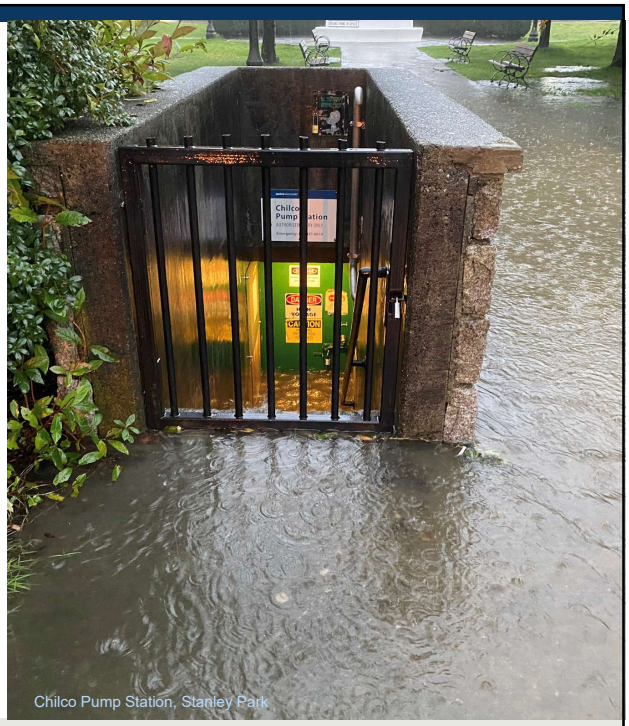
Air Quality and Climate Committee April 4, 2025

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WHY DEVELOP A RESOURCE GUIDE?

- Implements key policy directions from *Metro 2050*
- Land use planning is a critical and proactive tool to address natural hazards
- Riverine and coastal flooding identified as two major hazard concerns
- Increase and intensity of flooding and related hazards in the region in recent years
- Opportunity for more regionally coordinated and consistent policy approach to enhancing resilience to flooding



Chilco Pump Station, Stanley Park

2

BENEFITS

- Support member jurisdictions in developing hazard DPA guidelines and land use planning
- Consider local and regional impacts of multiple types of flooding and related hazards
- Support regional emergency management objectives
- Provide tools for adequate stormwater management in densifying areas



3

SCOPE & OBJECTIVES

- Research land use best practices for flooding and related hazards applicable within BC context
- Consider multiple types of flooding and associated hazards
- Research impacts of flooding on different land uses and appropriate types of development
- Consider stormwater management strategies for densifying areas
- Identify opportunities to enhance local land use policies and bylaws
- To understand data availability and relevance
- Complement the Province's Flood Hazard Area Land Use Management Guidelines and provide further tools and resources for member jurisdictions

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Atmospheric River, October 2024

Questions?

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Air Quality and Climate Committee

From: Edward Nichol, Senior Planner, Regional Planning and Housing Services

Date: March 21, 2025 Meeting Date: April 4, 2025

Subject: **2025 Regional District Sustainability Innovation Fund Application: Regional-Scale Hazard, Risk, and Vulnerability Analysis**

RECOMMENDATION

That the MVRD Board approve allocation from the Regional District Sustainability Innovation Fund for the project "Metro Vancouver Regional-Scale Hazard, Risk, and Vulnerability Analysis (HRVA)" for $250,000 for 2025 and 2026 for a total of $500,000.

EXECUTIVE SUMMARY

This report presents the Regional-Scale Hazard, Risk, and Vulnerability Analysis (HRVA) project recommended for funding through the Regional District Sustainability Innovation Fund, totaling $500,000 over two years. The proposed HRVA project involves leading and coordinating a regional-scale risk assessment specific to the Metro Vancouver region. Given the unique challenges of the region and the interface of hazardous areas across jurisdictional boundaries there is a critical need for coordination on hazard and risk work. A regional HRVA approach would benefit member jurisdictions, Metro Vancouver, and other regional partners and support an efficient and effective response to new legislative risk assessment requirements from the Province. New legislation will result in all 23 member jurisdictions completing individual risk assessments and undertaking engagement with project partners within a similar timeframe; Metro Vancouver is well positioned to provide regional data and analysis and play a coordinating role to save member jurisdictions time and money.

A regional HRVA would deliver a robust understanding of hazards, risks, and vulnerabilities specific to the region and strategies to address them, a coordinated regional resilience network to convene partners, and critical information to support land use planning, climate action, and emergency management efforts.

PURPOSE

To present the Regional-Scale Hazard, Risk, and Vulnerability Analysis project recommended for funding through the Regional District Sustainability Innovation Fund for consideration by the Air Quality and Climate Committee and the MVRD Board.

BACKGROUND

At its February 21, 2025 meeting, the MVRD Board re-affirmed support for the Sustainability Innovation Fund for 2025 and 2026, and discussed how applications would be evaluated on a case-by-case basis. The MVRD Board is responsible for overseeing the Regional District Sustainability Innovation Fund and reviewing and approving funding for projects from the Regional District functions. The Air Quality and Climate Committee is responsible for reviewing Regional District

Sustainability Innovation Fund applications that fall within the Terms of Reference of the Committee and making recommendations to the MVRD Board. Staff review and evaluate all proposals that are submitted for consideration. This report overviews the proposal for a Regional Hazard, Risk, and Vulnerability Analysis.

In addition to the application summarized in this report, three applications to the Water Sustainability Innovation Fund will be considered for recommendation to the GVWD Board by the Water Committee at an upcoming meeting.

REGIONAL HAZARD AND RISK CONTEXT

Metro Vancouver is situated on the Fraser River delta, amongst many forested areas and steep slopes, in one of the most seismically active zones in Canada. As a result, the region is susceptible to a variety of natural hazards, including earthquakes, wildfires, landslides, and floods. Climate change is already affecting the region, and the impacts are projected to become more frequent and severe over time, increasingly affecting the communities, infrastructure, and natural environment. Climate change can also amplify the impacts of natural hazards; for instance, sea level rise can increase the severity of coastal floods, heavier rainfall events can influence the likelihood of floods and landslides, and warmer temperatures combined with longer drought periods can increase the risk of wildfires. In a high-probability hazard scenario, approximately 63% of Metro Vancouver's land base would be susceptible to at least one of the following: earthquake, wildfire, coastal flood, or riverine flood (Reference 1).

Understanding the region's risks and vulnerabilities to hazard is critical to inform land use, climate action, and emergency management planning. For instance, as noted in the 2025 report "Close to Home" from the Canadian Climate Institute (Reference 2), building homes in hazardous areas can result in significant threats to safety and costs to taxpayers and governments due to damages, higher insurance premiums, and tax-funded disaster recovery efforts – whereas informed planning efforts that incorporate hazard and risk information can lead to proactive risk avoidance or reduction measures. As Canada works to meet ambitious housing targets, an estimated 5.8 million new homes must be built by 2030. However, under current policies, many of these homes could be located in high-risk areas vulnerable to hazards such as flooding and wildfires. In addition to existing homes, approximately 370,000 new homes built by 2030 in Canada could be in areas of very high flood hazard or high wildfire hazard, and a significant portion of this risk is in British Columbia. In a worst-case scenario, this could result in economic losses of $2 B per year in BC alone, with a projected $1.1B of that associated with flooding events, particularly in the Lower Mainland. The report calls on the urgent need for governments at all levels to enact policy changes to avoid costly and disruptive disasters in the future.

ALIGNMENT WITH ORGANIZATIONAL POLICIES AND PRIORITIES

A regional HRVA project would help to deliver on key organizational plans and objectives. The *Board Strategic Plan 2022-2026* (Reference 3) vision is "Metro Vancouver embraces collaboration and innovation in providing sustainable regional services that contribute to a livable and *resilient* region and a healthy natural environment for current and future generations." This plan includes both "climate action" and "resilient services and infrastructure" as strategic priorities. "Climate action", "resilience", and "collaboration and strong partnerships" are also noted as pillars guiding the

organization's work. These principles are key components of the proposed HRVA project. The *Board Strategic Plan 2022-2026* also contains the following priority actions:

- To maintain Metro Vancouver's regional role in emergency preparedness through continued delivery of services, which includes identifying new threats due to climate change, including wildfires and flooding, and assessing the value of proactive measures;
- To work closely with member jurisdictions, TransLink, First Nations, the Province, and other regional agencies and organizations to advance *Metro 2050's* goals, strategies, and policy actions (*Metro 2050* includes a key strategy to improve resilience to climate change impacts and natural hazards); and
- To continue to develop and implement *Climate 2050* Roadmaps, including critical climate adaptation actions.

Metro 2050 prioritizes enhancing the region's resilience to natural hazards. Specifically, Action 3.4.2(a) calls for Metro Vancouver and its member jurisdictions to collaborate to develop and disseminate comprehensive information and data pertaining to hazards, risks, and vulnerabilities (Reference 4). The proposed project directly aligns with and supports this objective, while also assisting member jurisdictions in achieving the implementation goals outlined in Actions 3.4.5 and 3.4.6 (Reference 5).

Six *Climate 2050* Roadmaps (Reference 6), endorsed by the MVRD Board, contain actions to complete a climate vulnerability assessment: *Nature and Ecosystems Roadmap* action 5.2; *Buildings Roadmap* action 6.4; *Transportation Roadmap* action 6.5; *Industry and Business Roadmap* action 5.1; *Energy Roadmap* action 5.1; and *Agriculture Roadmap* action 3.1.

Project History

In 2022, Metro Vancouver developed a Natural Hazard Data Inventory (Reference 7). The intent of this work was to provide a high-level desktop analysis of available natural hazard and climate change impact data across the region. Building on this work, Metro Vancouver completed a Regional Multi-Hazard Mapping Project in 2023 (Reference 1) which shows the extent of four selected hazards (i.e., coastal flood, riverine flood, earthquake, and wildfire) across the region under various scenarios. While the mapping did not include an assessment of exposure, vulnerability, or risk, it provides an essential foundation to support future regional-scale analysis. In 2024, Metro Vancouver began work on a Regional HRVA Options Assessment project to identify how a coordinated regional risk assessment approach could be scoped, most effectively provide value to member jurisdictions and Metro Vancouver, and maximize efficiencies across departments and organizations. The results of this work will help inform the Regional HRVA project.

REGIONAL-SCALE HAZARD, RISK, AND VULNERABILITY ANALYSIS

The proposed project (Attachment 1) is to develop a regional-scale HRVA, or similar type of assessment. The Province has been working to develop a provincial-scale disaster and climate risk and resilience assessment (DCRRA) (Reference 8), and intends to develop sub-regional risk assessments at a high level; however, this scale of analysis is anticipated to be broader than the regional district level, and therefore would not be suitable for Metro Vancouver's unique regional and local needs. The Province is also developing new regulations associated with the risk

assessment requirements for local authorities and critical infrastructure owners in the *Emergency and Disaster Management Act.* In light of this, it is a critical time to begin the extensive work needed to respond to the forthcoming regulations, and to tailor an approach that is specific to the unique needs of this region. The *Emergency and Disaster Management Act* includes requirements for local authorities to include risk assessments that incorporate, among other criteria, available Indigenous and local knowledge and the potential impacts from expected climate change (Reference 9). These requirements will result in all 23 member jurisdictions completing individual risk assessments and undertaking engagement with project partners within a similar timeframe; Metro Vancouver is well positioned to provide regional data and play a coordinating role to save member jurisdictions time and money, while also providing a critical regional-scale analysis. A collaborative, regional-scale risk assessment process will support local and regional resilience efforts, identify strategic priorities, maximize economies of scale, leverage existing risk assessment work across governments and agencies, and minimize duplication of efforts and engagement fatigue across the region. The regional HRVA will involve extensive technical work, as well as substantial engagement and coordination with both internal Metro Vancouver departments (e.g., Protective Services and Emergency Management, Air Quality and Climate Action Services, Water Services, Liquid Waste Services) and external partners and agencies to create mutually supportive outcomes.

ALIGNMENT WITH KEY SUSTAINABILITY INNOVATION FUND CRITERIA

Innovation/Continuous Improvement

Risk assessments are typically carried out at the local or provincial scale. The Metro Vancouver region contains over 50% of the province's population, the majority of which is susceptible to multiple natural hazards and climate change impacts. Given the unique challenges of the region, it is critical to understand the interface of hazardous areas across jurisdictional boundaries and coordinate on hazard and risk work across Metro Vancouver. Regional-scale analysis and coordination is vital to effectively address the specific needs of our region, but this approach will not be achieved at the Provincial or local government level. A regional HRVA is proposed to benefit member jurisdictions, Metro Vancouver, and other regional partners by streamlining and coordinating work to respond to new legislative risk assessment requirements from the Province. This innovative and collaborative approach will support strategic local and regional resilience efforts, maximize economies of scale, and minimize duplication of effort.

The project will involve collaboration with member jurisdictions and other organizations and agencies across the region as well as across Metro Vancouver departments, helping to coordinate and support resilience mandates, policies, and project work across the organization. The HRVA is intended to be a dynamic document that can be continuously reviewed and improved as new information emerges. Given that a regional HRVA will require extensive time, technical analysis, and coordination/engagement with a range of project partners, substantial funding is required; the Sustainability Innovation Fund could support a much more substantial, comprehensive and collaborative approach than what could be delivered through the regular Regional Planning budget process alone.

Project Benefits and Outcomes

Tangible benefits and outcomes are anticipated to include:

- a robust understanding of hazards, risks, and vulnerabilities specific to the Metro Vancouver region, and potential strategies to address them will be identified and prioritized;
- a coordinated regional resilience network will be established to convene partners, share data and information, and capitalize on project efficiencies;
- support will be provided for member jurisdictions to meet the risk assessment requirements of the *Emergency and Disaster Management Act* (e.g. through information sharing or establishment of a multijurisdictional emergency management organization);
- work from project partners will be identified and leveraged, minimizing duplication of efforts and engagement fatigue;
- results will inform and support regional and local land use planning, climate action, and emergency management efforts; and
- stronger partnerships and relationships will be established with organizations and agencies throughout the region – these partnerships are vital for a resilient and coordinated approach to planning.

Potential Project Partners

The regional-scale HRVA project will require close collaboration with external partners. Project partners are anticipated to participate in a Working Group in order to provide insight, identify priorities, and ensure usefulness at local and regional scales. Project partner representatives (to be confirmed) are *anticipated* to include, but are not limited to:

- Member jurisdictions;
- Local First Nations;
- TransLink;
- Integrated Partnership for Regional Emergency Management (IPREM);
- Vancouver Airport Authority;
- Vancouver Fraser Port Authority;
- Province of BC (Ministry of Emergency Management and Climate Readiness; Climate Action Secretariat);
- Emergency Planning Secretariat;
- Fraser Health;
- Vancouver Coastal Health;
- Metro Vancouver internal department representatives;
- Fraser Basin Council; and
- Agricultural Land Commission.

ALTERNATIVES

1. That the MVRD Board approve allocation from the Regional District Sustainability Innovation Fund for the project “Metro Vancouver Regional-Scale Hazard, Risk, and Vulnerability Analysis (HRVA)” for $250,000 for 2025 and 2026 for a total of $500,000.
2. That the MVRD Board receive for information the report dated March 21, 2025 titled “2025 Regional District Sustainability Innovation Fund Application: Regional-Scale Hazard, Risk, and Vulnerability Analysis”.

FINANCIAL IMPLICATIONS

If the Board approves Alternative 1, $500,000 will be disbursed from the Regional District Sustainability Innovation Fund over two years to support this project. The Fund has sufficient budget to support Alternative 1. The approved application will be incorporated into the Regional Planning work plan, budget, and five year financial plan.

CONCLUSION

The MVRD Board is responsible for overseeing the Regional District Sustainability Innovation Fund and reviewing and approving funding for projects from the Regional District functions. The Air Quality and Climate Committee is responsible for reviewing Regional District Sustainability Innovation Fund applications that fall within the Terms of Reference of the Committee and making recommendations to the MVRD Board. This report presents the proposed project for a Regional-Scale Hazard, Risk, and Vulnerability Analysis (HRVA). This project would involve leading and coordinating a regional-scale risk assessment specific to the Metro Vancouver region. This collaborative approach will support local and regional resilience efforts, maximize economies of scale, minimize duplication of effort, and strategically identify priorities. The regional HRVA will involve extensive technical work, as well as substantial engagement and coordination with both internal Metro Vancouver departments and external partners and agencies to create mutually supportive outcomes. The funding request is a total of $500,000 over two years.

ATTACHMENTS

1. "2025 Sustainability Innovation Fund Application - Regional District Executive Summary", dated March 13, 2025.
2. Presentation re: "Regional-Scale Hazard, Risk, and Vulnerability Analysis", dated April 4, 2025.

REFERENCES

1. Metro Vancouver. (2024, March 8). *Metro Vancouver Regional District Regional Planning Committee Meeting Agenda*. *Report E1: Regional Multi-Hazard Mapping Project*. Retrieved from https://metrovancouver.org/boards/RegionalPlanning/RPL-2024-03-08-AGE.pdf#page=10. Last accessed 2025, March 13.
2. Canadian Climate Institute. (2025, February). *Close to Home: How to Build More Housing in a Changing Climate*. Retrieved from https://climateinstitute.ca/wp-content/uploads/2025/02/Close-to-Home-Report-Canadian-Climate-Institute.pdf. Last accessed 2025, March 13.
3. Metro Vancouver. (2022). *Board Strategic Plan 2022-2026*. Retrieved from https://metrovancouver.org/about-us/Documents/board-strategic-plan-update-2023.pdf. Last accessed 2025, March 12.
4. Metro Vancouver. (2022, February). *Metro 2050 Regional Growth Strategy*. *Action 3.4.2 a)*. Retrieved from https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=73. Last accessed 2025, March 12.
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6. Metro Vancouver. (2025). *Climate 2050 – Regional Priorities*. Retrieved from https://metrovancouver.org/services/air-quality-climate-action/climate-2050/regional-priorities. Last accessed 2025, March 13.
7. Metro Vancouver. (2023, March 10). *Metro Vancouver Regional District Regional Planning Committee Meeting Agenda*. *Report 5.4: Natural Hazard Data Inventory*. Retrieved from https://metrovancouver.org/boards/RegionalPlanning/RPL_2023-Mar-10_AGE.pdf#page=89. Last accessed 2025, March 13.
8. Province of British Columbia. (2024, July 25). *Disaster and Climate Risk and Resilience Assessments*. Retrieved from https://www2.gov.bc.ca/gov/content/environment/climate-change/adaptation/disaster-and-climate-risk-and-resilience-assessment. Last accessed 2025, March 13.
9. *Emergency and Disaster Management Act,* SBC 2023, c 37 at s 51, as it appeared on 14 March 2025, *https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/23037#section51*.

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2025 Sustainability Innovation Fund Application: Regional District Executive Summary

March 13, 2025

Project title:

Metro Vancouver Regional-Scale Hazard, Risk, and Vulnerability Analysis (HRVA)

Amount requested:

$500,000

Purpose:

To develop a regional-scale Hazard, Risk, and Vulnerability Analysis (HRVA), or similar assessment.

Project objectives:

To lead and develop a coordinated, regional-scale risk assessment that supports local and regional resilience efforts, informs decision-making, fills implementation gaps, leverages existing work completed to date, and minimizes duplication of efforts.

Contributions to regional sustainability:

The Regional HRVA project will implement *Metro 2050* action 3.4.2 a) and will also assist member jurisdictions in achieving their policy objectives for actions 3.4.5 and 3.4.6. All six of the MVRD Board-endorsed *Climate 2050* Roadmaps contain an action to complete a climate vulnerability assessment, and these actions will be supported by the regional HRVA.

The HRVA process involves an assessment of hazards, risks, vulnerabilities, as well as options to address these challenges. Environmental, social, and financial factors will be assessed as key components of the HRVA (for instance, by identifying social, economic, physical, and environmental vulnerabilities associated with natural hazards and climate change impacts, and the consequence of potential impacts under several categories). The HRVA can also identify existing and new mitigation measures to minimize risk under various categories.

Innovation element:

Risk assessments are typically carried out at the local or provincial scale. A gap exists at the regional level, and collaboration is essential given the unique geography and governance structure of Metro Vancouver. The regional HRVA represents an innovative approach that will incorporate the new requirements from the *Emergency and Disaster Management Act* (including the requirement to partner with First Nations and incorporate future climate change when developing risk assessments). The project will involve collaboration across Metro Vancouver departments to coordinate and support resilience mandates, policies, and project work across the organization. This approach will maximize efficiencies and minimize the duplication of efforts. The HRVA is intended to be a dynamic document that can be continuously reviewed and improved as new information emerges. Given that a regional HRVA will require extensive time, technical analysis, and coordination/engagement with a range of project partners, substantial funding is required.

Tangible benefits and outcomes:

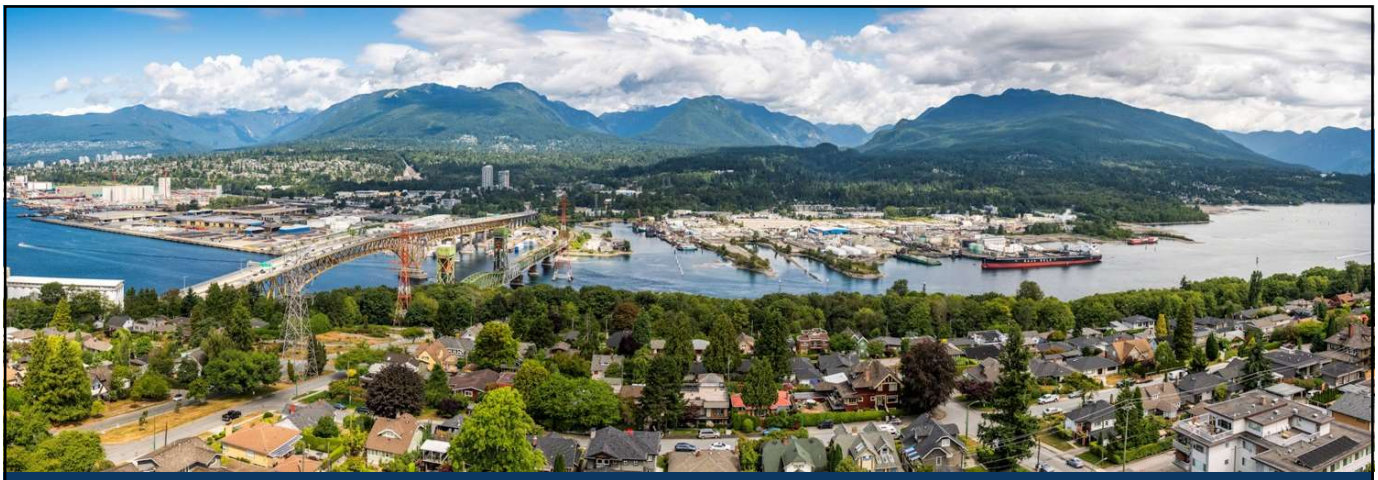
Tangible benefits and outcomes are anticipated to include:

- A robust understanding of hazards, risks, and vulnerabilities specific to the Metro Vancouver region, and potential strategies to address them will be identified and prioritized.
- A coordinated regional resilience network will be established to capitalize on project efficiencies, fill implementation gaps, share data and information, and convene partners.
- Support will be provided for member jurisdictions to meet the risk assessment requirements of the *Emergency and Disaster Management Act* (e.g. through information sharing or establishment of a multijurisdictional emergency management organization).
- Work from project partners will be identified and leveraged, minimizing duplication of efforts and engagement fatigue.
- Results will support regional and local land use planning, climate action, and emergency management efforts.
- Stronger partnerships and relationships will be established with other organizations and agencies.

Members and other partners:

The HRVA project will require close collaboration with external partners. Project partners (once confirmed) are anticipated to include, but not be limited to:

- Member jurisdictions
- In-region First Nations
- TransLink
- Integrated Partnership for Regional Emergency Management (IPREM)
- Vancouver Airport Authority
- Vancouver Fraser Port Authority
- Province of BC (Ministry of Emergency Management and Climate Readiness; Climate Action Secretariat)
- Emergency Planning Secretariat
- Fraser Health
- Vancouver Coastal Health
- Metro Vancouver internal department representatives (T.B.D.)
- Fraser Basin Council
- Agricultural Land Commission



Regional-Scale Hazard, Risk, and Vulnerability Analysis

2025 REGIONAL DISTRICT SUSTAINABILITY INNOVATION FUND APPLICATION

Edward Nichol
Senior Planner, Regional Planning and Housing Services

Air Quality and Climate Committee | April 4, 2025
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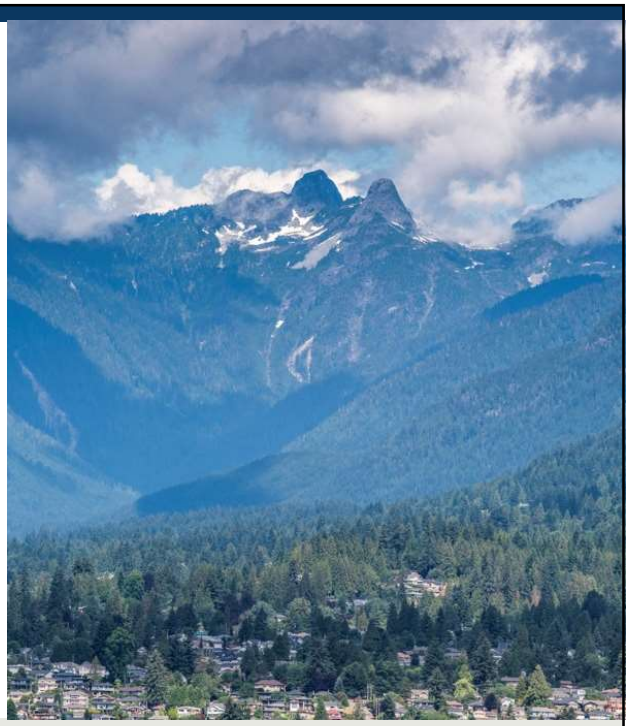
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REGIONAL HRVA

What Is It?

A regional-scale **Hazard, Risk, and Vulnerability Analysis** would assess hazards, risks, and vulnerabilities for the Metro Vancouver region and recommendations for action to reduce these risks.

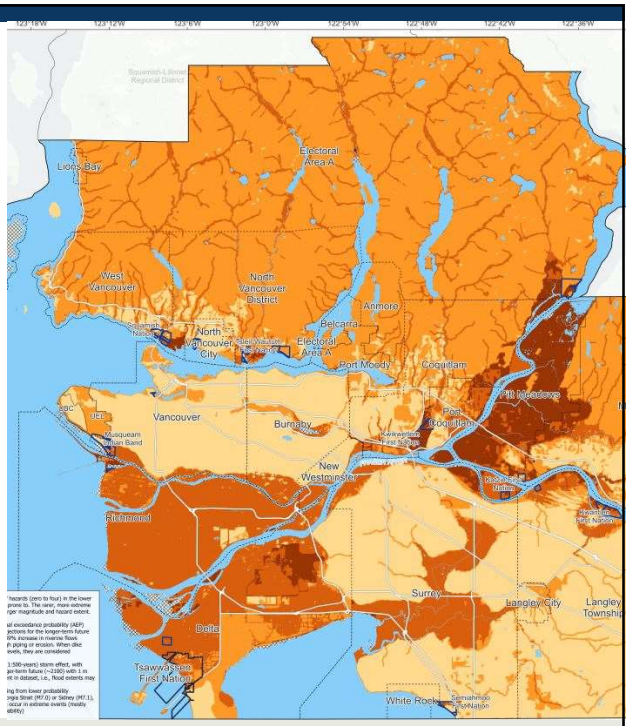
A coordinated approach – within Metro Vancouver and with members, external partners.



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PROJECT WORK TO DATE

- **2022:** Hazard Data Inventory
- **2023:** Multi-Hazard Mapping
  - GIS maps, PDF maps, technical report
  - Four hazards: coastal flood, riverine flood, wildfire, earthquake
  - Single + multi-hazard



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PROJECT RATIONALE

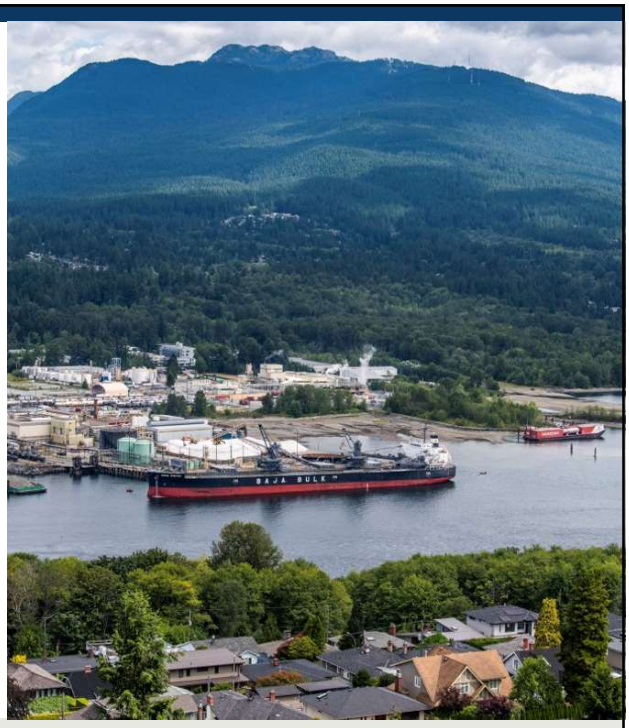
- Build on multi-hazard mapping results
- Address current gap and lack of coordination re regional risk
- Cross-boundary hazards and risks
- Legislative drivers (i.e., *Emergency and Disaster Management Act*, *EDMA*)
- Key roles: Analyzing data, convening
- *Metro 2050* and *Climate 2050* policy direction



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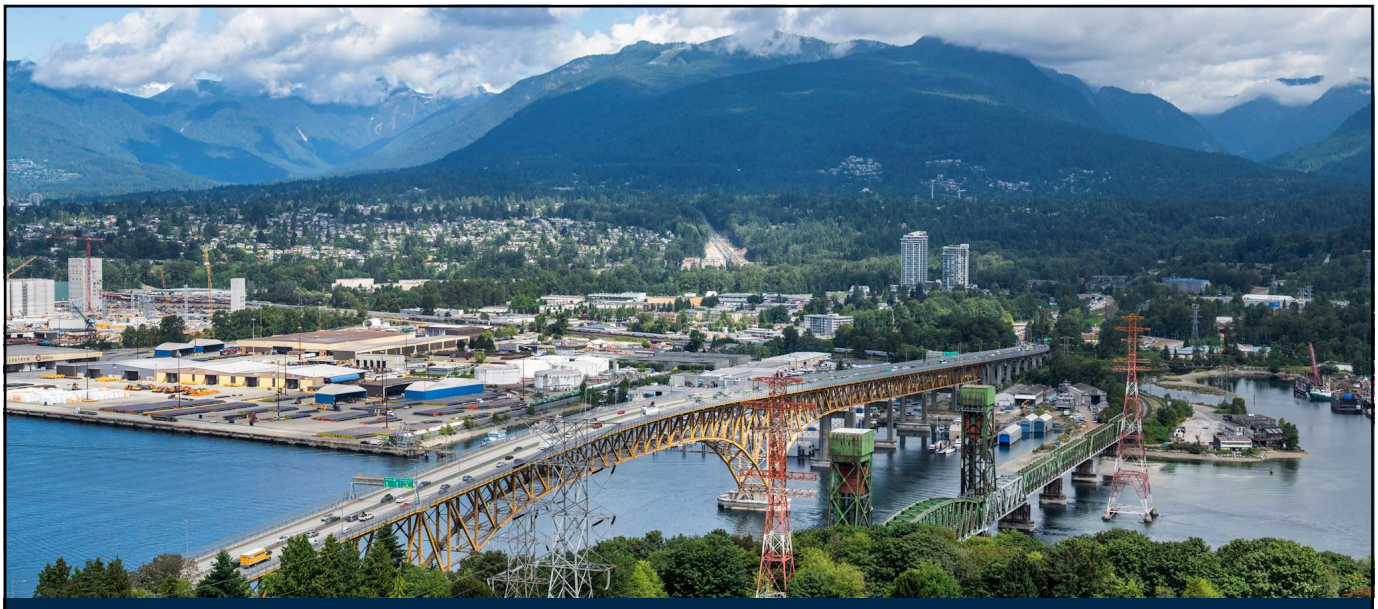
ANTICIPATED BENEFITS

- Understand hazards, risks, and vulnerabilities and strategies to address
- Coordinated network, established partnerships on resilience work
- Support for members and MV to meet new provincial requirements (*EDMA)*
- Maximize efficiencies, minimize duplication of efforts
- Inform and support regional and local land use planning, climate action, and emergency management efforts



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Thank you

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Together we make our region strong

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Air Quality and Climate Committee

From: Julie Saxton, Program Manager, Enforcement and Regulation Air Quality, Environmental Regulation and Enforcement

Date: February 19, 2025 Meeting Date: April 4, 2025

Subject: **Appointment of Enforcement Officer**

RECOMMENDATION
That the MVRD Board, pursuant to the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act,* appoint Metro Vancouver employee Gabriel de Andrade Fazioni as an officer.

EXECUTIVE SUMMARY
Recent changes in staffing have resulted in a need to update a staff appointment as Metro Vancouver Regional District (MVRD) Board-designated officer under the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*, the *Environmental Management Act*. Staffing changes are a result of recruitment for a vacant position following a retirement. Staff recommend that the MVRD Board appoint staff accordingly.

PURPOSE
To appoint a Metro Vancouver employee as a Board-designated officer.

BACKGROUND
Metro Vancouver's Air Quality Regulatory Program supports the goals of the *Clean Air Plan* by promoting compliance with air quality management bylaws and regulating the discharge of air contaminants.

Employment status changes for Metro Vancouver environmental regulatory staff have resulted in a need to update staff appointments to ensure appropriate authority to advance air quality management goals. Staffing changes are a result of recruitment for a vacant position following a retirement. Section 31 of the *Environmental Management Act* and the *Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008* grant authority to Board-designated officers.

ROLE OF ENFORCEMENT OFFICERS
Officers may enter property, inspect works, and obtain records and other information to promote compliance with the *Environmental Management Act* and MVRD air quality management bylaws.

ALTERNATIVES
1. That the MVRD Board, pursuant to the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act,* appoint Metro Vancouver employee Gabriel de Andrade Fazioni as an officer.

2. That the MVRD Board receive for information the report titled "Appointment of Enforcement Officer", dated February 19, 2025.

FINANCIAL IMPLICATIONS

There are no financial implications as the MVRD appointee is already on staff.

CONCLUSION

Recent changes in staffing have resulted in a need to update staff appointments as MVRD Board-designated officers under the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*, the *Environmental Management Act*. Staff recommend that the MVRD Board adopt Alternative 1.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Air Quality and Climate Committee

From: Sara Muir, Air Quality Planner, Air Quality and Climate Action Services
Jeff Carmichael, Division Manager, Business Development, Liquid Waste Services

Date: March 20, 2025 Meeting Date: April 4, 2025

Subject: **Analyzing Thermal Energy Opportunities Across Metro Vancouver**

RECOMMENDATION
That the MVRD Board receive for information the report dated March 20, 2025, titled "Analyzing Thermal Energy Opportunities Across Metro Vancouver".

EXECUTIVE SUMMARY
This report outlines a project to evaluate opportunities for thermal energy networks (TENs) for efficiently heating and cooling buildings in the region and supporting energy resilience. TENs are an evolution of district energy systems that use zero-emissions energy such as waste heat instead of fossil fuel. The study takes a regional approach that enables economies of scale, cross-municipal opportunities and shared learning, and will support members in more detailed studies and policies for TENs in their jurisdictions. Staff from at least 10 municipalities have indicated interest in being involved via an advisory committee and/or engagement activities. Supported with funding from BC Hydro and the Zero Emissions Innovation Centre, the study supports Metro Vancouver's goals to beneficially use recovered energy and advances actions in various strategic plans. Input provided on the project scope by the Air Quality and Climate Committee and MVRD Board will be incorporated.

PURPOSE
To inform the Air Quality and Climate Committee about a project to study opportunities for thermal energy networks (TENs) in Metro Vancouver, in collaboration with funding partners (BC Hydro and the Zero Emissions Innovation Centre) and member jurisdictions.

BACKGROUND
The Metro Vancouver region, and society more broadly, is transitioning to clean, reliable, and resilient energy to power services, buildings, and industries. Member municipalities and utilities are engaged in this transition while grappling with challenges such as scaling electrical infrastructure, limited in-province supplies of renewable natural gas, and adapting to density shifts from new provincial housing legislation, alongside rapid growth and affordability challenges. As a thermal energy provider and regional planning and policy coordinator, Metro Vancouver can support municipalities in addressing these challenges, such as by coordinating regional scale energy studies and advocating for provincial policies.

TENs are a low-carbon, proven solution for heating buildings, which could be scaled up in the region. This study supports efforts to beneficially use recovered energy from utility systems as directed by the Board-approved *Sewage and Waste: Heat Recovery Policy*, and actions in *Climate 2050 Roadmaps*, the *Clean Air Plan* and *Metro 2050*, and the *Board Strategic Plan 2022-2026*, including:

- Board Strategic Plan priority action for Liquid Waste Services: "Meet corporate targets for GHG emission reductions by continuing to expand energy and heat recovery opportunities…"; and
- *Climate 2050 Buildings Roadmap* Strategy 3 :"Shift to Zero Carbon District Energy Systems".

EXISTING DISTRICT ENERGY AND THERMAL ENERGY RESOURCES IN METRO VANCOUVER

Metro Vancouver and several member municipalities operate or are developing about 30 district energy systems under various public and private ownership models. District energy systems use centralized facilities to distribute steam or hot water via networks of pipes for heating, historically relying on fossil fuels, biomass, or waste incineration. New district energy systems and upgrades to existing systems often incorporate low-carbon energy sources. TENs usually refer to systems that provide affordable, reliable heating and cooling to entire communities, predominantly powered by low-carbon energy (Reference 1). Metro Vancouver has a role in TENs in the region as a provider of zero-carbon energy and in developing systems that deliver energy across municipal boundaries.

Metro Vancouver is recovering heat from wastewater for several district energy projects under design that will cut GHG emissions by about 45,000 tonnes and provide renewable heat to nearby communities. Available thermal energy in Metro Vancouver's wastewater is estimated to be sufficient to provide heat to about 700 high-rise buildings, and using wastewater heat recovery across the entire region has the potential to reduce 250,000 tonnes of GHGs per year. Current wastewater heat recovery partners include the Seṅáḵw development in Vancouver; Lulu Island Energy Company in Richmond City Centre; Surrey City Energy supplying Surrey City Centre; and Lonsdale Energy Corporation in the City of North Vancouver.

Additionally, Metro Vancouver is developing a district energy system at its waste-to-energy plant that will heat 50,000 homes in Vancouver and Burnaby, cutting annual GHG emissions by 70,000 tonnes (Reference 2). Metro Vancouver also uses biogas produced at several wastewater treatment plants to help power the plants and sells some to FortisBC.

Potential benefits of TENs in Metro Vancouver

Innovations in TENs technologies, design, and governance in other jurisdictions suggest potential opportunities and benefits for expanding TENs in Metro Vancouver, including:

- **GHG reduction** by switching to low-carbon TENs for both existing and new buildings;
- **Energy efficiency** – TENs are up to six times more efficient than electric baseboards or gas heaters (Reference 1), helping to conserve resources and reduce peak electrical loads;
- **Health and safety** – TENs can provide cooling, helping to protect residents from hotter summers and extreme heat events; and
- **Economic development** – TENs can support jobs and local supply chains, as well as opportunities for service diversification for utilities.

This study will evaluate these and other potential benefits in the region, alongside costs, general viability of various types of TENs, and specific geographic opportunities for expansion of TENs.

PROJECT DESCRIPTION

The goal of the project is to evaluate the potential of TENs for cost-effectively heating and cooling buildings, reducing air pollutant and GHG emissions, and supporting regional, municipal, and utility goals for energy efficiency and energy security. The project aims to quantify and understand TENs

potential in the region, along with costs, benefits, challenges, and specific geographic opportunities to leverage Metro Vancouver's waste heat sources as well as other zero-emissions energy. It would also aim to identify potential provincial policy changes to better support and enable TENs.

Project Partners and Municipal Involvement
Metro Vancouver is partnering with BC Hydro and ZEIC, whose interests include:

- For BC Hydro, the project aligns with efforts to manage peak loads and alleviate system constraints in high growth areas. Identifying areas with high potential for TENs can also aid their long-term planning and demand management strategies.
- For ZEIC, the project aligns with their interests in supporting decarbonization of existing buildings, clean energy, jobs, affordability, and local economic growth via TENs.

Member municipalities could use project outcomes as a basis for more detailed analysis to pursue TENs in their jurisdictions, including in partnership with Metro Vancouver on sewer heat, such as:

- Policies and partnerships for incorporating TENs in new development areas;
- Expansion or development of new municipally owned or private TENs systems;
- Collaboration for TENs development across municipal boundaries;
- Incorporation of low-carbon energy sources in existing systems; and,
- Incorporation of cooling in new or existing TENs.

The project will work with member municipalities and partners to learn from existing regional and municipal waste heat policies and programs. The project will also engage utilities and industry to assess how TENs can play a larger role in providing efficient, zero emission heating and cooling for buildings in the region.

Project Phases and Deliverables
The project will be supported by a consultant with relevant skills and experience that complement staff subject matter expertise. The proposed scope envisions three phases of work:

1. overview of existing TENs and best practices in context of the Metro Vancouver region;
2. spatial analysis of opportunities for low-carbon thermal energy (e.g., sewers, industrial, geothermal, etc.) and demand (primarily existing buildings and new growth) for TENs in the Metro Vancouver region; and
3. prioritization and cost and benefits analysis of geographically based TENs in the region.

Anticipated deliverables include GIS-based models and analysis and customizable models for TENs demand and supply, a comprehensive report, and resources to support communication and knowledge sharing on TENs' feasibility, benefits, and opportunities for municipalities, utilities, and relevant organizations in Metro Vancouver.

Municipal Engagement
Metro Vancouver staff have engaged with member municipalities and are continuing to reach out to ascertain interest in the TENs project. At the time of this report, about 10 member municipalities (all of those contacted) have expressed interest. The project will be guided by an advisory committee comprised of project partner representatives alongside municipal staff and others with relevant experience. Opportunities will also be provided for municipal staff and other relevant

parties to be informed and engaged at specific project milestones and in dedicated workshops and/or activities. All member municipalities will be kept informed and updated with project progress and outcomes via established technical committees such as the Regional Engineers Advisory Committee - Climate Protection Subcommittee (REAC-CPS).

NEXT STEPS

Subject to feedback received from the Air Quality and Climate Committee, the project will be initiated and a call for proposals will be issued. The final study and recommendations will be presented to a future Air Quality and Climate Committee meeting, publicly shared and posted on the Metro Vancouver website, and broadly disseminated to ensure actionable findings. Staff plan to issue a call for proposals in the spring of 2025, with the project to be completed by December 2026.

ALTERNATIVES

This is an information report, and therefore no alternatives are presented.

FINANCIAL IMPLICATIONS

Funding for the project of up to $250,000 is available: up to $150,000 from Metro Vancouver's Board-approved 2024 Air Quality and Climate Action Services budget; and $50,000 each from BC Hydro and (ZEIC), under a signed contribution agreement. This is the maximum allocated budget. The final costs will be determined via a competitive procurement process in accordance with Metro Vancouver's procurement policies.

CONCLUSION

The Metro Vancouver region, and society more broadly, is transitioning to clean, reliable, and resilient energy for services, buildings, and industries. TENs can help address challenges of this transition. This project, led by Metro Vancouver in partnership with BC Hydro and ZEIC, will assess opportunities for expanding TENs in the region, which can support member municipalities in pursuing TENs within their jurisdictions and with coordinated regional approaches. The project supports the *Board Strategic Plan 2022-2026* Liquid Waste Services priority actions, beneficial energy recovery from utility systems as directed by the *Sewage and Waste: Heat Recovery Policy*, and actions in *Metro 2050*, the *Clean Air Plan* and *Climate 2050 Roadmaps*.

ATTACHMENT

1. Presentation re: "Analyzing Thermal Energy Opportunities", dated April 4, 2025.

REFERENCES

1. Building Decarbonization Coalition. (2025). *Thermal Energy Networks*. Retrieved from https://buildingdecarb.org/initiatives/tens. Last accessed 2025, February 21.
2. Metro Vancouver. (2025). *About Waste-to-Energy Facility*. https://metrovancouver.org/services/solid-waste/about-waste-to-energy-facility. Last accessed 2025, February 21.



Burnaby View West

ANALYZING THERMAL ENERGY OPPORTUNITIES

REGIONAL OPPORTUNITIES FOR CLEAN, RENEWABLE AND RESILIENT ENERGY

Sara Muir
Air Quality Planner, Air Quality and Climate Action Services

Jeff Carmichael
Division Manager, Business Development, Liquid Waste Services

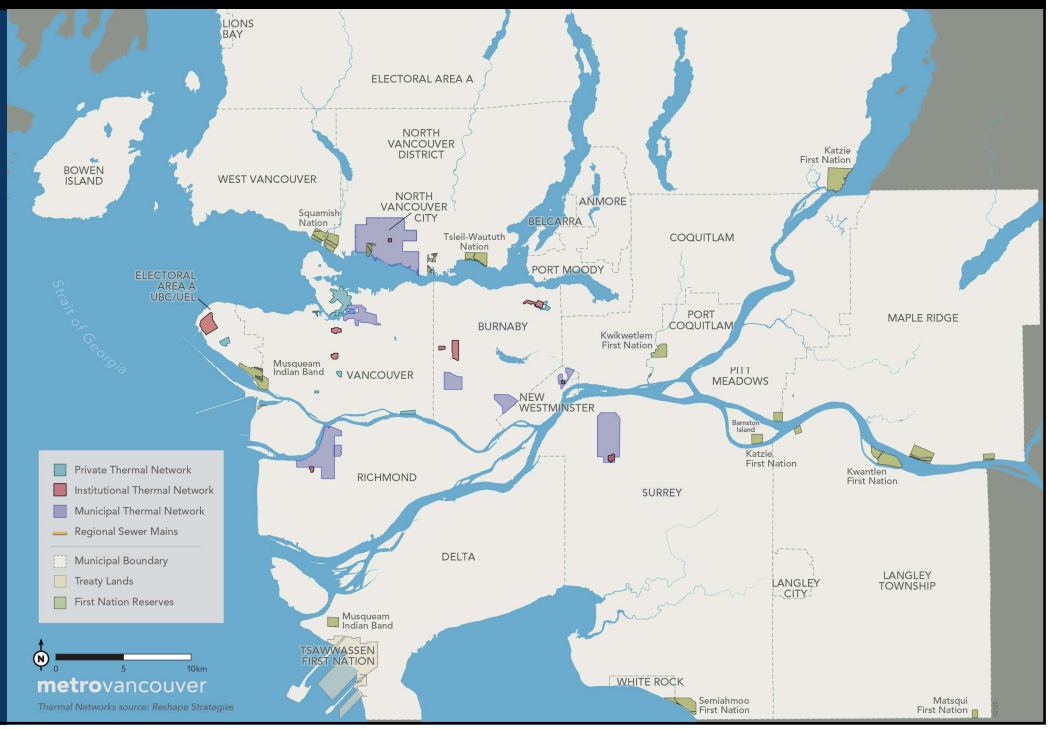
Air Quality and Climate Committee Meeting – April 4, 2025
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1

District Energy Service Areas in Metro Vancouver

Many district energy systems are already providing heat and power to buildings in certain areas in the region



2

TENs - CLEAN, RENEWABLE AND RESILIENT ENERGY

- Interconnected water pipes heat and cool buildings with zero emissions energy such as waste heat
- Support GHG reduction, energy resilience and affordable energy transition
- Capitalize on recovered energy from utility systems



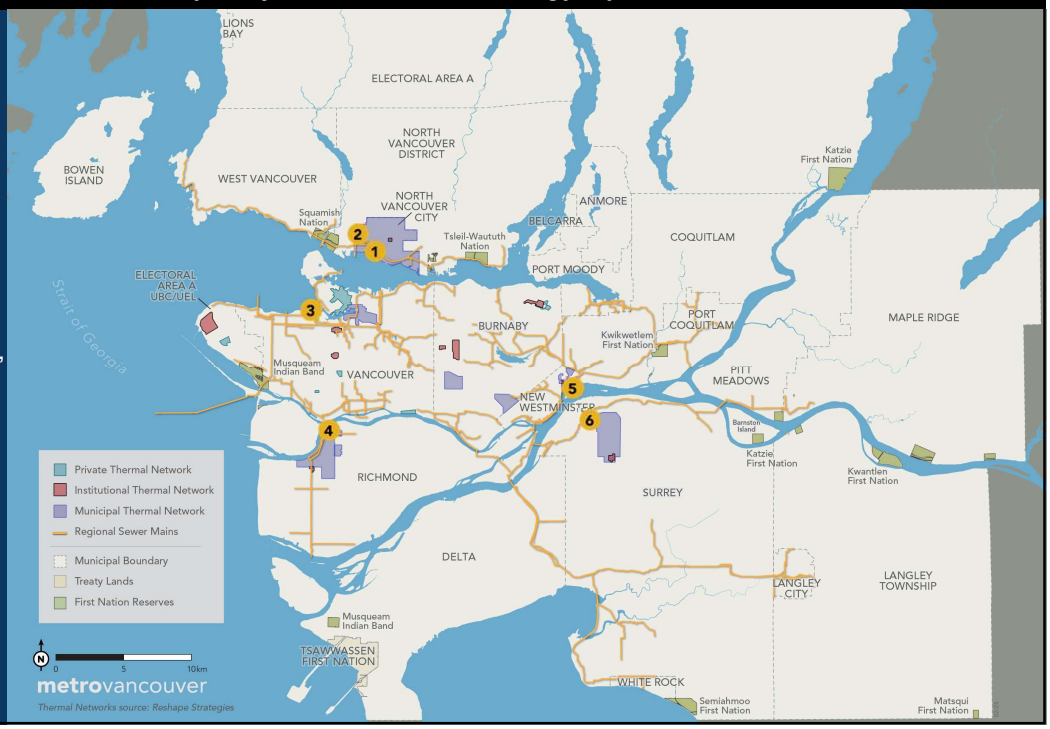
Sapperton, New Westminster

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3

TENs: Wastewater Heat Recovery Projects for District Energy Systems

1. Lonsdale Energy, North Shore WWTP Effluent Heat
2. Lonsdale Energy, North Vancouver Interceptor
3. Sen̓áḵw Development, Vancouver
4. Lulu Island Energy, Richmond
5. Sapperton District, New Westminster
6. Surrey City Centre



4

EXPANDING TENs - KEY BENEFITS

- Efficient and resilient energy
- Health, safety - provide heating and cooling
- Local economic development and job creation
- Greenhouse gas reductions



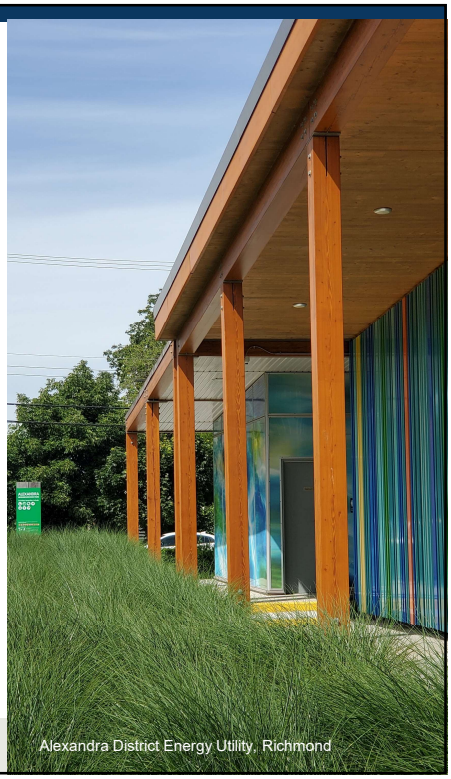
Lonsdale Recreation Scene at the Shipyards

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5

TENs PROJECT - OBJECTIVES

- Benefits and opportunities for TENs in MV
- Optimal areas for different types of TENs
- Energy transition and local generation potential
- Government, utilities and industry roles in enabling TENs


Alexandra District Energy Utility, Richmond

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6

TENs PROJECT - NEXT STEPS

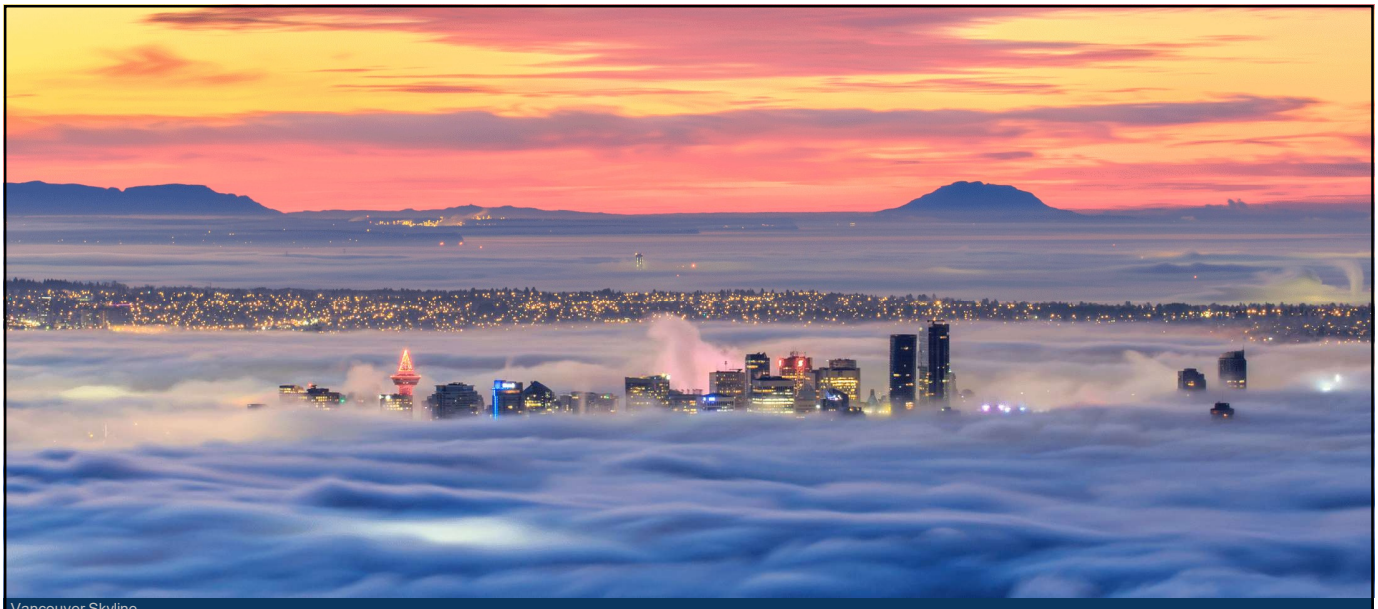
- Spring 2025 - Call for proposals
- Project initiation and advisory group formation
- Updates, final study and recommendations



Planned TENs connection to MV sewer main for Senakw in Vancouver
(image https://senakw.com/district-energy)

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7


Vancouver Skyline

Thank you

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8

8

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Jacquie Griffiths, President, Invest Vancouver

Date: April 11, 2025 Meeting Date: April 25, 2025

Subject: **2025/2026 CanExport Community Investments Grant Award**

INVEST VANCOUVER MANAGEMENT BOARD RECOMMENDATION
That the MVRD Board receive for information the report dated March 31, 2025, titled "2025/2026 CanExport Community Investments Grant Award".

At its April 10, 2025 meeting, the Invest Vancouver Management Board considered the attached report titled "2025/2026 CanExport Community Investments Grant Award", dated March 31, 2025. The report provided the Committee with information about the $272,925 award by the CanExport Community Investments Program that will support Invest Vancouver's foreign direct investment (FDI) attraction strategies.

At the time of agenda publishing, the dollar amounts and number of projects proposed were still being finalized with CanExport. The projects have now been confirmed, and details of allocation and deliverables are provided below.

The CanExport Community Investments Program provides four categories of funding:

- FDI Strategic Planning and Analysis (strategies to attract and retain international investment);
- FDI Training (specialized foreign direct investment training);
- FDI Lead Generation and Meetings with Potential Investors (identifying and engaging potential investors); and
- FDI Tool and Material Development (marketing tools for foreign investors).

Table 1. Summary of CanExport Community Investments Award to Invest Vancouver by Category

Category	Invest Vancouver Project	Award
FDI Strategic Planning and Analysis	• FDI Growth and Expansion Drivers Project • Mapping Metro Vancouver's Tech Companies and Specializations • Outbound Investment Attraction Program: Lead Generation Pilot Project	$118,750
FDI Training	• FDI Training • Hydrogen Advantage: FDI Pathways for Metro Vancouver	$22,500
FDI Lead Generation and Meetings with Potential Investors	• Outbound Investment Attraction Program for Strategic Growth of FDI in Metro Vancouver	$59,675

FDI Tool and Material Development	• Key Industry Advantages Web Visualizations • Outbound FDI Promotional Video	$72,000

Funds received from CanExport Community Investments will be used for the following projects:

- **Foreign Direct Investment Growth and Expansion Drivers Project**
  A study to analyze the growth patterns of foreign multinational enterprises in the region. It will focus on whether firms expand their presence through initial investments, incremental operational growth or acquisitions. The project will identify key drivers and challenges of expansion and provide insights to develop effective strategies for attracting, retaining, and supporting international companies from initial investment to aftercare. The results will also identify opportunities to further tailor Invest Vancouver's services based on the specific needs of different industries and types of international businesses.

- **Mapping Metro Vancouver's Tech Companies and Specializations**
  The tech sector mapping project will support targeted FDI attraction by addressing critical data gaps and providing a comprehensive understanding of the region's tech clusters. It will deliver detailed insights into the tech sector by identifying and classifying the firms operating in the Metro Vancouver region's tech sector by verticals (such as cybersecurity, fintech, cleantech, and cloudtech, etc.). By addressing critical data gaps, it will provide a comprehensive understanding of the region's tech clusters, supporting targeted FDI attraction.

- **Outbound Investment Attraction Program: Lead Generation Pilot Project**
  The Lead Generation Pilot will trial the use of lead generation services to assess effectiveness among cleantech and information and communication technology (ICT) companies from Europe who are considering expansion within western North America. This project includes hiring a lead generation consultant to identify new leads and prospective companies to target within the program. If the pilot proves successful, Invest Vancouver will consider expanding the use of lead generation services to other markets and sectors to entice and provide a more strategic execution in landing future companies in the Metro Vancouver region.

- **Foreign Direct Investment Training**
  FDI Training initiative is a one-day comprehensive training program including a curriculum with an in-depth focus on best practices, effective strategies, and key tools to enhance expertise in foreign direct investment initiatives. The training will provide necessary skills and knowledge to attract international investment to the Metro Vancouver region. Participants will include Invest Vancouver staff, local economic development professionals from member jurisdictions, and professionals from Indigenous economic development entities from across the Metro Vancouver region.

- **Hydrogen Advantage: FDI Pathways for Metro Vancouver**
  The Hydrogen Advantage is a two-part initiative that will determine the investment landscape of the Metro Vancouver region's hydrogen economy. In collaboration with the Canadian

Hydrogen Association, Invest Vancouver will host a full-day training for economic development professionals including staff from municipal economic development offices and local First Nations to understand the hydrogen sector and how to support projects more effectively, particularly in streamlining permitting processes.

- **Outbound Investment Attraction Program for Strategic Growth of FDI in Metro Vancouver**
  The Outbound Investment Attraction program supports participation in strategically selected outbound missions to engage high-potential leads and expand business opportunities in priority sectors and markets, including the Indo-Pacific and Europe. The program will leverage partnerships with BC Trade and Investment, the Trade Commissioner Service (TCS), and other regional partners to enhance market presence and maximize impact.

- **Key Industry Advantages Web Visualizations**
  The Key Industry Advantages Website project includes developing and integrating visualization tools for the Invest Vancouver website to help illustrate and streamline sector information in the Metro Vancouver region for prospective investors. This project includes hiring a service provider to collect data and create interactive data visualizations relevant to the region's key industries to be integrated onto the website to aid investors in their expansion decisions.

- **Outbound FDI Promotional Video**
  A promotional video will be developed to promote foreign direct investment to the Metro Vancouver region at outbound international activations to provide a brief, data-driven overview of the benefits for investing in the region. The video will highlight key advantages and assets of the Metro Vancouver region, and spotlight key industries in alignment with those targeted by Global Affairs Canada. The video will target investors and support exhibitions at events, including in key markets such as the Indo-Pacific region.

This matter is now before the Board for its consideration.

ATTACHMENTS
1. "2025/2026 CanExport Community Investments Grant Award", dated March 31, 2025.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Sue Mah, Vice President, Collaboration, Invest Vancouver
Rosemary Preckel, Project Coordinator, Invest Vancouver

Date: March 31, 2025 Meeting Date: April 10, 2025

Subject: **2025/2026 CanExport Community Investments Grant Award**

RECOMMENDATION
That the MVRD Board receive for information the report dated March 31, 2025, titled "2025/2026 CanExport Community Investments Grant Award".

EXECUTIVE SUMMARY
Invest Vancouver has secured $272,925 in grant funding from the CanExport Community Investments Program for fiscal year 2025/2026 to support foreign direct investment (FDI) attraction strategies for the Metro Vancouver region. The CanExport Community Investments Program is a federal government initiative that provides financial support to communities aiming to attract, retain, and expand FDI. The program provides non-repayable grants for projects and activities, covering up to 50 per cent of eligible expenses. The funds will support nine projects and travel for the purpose of attracting FDI, to be completed between April 1, 2025 to March 31, 2026.

PURPOSE
To provide the MVRD Board a summary of the awarded $272,925 in grant funding from the CanExport Community Investments Program that will support Invest Vancouver's FDI attraction strategies.

BACKGROUND
This report is advanced as a deliverable of the Invest Vancouver Management Board 2025 Work Plan and corresponds with activities outlined in the MVRD Board endorsed 2025 Invest Vancouver Annual Plan.

The CanExport Community Investments Program provides financial support in the form of grant funding for community organizations to secure FDI into Canada. The objectives of the program are to attract, retain, and expand FDI to support communities' capacity to create jobs for Canadians, support innovation and increase exports. The program provides non-repayable grants for projects and activities, covering up to 50 per cent of eligible expenses.

The Metro Vancouver region has a strong value proposition to attract and retain FDI. With a highly skilled and diverse workforce, exceptional research and innovation capacity, integrated ecosystems and government incentives, the Metro Vancouver region is positioned as an ideal locale for FDI. To capitalize on these strengths, Invest Vancouver submitted its application for CanExport Community Investments funding and has been awarded $272,925 in grant funding for eligible expenses for

2025. FDI projects and related activities are for a one-year period, from April 1, 2025 to March 31, 2026.

CanExport Community Investments Award

Since 2022, Invest Vancouver has been awarded a cumulative total of $997,654 in grant funding from CanExport Community Investments to support FDI attraction strategies for the Metro Vancouver region. Staff have completed a number of projects over the last three years to promote the Metro Vancouver regional economy, strengthen innovation, and foster the creation of high-quality jobs for the region's residents. The table below provides a breakdown of increased annual awarded funding:

Table 1: Annual Funding from CanExport Community Investments

Year	Requested	Awarded
2022	$446,057	$218,245
2023	$370,638	$244,735
2024	$389,625	$261,749
2025	$393,748	$272,925
	Total	**$997,654**

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The CanExport Community Investments Program provides non-repayable grants for projects and activities, covering up to 50 per cent of eligible expenses. Invest Vancouver will cover remaining costs which have been allocated accordingly within its approved 2025 Budget. Invest Vancouver's portion of costs are matched by CanExport Community Investments grant funding. Total costs of projects and activities outlined in this report are estimated at $545,000.

CONCLUSION

Invest Vancouver secured $272,925 in CanExport Community Investments grant funding for 2025/2026 to support FDI attraction and retention. These projects will be completed between April 1, 2025 to March 31, 2026.

Since 2022, Invest Vancouver has been awarded a cumulative total of $997,654 in grants and contributions funding from the CanExport Community Investments Program to support investment attraction strategies for the Metro Vancouver region.

REFERENCES

1. Trade Commissioner Service. (2025, January 23). CanExport Community Investments. Government of Canada. Retrieved March 28, 2025, from https://www.tradecommissioner.gc.ca/funding-financement/canexport/community-communaute/index.aspx?lang=eng&utm_campaign=gac-amc-tcs-canexportcommunityinvest-21-22&utm_source=blurb&utm_medium=canexport&utm_content=2021-10-29-en

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Sue Mah, Vice President, Collaboration, Invest Vancouver
Peyton Winslade, Advisor, Invest Vancouver

Date: March 12, 2025 Meeting Date: April 10, 2025

Subject: **Invest Vancouver Marketing and Communications Update**

RECOMMENDATION
That the MVRD Board receive for information the report dated March 12, 2025, titled "Invest Vancouver Marketing and Communications Update".

EXECUTIVE SUMMARY
Invest Vancouver continues to enhance its digital presence and regional collaborations to strengthen the Metro Vancouver region's global competitiveness. These marketing efforts directly support Invest Vancouver's mission by building a persuasive story about the region's value proposition for potential investors, ultimately contributing to job creation and economic growth in the region. In 2024, Invest Vancouver expanded its "owned" digital channels, including LinkedIn, the Invest Vancouver website, and its newsletter, achieving significant growth. Despite a reduction in social media post frequency, impressions and engagements increased, demonstrating improved efficiency. Website traffic also increased with new investment-focused content added to investvancouver.ca (Reference 1). Additionally, the newsletter maintained a strong readership, outperforming industry benchmarks. Invest Vancouver also continued to build on its media strategy to reach new audiences through local news outlets.

Alongside digital marketing and media, Invest Vancouver engaged in 15 regional collaborations, working with industry associations, community groups, and stakeholders to support economic development initiatives. These efforts served to strengthen and support key industry hubs, build capacity, and enhance global connectivity, reinforcing Metro Vancouver's position as a competitive investment destination.

PURPOSE
To provide the MVRD Board an update on Invest Vancouver's marketing, communications, and collaboration activities, including key metrics from 2024.

BACKGROUND
Invest Vancouver aims to promote the Metro Vancouver region's value proposition, competitive advantages, and economic opportunities to grow the region's reputation as an attractive place to do business – an important initiative highlighted in the MVRD Board endorsed Invest Vancouver 2025 Annual Plan, and it is also part of the Invest Vancouver Management Board's 2025 Work Plan.

This report provides a detailed overview of the activities undertaken in 2024 to grow Invest Vancouver's brand and promote the Metro Vancouver region's value proposition to attract foreign direct investment in order to facilitate an increase in high-quality jobs for the region's residents.

MARKETING AND COMMUNICATIONS

Invest Vancouver implements a marketing and communications approach that clearly articulates the region's value proposition to attract foreign direct investment and build a connected regional industry ecosystem, as well as leveraging a digital presence to stay competitive.

In addition, Invest Vancouver undertook several regional collaboration opportunities to amplify global and local messaging, strengthen industry hubs, and support the region's ecosystem. Through these collaborative partnership activities, Invest Vancouver worked with community groups, industry associations, and other stakeholders to catalyze innovation, build capacity, and increase global connectedness related to investment attraction and economic development. With the goal of promoting the Metro Vancouver region to a local and global audience, Invest Vancouver is facilitating one voice on regional priorities to support strategic investment into the region.

INVEST VANCOUVER'S "OWNED" DIGITAL MEDIA CHANNELS

Invest Vancouver utilizes several "owned" digital communication channels including social media (primarily LinkedIn), the Invest Vancouver website (Reference 1), and an email newsletter. Together, these channels provide an effective way to target both local and global audiences.

Social Media

Social media continues to be key and a cost-effective means to grow Invest Vancouver's reach and to promote the Metro Vancouver region. LinkedIn is Invest Vancouver's main platform, given its professional and business-focused audience. In 2024, Invest Vancouver increased its efficiency on social media—even though the number of posts decreased to about half of 2023, the overall number of impressions and engagements increased, as detailed in the table below.

Table 1: LinkedIn Metrics, from January 1, 2022 through December 31, 2024

	2024	**2023**	**2022**
Posts	76	132	134
Impressions (views)	90,984	77,922	75,809
Average impressions per post	1,197	590	566
Engagements (e.g. click, like, comment, share)	6,656	6,286	7,162
New followers	1,086	1,193	729

In 2024, key social media initiatives included Clean Transportation Month in June, Economic Development Week, and the launches of the High-Tech Report and FDI Report. Posts about corporate updates, companies landing in the region, and Web Summit Vancouver performed very well.

Website

Web traffic increased on Invest Vancouver's website from 2023 to 2024. Invest Vancouver introduced six new pages of investment attraction-focused web content through the "Metro Vancouver Advantages" section, including a new interactive map and five new data dashboards to profile the region's value proposition and highlight the region's competitiveness.

Table 2: investvancouver.ca Metrics, from January 1, 2022 through December 31, 2024

	2024	**2023**	**2022**
Number of visits (sessions) to the website	29,890	22,827	15,867
Number of unique users	20,890	13,168	9,471
Average page views per session	2.42	2.39	2.72
Percent of users from outside Canada	35.00%	23.33%	31.64%

Newsletter

Invest Vancouver issues an average of four newsletters per year. Content includes announcements, international engagements, ecosystem events, and other stories to promote the region's competitive advantages and economic development activities. Strong readership has been noted throughout 2024, with an average of 51 per cent open rate (recipients who open the newsletter) and a click rate of 14.63 per cent (recipients who clicked on links within the newsletter). These engagement metrics exceed benchmark levels for government newsletters (open rate of 44.90 per cent and a click rate of 3.20 per cent[1]).

Table 3: Newsletter Metrics, from January 1, 2023 through December 31, 2024

	2024	**2023**
Total Subscribers	243	190
Number of Newsletters Sent	4	3
Average Open Rate (percent of subscribers who opened the newsletter)	50.89%	63.72%
Average Click Rate (percent of readers who clicked a link)	14.63%	9.96%

Media

Invest Vancouver issued five press releases in 2024 announcing new reports, landed companies, and events that resulted in 40 published articles in local news outlets. These articles reached 8.1 million readers with an advertising equivalency value[2] of more than $70,000.

[1] Government engagement averages were developed using the following two sources:
Smart Insights. (2014). 2024 Email Marketing Statistics Compilation | Smart Insights. https://www.smartinsights.com/email-marketing/email-communications-strategy/statistics-sources-for-email-marketing/#q1.
Elder, D. (2025, January 13). Email Marketing Benchmarks For 2025 (By Industry) - MailerLite. https://www.mailerlite.com/blog/compare-your-email-performance-metrics-industry-benchmarks

[2] An estimate of the value of media coverage in terms of dollars.

2025 Digital Marketing Plans

Invest Vancouver is undertaking a redesign of the website to improve content targeting the international investor audience and enhance overall accessibility and user-friendliness. Changes will be implemented prior to Web Summit Vancouver, to best position Invest Vancouver for the uptick in traffic from conference attendees. Pages prioritized for redesign are the home page, the industries section, and a new page for Invest Vancouver's services. New content will also feature case studies that highlight the key benefits companies gain by operating in the Metro Vancouver region, currently being completed as a 2024 CanExport-funded project.

Cross-platform campaigns will also maximize the reach of key messages. Current plans include an introduction of the Invest Vancouver Management Board, a lead-up campaign for Web Summit Vancouver highlighting the region's tech sector, economic development week, and launches for Invest Vancouver industry research projects. Key themes include investment wins and aftercare milestones, regional news, as well as news stories that highlight the region's value proposition.

Lastly, staff are currently completing marketing research supported by 2024 CanExport funding. The research is aimed at better understanding the needs and motivations of investors in cybersecurity across two distinct geographic markets (Asia-Pacific and Western Europe). This research will identify the most effective tactics for reaching investors in diversified geographic markets and inform Invest Vancouver's marketing strategy.

INVEST VANCOUVER COLLABORATIONS

In 2024, Invest Vancouver undertook 15 regional collaborations to enhance the economic development ecosystem by aligning efforts with key partners. Further, Invest Vancouver has engaged in several collaborative activities and initiatives intended to support economic prosperity for Indigenous communities. The types of collaborative events and activities are highlighted in Table 4 below.

Table 4: Invest Vancouver Collaborations, from January 2024 through February 2025

Organization	Event/Project	Date
Foresight Canada	Water Innovation Showcase	February 2024
Leading Change Canada	GLOBE	February 2024
SVX Invest for Impact	Taking Steps in BC	March 2024
Foresight Canada	BCWWA 2024 Conference	April 2024
Surrey Board of Trade	Bridging Cities, Boosting Business	May 2024
Greater Vancouver Board of Trade	The Future of Life Sciences in Canada	May 2024
Foresight Canada	Water and Climate Roundtable	May/June 2024
Burnaby Board of Trade	Clean Energy Summit	June 2024
Life Sciences BC	BIO Networking Event	June 2024
Landesmesse Stuttgart GmbH	hy-fcell Canada 2024	June 2024
TransLink and the Vancouver Entrepreneurs Forum	New Mobility Forum 2024	June 2024
Resource Works Society	Indigenous Prosperity Success Showcase	June 2024
Greater Vancouver Board of Trade	Indigenous Opportunities Forum 2024	September 2024

Surrey Board of Trade	Renewable Energy Forum	September 2024
DigiBC	Signals Creative Tech Expo 2024	Sept/Oct 2024
Burnaby Board of Trade	Powering Growth: District Energy in Burnaby + Beyond	October 2024
Life Sciences BC	MedTech Conference	October 2024
TAP Network	Diversity in Tech Dashboard & Tech Dashboard Results Webinar	Oct/Nov 2024
Life Sciences BC	Invest in BC	November 2024
First Nations Technology Council	Kinship Career Summit: Indigenous Tech	November 2024
MOSAIC	Immigrant Professionals Conference 2024	November 2024
Consulate General of France, GIFAS, and Business France	French Delegation Aerospace Networking Session	November 2024
Greater Vancouver Board of Trade	Address by Bank of Canada Governor General Tiff Macklem	December 2024
Greater Vancouver Board of Trade	Economic Outlook 2025	January 2025
Surrey Board of Trade	Economic Outlook Forum 2025	February 2025

ALTERNATIVES
This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS
All 2024 marketing and communication activities and deliverables were expended from the Board approved 2024 Invest Vancouver budget. The outlined 2025 promotional activities align with the 2025 Invest Vancouver budget, approved by the MVRD Board on November 1, 2024.

CONCLUSION
Invest Vancouver's strategic focus on digital marketing and regional collaboration continues to strengthen the region’s investment landscape. By optimizing social media, website content, media relations, and newsletters, Invest Vancouver has effectively expanded its reach to both local and international audiences. The success of Invest Vancouver’s 2024 digital initiatives underscores the importance of data-driven content strategies and cross-platform campaigns for investment attraction. Additionally, ongoing regional collaborations have enhanced the economic development ecosystem by aligning efforts with key partners.

Looking ahead to 2025, Invest Vancouver is poised for further growth, with plans for an improved website structure, cross-platform campaigns, and marketing research to refine its investor outreach strategies. These initiatives aim to reinforce the Metro Vancouver region’s global competitiveness and drive economic opportunities for the region.

REFERENCES

1. Invest Vancouver. (n.d.). *Home*. Invest Vancouver. Retrieved March 12, 2025, from http://www.investvancouver.ca/

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metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Lejla Uzicanin, Vice President, Data, Research & Policy, Invest Vancouver

Date: March 12, 2025 Meeting Date: April 10, 2025

Subject: **Cleantech Report**

RECOMMENDATION
That the MVRD Board receive for information the report dated March 12, 2025, titled "Cleantech Report".

EXECUTIVE SUMMARY
Invest Vancouver completed research analysis on the Metro Vancouver region's Cleantech ecosystem. The *Catalyzing Investment in Cleantech Innovation in the Metro Vancouver Region* report identifies the competitive strengths, specializations, capabilities and ecosystem assets on the region's Cleantech sector. The Metro Vancouver region is recognized as a leading hub for Cleantech innovation, supported by its research universities, more than 30 incubators and accelerators, and over 260 enterprises. The sector is defined by robust early-stage funding, a strong community of founders, Canada's highest per capita start-up rate, a high concentration of skilled personnel, and a growing collection of companies.

The Metro Vancouver region's Cleantech sector provides substantial economic benefits to the region, including employment for tens of thousands of residents according to Natural Resources Canada. From 2019 to 2024, local Cleantech firms raised $2.2 billion, and ventures such as Ballard Power Systems and Svante have earned international recognition for developing globally significant Cleantech solutions.

Unlocking further growth opportunities will drive greater economic gains. Increasing currently low late-stage investments and adding local pilot opportunities will help firms scale. Stronger coordination among stakeholders and building a Cleantech cluster could accelerate growth, broaden the pool of investment-ready companies, create jobs, and attract more foreign direct investment (FDI). The research report provides intelligence on the Cleantech sector to better inform and guide decision-makers and ecosystem partners in strengthening the sector. The findings will also be used to generate materials for Cleantech investment attraction and promotion.

PURPOSE
To provide the Invest Vancouver Management Board and MVRD Board with a summary of key findings obtained from the *Catalyzing Investment in Cleantech Innovation in the Metro Vancouver Region* report.

BACKGROUND

This report is a deliverable outlined in the MVRD Board-approved Invest Vancouver 2025 Annual Plan and is part of the Invest Vancouver Management Board's 2025 Work Plan.

Conducting applied research and analysis on market and labour trends in key industries is integral work to inform strategic investment attraction strategies. By understanding the drivers, strengths and assets, Invest Vancouver is better able to identify opportunities to promote the region's global competitiveness.

OVERVIEW

Invest Vancouver's key industries include the Green Economy, which encompasses Cleantech. Previous research explored niche areas, such as Water Tech and Clean Transportation, but a full analysis within the *Strategic Industries Analytics* study was not possible due to limited coverage and difficulties in isolating the Green Economy in government data. This project fills that gap, offering deeper insights into the Green Economy to better understand the region's value proposition and investment opportunities.

Leveraging insights from the project, the findings will support Invest Vancouver's data-driven approach to mapping Cleantech firms in the region and identifying high-value investment targets across key markets. Building on this analysis, Invest Vancouver will develop targeted investor attraction materials—including an investor-focused presentation, sector profile, social media campaign, and key messaging outputs—that clearly articulate the region's Cleantech value proposition and investment potential, enhancing our investor pitch and engagement with prospective investors and ecosystem partners.

The *Catalyzing Investment in Cleantech Innovation in the Metro Vancouver Region* research report offers a comprehensive analysis of key aspects of the Metro Vancouver region's Cleantech innovation ecosystem. The report, prepared for Invest Vancouver by the Cleantech Group, highlights four Cleantech verticals in more detail—Energy & Power, Materials & Chemicals, Resources & Environmental Management, and Waste & Recycling—describing their respective value propositions and opportunities to spur growth and boost investment attraction.

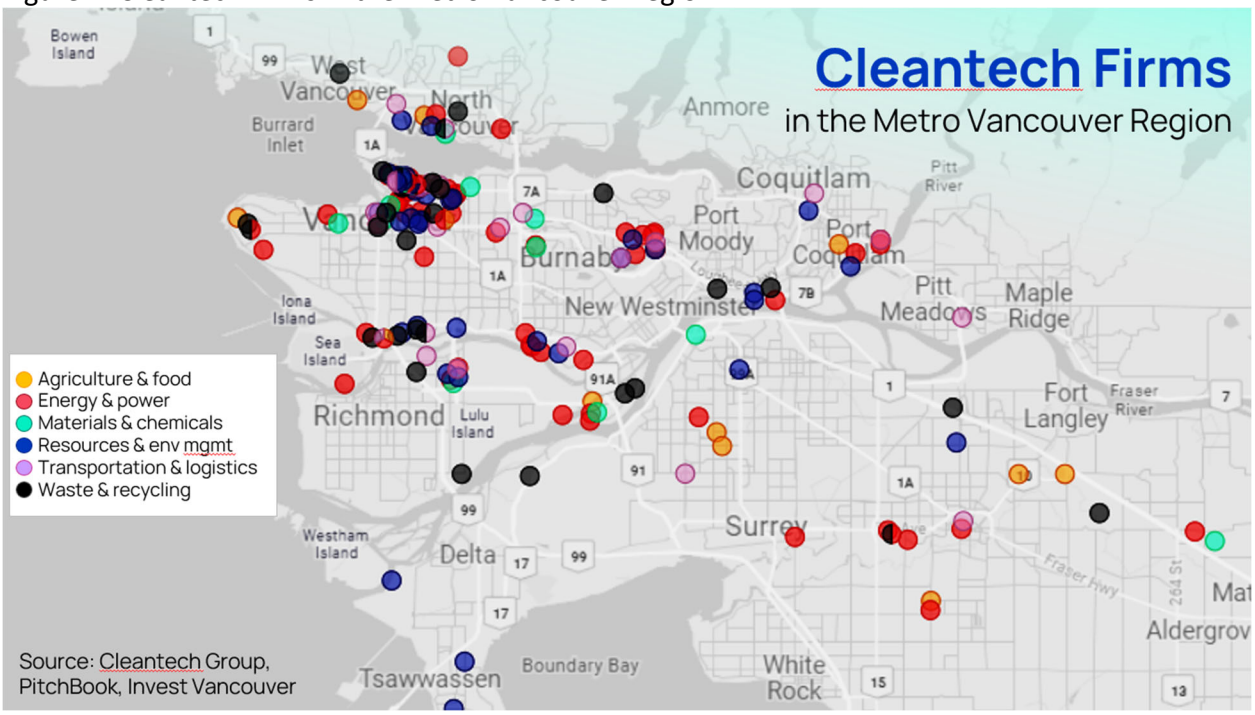
Cleantech Ecosystem Strengths

The Metro Vancouver region has already made a name for itself as a significant hub for Cleantech innovation, supported by several key assets:

- More than 260 Cleantech businesses operate across member jurisdictions in the region, reflecting the sector's broad regional presence, provide a wide array of solutions. (See Figure 1 below.) The region's strengths in sectors like mining offer natural opportunities for pilot projects and market validation, making the region attractive for Cleantech investment and collaboration.
- Robust early-stage funding including ample government grants, a strong community of experienced founders, and the ability to attract and retain skilled personnel further bolster the Cleantech sector in the Metro Vancouver region. According to Natural Resources Canada, the Cleantech sector in the MVR employs tens of thousands of residents.

- Leading research universities like the University of British Columbia (UBC) and Simon Fraser University (SFU) drive innovation and produce skilled talent pools essential for Cleantech advancements.
- Over 30 incubators and accelerators provide crucial support for early-stage startups, fostering a vibrant entrepreneurial environment.
- 13 Canadian firms were featured on the 2024 Global Cleantech 100 list, which highlights the 100 private global Cleantech companies that are most likely to make significant market impact over the next five to 10 years. Companies on the list are nominated by the global Cleantech ecosystem, then evaluated by a panel of 80 investor and corporate experts. Of the 13 Canadian firms, six are based in the Metro Vancouver region, with a seventh in Victoria, highlighting the region's innovation capacity.

Figure 1: Cleantech Firms in the Metro Vancouver Region



These elements create a strong foundation for developing cutting-edge technologies, enabling the Metro Vancouver region to produce innovative Cleantech ventures that attract significant investment and drive economic growth.

To fully realize its potential, the region needs to address challenges such as increasing limited late-stage funding and providing more opportunities for partnering and coordination with large "demand owners" – the firms, utilities, governments, and other entities who are the target customers for the Cleantech innovations.

Recent Investment Patterns and Challenges
From 2019 to 2024, Cleantech firms based in the Metro Vancouver region raised $2.2 billion across 182 deals. Key insights include:

- **Early-Stage Funding Strength:** the Metro Vancouver region's Cleantech startups attract significant early-stage grants and venture capital, with nearly 90 per cent surviving five years—far above the global average.
- **Late-Stage Funding Gaps:** Late-stage investment in the Metro Vancouver region is only nine per cent higher than early-stage funding, compared to a global norm of two to three times more, limiting commercialization and growth.
- **Other Challenges:** High land costs and insufficient local pilot project opportunities restrict local development and prompt some startups to relocate or be acquired prematurely, which limits the sector's economic impact in the region.

Addressing these gaps could significantly increase investment in the sector, unlocking greater growth opportunities and economic benefits such as high-paying jobs for the Metro Vancouver region.

Opportunities for Sector Growth
The research report highlights how boosting late-stage funding, deepening industry partnerships, and encouraging the formation of a Cleantech cluster could help the Metro Vancouver region retain and scale its promising Cleantech companies. As a result, the pool of firms that attract FDI would be strengthened. Bringing late-stage funding in line with global averages could more than double investment, enabling firms to create quality jobs. Forging strategic relationships between local demand owners and Cleantech firms could spur pilot projects that validate emerging technologies by ensuring solutions address real market needs, enabling firms to demonstrate product viability locally, and ultimately expand into global markets. Additionally, a dedicated sector leader to coordinate key players in the Cleantech ecosystem could help the region emulate successful clusters, enabling increased investment attraction, driving job creation, boosting productivity, and delivering broader economic benefits.

ALTERNATIVES
This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS
All activities associated with the research report were completed within the Invest Vancouver's 2024 board approved budget in the amount of $75,000 and Work Plan. The project was supported by CanExport funding, which provided 50 percent of the project cost.

CONCLUSION

The Metro Vancouver region possesses a strong foundation for a thriving Cleantech ecosystem, characterized by leading research institutions, a robust network of incubators and Small and Medium Enterprises, and significant early-stage funding. However, to fully capitalize on its investment attraction and job creation potential, the Metro Vancouver region must address gaps in late-stage funding and enhance engagement with large demand owners. Developing a Cleantech cluster could be a pivotal strategy to coordinate ecosystem activities, attract additional investment, and drive economic growth. By leveraging the Metro Vancouver region's unique strengths and implementing strategic initiatives, the Metro Vancouver region can strengthen its position as an emerging global Cleantech hub, fostering innovation that meets both local needs and global market demands.

Going forward, Invest Vancouver will use insights gained from the research report in strategic planning, investment attraction, and sectoral development efforts. This information contributes to data-driven investment attraction and advances the Cleantech sector's value-proposition in the regional ecosystem.

ATTACHMENTS

1. The *Catalyzing Investment in Cleantech Innovation in the Metro Vancouver Region* report, dated January 31, 2025.
2. Presentation re: Cleantech in the Metro Vancouver Region.

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Cleantech Group

Catalyzing Investment in Cleantech Innovation in the Metro Vancouver Region



Prepared for Invest Vancouver

DECEMBER 2024

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Scope, Purpose, and Approach

This document was researched, written, and produced by Cleantech Group for Invest Vancouver, a service of Metro Vancouver. Invest Vancouver is Metro Vancouver's regional economic development service, working to amplify economic opportunities and advance broadly shared prosperity.

This research examines the Metro Vancouver Region (MVR) cleantech innovation ecosystem, evaluates local strengths, and identifies opportunities to catalyze growth of the ecosystem in order to attract investment and accelerate economic benefits to the region. This includes opportunities for cleantech innovators to develop competitive advantages and scale into global markets, while identifying ways the regional innovation ecosystem can better support cleantech commercialization. The analysis examines how the MVR can leverage its unique strengths in research, talent, and early stage government support to capture larger portions of the growing global cleantech market as well as address unmet local needs.

This work draws on proprietary data from Cleantech Group's research platform, underpinned by data on over 37,000 companies and more than 22,000 investors; our taxonomy of over 1400 unique identifiers; additional secondary research; and primary research through discussions with key stakeholders in the MVR and other comparable ecosystems globally.

This report focuses on four cleantech innovation sectors which constitute a significant part of the region's green economy and feature a growing presence of active companies: Energy & Power, Materials & Chemicals, Resources & Environmental Management, and Waste & Recycling.

Executive Summary

Cleantech innovation and the companies developing cleantech innovations have demonstrated potential to provide significant and lasting economic benefits to their local regions, via a combination of attracting investment, addressing local needs and demand, and producing technology, goods, and services for export to meet regional, national, and global demand.

The Metro Vancouver Region (MVR) has established itself as a significant hub for cleantech innovation, with all of the ingredients necessary to support a thriving ecosystem, including:

- Leading research universities producing innovative technologies and skilled talent
- Highest startup-per-capita rate in Canada
- Numerous incubators and accelerators providing early-stage support
- Strong local, provincial, and federal grant funding for early-stage companies
- Local support and facilities for laboratory and early-stage pilot projects
- Ability to attract and retain talented personnel
- Large community of experienced founders
- Headquarters of offices of large demand owners (e.g., the firms, utilities, governments, and other entities who are the target customers for cleantech innovations), particularly in sectors like mining

In addition, there are a number of clear examples of local cleantech innovators growing and/or attracting significant investment, such as:

- Ballard Power Systems
- Svante
- Moment Energy
- General Fusion

However, this ecosystem has the potential to provide much greater economic benefit to the MVR than it does today.

- Companies are raising much less late-stage funding, needed to support commercialization, than in other ecosystems
- High cost of land means industrial facilities are not likely to be built within the MVR boundaries
- There are insufficient local opportunities to engage directly with demand owners for late-stage pilot, commercial demonstration, and first of a kind (FOAK) commercialization projects

As a result, many promising startups and small- and medium-sized enterprises with high-potential technology leave the region (often for Alberta or the US) or get acquired at an early stage, before they have the opportunity to generate large local benefits or to increase in valuation. While founders - and sometimes R&D centers - often remain in the region, companies could attract more investment and generate additional resources by staying longer and growing locally. In turn, these resources could then be recycled into the next generation of startups.

Section 1: Introduction

The Metro Vancouver Region (MVR) is home to a cleantech innovation ecosystem rooted in its major research universities, a collective total of more than 30 incubators and accelerators supporting the growth of local startups, and more than 260 innovative small- and medium-sized enterprises (SMEs). These emerging companies attract investment to the region, and generate local economic growth as they commercialize their technologies and grow in revenue.

There are also opportunities to further catalyst growth in the regional clean tech sector. One such opportunity is the development of a cleantech cluster. Around the world, innovation ecosystems maximize local economic benefits by organizing into clusters[1] to coordinate their efforts towards the common goal of addressing real commercial needs and the pain points of large demand owners. For example, in Europe, companies in clusters grow faster, create more jobs, attract more investment, and exhibit much higher productivity.

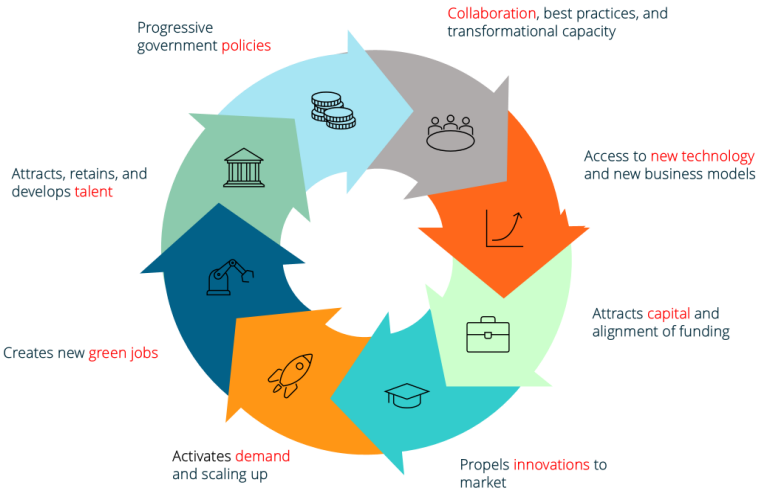
Benefits of Clustering: A European Perspective

- SMEs in clusters grow up to **20% faster than market average**
- Clusters account for **25% of jobs in Europe**
- The highest performing European clusters have productivity **140% above the average for all SMEs**

Source: European Observatory for Clusters and Industrial Change

- Faster **job creation,** higher salaries
- Bring more **innovation to market,** more patents
- Rapid **creation of start-ups** and SMEs
- Unlock **public funding** opportunities
- Attract **private investments**
- Exploit **regional strengths**

Innovation Ecosystems Matter: They Create a Virtuous Circle



1 Innovation clusters are localized ecosystems with a specific sector theme that leverage feedback loops and network effects to boost the success of startups and small and medium-sized enterprises (SMEs).

Mapping the Current MVR Cleantech Ecosystem

The MVR Produces Innovators with World-Class Technologies

The MVR boasts world class research universities, especially large public universities such as UBC and Simon Fraser University (SFU), and more than 30 incubators and accelerators. These organizations contribute to the region having the highest rate of startups per capita in all of Canada (not only in cleantech).

In addition to the rate of startup production, the MVR punches well above its weight in the number of world-leading cleantech innovators produced. Each year, Cleantech Group publishes the Global Cleantech 100 Report, which highlights the 100 private cleantech companies today that are most likely to make significant market impact over the next five to ten years. Companies on the list are nominated by the global cleantech ecosystem, then evaluated by a panel of 80 investor and corporate experts. In 2024, Canada boasted 13 of the 100 chosen companies of which BC is home to 7 (6 in the MVR, one in Victoria).

Seven BC companies on the Global Cleantech 100 list:

Svante
MANGROVE LITHIUM
Unlocking a battery-powered future
pani
minesense
ION MR INNOVATIONS
moment energy
pH7

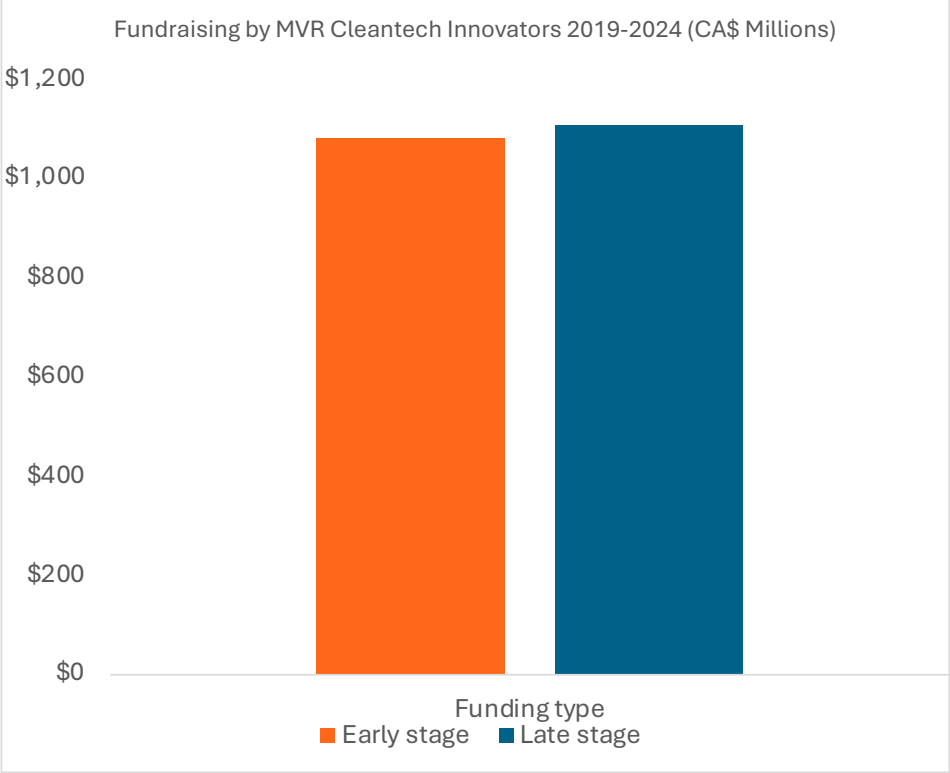
- Svante (Burnaby) provides energy-efficient technology for capturing carbon dioxide from industrial sources
- Ionomr Innovations (Vancouver) develops durable anion-exchange membrane for fuel cells, fuel production and metal recovery
- Moment Energy (Coquitlam) is a recycler of retired electric vehicle batteries into clean, affordable energy storage
- Mangrove Lithium (Delta) develops modular platform for the cost-effective production of battery-grade lithium hydroxide
- Minesense (Vancouver) develops shovel sensor technology to capture ore in mining waste and provide real-time analytics during extraction
- pH7 (Vancouver) develops processes and new methodologies for extractive metallurgy
- Pani (Victoria) provides predictive optimization and management software to improve the efficiency, uptime, and emissions of water treatment plants

Even as world-leading technology developers, the experiences of these companies reflect the realities of local funding constraints. Of these seven companies:

- Only Svante has raised more than $100 million in total, coming in at $725 million
- Only Svante, Mangrove Lithium, and MineSense have raised multiple rounds of venture capital funding, and the latter two raised later stage rounds that were only $14 and $7 million, respectively
- Only Mangrove Lithium has received investment from InBC; this was late-stage growth funding towards the company's first commercial plant, amount undisclosed
- Total grant funding for all seven companies from all Canadian sources totaled less than $28 million
- In 2024, the US DOE exceeded all Canadian grant funding in these seven via a single US$20 million (CA$28 million) grant to Moment Energy towards building a battery recycling plant in Texas
- While Svante is a well-funded outlier with US$556.7 million raised since 2007 (third highest on the 2024 GCT100, and not coincidentally it is also the fifth oldest company on the list), the other MVR companies on the list raised an average of only US$29.7 million, just 26% of the global average of US$114 million. In contrast, the other 6 Canadian companies on the list from outside the MVR average US$101.8 million, close to the global average

MVR Innovators Receive a High Level of Early Stage Support

In the last 5 years, emerging MVR cleantech companies raised CA$2.21 billion across 182 deals in an ecosystem of 278 companies.



Sources of capital:

- MVR cleantech companies source most grant and venture capital funding from Canadian investors outside of the MVR (45%) or from US investors (36%), with only 7% coming from local sources
- Only 12% of investments come from regions other than Canada and US
- MVR-based venture capital investors largely look to invest in external markets; only 10% of funds invested in cleantech by local investors funding went to MVR-based cleantech
- Cleantech firms in the MVR region have received relatively low levels of late-stage funding compared to their peers in other mature cleantech ecosystems (see page 20 for further details).

Section 2: Sector Profiles

The MVR cleantech innovation ecosystem includes companies within all major cleantech sectors. In this report, we examine four sectors in detail: Energy & Power, Materials & Chemicals, Resources & Environmental Management, and Waste & Recycling. In each sector, the region brings to bear unique strengths and faces unique challenges, as described in the Sector Profiles below.

In addition, across all sectors there are several shared advantages and challenges:

- World-class research universities and a network of past startups and SMEs provide a large pool of local talent for companies to draw on for both R&D and management
- Several past local startups that have grown substantially continue to provide ongoing talent, and they and their founders are able to share their expertise with newly formed companies
- High cost of land and construction make it difficult to build pilot, demonstration, and first-of-a-kind commercialization plants in the region
- Strict efficiency and waste disposal regulations create a need for innovative solutions
- Companies consistently report few opportunities to test and scale their technologies locally due to limited local industrial activity and lack of perceived need from local large demand owners

Energy & Power



Cleantech Group defines the Energy & Power sector to include:

- Building energy use
- Energy efficient computing
- Energy generation, including biomass energy, waste-to-energy, geothermal, hydro and marine power, nuclear fusion and fission, solar, and wind
- Energy networks and services
- Energy storage
- Fuel cells and hydrogen

The MVR is home to NORAM and Ballard, which have contributed to a longstanding local strength and experienced workforce in developing technologies related to hydrogen production, electrochemical reactors and systems, and energy storage systems.

Historically, BC's abundance of hydropower precluded the need to adopt many of these technologies locally. Instead, companies have often relocated or built projects elsewhere. For example:

- Ballard Power Systems develops hydrogen electrolyzer and fuel cells systems. It has been headquartered in the MVR for 45 years, but only just reached $100M in revenue. Almost all its growth is in the US, the EU, and China. In 2024 the company announced plans to build a US$200 million (CA$280 million) production facility in Texas, in part using a US$40 million grant from the US DOE
- mCloud develops AI and machine learning systems for optimizing industrial energy efficiency. While still headquartered in the MVR, it has shifted operations and headcount to Calgary, nearer to its clients' facilities.

However, the region projects growing electricity demand in the coming years, which will necessitate growth in local projects for other forms of renewable energy generation, energy storage systems, and advanced grid infrastructure. Local demand owners could benefit from the advanced solutions local innovators have long been developing.

Example innovators include:



Local large demand owners include:



Materials & Chemicals



Cleantech Group defines the Materials & Chemicals sector to include:

- Advanced materials and energy materials
- Advanced manufacturing and process technology
- Biotechnology
- Building materials
- Carbon capture, utilization, and storage (CCUS)
- Consumer products
- Fuels, chemicals, and specialty chemicals
- Industrial materials
- Platforms for materials discovery and optimization, and marketplaces

The MVR produces a large number of membrane, filtration, and electrochemical innovations for separation and conversion of materials and chemicals, and these technologies play a central role in leading MVR-originating companies developing CCUS, fuel cell, and battery technologies. Locally, NORAM, a world leader in electrochemistry, partners with and invests in local innovators to provide engineering design, fabrication support, and commercialization expertise.

Due to relative lack of nearby industrial activity, materials and chemicals startups in the MVR tend to commercialize elsewhere. For example:

- Carbon Engineering has kept its HQ and R&D nearby in Squamish, but have been acquired by Occidental Petroleum and are building projects in Alberta, Texas, and even the UAE
- NanoOne has kept is research hub in the MVR, but moved its operations to Quebec, in facilities funded by the US DOE and Sumitomo Metals
- Ionomr Innovations thus far, has kept its operations in the MVR. However, it has only recently raised early stage venture capital funding, with Shell and NREL as key participants in the round and supporting commercialization efforts

Example innovators include:

nanoOne

IONMR INNOVATIONS

Carbon Engineering

Svante

Corvus Energy

Large local demand owners include:

RioTinto

CAPSTONE COPPER

NORAM INTERNATIONAL

Mosaic

Resources & Environmental Management

Cleantech Group defines the Resources and Environmental Management sector to include:

- Carbon management
- Carbon removal
- Climate risk and resilience
- Environmental monitoring
- Environmental remediation
- Natural resource management including land use, forestry, mining, and biodiversity
- Water provision, management, monitoring, and analysis

The same strengths that contribute to the MVR's excellence in materials and chemicals also contribute to separations technologies in mining, carbon removal, water, and wastewater (metals removal). Mining and forestry are both significant industries in the province, and relevant corporations have offices and headquarters (though not operations) in the MVR. These corporations could provide a ready source of partners for local innovators – partners with an incentive to keep innovators local. In addition, the MVR's comparatively strict waste disposal regulations should provide incentive to use advanced solutions.

However, the lack of regional industrial activity means projects still need to be typically well outside the MVR. Where there is local industrial activity, ready availability of dilution water has reduced the need for more innovative solutions. While there could be opportunity for municipal wastewater treatment projects to use relevant local innovations, this has not been the case to date.

- Wastewater bioremediation company Metabolik Technologies raised a small amount of early stage funding in 2016 to support R&D, but was then acquired in 2021 by Boston-based bioremediation company Allonnia. Allonnia had just spun out from Gingko Bioworks with a $56M early stage funding round; follow-on investment to support additional R&D has reached $127M
- Saltworks develops electrochemical industrial wastewater remediation technologies. The company has chosen to remain in the MVR, but opened a second HQ at the International Water Hub in Nanjing, China, and is building plants for its other technologies in Saskatchewan and in the US
- CO2Lock develops enhanced hard rock weathering technology which uses mine tailings for carbon sequestration. The company actually spun out from also-locally-headquartered mining company FPX Nickel based in part on research by Natural Resources Canada and UBC. The company is now conducting early pilot projects and looking to expand in BC and globally. This is a promising start, from a company with very close ties to demand owners from its inception.

Example innovators include:

Saltworks
CO2LOCK
ideon
ACQUIRED By Allonnia, LLC
METABOLIK TECHNOLOGIES

Large local demand owners include:

RioTinto
CAPSTONE COPPER
metrovancouver
Mosaic
westbank

Waste & Recycling



Cleantech Group defines the Waste & Recycling sector to include:

- Construction
- Fashion
- Waste management
- Wastewater infrastructure, treatment, monitoring, and services

Just as with Resources and Environmental Management, the MVR's local research expertise in water, separations, and process control methods has enabled the formation of numerous companies developing waste and wastewater (organics) management technologies. Along the same lines, there has been little impetus for local adoption. Innovators cite fundamental incompatibility of many local demand owners' planning timelines and processes (5-10 years) with the realities of startup funding and management. In contrast, most startups need to raise funding about every 1-3 years, and in that timeframe they need to show significant progress towards the next phases of commercialization and iterate their product based on knowledge gained, in order to receive new funding on favorable terms; long delays or multi-year procurement processes ensure a startup cannot benefit from working with a particular customer until it has already become financially self-sustaining through other sources of revenue.

- Anaconda Systems develops aerobic digestion systems for municipal solid waste. Unusually, this company did build its first facility within the MVR to serve local demand owners. Its approach accelerates breakdown of waste, saving time, lowering costs, and requiring less land area. Its customers are private waste handling companies who would otherwise need to truck municipal solid waste (MSW) outside the region. This is a clear example of local demand owners engaging local innovation to reduce operating costs and support local service providers (keeping money in the region) while also providing an environmental benefit.
- In contrast, Micron Waste, another local aerobic digestion company, initially targeted food and agricultural waste, but failed to attract investment, leading to the company becoming publicly traded very early on in an effort to raise funding. The company has since repeatedly pivoted to pursuing a variety of target markets, with no commercial projects to date.
- Ostara developed agricultural wastewater nutrient recovery systems, then moved its operations to St. Louis to be near the Mississippi River for logistical reasons. Soon after, the company relocated to the US entirely, and now states on its home page that it is "Proudly Produced in the USA." Ostara's founder, however, remained behind in the MVR and has now founded another nutrient recovery company, Algafilm, which is still at an early stage.

Example innovators include:



Large local demand owners include:



Section 3: Opportunities to Catalyze Growth

Compared to other sectors such as software, most cleantech innovation is hardtech (involving production of physical products to solve physical problems) and/or deeptech (relying on extensive scientific research and engineering effort to develop). As a result, commercial scaling in cleantech requires more funding rounds, more time, larger late-stage funding amounts, more late-stage support to provide the confidence needed for demand owners to buy and bankers to lend ("derisking" the technology), and strong ongoing engagement with demand owners to ensure alignment of solutions with target markets.

A developed cleantech funding ecosystem requires diverse funding sources (both public and private) across all stages of startup development, from early-stage grants to late-stage project financing. For a hardware company in cleantech, this journey typically takes 10-20 years and involves a wide variety of partners who must work in harmony.

- Investors evaluate startups based on potential exit opportunities (acquisition or initial public offering (IPO) and downstream funding prospects, making early-stage fundraising ability dependent on later-stage market conditions; investors who are confident that companies will be able to raise sufficient later stage growth funding to finance commercial expansion will be more willing to write larger checks in earlier development stages

Cleantech startups have unique capital needs, particularly earlier access to debt financing, requiring **specialized financial products** and **clear market demand signals** to attract investors.

As shown in the preceding sections, the MVR cleantech ecosystem is already providing substantial ongoing economic benefits to the region, attracting hundreds of millions of dollars in investment annually and, according to a report by Natural Resources Canada, employing tens of thousands of people.

Nevertheless, Cleantech Group has identified three opportunities by which the MVR could catalyze growth and amplify economic benefits from this ecosystem:

- Increase later-stage support and funding for cleantech companies – not (just) funding but also lower-cost support like loans, loan guarantees, and promotion/ marketing offices
- Increased engagement with demand owners, both local and external, in order to ensure innovators' efforts are directed towards solving genuine problems facing buyers willing and able to pay for solutions
- Greater coordination among all stakeholders within the ecosystem with the explicit goal of increasing returns to the region from ecosystem activity

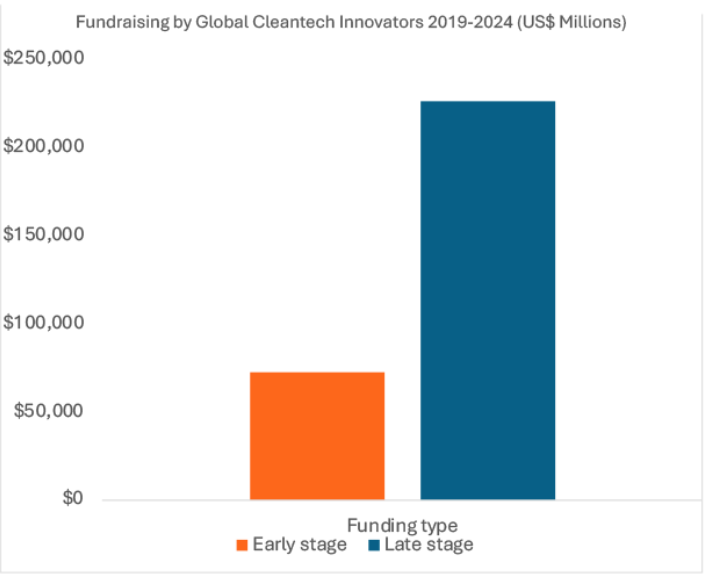
The following portions of the report will provide a more detailed analysis of how the MVR can capitalize on these opportunities.

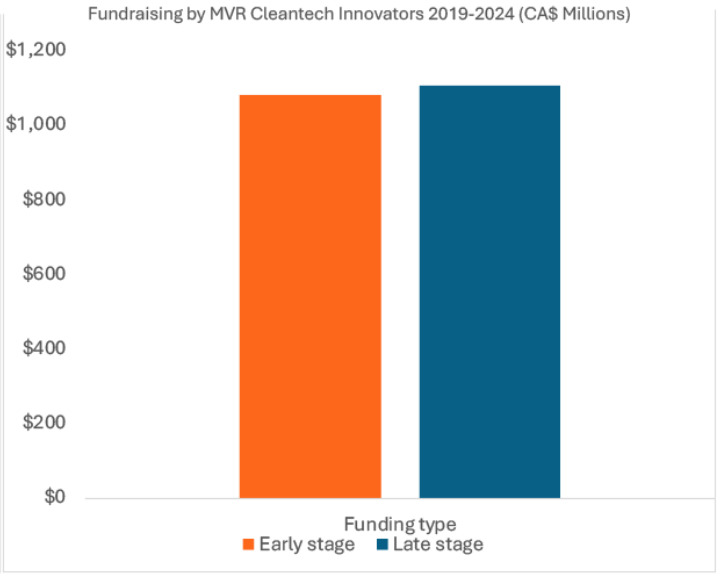
Increase economic returns and attract investment with improved funding

Compared to other ecosystems, the MVR's cleantech innovators face substantial funding gaps and barriers to commercialization, especially at later growth stages of commercial development. These later stages are where growing companies can bring in the largest amounts of investment, and provide the greatest economic benefit to the region.

Investment Trends:

- MVR companies receive a higher degree of grant funding at early stages than the global average, though within the normal range for Canada. As a result, few startups fail early. **Nearly 90% of MVR cleantech companies which received investments in the last 5 years are still in business.** This is highly unusual: globally, a majority of startups fail within their first five years, and two thirds fail within their first ten years. The MVR is providing its emerging cleantech companies a much high than average probability of reaching the stage where they should be able to attract substantial investment and begin generating economic returns.





- Compared to the global average, MVR startups raise much less late stage funding, the kinds of funding needing for late-stage product development, initial commercial deployment, and subsequent commercial scaling. **MVR total late-stage funding since 2019 is only 9% higher than total early stage funding. For cleantech globally, late stage funding typically totals 2-3x more than early stage funding.** This suggests that the MVR is leaving a lot of opportunity on the table; just bringing late-stage funding opportunity in line with global averages could more than double total investment in this sector.

This relative dearth of late stage funding in part reflects the fact that historically, much of the region's innovation ecosystem has centered on digital technologies, a space where this kind of funding distribution is more common. Software developers require few physical assets, and are often expected to be able to begin generating revenue after their first venture funding (series A) round, then scale rapidly. Cleantech, and hardtech broadly, require a fundamentally different mindset.

- There is a **need for in-depth scientific understanding** to evaluate clean technologies to ensure they will be able to do what innovators claim or project, well enough to solve real world problems at a cost buyers are willing and able to pay. Obtaining this understanding requires years of effort and considerable early stage R&D funding.
- Scaling cleantech hardware solutions is **risky** for investors in that it requires large amount of up-front investment in physical plant; it is **capital expense (CAPEX) intensive**.
- **Insufficient exit data** and weak exit financials lead to valuation issues at all funding stages. Any support that increases investor confidence that a company will be able to raise further funds, engage demand owners, and scale can flow back to increase fundraising in earlier stages.
- **Investors want a track record**: Venture investors globally report difficulties in closing new climate funds, even when they have successful previous track records with other funds

As a result, **commercial scaling in cleantech requires more funding rounds, more time, more late-stage support to derisk technology, and strong ongoing engagement with demand owners to ensure alignment of cleantech products and services with specific problems or needs in the target markets.**

Alignment with Demand: Demand Owners, Local and Global Trends

As discussed above, the MVR punches well above its weight class, generating a disproportionate share of world-leading high-potential cleantech startups globally. Founders at these companies make extensive use of generous local grant and early stage funding support for laboratory research, product development, and early stage pilot projects. However, innovators, incubators, accelerators, and grant funders concur that there are insufficient local opportunities for companies to engage deeply with large demand owners to ensure their solutions address real pain points. This contributes to insufficient downstream opportunities for late stage pilot, early commercial demonstration, and first of a kind commercial scale-up projects. As a result, many promising innovators stagnate; they would greatly benefit from additional support in forming relationships with demand owners in order to facilitate growth from successful prototype to successful commercial deployment.

For example, the MVR's main airport, Vancouver International Airport (YVR), offers a case study in what kinds of benefits are achievable when large demand owners support and engage with local innovation. Its Integrated Marketplace Program is providing a streamlined path for local innovators to provide solutions to electrify YVR's operations, with plans to then expand to other transportation infrastructure sites throughout the province.

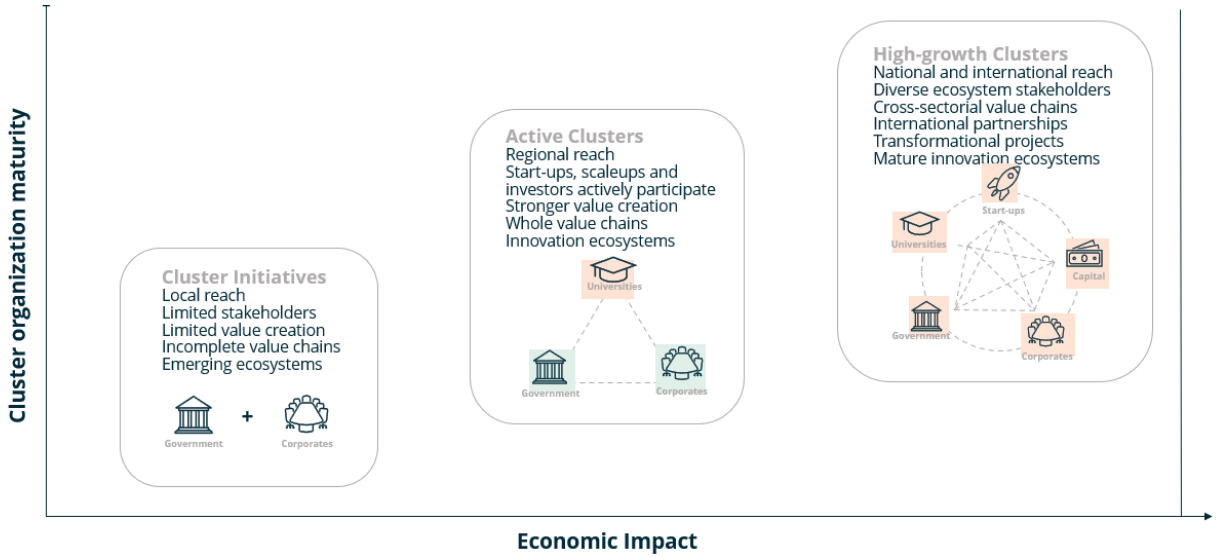
Similar kinds of potential opportunities exist for other large local demand owners. Both public and private demand owners in the region have a role to play, including those involved in transportation, fuels, power generation and transmission, mining, forestry, construction, water provision, solid waste management, and wastewater management.

Coordination Among Stakeholders Amplifies Growth and Investment

Any innovation ecosystem includes startups along with a variety of supportive organizations and infrastructure. These include universities and university tech transfer offices, incubators and accelerators, grant funders, general and specialized equity investors, lenders, and industry partners (including tech development, strategic, and customer relationships). As discussed in the previous sections, the MVR cleantech innovation ecosystem has each of these pieces. Integration and coordination among these pieces could unlock additional growth and open up greater opportunities to attract investment.



The experiences of leading cleantech innovation ecosystems around the world indicate that maximizing economic benefits typically involves a dedicated cluster development organization (CDO) tasked with taking the lead to convene, and coordinate the efforts of, the various other stakeholders towards this common purpose of generating economic returns. In the beginning, this often involves some external financial support, such as from local government. As innovation clusters mature to become more integrated and coordinated among the various types of stakeholders, benefits increase, and the cluster itself becomes self-sustaining.



The MVR cleantech ecosystem today has many organizations each providing pieces of such a role.

- Universities supporting fundamental technology development and spinout out companies, from initial laboratory discovery to the beginning stages of R&D; this generates a large pool of companies with the potential to grow
- Numerous grant funders, incubators, and accelerators supporting early R&D and early stage pilots, greatly increasing the proportion of startups that survive to reach the product development and initial commercialization stages
- Groups such as InnovateBC's ScaleUp program for companies that have completed market validation, InBC's later stage investments in already growing companies, and Foresights BC Net Zero Innovation Network to de-risk and build scaling capacity for companies once they have completed later-stage pilot and demonstration projects or delivered their first commercial deployments

However, there is currently no central figure empowered to convene these critical stakeholders or formally tasked with coordinating their collective activity towards specific priority sectors or to focus on economic growth. As a result, many innovators struggle to connect with demand owners to understand their pain points (unmet needs that represent sources of demand), and in particular struggle to gain sufficient traction and investment to get from lab demonstrations and early-stage pilot projects to commercial demonstrations and first of a kind commercialization projects. In cleantech, filling those gaps reliably and consistently requires coordinated action across stakeholders to maximize local economic benefits while supporting innovator growth.

Key priorities for a prospective cluster leadership organization should include:

1. Establishing Dedicated Leadership

- Create an organization with local economic benefit as its central mission
- Focus on catalyzing innovation in target sectors
- Coordinate ecosystem activities and stakeholder engagement

2. Enhancing Local Market Development

- Recognize and highlight both local sector challenges that require solutions and the risk of no action
- Engage directly with demand owners to understand their unmet needs

- Help connect local solutions to demand owners based on identified pain points
- This provides a critical signal to the innovation ecosystem regarding what the market demands from emerging technologies and solutions
- Educate local government and business stakeholders on engaging with innovators
    - The economic benefits of engaging with local innovators
    - How to engage with, derisk, and buy from local innovators
- Address policy gaps and barriers to innovation adoption
- Coordinate with regional and national efforts to drive local impact

3. Strengthening Global Connections

- Identify similar economies and learn from their experiences
    - Learn how they are addressing comparable challenges
    - Seek ways to adapt their solutions to the MVR context
- Connect with global demand owners to understand their unmet needs and identify those with potential to act as buyers of, or markets for innovations developed in the MVR
- Facilitate international partnerships and market access
- Identify global solution providers who may establish a presence in the region or form a partnership with, invest in, or compete with local innovators locally and globally

4. Long-term Vision and Commitment

- 5-8 year minimum timeframe for building effective clusters is typical
- Stable funding combining public and private support
- Clear metrics tracking both economic and environmental impacts
- Stakeholder alignment across government, industry, and academia

The challenge of creating a high-growth cluster is not unique to the MVR. It is commonly cited across Canada in ecosystems including Toronto and Montreal. These regions and other ecosystems globally provide a range of examples of ways to ameliorate these challenges, with lessons that can be adapted to the MVR context to strengthen and accelerate the growth of the local ecosystem. Taken as a whole, these ecosystems agree that the central factor needed to catalyze and amplify growth is better coordination among key stakeholders, to focus innovators towards commercialization and scaling by meeting needs demand owners are prepared to pay to solve.

In each ecosystem, different types of organizations take on the role of organizing ecosystem cluster activity. In the MVR, multiple players across the cleantech innovation space are actively providing specific types of resources or guidance needed, but each one has a piecemeal mandate with limited scope. There is no one entity officially tasked with coordinating and focusing the efforts of the overall ecosystem. The MVR could amplify economic benefits substantially from leadership by an organization that has local economic benefit as central to its mission, by catalyzing innovation and collaboration in target sectors. Such an organization would prioritize local ecosystem coordination as well as global engagement.

Section 4: Lessons from Other Ecosystems

Numerous ecosystems around the world have needed to address comparable challenges as those faced by the MVR, with a variety of specific strategies around the common core objective of increasing economic growth from innovation.

Toronto

Despite having fewer startups per capita than the MVR, Toronto is widely regarded as the leading innovation ecosystem (not specific to cleantech) in Canada, with the MVR a close second. In 2018, Toronto's Sector Development Office produced a discussion paper that reported that the lack of an organized cleantech Cluster Development Organization (CDO) was holding back economic growth from the sector. In 2019, the city contracted its chapter of the Canadian Green Building Council to produce a report advising how to accelerate economic growth from innovation in cleantech. At the time, the city observed that its green economy was growing twice as fast as the overall economy, 4.2% vs 2.1%, but was still losing global market share, as was Canada as a whole. They specifically cited loss of innovative companies to the US to grow as a key reason for this, as well as the relative dearth of CDOs anywhere in the country.

To address this, the city hosted a conference with cluster experts from 35 countries, including world-leading cleantech clusters such as Germany's "ClusterAgentur BadenWürttemberg" and Denmark's "Cluster Excellence Denmark" and the "Copenhagen Clean Cluster." This event and the resulting report laid out "how and why local clusters organize and how to identify their value for industry, government and other stakeholders." Key takeaways from this report include:

- A CDO is not always absolutely necessary (Silicon Valley grew without one), and can follow a number of different organizational templates, but having one greatly increases the rate and consistency of economic benefits from local innovation
- The organization must have a clear understanding of the local ecosystem, act as a neutral intermediary among stakeholders, and facilitate strategic thinking and formation of relationships internally and externally
- Most CDOs begin with significant local government support, then transition to being self-funded over time as they gain momentum

Subsequently, from 2021 to 2023 the City of Toronto contracted with Foresight Canada to produce a report that mapped the local ecosystem and developed a detailed, concrete plan for creating a cleantech cluster development organization. The report found that:

- Stakeholders throughout the ecosystem believed that superior coordination would be of benefit to accelerate economic growth in the sector

- An effective CDO needs a clear, comprehensible mandate and value proposition for stakeholders, must be empowered to act as a convener for collaboration, must be driven by solving real problems, and must remain neutral while representing all stakeholders
- While each sector and subsector within cleantech face unique opportunities, challenges, and barriers, common themes cut across the whole space, such as lack of patient high risk capital in sufficient quantities, lack of pilot and demonstration testing opportunities, long planning timelines and excessive red tape slowing facility development, out of date regulations and by-laws, and insufficient incentive and know-how for demand owners to engage with local innovation
- The city could create a temporary CDO with about $615,000 in funding over three years, before transitioning to a permanent self-funded CDO

To date, it appears the city has not visibly acted on these recommendations.

Quebec

Quebec has had a cleantech-focused CDO since the formation of Ecotech Quebec in 2009. One of its founders, Andrée-Lise Méthot, went on to form Cycle Capital, one of the pre-eminent Canadian investors in cleantech, including in some of the MVR's leading cleantech innovators. Ecotech Quebec still exists but no longer appears to be the predominant CDO for cleantech in the region. QuebecTech, formerly Startup Montreal, now occupies that role, but is not limited only to cleantech. Instead, its focus as a CDO is to accelerate growth, sales, and scaling of local innovators to maximize economic benefits across all sectors, especially by connecting companies to demand owners and opportunities, with a focus on supporting growth in international exports of innovations rooted in pre-existing areas of local strength.

In addition, Montreal has been establishing a series of "innovation zones," anchored by large foreign investors, which would focus on supporting specific types of innovators. So far these include:

- Espace Aero, an aviation innovation zone that combined three previous aviation clusters, with focuses on sustainable and automated air mobility. The zone was established in part with $240 million investment from Boeing
- Distriq Quantum Innovation Zone, a quantum computing cluster formed in part with investment and equipment from IBM, with a sub-focus on accelerating innovation in carbon capture and energy storage

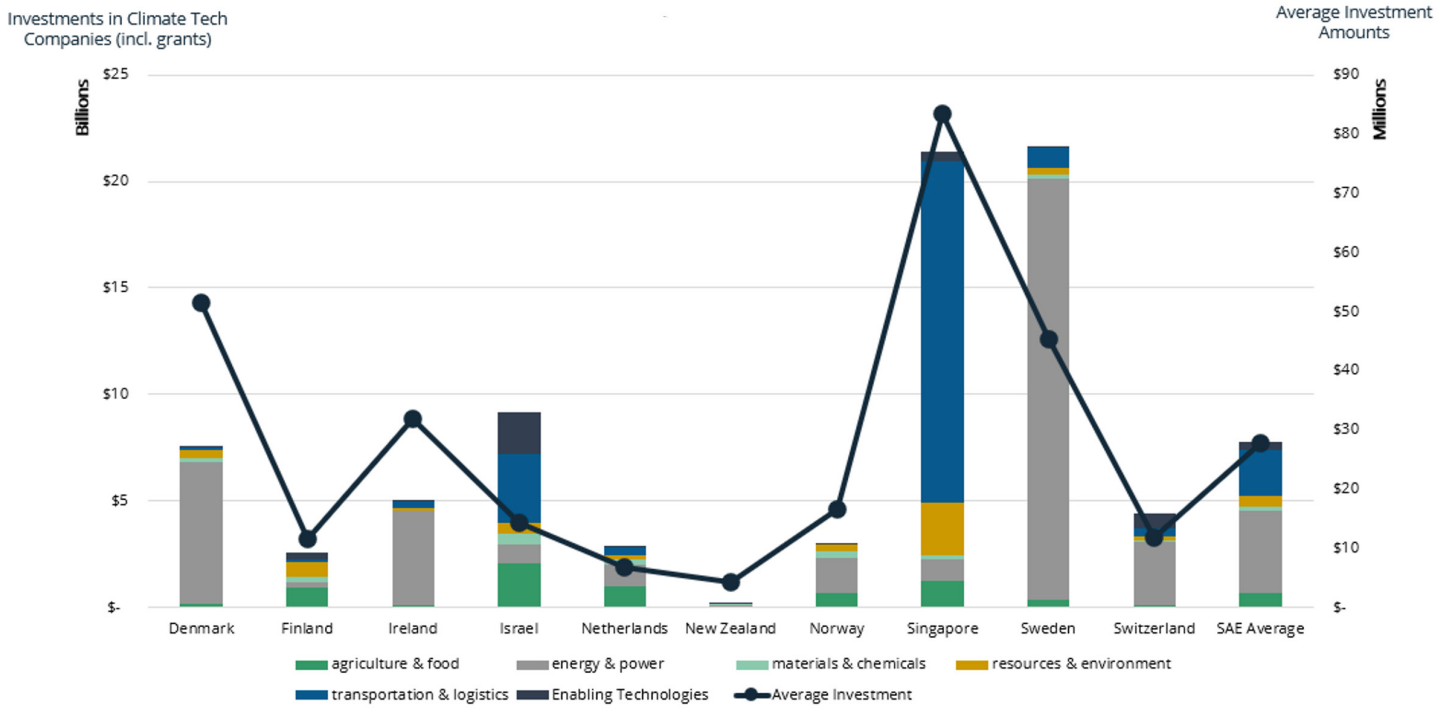
Overall, Montreal's and Quebec's approach has attracted significant and growing external investment by focusing on specific sectors with significant pre-existing local capability, and has helped local innovators gain resources to grow and scale as well as facilities for R&D and testing. Its leading CDOs have sustainability as a common secondary focus, while centering economic advancement of hardtech innovators broadly as the core goal.

New Zealand

In 2021, Cleantech Group worked with Callaghan Innovation, a New Zealand government agency that aims to "fund, upskill and connect entrepreneurs and founders, and…help them solve the challenges they encounter on their journey to grow their innovative ideas into commercial success." The resulting report's key findings showed:

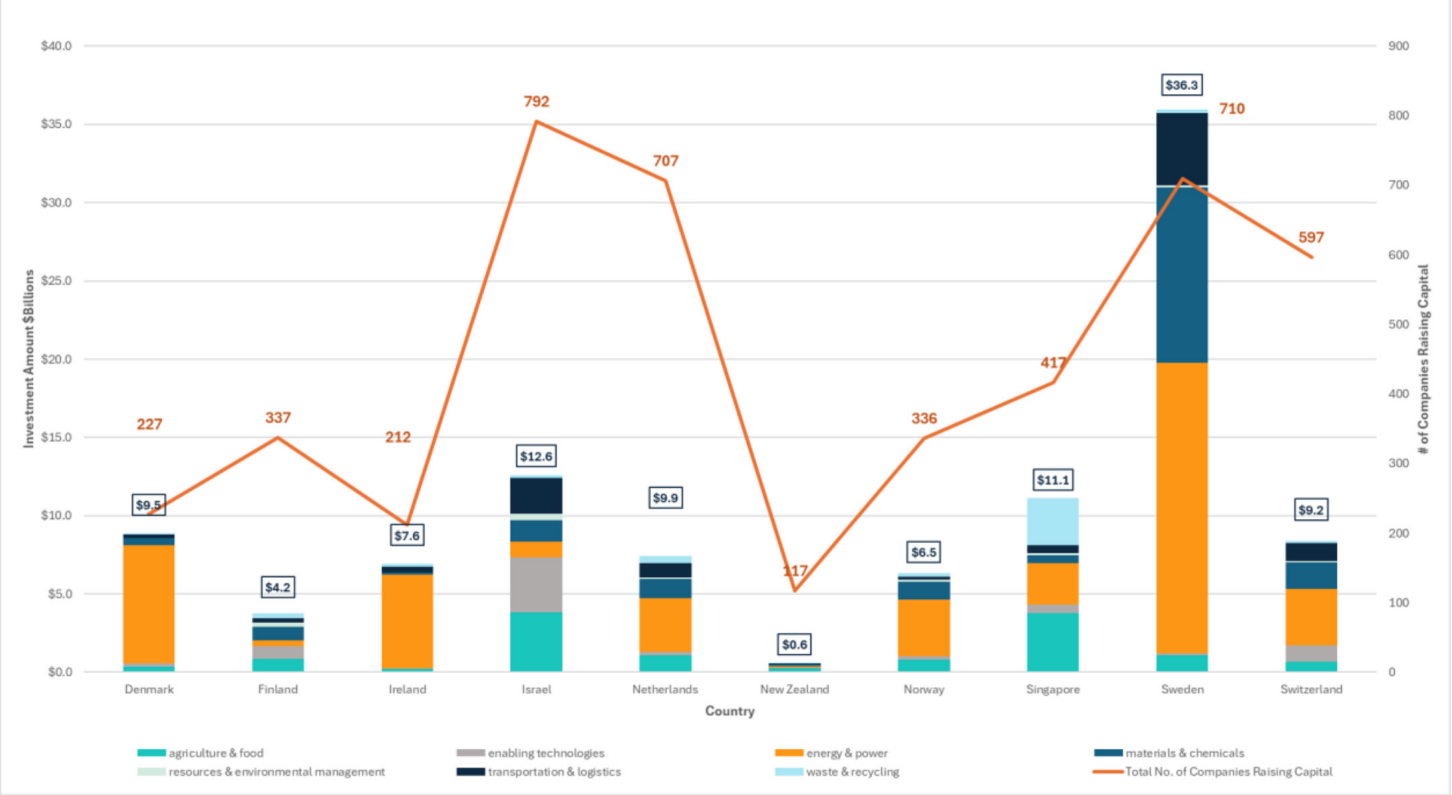
- Domestic innovators raised 95% less private funding than other ecosystems
- Companies especially faced elevated difficulty engaging with demand owners and raising capital in the scaling phase
- Successful companies had received one-on-one government support, which was not readily replicable without a CDO focused on promoting and connecting local innovations with larger markets where there were more demand owners

Climate Tech Investments and Average Investment Size in Small Advanced Economies (SAEs) 2011-2021



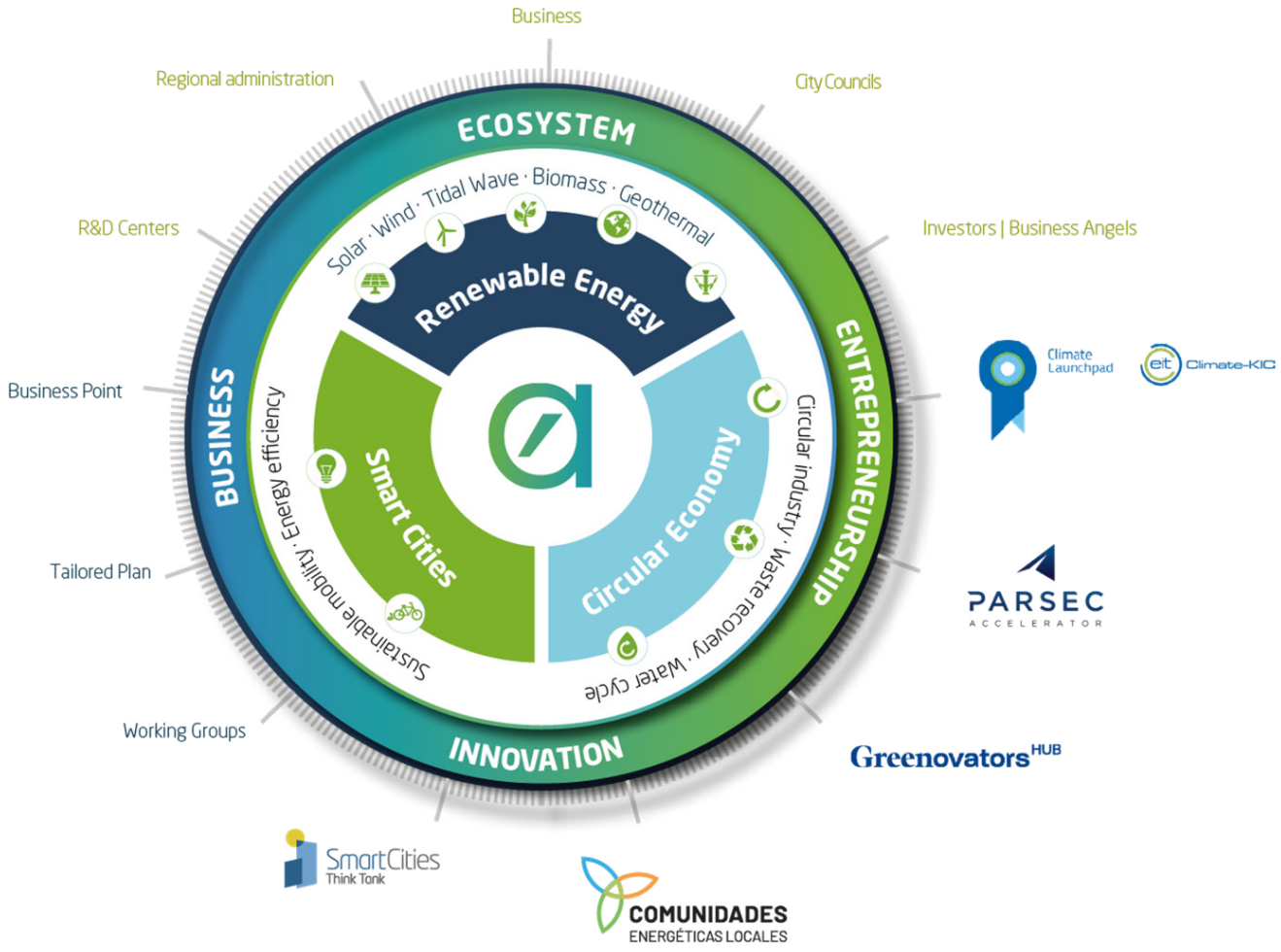
That year, the agency established the New Zealand Cleantech Mission partnership to coordinate cleantech innovation stakeholders. In 2024, Callaghan independently updated the 2021 report with new data. In particular, the update showed a doubling in raised capital by NZ startups, and 29% growth rates in the sector.

Cleantech Investments in Small Advanced Economies (2011-Q1-2024)



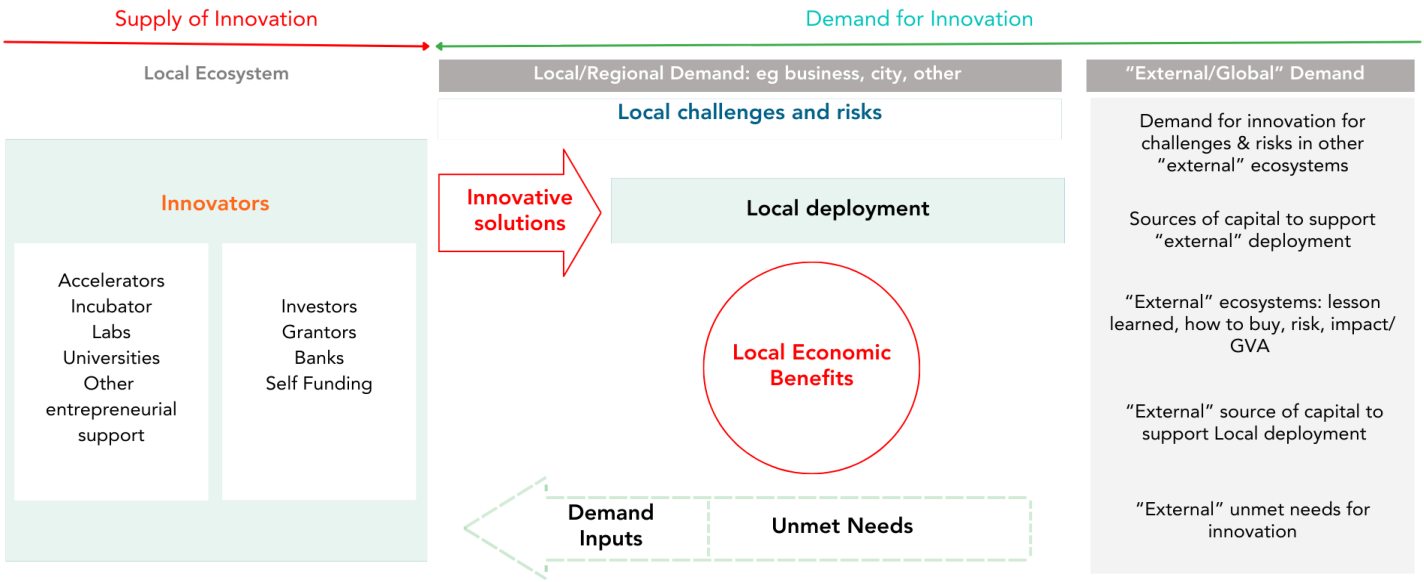
Valencia, Spain

In 2008-2009, Spain slashed national subsidies for renewable energy generation. This left the cleantech companies in Valencia in need of a new path forward, with fewer clear market opportunities. The region's SMEs self-organized to form the Avaesen regional cluster, funded by the SMEs themselves. The cluster's strategy centered on understanding the solutions these innovators could provide, and what pain points corporate and municipal customers faced. It acted as an intermediary and a neutral convener of stakeholders, linking demand owners with solutions. Over the next 6 years, small successes snowballed and its reputation grew. The cluster has now partnered with over 100 cities and hundreds of private partners to identify solutions to the challenges they face, generating over €3 billion in annual turnover for member organizations (in a region with less than 1/3 the population as the MVR). The cornerstone of its success lies in understanding and identifying unmet needs of customers able and willing to pay for solutions, while working with SMEs to ensure they are able to develop and deploy those solutions.



Cleantech Ecosystem Development Framework

As shown above, success in ecosystem development requires sustained commitment and coordination across stakeholders:



Catalyzing the local innovation ecosystem requires Coordination, Convening, & Resources to identify demand / unmet needs, coach local buyers, provide feedback for innovation

Overall, the MVR already possesses all of the individual ingredients needed for a thriving cleantech ecosystem, but lacks a chef to execute the recipe. The MVR could attract significantly more investment and achieve greater economic benefit from its cleantech innovators by:

- Establishing a dedicated cleantech ecosystem coordination entity
- Actively engaging with demand owners, local and external, to understand their needs
- Connecting demand owners to innovators who can address or work towards addressing their needs
- Promoting a consistent focus on areas of natural competitive advantage
- Seeking long-term commitment from public and private stakeholders

The region has demonstrated its ability to produce world-class cleantech innovation. With strategic focus and coordinated action, the MVR can build on this foundation to capture a larger share of the growing global cleantech investment and market, generating increased local economic benefits.

The key to success lies in taking a systematic approach to ecosystem development, focusing on areas where the MVR has natural advantages, and building strong connections to global markets and demand owners. By implementing the recommendations outlined in this report, the MVR can strengthen its position as a leading cleantech innovation hub, attract additional investment, and amplify economic growth.

About Cleantech Group

The Cleantech Group is a research-driven company that helps catalyze opportunities for sustainable growth powered by innovation. We bring clients access to the trends, companies and people shaping the future and the customized advice and support businesses need to engage external innovation. We have been the leading authority on global cleantech innovation since 2002.

Website: www.cleantech.com

Email: info@cleantech.com


INVEST VANCOUVER
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Cleantech in the Metro Vancouver Region
Invest Vancouver Management Board
April 10, 2025


Why investigate Cleantech?
Opportunity to attract investment and create jobs in an industry with rising global demand
1
One of Invest Vancouver's key industries
2
6 of the "Global Cleantech 100" firms are in the Metro Vancouver region
3
Gain insights for investment attraction that cannot be derived from limited government data
2

Ecosystem strengths

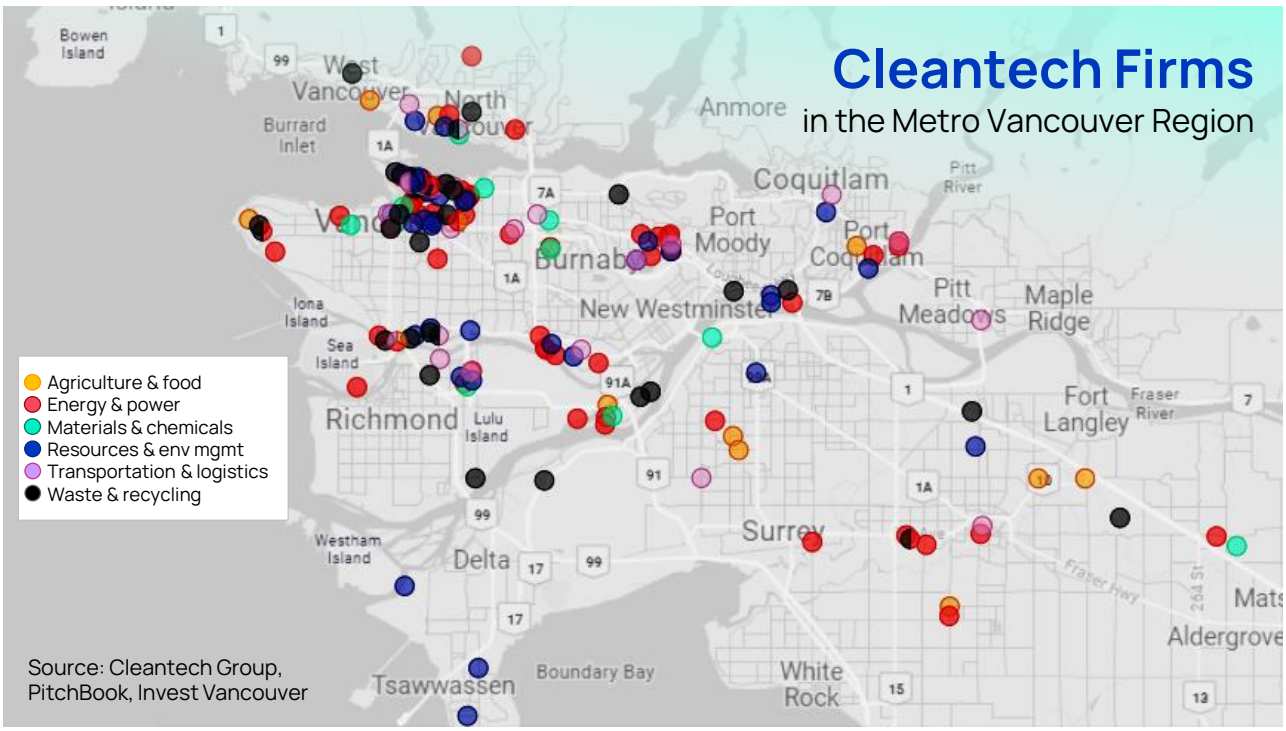
260+ cleantech firms

Robust early-stage **funding**

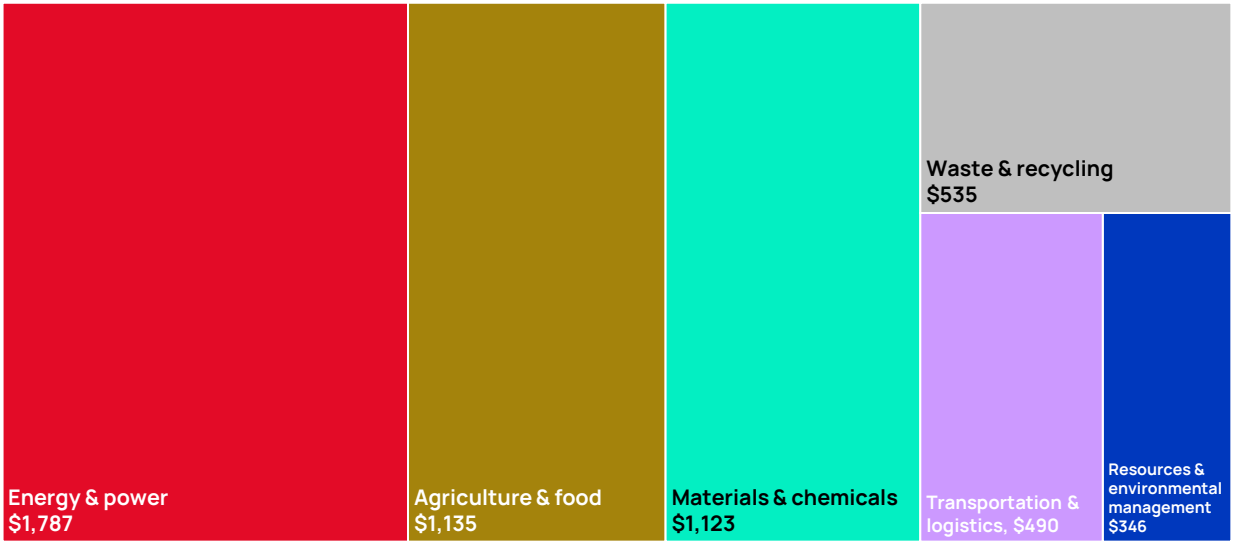
Leading **research universities**

30 Incubators and accelerators





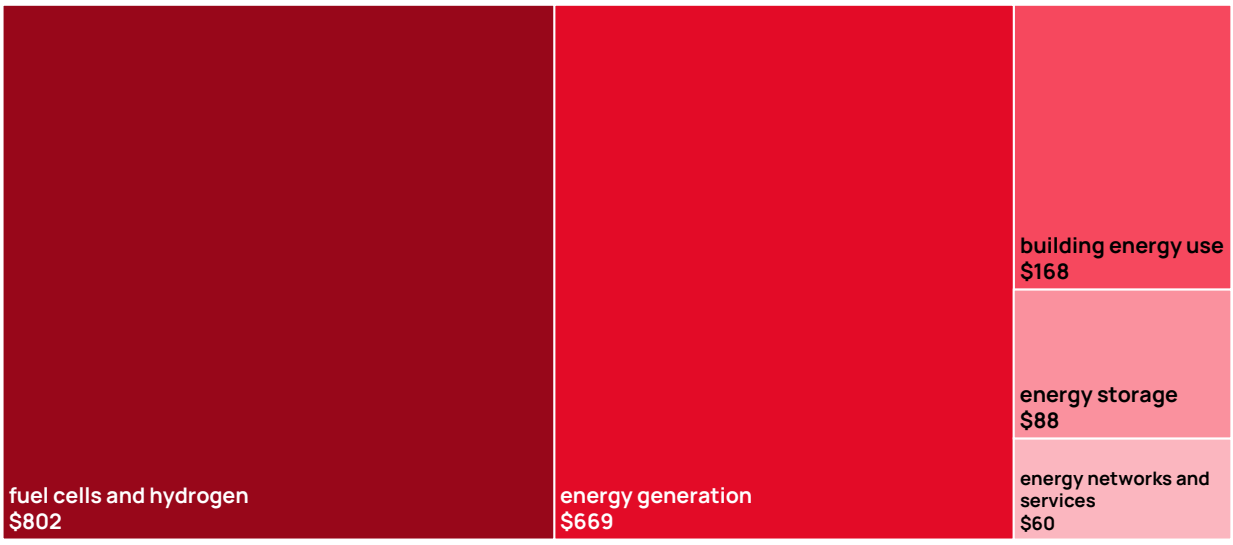
Investment in Cleantech Firms in the Metro Vancouver Region ($ millions US)



Source: Cleantech Group, PitchBook, Invest Vancouver

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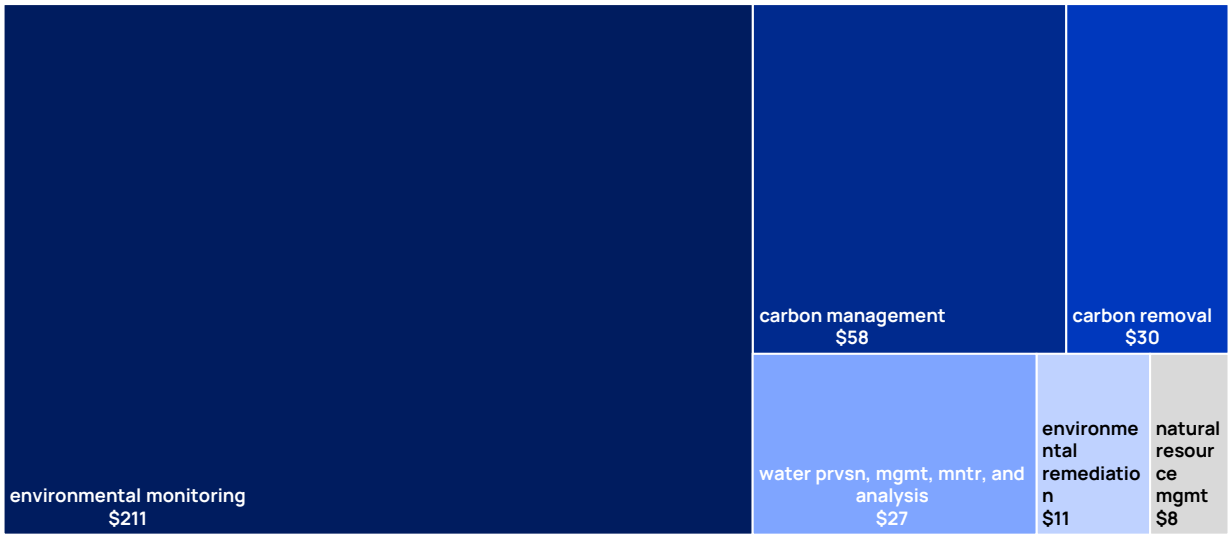
Investment in Energy & Power Firms in the Metro Vancouver Region ($ millions US)



Source: Cleantech Group, PitchBook, Invest Vancouver

6

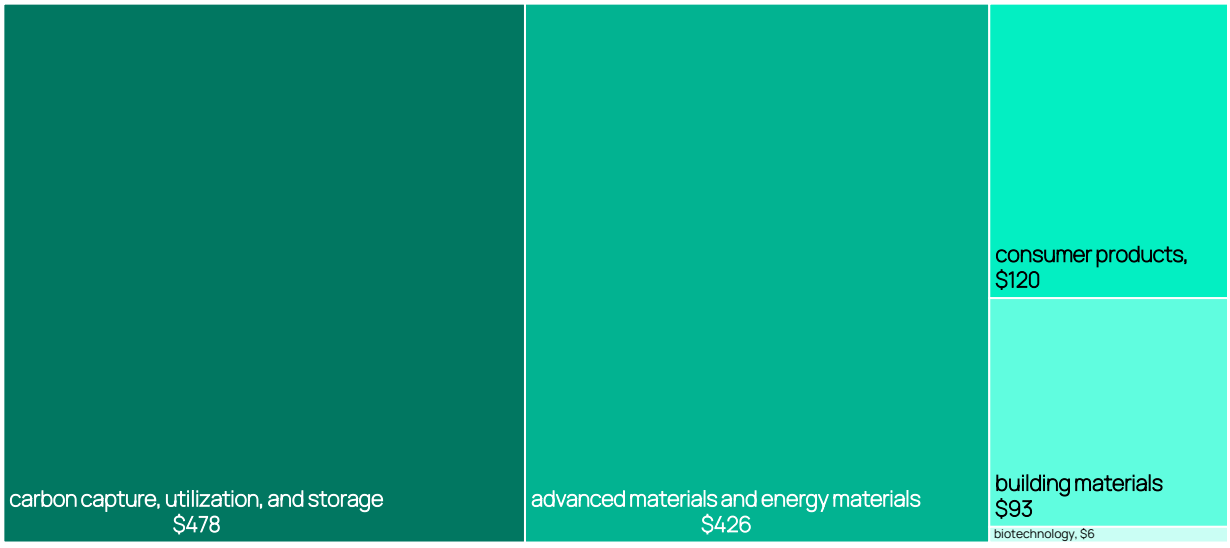
Investment in Resources & Environmental Management Firms in the Metro Vancouver Region ($ millions US)



Source: Cleantech Group, PitchBook, Invest Vancouver

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Investment in Materials and Chemicals Firms in the Metro Vancouver Region ($ millions US)



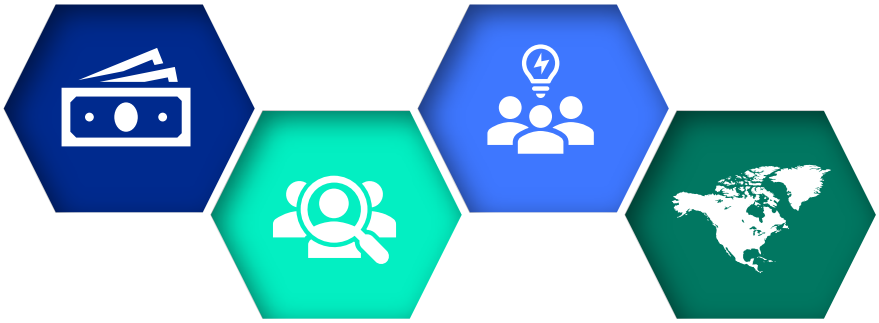
Source: Cleantech Group, PitchBook, Invest Vancouver

8

Cleantech Opportunities

Increase late-stage capital investment

Encourage a dedicated sector to coordinate the development of the ecosystem



Deepen partnerships with end users

US rollback on cleantech investment may open opportunities here

9

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Opportunity, Amplified. In a region like no other.

10

Appendix - Subsectors

Cleantech composition:

Energy & Power Firms

Fuel cells and hydrogen

- Ballard Power Systems
- Cleantech Power Corp
- Ekona
- First Hydrogen
- HTEC Hydrogen Technology & Energy
- Hydra (Logistics)
- Hydron Energy
- illuming power
- Loop (Energy Storage)
- NeoGreen Hydrogen
- Solarvest BioEnergy
- Westport Fuel Systems

Energy Generation

- Dual Fluid
- Electryon Power
- Etalim
- EverGen Infrastructure
- General Fusion
- Instream Energy Systems
- NexGen Energy
- Swordfish Hydrokinetic Turbines

Energy & storage

- Abound Energy
- Excell battery
- Moment Energy

Building energy use

- Affine Climate Solutions
- ATI Airtest Technologies
- Green Matters Technologies
- Intelligent City
- Legend Power Systems
- Mcloud technologies corp
- Miru
- Oxygen8
- Panevo
- SmartCool Systems
- Terra CO2 Technology
- VoltSafe

Energy networks and services

- Clir Renewables
- PowerTrust
- Tantalus Systems

Cleantech composition:
Resources & Environmental Mgmt Firms

Environmental monitoring
- Ideon Technologies
- MineSense
- Motion Metrics International
- Nanozen
- OnDeck Fisheries AI
- SenseNet

Carbon management
- Audette
- DevvStream
- Key Carbon

Carbon removal
- Arca (Climate Technologies)
- CO2 LOCK
- CO280

Water provision, management, monitoring, and analysis
- Aqua Intelligent Technology
- Aquatic Informatics
- CarboNet
- SHARC International Systems

Environmental remediation
- EnviroMetal Technologies

Natural resource management
- Leading Edge Materials Corp

13

Cleantech composition:
Waste and Recycling / Materials and Chemicals Firms

Waste & management
- Anaconda Systems
- Andion North America
- Atomofizer
- Circular Rubber Technologies
- Green Impact Partners
- Plastic Bank
- Recollect a Routeware
- ReCollect Systems
- RecycleSmart Solutions
- RecycLiCo Battery Materials
- Sepura Home
- Trendi

Wastewater infr., treat., monitoring, and services
- Axine
- Viridis Research

Construction
- ChopValue
- Northstar Clean Technologies

Biotechnology
- Anodyne Chemistries

Building materials
- AtlantisFiber
- Nexii

Consumer products
- Evanesce
- Fable
- Good Natured Products

Advanced materials and energy materials
- A2O Advanced Materials
- Bioform Technologies
- Cellulotech
- Dimension Five Technologies
- Mangrove Lithium
- Performance BioFilaments
- pH7 Technologies
- South Star Battery Metals
- Temas Resources
- The Metals Company

Carbon Capture, utilization and storage
- Svante

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Cleantech composition:
Agriculture & food / Transportation & logistics firms

Agriculture & food
Affinor Growers
Ecoation Innovative Solutions
Konscious Foods
Lucent Biosciences
Maia Farms
No Meat Factory
PhyCo
QuantoTech Solutions
Refeed Canada
SemiosBio Technologies
Terramera
Verdi

Transportation & logistics
7 Generation Capital
ACEL Power
AZN Capital
DAANAA RESOLUTION
Damon (Automotive)
Downtown.AI
Electra Meccanica
Electric Royalties
Evolve Charging
GreenPower Bus
Hillcrest Energy Technologies
Hypercharge Networks
Mojio
Portable Electric

15

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer / General Manager, Financial Services

Date: April 15, 2025 Meeting Date: April 17, 2025

Subject: **2024 Annual Financial Results and Audited Financial Statements**

RECOMMENDATION

1. That the MVRD Board receive for information the report dated April 10, 2025 titled "Metro Vancouver 2024 Annual Financial Results and Audited Financial Statements".

2. That the MVRD Board approve the Audited 2024 Consolidated Financial Statements for the Metro Vancouver Regional District.

3. That the MVHC Board approve the Audited 2024 Financial Statements for the Metro Vancouver Housing Corporation

4. That the GVWD Board approve the Audited 2024 Financial Statements for the Greater Vancouver Water District.

5. That the GVS&DD Board approve the Audited 2024 Financial Statements for the Greater Vancouver Sewerage and Drainage District.

Due to document formatting issues, Attachment 1 of the report was updated in anticipation of its being forwarded for Board consideration. After an additional review, further minor copyediting changes were made on the following pages: 12, 26, and 27. As one copyedit involved clarifying decimal places with a period in place of a comma, the revised attachment is provided for the Committee's information. There have been no other changes to the contents of the report.

This matter is now before the Committee for its consideration.

ATTACHMENTS

1. "2024 Annual Financial Results and Audited Financial Statements", dated, April 10, 2025.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer / General Manager, Financial Services,

Date: April 10, 2025 Meeting Date: April 17, 2025

Subject: **2024 Annual Financial Results and Audited Financial Statements**

RECOMMENDATION

1. That the MVRD Board receive for information the report dated April 10, 2025 titled "Metro Vancouver 2024 Annual Financial Results and Audited Financial Statements".

2. That the MVRD Board approve the Audited 2024 Consolidated Financial Statements for the Metro Vancouver Regional District.

3. That the MVHC Board approve the Audited 2024 Financial Statements for the Metro Vancouver Housing Corporation

4. That the GVWD Board approve the Audited 2024 Financial Statements for the Greater Vancouver Water District.

5. That the GVS&DD Board approve the Audited 2024 Financial Statements for the Greater Vancouver Sewerage and Drainage District.

EXECUTIVE SUMMARY

This report presents the draft Audited 2024 Financial Statements, which received a unqualified ("clean") audit opinion by the auditors KPMG LLP, prepared in accordance with Canadian Public Sector Accounting Standards ("PSAS"). The statements are currently in draft and will be finalized upon approval by the Board on April 25, 2025.

The Financial Results for the year ended December 31, 2024, are a net operating surplus of $22.0 million, 1.8% of the total $1.2 billion operating budget, of which $8.1M was a planned budgeted surplus in housing to fund capital maintenance, resulting in a net year end variance to budget of $13.9M. Net year end surplus to budget were in Solid Waste, $0.6 million, Liquid Waste, $3.1 million, Housing, $6.5 million, and Regional District, $7.2 million, largely due to staff vacancies, less than planned debt or capital financing, and underspends in some maintenance programs. This was offset by a year end deficit in Water, $3.5 million, due to lower than anticipated water sales.

Year-end capital expenditures were $884.3 million in 2024, representing 62% of the total $1.4 billion cash expenditure target. Significant work has progressed on several projects and the majority of the underspend is related to timing due to market realities and project complexities when delivering multi-year major infrastructure, such as the Coquitlam Water Main, Annacis WWTP, North Shore WWTP , Northwest Langley WWTP and Iona Island WWTP.

PURPOSE

To provide information on Metro Vancouver's 2024 Annual Financial Results and present, for approval, the Audited 2024 Financial Statements for the Metro Vancouver Regional District (MVRD), Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD), and Metro Vancouver Housing Corporation (MVHC).

BACKGROUND

Legislation requires that annual audited financial statements for the MVRD, GVWD, GVS&DD, and MVHC are presented and approved by the Board and submitted to the Province by May 15 of each year. The Audited 2024 Financial Statements, prepared in accordance with Canadian Public Sector Accounting Standards ("PSAS"), received a unqualified ("clean") audit opinion by the auditors, KPMG LLP. The statements are currently in draft and will be finalized upon approval by the Board on April 25, 2025.

In addition, the Metro Vancouver 2024 Annual Financial Results report, in Attachment 1, provides more detailed information on year-end financial results and is required to annually be presented to the Finance Committee to support their monitoring and oversight role. The report focuses on the overall financial results compared to budget.

2024 FINANCIAL STATEMENTS

The complete set of draft 2024 Audited Financial Statements is included in Attachment 2, with supplementary information on the 2024 Annual Financial Results report presented in Attachment 1. These statements are presented for the Boards' approval and include:

Audited 2024 Consolidated Financial Statements for the Metro Vancouver Regional District
Audited 2024 Financial Statements for the Greater Vancouver Sewerage and Drainage District
Audited 2024 Financial Statements for the Greater Vancouver Water District
Audited 2024 Financial Statements for the Metro Vancouver Housing Corporation

The consolidated financial statements combine the accounts of the MVRD, GVWD, GVS&DD, and MVHC. Two key statements included in the audited package, the Consolidated Statement of Financial Position (Exhibit A) and the Consolidated Statement of Operations (Exhibit B), similar to the Balance Sheet and Income Statement in private organizations, are the foundation of the audited statements. Highlights of the 2024 financial results and key financial indicators are provided in Attachment 1.

It is important to note that there are differences between the presentation in these financial statements and the annual Metro Vancouver budget, which is prepared, in accordance with enabling legislation, to determine the annual revenue requirements to meet expenditure obligations. These differences are included in Attachment 1.

OPERATING BUDGET RESULTS

The Consolidated Statement of Operations (Exhibit B) in the audited consolidated financial statements (Attachment 2) provides key information about the organization's financial activities, revenues, expenses, and annual surplus.

The annual surplus for PSAS purposes, calculated as the difference between consolidated revenues and expenses of $531.6 million serves as the 2024 addition to the organization's overall accumulated surplus position or net worth of $7.3 billion. However, the annual surplus in the context of the annual operating budget presentation, is $22.0 million broken out by legal entity in the table below.

Attachment 1 provides supplementary information on the 2024 operating and capital financial results by legal entity.

The overall operating surplus of $22.0 million, 1.8% of the total $1.2 billion operating budget, of which $8.1M was a planned budgeted surplus in housing to fund capital maintenance, resulting in a net year end variance to budget of $13.9M. Net year end surplus to budget were in Solid Waste, $0.6 million, Liquid Waste, $3.1 million, Housing, $6.5 million, and Regional District, $7.2 million, largely due to staff vacancies, less than planned debt or capital financing, and underspends in some maintenance programs. This was offset by a year end deficit in Water, $3.5 million, due to lower than anticipated water sales. In accordance with policy, shortfalls were funded from existing operating reserves at year-end.

	Budget	Actual	Variance
Greater Vancouver Water District	$ —	$ (3.5)	$ (3.5)
Greater Vancouver Sewerage and Drainage District			
Liquid Waste Services	—	3.1	3.1
Solid Waste Services	—	0.6	0.6
Metro Vancouver Housing	8.1	14.6	6.5
Metro Vancouver Regional District	—	7.2	7.2
	$ 8.1	$ 22.0	$ 13.9

Water Services

(In millions)	Budget	Actual	Variance
Revenues	$ 378.9	$ 370.6	$ (8.3)
Expenditures	378.9	374.1	4.8
Surplus (Deficit)	**$ —**	**$ (3.5)**	**$ (3.5)**

Water Services resulted in a net year-end deficit of $3.5 million which is largely attributed to lower water sales of close to $3.9 million due to the wetter-than-expected spring and summer and less utilization of sustainability reserves due to project delays (close to $5.0 million). This was offset by other miscellaneous net surplus revenues of $0.6 million. There are also $4.8 million lower expenditures than budget, primarily due to sustainability project delays.

Liquid Waste Services

(In millions)	Budget	Actual	Variance
Revenues	$ 487.9	$ 480.9	$ (7.0)
Expenditures	487.9	477.8	10.1
Surplus (Deficit)	**$ —**	**$ 3.1**	**$ 3.1**

Liquid Waste Services resulted in a net year-end surplus of $3.1 million for 2024 largely due to lower expenditures than budget of $10.1 million due to less than planned debt servicing, underspends in several operations and maintenance programs along with some sustainability innovation and other project delays. The lower expenditures were offset by lower revenues than budget of $7.0 million. This is primarily due to less DCC and debt financing needs from delays of multi-year growth capital projects and $3.6 million less reserve usage due to delays in Sustainability Innovation Fund (SIF) projects and other projects taking longer than anticipated. These shortfalls were offset by close to $1.2 million more revenue from leases and rentals, permits and other fees.

Solid Waste Services

(In millions)	Budget	Actual	Variance
Revenues	$ 142.4	$ 173.1	$ 30.7
Expenditures	142.4	172.5	(30.1)
Surplus (Deficit)	**$ —**	**$ 0.6**	**$ 0.6**

Solid Waste Services resulted in a net year-end surplus of $0.6 million. Revenues were $30.7M higher than anticipated driven primarily by higher waste flows, insurance proceeds at the Waste-To-Energy Facility of $7.9 million, and a one-time gain on sale of land of $5.3 million at Matsqui. Expenditures were $30.1M higher as a result of contingency disposal costs associated with higher waste flows. The 2025 Budget had adjusted the tipping fees to address the higher waste flows to address contingency disposal costs.

Metro Vancouver Housing

(In millions)	Budget	Actual	Variance
Revenues	$ 60.3	$ 51.5	$ (8.8)
Expenditures	52.2	36.9	15.3
Surplus (Deficit)	**$ 8.1**	**$ 14.6**	**$ 6.5**

Metro Vancouver Housing's net operating surplus was $14.6 million, $6.5 million higher than the planned surplus of $8.1 million. The planned surplus goes into a reserve and is used to fund capital maintenance projects for asset management. The year-end variance to budget is largely related to underspending on maintenance and capital replacement expenditures. Metro Vancouver Housing's operations are funded from rental revenue with no impact to household tax requisitions.

Regional District Services

(In millions)	Budget	Actual	Variance
Revenues	$ 146.6	$ 137.0	$ (9.6)
Expenditures	146.6	129.8	16.8
Surplus (Deficit)	**$ —**	**$ 7.2**	**$ 7.2**

The Regional District Services resulted in a net year-end surplus of $7.2 million for 2024. Overall revenues were lower than budget due to less reserve usage from delays and cancellation of SIF and other consulting projects. Expenditures were lower than budget, which was mostly attributed to staffing vacancies and underspends on maintenance projects in Regional Parks.

CAPITAL EXPENDITURE RESULTS

Capital expenditures were $884.3 million in 2024, representing 62% of the planned annual cash flow target of $1.4 billion. Significant work has progressed on several multi-year projects and there is anticipated advancement in major projects as they move into the construction phase such as the Annacis Water Supply Tunnel, Kennedy Newton Main, Widgeon Marsh Park Development, and Metro Vancouver Housing development projects. The majority of the 38% underspend is related to market realities and project complexities when delivering multi-year major infrastructure, such as the Coquitlam Water Main, Annacis Island WWTP (AIWWTP) Stage 5 Expansion, North Shore WWTP (NSWWTP), Northwest Langley WWTP (NLWWTP), and Iona Island WWTP (IIWWTP).

Capital expenditure details by project are presented in Attachment 1.

Water Services

(In millions)	Annual Capital Cash Flow Target	Actual Expenditures	Variance
Water Mains	$ 312.6	$ 288.1	$ 24.5
Pump Stations	46.5	26.4	20.1
Reservoirs	23.9	22.1	1.8
Treatment Plants	25.2	15.5	9.7
Others	16.7	4.5	12.2
Total	**$ 424.9**	**$ 356.6**	**$ 68.3**

For Water Services, capital expenditures were $356.6 million (84%) of the $424.9 million projected capital expenditure target as some of the major projects such as the Fleetwood Reservoir and Capilano Raw Water Pump Station Back-up Power projects were in the construction phase throughout the year. In addition, construction activities are ramping up and underway for other large projects such as the Annacis Water Supply Tunnel, Central Park Main, Kennedy Newton Main, Douglas Road Main No2, and the Stanley Park Water Supply Tunnel.

Liquid Waste Services

(In millions)	Annual Capital Cash Flow Target	Actual Expenditures	Variance
Collections	$ 167.9	$ 139.6	$ 28.3
Treatment Plants	613.3	283.2	330.1
Total	**$ 781.2**	**$ 422.8**	**$ 358.4**

For Liquid Waste Services, capital expenditures were $422.8 million (54%) of the $781.2 million capital expenditure target. Projects progressing through the construction phase include Gleneagles Pump Station improvements, AIWWTP Trickling Filter Rehabilitation, North Road Trunk Sewer, Gilbert Brighouse Trunk Pressure Sewer Twinning, and Burnaby Lake North Interceptor. Overall, the smaller scale projects achieved 82% of the forecast budget. The Annacis Outfall System was completed in 2024, increased construction progress on the NSWWTP started in late 2024 after the signing of the new C2 contract, progress on ground works improvements for NLWWTP was delayed due to archaeological challenges, IIWWTP ground improvements was slowed while the project team focused on re-evaluating the design and phasing options for the plant, and progress on the AIWWTP Stage 5 Expansion slowed due to design changes. Despite the numerous significant challenges, the larger scale high-risk project teams were successful in reaching 40% of the forecast expenditures.

Solid Waste Services

(In millions)	Annual Capital Cash Flow Target	Actual Expenditures	Variance
Landfills	$ 3.9	$ 0.8	$ 3.1
Recycling & Waste Ctrs	5.1	4.2	0.9
Waste to Energy Facility	45.1	9.5	35.6
Total	**$ 54.1**	**$ 14.5**	**$ 39.6**

For Solid Waste Services, capital expenditures were $14.5 million (27%) of the $54.1 million cash expenditure target largely due to the complexity of the capital projects. Additional engagement steps in developing the project scope, and time taken to develop municipal agreements and permitting impact the design to construction timelines. Despite these complexities, detailed design and procurement are underway for the Waste-to-Energy Facility District Energy system.

Metro Vancouver Housing

(In millions)	Annual Capital Cash Flow Target	Actual Expenditures	Variance
Development Capital	$ 108.2	$ 59.5	$ 48.7
Building Rehabilitation	23.1	11.3	11.8
Total	**$ 131.3**	**$ 70.8**	**$ 60.5**

For Metro Vancouver Housing, capital expenditures were $70.8 million (54%) of the $131.3 million capital expenditure target. Housing projects are well underway (Heather Place B, Kingston Gardens and Salal Landing), with several projects beginning construction (The Connection, The Steller, and Heron's Nest). Various project expenditures are underspent due to factors such as challenges in obtaining building permits, construction tendering setbacks and resources availability. Through strategic partnerships, funding and financing programs, Metro Vancouver Housing is leveraging its available resources to build and renew homes with no additional impact to household tax requisitions

Regional Parks

(In millions)	Annual Capital Cash Flow Target	Actual Expenditures	Variance
Capital Development	$ 12.0	$ 6.0	$ 6.0
Parkland Acquisition	20.0	13.6	6.4
Total	**$ 32.0**	**$ 19.6**	**$ 12.4**

For Regional Parks, the capital expenditures were $19.6 million (61%) of the $32.0 million capital cash expenditure target. Progress continued on major projects including Widgeon Marsh Regional Park Development, Grouse Mountain Trail and Amenity Improvement, and Campbell Valley Regional Park and Greenway Development. Some projects, such as the Boundary Bay Perimeter Trail and Belcarra South Redevelopment, are taking longer than anticipated largely due to permitting requirements. However, the permitting issues for the Boundary Bay Perimeter Trail have been resolved and work is currently underway. For land acquisition, much of this is dependent on availability and market conditions.

FINANCIAL POSITION

The Consolidated Statement of Financial Position (Exhibit A) in the audited financial statements (Attachment 2) provides key information to evaluate the government's ability to finance its liabilities and contractual obligations and to provide ongoing and future services. For discussion, a Condensed Statement of Financial Position, presented net of Translink and member municipalities' debt, is included in Attachment 1, along with the five-year trends on the four key financial indicators in this statement (financial assets, net debt, non-financial assets and accumulated surplus).

Financial Assets

Cash and investment resources for 2024 are slightly higher than 2023 by $28.4 million due to timing of cash flows. Metro Vancouver has a strong liquidity position, with financial assets 2.4 times more than current liabilities. This indicates that the financial assets are more than sufficient to offset the amount of short-term obligations. The five-year financial asset trend in Attachment 1 shows cash balances are relatively stable, with slight fluctuations due to the timing of grant and debt financing received.

Net Debt

The net debt position indicates the amount by which the organizations' liabilities exceed the financial assets. The net debt position increased by $260.2 million, however, although the amount appears unfavorable, over 67% of the organization's liabilities is long-term debt which is repayable over several years. In addition, the organization's financial assets are more than sufficient to offset the amount of short-term obligations. This is indicated in the organization's 2.4 to 1 current ratio, which is a measure of an organization's liquidity, defined as current assets divided by current liabilities.

Non-financial Assets

Non-financial assets increased by $791.8 million in 2024, a direct result of the $884.3 million in capital expenditures made in the year, the majority of which were for water and liquid waste infrastructure projects. Attachment 1 shows that Metro Vancouver's investment in capital assets is growing at a faster rate than liabilities and debt, indicating more of the District's assets are pay-as-you-go or grant funded.

Accumulated Surplus

The 2024 accumulated surplus of $7.3 billion reflects the equity position for financial statement purposes. This amount includes investment in tangible capital assets (tangible assets less debt) of $6.7 billion and reserve balances of $534.6. This reserve balance for PSAS purposes does not include an additional $531.1 million of funds recorded as deferred revenue. These amounts include DCC reserves of $350.6 million, grant funds for infrastructure projects of $119.3 million, landfill post-closure reserves of $49.4 million and housing restricted reserve amounts of $11.8 million.

The accumulated surplus increased by $531.6 million in 2024, which represents the annual accounting surplus for the year, calculated as the difference between revenues and expenses on a PSAS basis.

ALTERNATIVES

The audited financial statements are a statutory requirement prepared in accordance with specific accounting principles. No alternatives are presented.

FINANCIAL IMPLICATIONS

The Metro Vancouver 2024 Annual Financial Results indicate a year-end operating surplus of $22.0 million (1.8% of the total $1.2 billion operating budget), $13.9 million more than the planned amount of $8.1 million; and a capital spend of 62% of the planned capital budget of $1.4 billion.

CONCLUSION

The financial statements, included in Attachment 2, are part of the legislated reporting requirements for 2024 and staff recommend their approval. As noted in the Auditor's Report, it is the Auditor's opinion that these Financial Statements present fairly the financial position of the MVRD, GVWD, GVS&DD, and MVHC as of December 31, 2024, and the results of their financial activities and changes in their financial position for the year then ended in accordance with Canadian Public Sector Accounting Standards.

This report also provides the financial performance of Metro Vancouver for 2024, with supplementary information provided in Attachment 1. Overall surplus for 2024 was $22.0 million, $13.9 million over budget, attributed to Solid Waste, $0.6 million, Liquid Waste, $3.1 million, Housing, $6.5 million and Regional District, $7.2 million. Budget shortfalls of $3.5 million resulted in Water. Year-end capital expenditures were $884.3 million in 2024, representing 62% of the planned annual cash flow target of $1.4 billion. The year-end surplus from capital cash flow is planned spending over the five-year financial plan and is still required. The capital surplus has resulted largely in major projects which face challenges with market, permitting, and engagement activities.

The financial results for 2024 will be presented to the Board in April 2025 along with the Audited 2024 Financial Statements, prepared in accordance with Canadian Public Sector Accounting Standards ("PSAS").

ATTACHMENTS

1. Metro Vancouver 2024 Annual Financial Results.
2. Draft Audited Financial Statements for the year ended December 31, 2024.
3. Presentation re: 2024 Metro Vancouver Financial Results.

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METRO VANCOUVER 2024 ANNUAL FINANCIAL RESULTS

For the Year Ended December 31, 2024

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INTRODUCTION

This report presents Metro Vancouver's 2024 Annual Financial Results and supplements the information contained in the 2024 Audited Financial Statements. This report combines the financial information of Metro Vancouver's four legal entities: Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, Metro Vancouver Housing Corporation, and Metro Vancouver Regional District.

It is important to note that there are differences between the presentation in the audited financial statements, which are prepared in accordance with public sector accounting standards ("PSAS"), and the annual Metro Vancouver budget, which is prepared, in accordance with enabling legislation, to determine the annual revenue requirements to meet expenditure obligations. These differences are outlined in the Consolidated Financial Statement Highlights page 25 of this report.

OPERATING RESULTS

Overall Net Operating Surplus to Budget

For the year ended December 31, 2024, Metro Vancouver's year-end net operating surplus was $22.0 million (1.8% of the total $1.2 billion operating budget), of which $8.1M was a planned budgeted surplus in housing to fund capital maintenance, resulting in a net year end variance to budget of $13.9M. Surpluses over budget were attributed to Solid Waste, $0.6 million, Liquid Waste, $3.1 million, Housing, $6.5 million, and Regional District, $7.2 million, primarily a result of staff vacancies, less than planned debt or capital financing, and underspends in maintenance programs. Budget shortfalls of $3.5 million resulted in Water, due to lower than anticipated water sales. In accordance with policy, shortfalls were funded from existing operating reserves at year-end.

	Budget	Actual	Variance
Greater Vancouver Water District	$ —	$ (3,541,178)	$ (3,541,178)
Greater Vancouver Sewerage and Drainage District			
Liquid Waste Services	—	3,155,608	3,155,608
Solid Waste Services	—	553,726	553,726
Metro Vancouver Housing Corporation	8,053,663	14,573,344	6,519,681
Metro Vancouver Regional District	—	7,172,557	7,172,557
	$ 8,053,663	$ 21,914,057	$ 13,860,394

Operating Budget Summary

Metro Vancouver
Operating Budget Summary
For the Year Ended December 31, 2024

	Budget	Actual	% Actual to Budget	Variance
REVENUES				
Key Service Revenues				
Water Sales	$ 367,535,244	$ 363,616,379	99%	$ (3,918,865)
Liquid Waste Services Levy	389,498,103	389,498,103	100%	$ —
Solid Waste Tipping Fees	132,115,288	149,952,183	114%	$ 17,836,895
Metro Vancouver Regional District Requisitions	113,178,691	113,178,691	100%	$ —
Housing Rents	45,207,881	46,272,722	102%	$ 1,064,841
	1,047,535,207	1,062,518,077	101%	$ 14,982,870
Other Revenues	49,598,559	60,538,662	122%	$ 10,940,103
Reserve Transfers	118,893,843	89,961,705	76%	$ (28,932,138)
TOTAL REVENUES	**$ 1,216,027,609**	**$ 1,213,018,444**	100%	**$ (3,009,165)**
EXPENDITURES				
Greater Vancouver Water District	378,883,747	374,109,223	99%	$ 4,774,524
Greater Vancouver Sewerage and Drainage District				
Liquid Waste Services	487,916,887	477,773,727	98%	$ 10,143,160
Solid Waste Services	142,411,329	172,520,122	121%	$ (30,108,793)
Metro Vancouver Housing Corporation	52,266,690	36,955,973	71%	$ 15,310,717
Metro Vancouver Regional District				
Regional Parks	86,077,581	79,761,798	93%	$ 6,315,783
Air Quality and Climate Action	17,561,130	14,056,802	80%	$ 3,504,328
Other Regional Services	42,856,582	35,926,742	84%	$ 6,929,840
TOTAL EXPENDITURES	**1,207,973,946**	**1,191,104,387**	99%	**$ 16,869,559**
SURPLUS (DEFICIT)	**$ 8,053,663**	**$ 21,914,057**		**$ 13,860,394**

Operating Surplus Analysis by Entity

Water Services had an overall shortfall to budget of $(3.5) million for 2024.

	Budget	Actual	Variance
Greater Vancouver Water District			
Revenues	$ 378,883,747	$ 370,568,045	$ (8,315,702)
Expenditures	378,883,747	374,109,223	4,774,524
Surplus (Deficit)	$ —	$ (3,541,178)	$ (3,541,178)

- Year-to-date water revenues were $8.3M lower than budget, largely due to $3.9M lower water sales than projected from wetter-than-expected spring and summer (water consumption for the year was less than forecast by 0.8%). In addition to lower than expected water sales for the year, there was less reserve usage than planned of $5.0M due to delays in sustainability innovation project expenditures and less than budget DCC application of $0.6M due to less growth debt than planned offset by more than budget rent/lease revenues of close to $1.2M for several properties.

- Year-to-date expenditures were $4.8M less than budget, primarily due to delays and deferrals of work on sustainability infrastructure fund (SIF) projects of $4.6M, lower than expected chemical costs of $1.9M, delays in watershed project work of $0.6M, dam safety under spends of $0.4M and several other operating program under spends for 2024 totaling $1.5M offset by minor capital project work exceeding budget by close to $1.6M.

- Water's final deficit of $3.5Mequates to less revenues of $8.3M offset by less expenditures of $4.8M with (net) amounts largely from less water consumption in summer.

Liquid Waste Services had a surplus of $3.1 million for 2024.

	Budget	Actual	Variance
Greater Vancouver Sewerage and Drainage District			
Liquid Waste Services			
Revenues	$ 487,916,887	$ 480,929,335	$ (6,987,552)
Expenditures	487,916,887	477,773,727	10,143,160
Surplus (Deficit)	$ —	$ 3,155,608	$ 3,155,608

- Year-to-date revenues were $7.0M lower than budget primarily due to $4.6 million less DCC reserve application transfers due to the status of the multi-year growth capital projects; and $3.6M less revenue from reserve applications due to some delay in Sustainability Innovation ($2.4M) and several other projects ($1.2M). These shortfalls were offset by close to $1.2M more revenue from leases and rentals, permits and other fees.

- Year-to-date expenditures are $10.1M lower than budget primarily related to deferred or delayed costs in a number of core operating programs, such as Operations and Maintenance programs of $0.2M, Policy and Planning programs of $4.4M (inclusive of some delays in Sustainability Innovation and other projects of $2.3M), Environmental Management Quality Control of $1.2M, minor capital project work of $1.0M, debt surplus of $1.2M and other allocated costs of $2.1M.

Solid Waste Services has a surplus of $0.6 million.

	Budget	Actual	Variance
Greater Vancouver Sewerage and Drainage District			
Solid Waste Services			
Revenues	$ 142,411,329	$ 173,073,848	$ 30,662,519
Expenditures	142,411,329	172,520,122	(30,108,793)
Surplus (Deficit)	$ —	$ 553,726	$ 553,726

- Revenues were $30.7M higher than anticipated driven primarily by higher waste flows, $7.9 million insurance proceeds at the Waste-To-Energy Facility, and a one-time gain on sale of land of $5.3 million at Matsqui.
- Expenditures were $30.1M higher as a result of contingency disposal costs associated with higher waste flows.

The **Metro Vancouver Housing Corporation** had a surplus to budget of $6.5 million.

	Budget	Actual	Variance
Metro Vancouver Housing Corporation			
Revenues	$ 60,320,353	$ 51,529,317	$ (8,791,036)
Expenditures	52,266,690	36,955,973	15,310,717
Surplus (Deficit)	$ 8,053,663	$ 14,573,344	$ 6,519,681

- Metro Vancouver Housing's net operating surplus was $14.6M and the planned surplus was $8.1M. The planned surplus goes into a reserve and is used to fund capital maintenance projects for asset management.

- Revenues were $8.8M lower than budgeted largely related to underspending in capital replacement and maintenance expenditures, which results in a lower than budgeted transfer from reserve funds into annual revenues.

- Expenditures were lower than budgeted by $15.3M due to the underspending in maintenance activities and capital replacement and maintenance projects as a result of delays in design, procurement of consulting and construction work. These delays have resulted in some work being postponed to 2025.

Metro Vancouver Regional District

Regional Parks had a surplus of $1.2 million.

	Budget	Actual	Variance
Metro Vancouver Regional District			
Regional Parks			
Revenues	$ 86,077,581	$ 80,972,921	$ (5,104,660)
Expenditures	86,077,581	79,761,798	6,315,783
Surplus (Deficit)	$ —	$ 1,211,123	$ 1,211,123

- Revenues were under budget by $5.1M largely due to less reserve usage from delays in reserve funded projects in the capital maintenance program.

- Expenditures were $6.3M lower than budget largely due to underspending of capital maintenance projects as a result of seasonal weather delays, delays in procurement and deferred budget allotment for ongoing litigation with kʷikʷəƛ̓əm (Kwikwetlem First Nation).

Air Quality and Climate Action had a surplus of $2.0 million.

	Budget	Actual	Variance
Metro Vancouver Regional District			
Air Quality and Climate Action			
Revenues	$ 17,561,130	$ 16,077,996	$ (1,483,134)
Expenditures	17,561,130	14,056,802	3,504,328
Surplus (Deficit)	$ —	$ 2,021,194	$ 2,021,194

- Revenues were lower than budget by $1.5M, primarily due to a number of reserve application projects being deferred or cancelled.

- Year-to-date expenditures were $3.5M lower than budget primarily due to labour underspends from position vacancies and several reserve funded projects being cancelled, deferred, or taking longer than anticipated.

Other Regional Services had a surplus of $4.0 million.

	Budget	Actual	Variance
Metro Vancouver Regional District			
Other Regional Services			
Revenues	$ 42,856,582	$ 39,866,982	$ (2,989,600)
Expenditures	42,856,582	35,926,742	6,929,840
Surplus (Deficit)	$ —	$ 3,940,240	$ 3,940,240

- Overall expenditures for Regional Services were $6.9M lower than budget largely due to lower salary costs from staff vacancies, delays in project contracted services, and fewer board and committee meetings and attendance than planned. Overall revenues were lower than planned, primarily from Housing Planning and Policy which had deferrals or delays on projects funded from reserve applications.

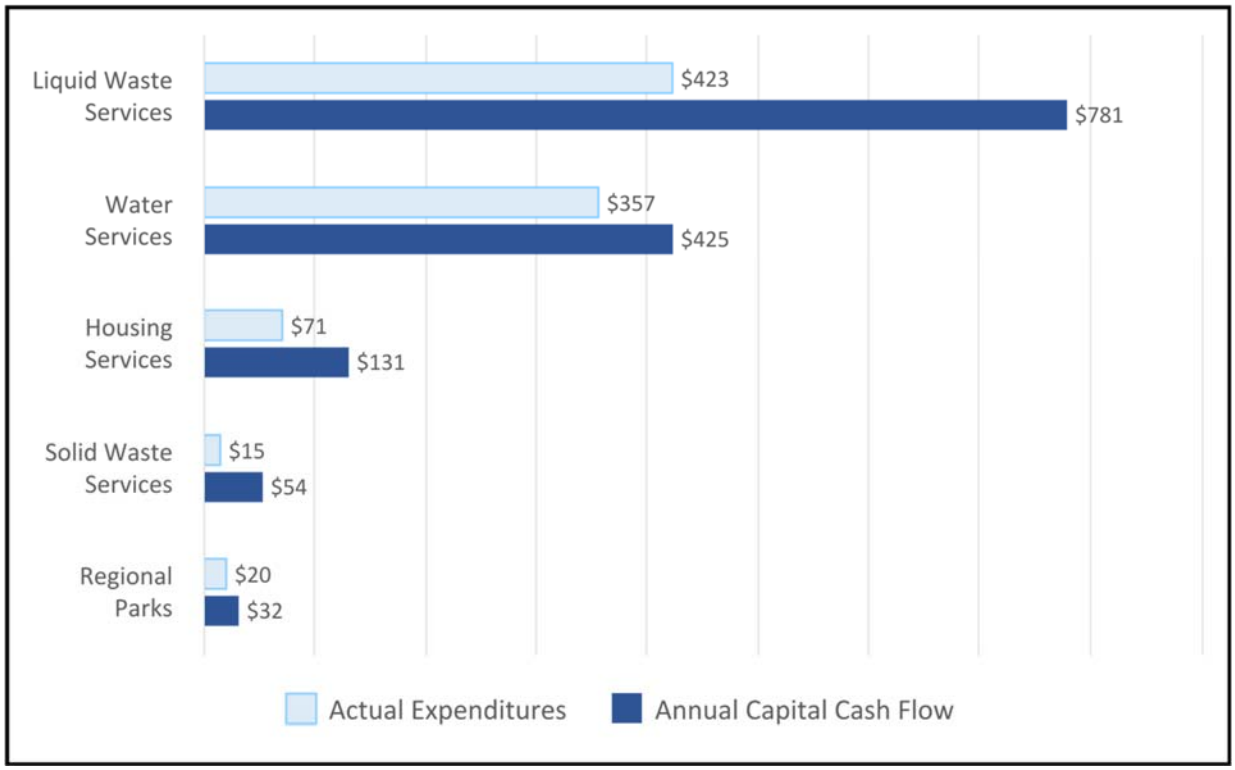
CAPITAL PROGRAM

Overall Capital Expenditures

Capital expenditures were $884.3M in 2024, representing 62% of the planned annual cash flow target of $1.4B. Significant work has progressed on several multi-year projects and there is anticipated advancement in major projects as they move into the construction phase such as the Annacis Water Supply Tunnel, Kennedy Newton Main, Widgeon Marsh Park Development, and Metro Vancouver Housing development projects. The majority of the 38% underspend is related to market realities and project complexities when delivering multi-year major infrastructure, such as the Coquitlam Water Main, Annacis Island Wastewater Treatment Plant (AIWWTP) Stage 5 Expansion, North Shore Wastewater Treatment Plant (NSWWTP), Northwest Langley Wastewater Treatment Plant (NLWWTP), and Iona Island Wastewater Treatment Plant (IIWWTP) which have been accounted for in the 2025-2029 Financial Plan.

Capital Expenditure at a Glance

2024 Capital Cash Flow vs Actual Expenditures in $ Millions



Capital Expenditure Summary

2024 Capital Spending Summary
For the Year Ended December 31, 2024

	Annual Capital Cash Flow	Actual Expenditures	Actual Expenditures of Annual Capital Cash Flow (%)	Variance
Housing Services				
Development Capital	$ 108,200,000	$ 59,502,955	55%	48,697,045
Building Rehabilitation	23,134,400	11,289,881	49%	11,844,519
	131,334,400	**70,792,836**	**54%**	**60,541,564**
Liquid Waste Services				
Collections	167,942,000	139,574,478	83%	28,367,522
Treatment Plants	613,292,000	283,156,031	46%	330,135,969
	781,234,000	**422,730,509**	**54%**	**358,503,491**
Regional Parks				
Capital Development	11,970,000	6,021,154	50%	5,948,846
Parkland Acquisition	20,000,000	13,585,555	68%	6,414,445
	31,970,000	**19,606,708**	**61%**	**12,363,292**
Solid Waste Services				
Landfills	3,850,000	828,983	22%	3,021,017
Recycling and Waste Centres	5,100,000	4,232,781	83%	867,219
Waste to Energy Facilities	45,150,000	9,483,575	21%	35,666,425
	54,100,000	**14,545,340**	**27%**	**39,554,660**
Water Services				
Water Mains	312,615,000	288,078,925	92%	24,536,075
Pump Stations	46,500,000	26,406,526	57%	20,093,474
Reservoirs	23,890,000	22,109,829	93%	1,780,171
Treatment Plants	25,150,000	15,481,794	62%	9,668,206
Others	16,700,000	4,532,478	27%	12,167,522
	424,855,000	**356,609,551**	**84%**	**68,245,449**
Total	**$1,423,493,400**	**$ 884,284,944**	**62%**	**539,208,456**

Metro Vancouver Housing (MVHC)

Year-to-date capital expenditures were 70.8 million.

- In 2024, capital development projects experienced various delays which led to unspent budget. The delays were primarily due to challenges in obtaining building permits, construction tendering setbacks, and site-specific issues such as below-grade de-watering and resource availability. Various building rehabilitation projects also experienced delays, leading to lower than anticipated spending. These delays were due to factors such as contract awarding process, design complications, permit requirements and resource availability. Through strategic partnerships, funding and financing programs, Metro Vancouver Housing is leveraging its available resources to build and renew homes with no additional impact to household tax requisitions.

Liquid Waste Services

Year-to-date capital expenditures were $422.8 million.

- For Liquid Waste Services, capital expenditures were $422.8 million (54%) of the $781.2 million capital cash flow. Projects progressing through the construction phase include Gleneagles Pump Station improvements, AIWWTP Trickling Filter Rehabilitation, North Road Trunk Sewer, Gilbert Brighouse Trunk Pressure Sewer Twinning, and Burnaby Lake North Interceptor. Overall, the smaller scale projects achieved 82% of the forecast budget. The Annacis Outfall System was completed in 2024, increased construction progress on the NSWWTP started in late 2024 after the signing of the new C2 contract, progress on ground works improvements for NLWWTP was delayed due to archaeological challenges, IIWWTP progress on ground improvements was slowed while the project team focused on re-evaluating the design and phasing options for the plant, and progress on the AIWWTP Stage 5 Expansion slowed due to design changes. Despite the numerous significant challenges, the larger scale high-risk project teams were successful in reaching 40% of forecast expenditures.

Regional Parks

Year-to-date capital expenditures were $19.6 million.

- For Regional Parks, the capital expenditures were $19.6 million (61%) of the $32.0 million capital cash flow. Progress continued on major projects including Widgeon Marsh Regional Park Development, Grouse Mountain Trail and Amenity Improvement, and Campbell Valley Regional Park and Greenway Development. Some projects, such as the Boundary Bay Perimeter Trail and Belcarra South Redevelopment, are taking longer than anticipated largely due to permitting requirements. However, the permitting issues for the Boundary Bay Perimeter Trail have been resolved and work is currently underway. The timing of expenditures with respect to land acquisition is dependent on availability and market conditions.

Solid Waste Services

Year-to-date capital expenditures were $14.5 million.

- The Solid Waste Services capital spend was lower than initially projected as a result of longer than expected timelines to initiate construction on various capital projects. Contributing factors include additional engagement steps in the development of project scopes, longer than expected timelines to develop municipal agreements for infrastructure projects, and additional permitting steps not initially anticipated. Despite these complexities, detailed design and procurement are underway for the Waste-to-Energy Facility District Energy system and many other projects are moving to the next phase of the project timelines.

Water Services

Year-to-date capital expenditures were $356.6 million.

- For Water Services, capital expenditures were $356.6 million (84%) of the $424.9 million projected capital cash flow as some of the major projects such as the Fleetwood Reservoir and Capilano Raw Water Pump Station Back-up Power projects were in the construction phase throughout the year. In addition, construction activities are ramping up and underway for other large projects such as the Annacis Water Supply Tunnel, Central Park Main, Kennedy Newton Main, Douglas Road Main No2, and the Stanley Park Water Supply Tunnel.

The following schedules provide detailed information on the capital expenditures by project against annual capital cash flow ***as of December 31, 2024***.

Metro Vancouver

Capital Expenditures by Project

For the Year Ended December 31, 2024

Housing Services	**Annual Capital Cash Flow Target**	**Actual Expenditures**
Development Capital		
Housing Development - Heather Place - Building B	$ 19,000,000	$ 23,251,213
Housing Development - Heather Place - Building C	970,500	15,691
Housing Development - Heron's Nest	25,000,000	1,709,812
Housing Development - Kingston Gardens - Phase 1	14,000,000	9,974,838
Housing Development - Malaspina	2,000,000	1,400,124
Housing Development - Projects in Planning	787,010	—
Housing Development - Riverside Drive	742,490	327,285
Housing Development - Salal Landing	15,700,000	12,799,503
Housing Development - The Connection	20,000,000	7,960,807
Housing Development - The Steller	10,000,000	2,063,683
Total Development Capital	**108,200,000**	**59,502,955**
Building Rehabilitation		
Housing Development - Crown Manor	350,000	44,713
Housing Development - Le Chateau Place	846,400	4,564
Housing Development - Manor House	11,000,000	7,869,279
Housing Development - Minato West	5,888,000	1,639,814
Housing Development - Somerset Gardens	50,000	—
Housing Development - Strathearn Court	5,000,000	1,731,512
Total Building Rehabilitation	**23,134,400**	**11,289,881**
Total Housing Services	**$ 131,334,400**	**$ 70,792,836**

Liquid Waste Services	**Annual Capital Cash Flow Target**	**Actual Expenditures**
Collections		
Albert Street Trunk Sewer	$ 450,000	$ 11,557
Burnaby Lake North Interceptor Cariboo Section	50,000	—
Burnaby Lake North Interceptor Winston Section	23,890,000	27,976,432
Burnaby South Slope Interceptor West Branch Extension	200,000	—
Cloverdale Pump Station Capacity Upgrade	370,000	389,829
Cloverdale Trunk Sewer Capacity Upgrade	450,000	141,605
Combined Sewer Overflow Sampling Station Enhancements	400,000	185,289
Drainage - Port Moody Storm Drain Rehabilitation	400,000	98,991
Drainage - Still Creek Culvert Rehabilitation (Gilmore section)	100,000	—
EMQC-Chemistry Laboratory	400,000	167,327
FSA Flow Metering Program	620,000	251,106
FSA River Crossing Scour Protection Program - Phase 1	450,000	24,571
FSA Sewer Relocations and Protections	500,000	—
FSA Statutory Right of Way Acquisitions Phase 1	5,350,000	3,361,389
Fraser Sewerage Area Integrated Resource Recovery (IRR) Study	250,000	38,784
Front Street Pressure Sewer Access Hatches Reinforcement	1,700,000	2,881,319
Gilbert/Brighouse Trunk Pressure Sewer Twinning Phase 2	1,541,000	10,984,666
Gilbert/Brighouse Trunk Pressure Sewer Twinning Phase 3	18,000,000	21,137,546
Gilbert/Brighouse Trunk Pressure Sewer Twinning Phase 4	18,550,000	15,776,235
Glenbrook CSO Gate Replacement	3,780,000	4,431,586
Glenbrook Combined Trunk Kingsway Sanitary Section	5,200,000	3,682,028
Gleneagles Forcemain Replacement Phase 2	2,130,000	226,185
Gleneagles Pump Stations Improvements	6,400,000	10,428,471
Harbour Pump Station Discharge Header Repair and Valve Replacements	4,273,000	805,430
Harbour Pump Station Power Distribution Equipment Replacement	2,107,000	325,845
Harbour Sewerage Pump Station (HRB) - Suction Piping Replacement	200,000	2,950
Highbury Interceptor Diversion Junction Chamber Wall Rehabilitation	350,000	80,426
Jervis Pump Station 25kV Voltage Conversion	990,000	152,589
Jervis Sewerage Pump Station (JRV) - Suction Piping Replacement and Wet Well Modifications	200,000	—
Kent Pump Station High Voltage Switchgear Replacement	1,030,000	283,847
LSA Flow Metering Program	50,000	(10,831)
Marshend Pump Station Capacity Upgrade	700,000	429,624
NSA Flow Metering Program	55,000	225,602
NSA Scour Protection Upgrades	200,000	275,294
NSI - River Road	500,000	—
NSI MH35 SSO Storage Tank	3,250,000	2,166,278
NSI Manson	1,270,000	1,738,925
NWP Dip Replacement	1,000,000	—
New West Interceptor - Annacis Section 2	1,320,000	898,090
New West Interceptor Grit Chamber	400,000	—
New Westminster Interceptor Annacis Channel Crossing Scour Protection	500,000	—

Liquid Waste Services	**Annual Capital Cash Flow Target**	**Actual Expenditures**
New Westminster Interceptor Repair Columbia St. Section	200,000	222,467
New Westminster Interceptor West Branch and Columbia Extension Rehabilitation	1,135,000	890,495
North Road Trunk Sewer	1,280,000	145,462
North Road Trunk Sewer Phase 2	4,100,000	7,976,718
North Surrey Interceptor - Fraser River Crossing	950,000	141,858
North Surrey Interceptor - Port Mann Section - Odour Control	750,000	48,483
North Surrey Interceptor Program	500,000	59,053
North Surrey Interceptor Roebuck 112B Ave - Replacement	2,500,000	467,505
Ocean Park Trunk Manholes Lining	50,000	—
Ocean Park Trunk Sewer - Air Management Facility	1,340,000	48,757
Other - Sewer Heat Projects	2,400,000	—
Port Coquitlam Pump Station Refurbishment	500,000	1,021,465
Port Moody Pump Station Capacity Upgrade	230,000	5,751
Port Moody South Interceptor Capacity Upgrade	50,000	—
Production Way Facility Access and Parking Improvements	4,600,000	5,895
Production Way Operation Centre	2,300,000	381,227
Royal Ave PS Rehabilitation	1,430,000	3,993,497
SSI Delta - Air Management Facility Construction	5,700,000	987,460
SSI Influent Control Chamber Repair and Replace Gates	60,000	22,827
Sapperton Pump Station	520,000	947,311
Sapperton Pump Station Emergency Backup Power	1,725,000	129,613
Sewer Heat Projects - Surrey	1,400,000	—
South Surrey Interceptor Delta Section (SSD) Rehabilitation	1,400,000	245,592
South Surrey Interceptor Johnston Section	1,180,000	4,873,181
South Surrey Interceptor Rehabilitation-Scott Road Section	500,000	—
Stoney Creek Sanitary Trunk	682,000	1,020,633
Surrey Corrosion Control Facility Replacement	125,000	132,495
VSA Emergency Backup Power	3,850,000	1,931,673
VSA Flow Metering Program	530,000	310,355
VSA Grit Chamber Access Improvements Spanish Banks	100,000	14,121
VSA Sewer Relocations and Protections	200,000	21,732
VSA Statutory Right of Way Acquisitions 2024-2026	8,500,000	—
Westridge FM Replacement	5,099,000	291,751
Westridge Pump Stations 1 & 2 Refurbishment	1,380,000	588,832
White Rock Forcemain Rehabilitation	1,100,000	227,153
Other Projects	—	2,852,129
Total Collections	**167,942,000**	**139,574,478**
Treatment Plants		
AIWWTP Ammonia Removal Sidestream	200,000	276,051
AIWWTP Centrifuge Schwing HPU replacement	170,000	444,430
AIWWTP Chemical Lab UPS System Replacement	150,000	279,433
AIWWTP Cogeneration Backup Power	400,000	359,518

Liquid Waste Services	**Annual Capital Cash Flow Target**	**Actual Expenditures**
AIWWTP Cogeneration Backup Power 69 kV Substation Modifications	100,000	105,934
AIWWTP Digester No. 5	500,000	118,566
AIWWTP Electrical Distribution System Protection Control and Monitoring	200,000	341,124
AIWWTP Hydrothermal Processing Pilot	8,550,000	3,964,136
AIWWTP ICS Replacement Program	1,400,000	456,545
AIWWTP IPS Gates Replacements	75,000	—
AIWWTP IPS Pump Building Roof Replacement Phase 2	100,000	27,842
AIWWTP Influent System Remediation	250,000	23,455,027
AIWWTP Lubrication Storage Facility Conversion	500,000	17,740
AIWWTP O&M Building Refurbishment	100,000	—
AIWWTP Process Waste Drain Line Refurbishment	250,000	—
AIWWTP Replacement of Protective Relays	50,000	59,730
AIWWTP SCL Flow Balancing	50,000	6,598
AIWWTP SCL Flow Control	700,000	279,880
AIWWTP SCL Flow Leveling Phase 2	700,000	329,496
AIWWTP Scheduled 64kV Potential & Current Transformer Replacements	50,000	—
AIWWTP Scum Pump Replacement	200,000	—
AIWWTP Sludge Control Building Electrical Room HVAC upgrade	425,000	157,807
AIWWTP Stage 5 Expansion Phase 2	1,000,000	92,100
AIWWTP Stage 5 Expansion Phase 2 - PDE	40,780,000	13,639,316
AIWWTP Stage 5 Expansion Phase 2b	21,000,000	14,769,874
AIWWTP Station Battery Replacement - PHASE 2	50,000	44,548
AIWWTP Trickling Filter Media & Distributor Arms & Ducting Replacement	5,485,000	9,342,973
AIWWTP UPS Condition Monitoring System	50,000	—
All WWTPs Power Quality Monitoring & Outage Alarming Network	50,000	3,025
Annacis Influent System Surge Control Refurbishment	2,100,000	2,607,521
Annacis MCC 80 051, 80 070, 80 071 Replacement	50,000	24,662
Annacis Outfall System	11,500,000	11,912,894
Golden Ears Forcemain and River Crossing	160,000	7,803,948
Golden Ears Pump Station	123,000	868,459
IIWWTP - Biogas Lines Relocation	50,000	63,132
IIWWTP Biosolids Dewatering Facility	1,150,000	539,101
IIWWTP CEPT Polymer Line Replacement	1,750,000	2,007,489
IIWWTP CEPT Winterization	1,100,000	753,980
IIWWTP Digester 4 Roof Replacement & Mixing Replacement	50,000	679,150
IIWWTP ICS IPS Control Replacement	700,000	212,400
IIWWTP ICS Replacement Program	300,000	175,694
IIWWTP IPS Drive Remediation	125,000	188,084
IIWWTP Influent Gate Refurbishment	100,000	—
IIWWTP MCC/Power Distribution Assess/Replace - Phase 2	50,000	1,119
IIWWTP Non-Domestic Trucked Liquid Waste Alternative	50,000	5,664
IIWWTP Outfall Refurbishment	2,000,000	1,794,019

Liquid Waste Services	**Annual Capital Cash Flow Target**	**Actual Expenditures**
IIWWTP PA Tanks Improvement	1,500,000	21,187
IIWWTP PA-Sed Tank & Gallery Wall Refurbishment	100,000	40,481
IIWWTP Replacement of CoGen Control System	100,000	54,281
IIWWTP Siphon Chamber Refurbishment	200,000	32,883
IIWWTP Solids Handling Refurbishment	50,000	—
IIWWTP Standby Diesel Generators	100,000	—
IIWWTP Surge Mitigation	25,000	—
Iona Island Control & Instrumentation Replacement 2011	50,000	45,696
Iona Island Wastewater Treatment Plant	109,220,000	42,289,258
LIWWTP Admin Dewatering Building Roof Repair	50,000	42,139
LIWWTP Biogas Clean-up Project	50,000	310,742
LIWWTP Effluent Heat Recovery Project	500,000	898,083
LIWWTP Gravity Thickener Redundancy	475,000	128,354
LIWWTP Ground Fault Detection System Replacement	200,000	102,959
LIWWTP High Efficiency Boiler	400,000	—
LIWWTP ICS Electrical Distribution System Migration Program	500,000	—
LIWWTP ICS Replacement Program	2,250,000	422,267
LIWWTP PA-Sed Tank Refurbishment	300,000	367,734
LIWWTP Pilot Digestion Optimization Facility	500,000	206,571
LIWWTP Power Reliability	2,380,000	885,558
LIWWTP SCL Refurbishment	300,000	114,253
LIWWTP Trickling Filter Refurbishment	400,000	449,609
NLWWTP 25 kV Substation Replacement	50,000	66,730
NLWWTP Ground Improvements	43,311,000	2,644,583
NLWWTP Outfall	2,483,000	660,401
NLWWTP Stage 1	32,693,000	28,737,470
NLWWTP Standby Diesel Generator	700,000	436,489
North Shore WWTP Secondary Upgrade, Conveyance and Decommissioning	308,812,000	102,233,418
Regional Biosolids Dryer AIWWTP	500,000	828,258
WWTPs Electrical System Studies & Upgrades	200,000	54,273
Other Projects	—	2,873,341
Total Treatment Plants	**613,292,000**	**283,156,031**
Total Liquid Waste Services	**$ 781,234,000**	**$ 422,730,509**

Regional Parks	**Annual Capital Cash Flow Target**	**Actual Expenditures**
Capital Development		
Capital Development - Boundary Bay - Perimeter Trail	$ 1,500,000	$ 31,981
Capital Development - Bowen Island - Park Development	400,000	—
Capital Development - Burnaby Lake - Glencarin Greenway Connection	1,500,000	—
Capital Development - Burns Bog Delta Nature Reserve Development	500,000	473,186
Capital Development - Campbell Valley - Perimeter Greenway Trail	500,000	1,227,831
Capital Development - Campbell Valley - Replacement of Little River Loop Boardwalk	100,000	118,801
Capital Development - Crippen - Davies Orchard Cabins	50,000	172,647
Capital Development - Lynn Headwaters - Park Entry Bridge & Day Use Area	150,000	—
Capital Development - Tynehead - Perimeter Trail Phase 2	975,000	—
Capital Development- Feasibility Studies	500,000	—
Capital Replacement and Development - Belcarra - South Picnic Area and Cabins	750,000	344,027
Capital Replacement and Development - Capilano New Service Yard	500,000	82,098
Capital Replacement and Development - Grouse BCMC Realignment & Improvement	1,275,000	1,118,934
Capital Replacement and Development - Small Capital Replacement and Development Projects	2,270,000	610,660
Capital Replacement and Development - Widgeon Marsh New Park Development	1,000,000	1,455,162
Other Projects	—	385,827
Total Capital Development	**11,970,000**	**6,021,154**
Parkland Acquisition Fund Projects		
Regional Land Acquisition	20,000,000	13,585,555
Total Parkland Acquisition Fund Projects	**20,000,000**	**13,585,555**
Total Regional Parks	**$ 31,970,000**	**$ 19,606,708**

Solid Waste Services	Annual Capital Cash Flow Target	Actual Expenditures
Landfills		
Coquitlam Landfill Gas Collection Upgrades Phase II	$ 1,500,000	$ 110,598
Coquitlam Landfill Maintenance East Closure	1,100,000	280,611
Coquitlam Landfill Maintenance Leachate Collection System Grade Realignment	50,000	—
Coquitlam Landfill Maintenance Lot 3 Development	200,000	285,092
Coquitlam Landfill Maintenance Pump Station Upgrade	1,000,000	152,683
Total Landfills	**3,850,000**	**828,983**
Recycling and Waste Centres		
Langley Recycling Depot Development	1,000,000	179,404
Maple Ridge Recycling and Waste Centre Upgrades	500,000	—
North Surrey Compactor	100,000	2,851,959
North Surrey Recycling Depot Development	1,000,000	1,197,241
Weigh Scale Replacement	2,500,000	—
Other Projects	—	4,177
Total Recycling and Waste Centres	**5,100,000**	**4,232,781**
Waste To Energy Facilities		
Acid Gas Reduction	850,000	—
Biosolids Processing	8,000,000	1,357,403
Bottom Ash Processing	50,000	84,904
Primary Economizer Replacement	500,000	557,840
WTE Facility Air System Piping Replacement	150,000	—
WTE Facility Boiler and APC Roof Replacement	100,000	—
WTE Facility Bottom Ash Crane Replacement	500,000	95,072
WTE Facility Compressed Air System Replacement	900,000	121,405
WTE Facility District Energy	12,500,000	1,797,659
WTE Facility District Energy Opportunities	50,000	356,439
WTE Facility Electrical Transformers Replacement	2,500,000	227,898
WTE Facility Fabric Filter Hopper and Pulse Header Refurbishment	1,000,000	2,078,007
WTE Facility Feed Hopper/Chute	100,000	—
WTE Facility Feedwater Pump Replacement	50,000	39,862
WTE Facility Fire Suppression System	500,000	248,397
WTE Facility Fly Ash Silo Refurbishment	400,000	2,102,793
WTE Facility Generation Bank Replacement	5,900,000	26,290
WTE Facility Primary Superheaters Replacement	2,000,000	—
WTE Facility Programmable Logic Controllers Replacement	500,000	—
WTE Facility Pug Mill Enclosure Ventilation System Replacement	500,000	—
WTE Facility Refuse Crane	5,650,000	350,025
WTE Facility Refuse Pit Bunker Door Replacement	300,000	—
WTE Facility Secondary Economizers Replacement	1,750,000	39,580
WTE Facility Soot Blower Piping Replacement	150,000	—
WTE Facility Stack Refurbishment	250,000	—
Total Waste To Energy Facilities	**45,150,000**	**9,483,575**
Total Solid Waste Services	**$ 54,100,000**	**$ 14,545,340**

Water Services	**Annual Capital Cash Flow Target**	**Actual Expenditures**
Water Mains		
Angus Drive Main	$ 50,000	$ 3,438
Annacis Main No. 2 - Queensborough Crossover Improvement	50,000	—
Annacis Main No. 2 and Barnston Island Main Online Chlorine and pH Analyzers	700,000	56,721
Annacis Main No. 3 BHP Potash Facility Pipe Protection	50,000	—
Annacis Main No. 5 (North)	1,500,000	1,033,113
Annacis Main No. 5 (South)	5,100,000	437,819
Annacis Water Supply Tunnel	76,000,000	70,426,230
Burnaby Mountain Main No. 2	600,000	—
Cambie-Richmond Water Supply Tunnel	6,100,000	642,232
Central Park Main No. 2 (10th Ave to Westburnco)	1,500,000	4,665,236
Central Park Main No. 2 (Patterson to 10th Ave)	10,350,000	13,681,981
Clayton Langley Main No. 2	500,000	221,024
Coquitlam Main No. 4 (Cape Horn)	2,700,000	1,864,373
Coquitlam Main No. 4 (Central Section)	14,500,000	4,570,432
Coquitlam Main No. 4 (South Section)	78,000,000	64,473,986
Douglas Road Main No. 2 (Flow Meter 169) Replacement	500,000	102,544
Douglas Road Main No. 2 (Vancouver Heights Section)	450,000	12,944
Douglas Road Main No. 2 Still Creek	11,050,000	15,965,568
Douglas Road Main Protection	550,000	—
Haney Main No. 4 (West Section)	750,000	217,670
Haney Water Supply Tunnel	1,750,000	705,929
Improvements to Capilano Mains No. 4 and 5	250,000	—
Kennedy Newton Main	17,100,000	27,978,692
Lulu Island - Delta Main - Scour Protection Phase 2	50,000	—
Lulu-Delta Water Supply Tunnel	1,250,000	21,165
Lynn Valley Road Main, Seymour Main No. 3 & Seymour Main No. 4 Aerial Crossings Rehabilitation	2,270,000	510,877
Maple Ridge Main West Lining Repairs	50,000	83,076
Newton Reservoir Connection	450,000	—
Palisade Outlet Works Rehabilitation	900,000	1,363,032
Port Mann Main No. 2 (South)	50,000	181,676
Port Mann Main No. 2 (South) Whalley Reservoir Feeder Main	3,000,000	—
Port Mann No. 1 South Section Decommissioning	350,000	2,675
Port Moody Main No. 1 Christmas Way Relocation	100,000	—
Port Moody Main No. 3 Scott Creek Section	2,000,000	798,820
Queensborough Main Royal Avenue Relocation	100,000	—
Rehabilitation of AN2 on Queensborough Bridge	470,000	1,460,799
Relocation and Protection for MOTI Expansion Project Broadway	100,000	—
Relocation and Protection for MOTI George Massey Crossing Replacement	100,000	—
Relocation and Protection for Translink Expansion Project Surrey Langley SkyTrain	100,000	46,708
Sapperton Main No. 1 New Line Valve and Chamber	50,000	31,377
Sapperton Main No. 2 North Road Relocation and Protection	6,400,000	135,517

Water Services	**Annual Capital Cash Flow Target**	**Actual Expenditures**
Scour Protection Assessments and Construction General	150,000	1,061,292
Second Narrows Water Supply Tunnel	25,000,000	53,961,333
Seymour Main No. 2 Joint Improvements	100,000	30,739
Seymour Main No. 5 III (North)	2,100,000	540,196
South Delta Main No. 1 - Ferry Road Check Valve Replacement	100,000	59,352
South Fraser Storage Yard	250,000	202,210
South Surrey Main No. 1 Nickomekl Dam Relocation	3,600,000	—
South Surrey Main No. 2	800,000	481,646
South Surrey Main No. 2 Nickomekl Dam Prebuild	1,000,000	—
South Surrey Supply Main (Serpentine River) Bridge Support Modification	50,000	1,089,569
Stanley Park Water Supply Tunnel	26,075,000	14,219,109
Tilbury Junction Chamber Valves Replacement with Actuators	200,000	4,622
Tilbury Main North Fraser Way Valve Addition	1,500,000	35,983
Water Chamber Improvements and Repairs	250,000	82,176
Water Meter Upgrades	2,000,000	2,795,527
Water Optimization - Instrumentation	1,150,000	714,044
Water Optimization Automation & Instrumentation Phase 1	50,000	616,317
Whalley Kennedy Main No. 2	300,000	384,498
Whalley Main	50,000	75,016
Other Projects	—	29,642
Total Water Mains	**312,615,000**	**288,078,925**
Pump Stations		
Barnston/Maple Ridge Pump Station - Back-up Power	2,100,000	—
Burnaby Mountain Pump Station No. 2	400,000	177,576
Cape Horn Pump Station No. 3	2,500,000	3,233,803
Capilano Raw Water Pump Station - Back-up Power	21,000,000	19,206,310
Capilano Raw Water Pump Station Bypass PRV Upgrades	1,950,000	142,597
Central Park WPS Starters Replacement	5,000,000	83,145
Grandview Pump Station Improvements	1,500,000	318,318
Newton Pump Station No. 2	9,450,000	2,790,279
Westburnco Pump Station - Back-up Power	1,500,000	117,595
Westburnco Pump Station No. 2 VFD Replacements	1,100,000	316,421
Other Projects	—	20,484
Total Pump Stations	**46,500,000**	**26,406,526**
Reservoirs		
Burnaby Mountain Tank No. 2 and No. 3	990,000	155,694
Cape Horn Reservoir Condition Assessment and Structural Repair	250,000	725
Capilano Energy Recovery Facility Operational Upgrades	750,000	86,265
Clayton Reservoir	50,000	276,477
Dechlorination for Reservoir Overflow and Underdrain Discharges	1,000,000	116,462
Fleetwood Reservoir	16,500,000	16,405,499

Water Services	**Annual Capital Cash Flow Target**	**Actual Expenditures**
Hellings Tank Operational Upgrades	400,000	298,898
Kersland Reservoir No. 1 Structural Improvements	500,000	6,659
Pebble Hill Reservoir No. 3 Seismic Upgrade	50,000	—
Pebble Hill Reservoir Seismic Upgrade	500,000	2,450,682
Reservoir Isolation Valve Automation	550,000	72,337
Reservoir Preliminary Structural Assessments (Annual Inspection 2023 to 2025)	1,200,000	854,216
Reservoir Sampling Kiosks - Multi Location	350,000	94,182
Sasamat Reservoir Refurbishment	250,000	291,370
Sunnyside Reservoir Units 1 and 2 Seismic Upgrade	100,000	456,723
Vancouver Heights System Resiliency Improvements	450,000	517,027
Other Projects	—	26,614
Total Reservoirs	**23,890,000**	**22,109,829**
Treatment Plants		
CLD and SFD Lead Paint Removal, Surface Crack Injection and General Corrosion Mitigation	500,000	485,839
CWTP CO2 System Improvements	500,000	42
CWTP Mobile Disinfection System	500,000	129,207
CWTP Ozone Generation Upgrades for Units 2 & 3	1,000,000	911,618
CWTP Ozone Sidestream Pipe Heat Trace and Insulation	150,000	546,925
CWTP Ozone Sidestream Pump VFD Replacement	500,000	102,127
Coquitlam Intake Tower Seismic Upgrade	100,000	8,613
Coquitlam Lake Water Supply - Intake No. 2 & Tunnel	9,000,000	5,473,578
Coquitlam Lake Water Supply - Water Treatment	5,000,000	4,129,704
Loch Lomond Outlet Works Rehabilitation	250,000	113,536
Microbiology Laboratory Expansion	250,000	—
Online Chlorine and pH Analyzers Phase 1	1,400,000	68,023
SCFP Centralized Compressed Air System	1,350,000	19,503
SCFP Clearwell Baffle Replacement Pilot	250,000	100,408
SCFP Clearwell Membrane Replacement	600,000	180,134
SCFP Floc Tank Baffle Replacement and Ladder Installation to Improve Accessibility	500,000	30,224
SCFP OMC Building Expansion	500,000	116,797
SCFP Polymer System Upgrade	1,000,000	638,860
SCFP SCADA/ICS Controller Replacement	1,200,000	2,399,113
Small Logic Controller Control System Upgrades Phase 1	600,000	25,594
Other Projects	—	1,950
Total Treatment Plants	**25,150,000**	**15,481,794**
Others		
CLD & SFD Fasteners Replacement & Coating Repairs	50,000	—
Capilano Raw Water Pump Station VFD Upgrades	300,000	—
Capilano Reservoir and Seymour Reservoir Dam Safety Boom Replacement	500,000	67,326
Capilano Watershed Security Gatehouse	1,800,000	838,209

Water Services	**Annual Capital Cash Flow Target**	**Actual Expenditures**
Cleveland Dam - Lower Outlet HBV Rehabilitation	250,000	84,090
Cleveland Dam Drumgate Seal Replacement	500,000	670,271
Cleveland Dam Power Resiliency Improvements	700,000	8,083
Cleveland Dam Public Warning System and Enhancements	1,750,000	850,326
Cleveland Dam Seismic Stability Evaluation	400,000	133,452
Facilities O&M Documentation Development - Phase 1	1,000,000	78,806
Lake City HVAC Upgrade	400,000	—
Lower Seymour Conservation Reserve Learning Lodge Replacement	50,000	462,963
Rechlorination Station SHS Storage Tank Replacement	100,000	162,166
Rechlorination Station Upgrades	2,000,000	328,223
Rice Lake Dams Rehabilitation	900,000	169,862
SCADA Moscad Server & ICS Historian Expansion & Partitioning	1,500,000	242,841
Seymour Falls Dam Public Warning System	1,250,000	17,212
Seymour Falls Dam Seismic Stability Assessment	750,000	27,288
South Fraser Works Yard	2,500,000	9,867
Other Projects	—	381,493
Total Others	**16,700,000**	**4,532,478**
Total Water Services	**$ 424,855,000**	**$ 356,609,551**

CONSOLIDATED FINANCIAL STATEMENT HIGHLIGHTS

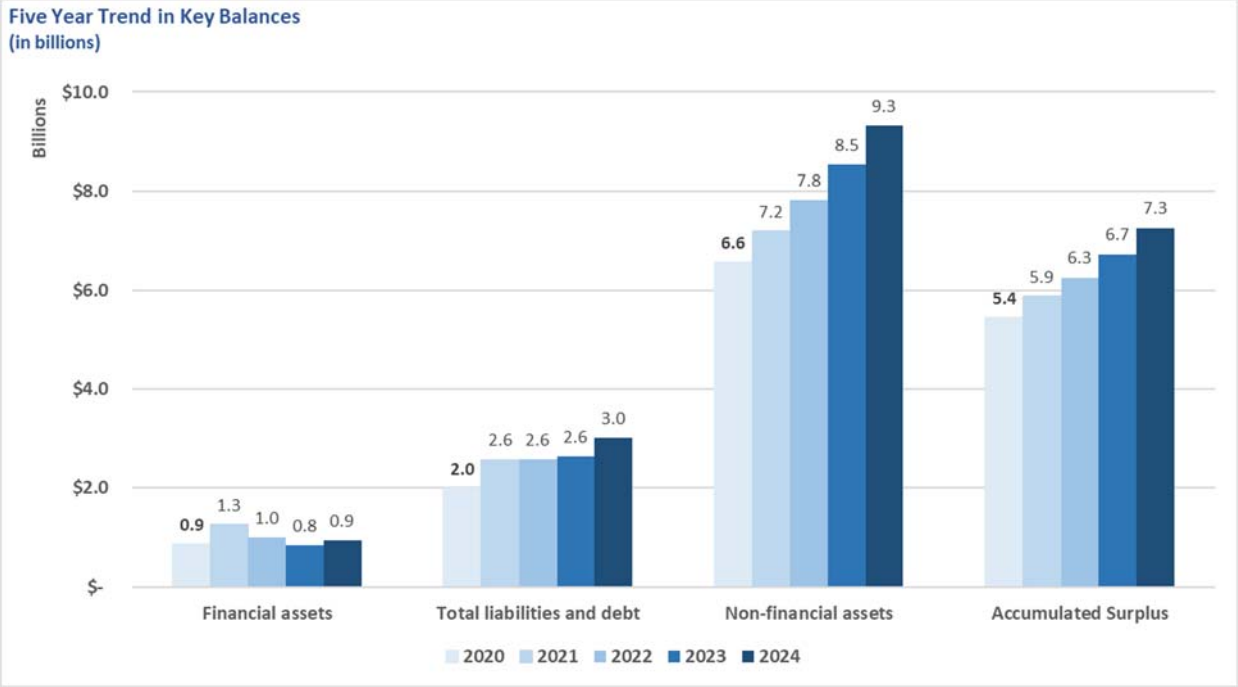
The Consolidated Statement of Financial Position (Exhibit A of the Audited Financial Statements) provides key information to evaluate the government's ability to finance its ongoing activities to meet its liabilities and contractual obligations, as well as provide future services. For discussion purposes, a Condensed Consolidated Statement of Financial Position, net of Translink and member jurisdictions' debt is presented in the following table. The debt owing to the Municipal Finance Authority for TransLink and member municipalities is completely offset by a receivable from these entities, reflecting the fact that these entities are responsible for their debt. Therefore, the impact on Metro Vancouver's financial position is nil and has been excluded from the condensed financial position statement below.

The Statement of Financial Position includes four key items to evaluate financial position. These include, financial assets, total liabilities and net debt, non-financial assets and accumulated surplus. A five-year trend on these items is presented below.

Condensed Consolidated Statement of Financial Position
As of December 31, 2024
(in thousands of dollars)

	2024	2023	Change
Cash, cash equivalents and investments	$ 614,614	$ 586,236	$ 28,378
Other financial assets	334,643	254,813	79,830
Total Financial Assets	949,257	841,049	108,208
Liabilities and deferred revenue	964,252	809,849	154,403
Debt, net of Translink and members	2,037,847	1,823,825	214,022
Total Liabilities	**3,002,099**	**2,633,674**	**368,425**
Net Debt	**(2,052,842)**	**(1,792,625)**	**(260,217)**
Non-Financial Assets	9,315,879	8,524,075	791,804
Accumulated Surplus	**$ 7,263,037**	**$ 6,731,450**	**$ 531,587**
Accumulated Surplus (Equity) consists of			
Reserves	534,581	481,795	52,786
Non-financial assets, net of debt and capital funds	6,728,456	6,249,655	478,801
	$ 7,263,037	**$ 6,731,450**	**$ 531,587**

Financial Position



Financial Assets

Metro Vancouver's financial assets include cash, cash equivalents, investments, accounts receivables and MFA debt reserve fund. The financial assets have been trending lower over the past few years due to the use of grants and reserve funds previously held in cash and from a cash management strategy of timing the financing for capital infrastructure projects when cash requirements are needed. Refer to Treasury Results (page **33**) for more details on cash balances.

Other financial assets include accounts receivable ($301.6 million) and the debt reserve fund ($33.1 million). Other financial assets were $30.8 million higher than in 2023 mainly due to:

- Higher accounts receivable of $77.6 million from the timing of billings and collections through the normal course of the District's business. The balance at December 31, 2024 comprises mainly of tipping fees due from commercial solid waste haulers, development cost charge (DCC) income, industrial sewer charges from commercial customers, payments due from our member municipalities for water sales and rebates related to GST from the federal government.

- The increase in the debt reserve fund balance of $2.2 million is largely due to new debenture debt issued in the year. The debt reserve fund represents the amount held by the Municipal Finance Authority ("MFA') as security for MFA debt service obligations. This balance fluctuates upward with new debt issues and downward as issues mature.

Total Liabilities and Debt

Total liabilities and debt include trade accounts payables and accrued liabilities, employee future benefits liability, landfill closure and post-closure liability, asset retirement obligations, deferred revenue and long-term debt. Over the past five years, liabilities have increased by $1.0 billion (51.5%), largely a result of higher debt and liabilities related to capital infrastructure projects.

Liabilities

Liabilities in 2024 were $139.3 million higher than 2023, mainly due to:

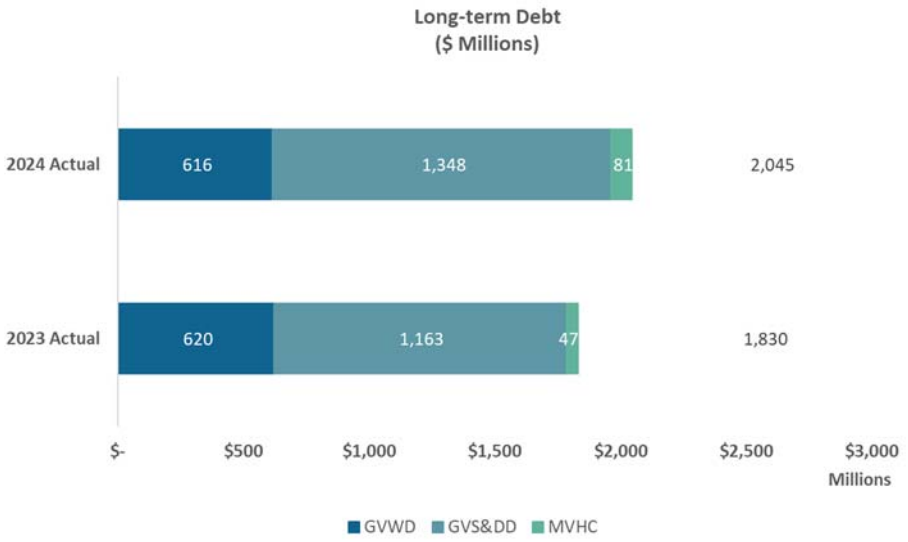
- An increase in accounts payable and accrued liabilities of $57.9 million, mainly due to higher trade payables and construction holdbacks from increased capital infrastructure activity.
- An increase in landfill liability of $6.1 million largely due to higher inflation and higher anticipated closure costs.
- Higher deferred revenue and refundable deposits of $91.7 million largely from higher net DCC reserves of $76.9 million, of which $56.4 million is attributed to new Water DCCs; and higher deferred grant funds of $19.0 million that will be applied to future capital project costs

Long-term Debt

Long-term debt, net of sinking funds reflects the amount of long-term borrowing outstanding at the end of 2024. Sinking funds consist of principal payments paid to MFA over the term of the debenture issue. These payments are invested by MFA which along with the interest earned will offset the debenture obligation.

At the end of 2024, long-term debt increased by $215 million to $2.05 billion compared to $1.83 billion at the end of 2023. As a result of capital spending at 62% of the 2024 cash flow budget, new borrowing in 2024 was $386.7 million, below the projected amount of $482 million and includes debenture borrowing from MFA of $350.0 million ($274.0 million for GVS&DD and $76.0 million for GVWD) and construction financing loans for MVHC of $36.7 million. The new borrowings are offset by debenture maturities of $160.0 million ($20 million in GVS&DD and $140.0 in GVWD) and principal repayments and sinking fund income of $226.7 million.

The MFA long-term borrowing rate for the 2024 Spring borrowing of $350M was 4.40%, which is lower than the Fall 2023 rate of 4.97% indicating a softening in long-term interest rates. The impact of the lower amount of borrowing and lower interest rates resulted in a lower than expected debt service ratio (interest and principal payments to revenue) from 19.9% to 18.3%.

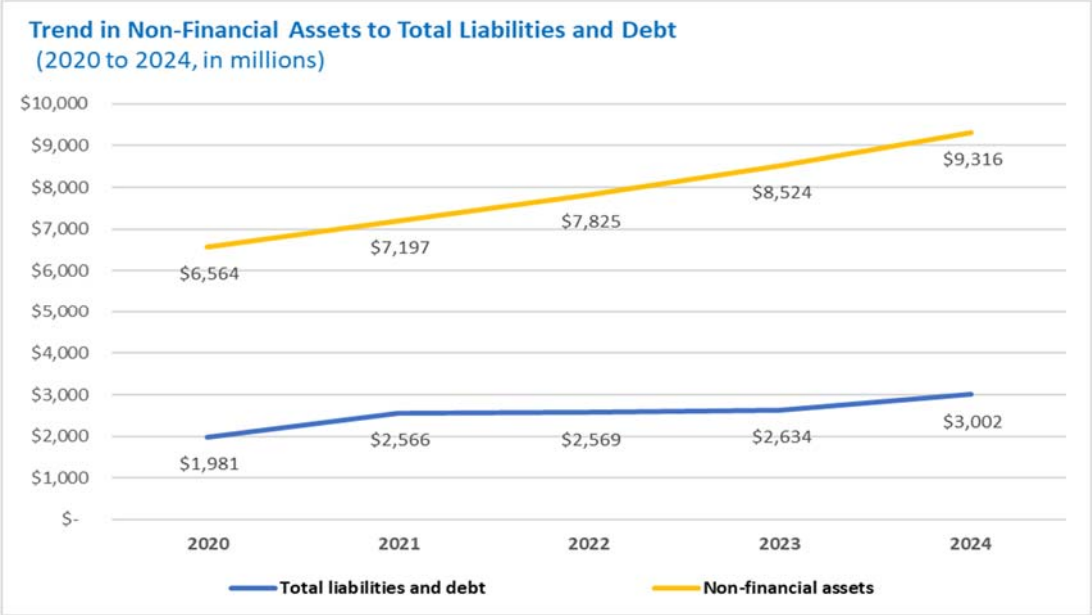


Net Debt

The net debt position indicates the amount by which the organizations' liabilities exceed the financial assets. The net debt position increased by $260.2 million. Although the amount appears as unfavorable, over 68% of the organization's liabilities is long-term debt which is repayable over several years and 16% of liabilities are deferred grants and DCC revenues to be applied against future capital projects. The organization's financial assets (cash, investments and receivables) are more than sufficient to offset the amount of short-term obligations. This is indicated in the organization's 2.4 to 1 current ratio, which is a measure of an organization's liquidity, defined as current assets divided by current liabilities.

Non- Financial Assets (Capital Assets)

Non-financial assets increased by $791.8 million in 2024, a direct result of the capital expenditures of $884.3 million made in the year, the majority of which were for water and liquid waste infrastructure projects. Table 4 below shows that the investment in non-financial assets is growing at a faster rate than liabilities and debt, indicating more of the District's assets are pay-as-you-go or grant funded. Over the past three years, the trend shows that non-financial assets have grown by $1.5 billion, whereas liabilities by $434.0 million (approximately 29% of the capital), indicating the assets are funded by pay-as-you-go and grants.



Accumulated Surplus

The 2024 accumulated surplus of $7.3 billion reflects the equity position for financial statement purposes. This amount includes investment in tangible capital assets (tangible assets less debt) of $6.7 billion and reserve balances of $534.6. This reserve balance for PSAS purposes does not include an additional $531.1 million of funds recorded as deferred revenue. These amounts include DCC reserves of $350.6 million, grant funds for infrastructure projects of $119.3 million, landfill post-closure reserves of $49.4 million and housing restricted reserve amounts of $11.8 million. The investment in capital assets is based on historical cost and does not represent the replacement value of the assets in service for Metro Vancouver.

The accumulated surplus increased by $534.6 million in 2024, which represents the annual surplus for the year, calculated as the difference between revenues and expenses.

The table below shows the difference between the annual surplus for PSAS ($534.6 million) versus the annual surplus of $21.9 million for budget purposes.

For PSAS purposes, the annual surplus does not include contributions to and from reserves, capital contributions or principal payments on long-term debt. A reconciliation of the PSAS surplus to the budgeted surplus is provided below. For details regarding the 2024 Operating Results by legal entity, refer to page 4.

PSAS Financial Statement Surplus Reconciled to Operating Budget Surplus
For the year ended December 31, 2024
(in thousands of dollars)

	Budget	2024	2023
Revenue	$ 1,499,083	$ 1,429,981	$ 1,298,706
Expenses	(927,308)	(898,394)	(826,854)
Annual Surplus per PSAS	**571,775**	**531,587**	**471,852**
Items in operating budget but not in PSAS			
Contributions to capital	(249,912)	(249,912)	(214,593)
Payments on long-term debt	(149,480)	(178,096)	(139,056)
Transfers to (from) reserves	7,268	(7,117)	(54,160)
Items in PSAS but not in operating budget			
Amortization of tangible capital assets	108,692	110,030	108,532
Accretion expense on asset retirement obligations	2,324	2,478	2,231
Sinking fund and debt retirement income	(28,096)	(28,363)	(38,342)
Capital grants, DCC and other capital revenue	(253,715)	(128,720)	(89,687)
Reserve fund interest	(8,856)	(23,370)	(21,020)
Corporate program surplus (transfer to reserves)	-	(6,602)	(12,972)
	(571,775)	(509,672)	(459,067)
Annual Surplus based on budget	**$ -**	**$ 21,915**	**$ 12,785**

Financial Statements Revenue and Expenditure Trends

Consolidated Financial Statement Revenues

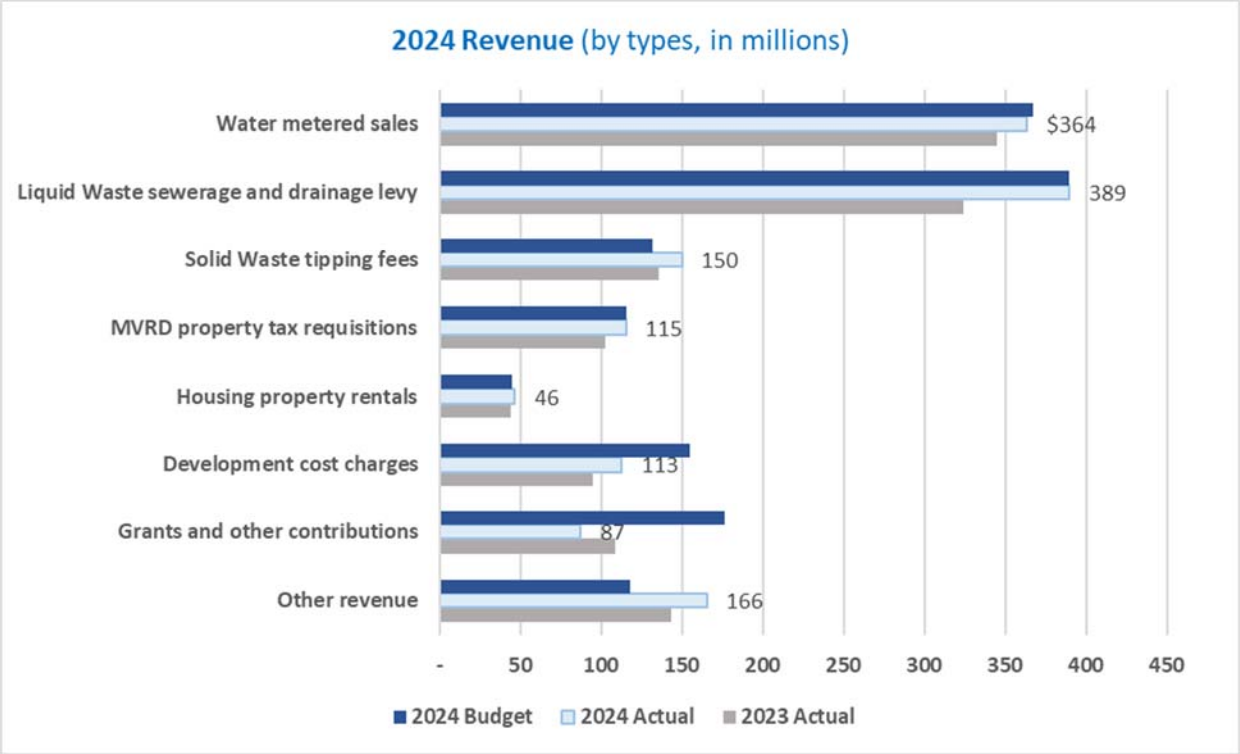
Revenues, from all sources (operating, capital and reserve funds), calculated based on PSAS, as presented in the Consolidated Financial Statement of Operations for 2024, was $1.43 billion, below the budget of $1.50 billion. The table and graph below show that tax levy revenues in GVS&DD and MVRD and housing property rentals are in line with budget and prior year. The decrease in revenue is mainly due to:

- Grants and other contributions lower by $89.5 million mainly due to delay in Housing retrofit projects, Iona WWTP and NSWWTP and the related funding application
- Development cost charges lower by $42.0 million due to delay in growth related capital projects and their related DCC funding application.
- Lower Water sales of $3.9 million, due wetter than average spring and summer, resulting in lower consumption

Lower revenues are offset by higher amounts from:

- Solid Waste Tipping fees of $17.8 million due to higher waste flows along with additional commercial organics
- Other revenues of $47.4 million largely from the gain on sales of properties in Parks ($3 million) and Solid Waste ($5 million); and from higher interest income of $24 million due to higher than anticipated interest rates on investments, reserves and sinking fund balances.

Revenue By Category (in 000s)	2024 Budget	2024 Actual	2023 Actual
Water metered sales	$ 367,535	$ 363,616	$ 344,789
Liquid Waste sewerage and drainage levy	389,498	389,498	324,219
Solid Waste tipping fees	132,115	149,931	135,287
MVRD property tax requisitions	115,272	115,272	102,475
Housing property rentals	45,148	46,217	44,387
Grants and other contributions	176,758	87,290	108,812
Development cost charges	154,583	112,569	95,171
Other revenue	118,174	165,588	143,566
Total	**$ 1,499,083**	**$ 1,429,981**	**$ 1,298,706**



Consolidated Expenses by Category

Expenses calculated based on PSAS in the Consolidated Financial Statement of Operations for 2024, was $898.4 million, $28.9 million lower than the budget of $927.3 million, mainly due to:

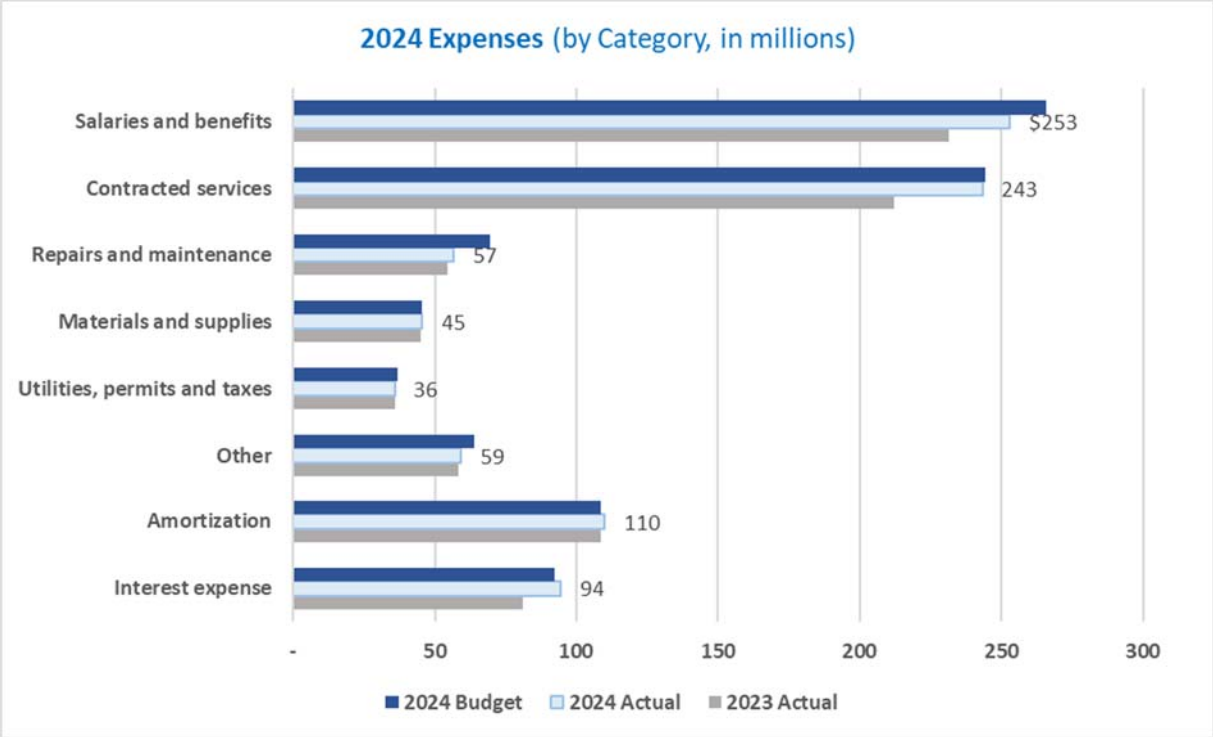
- staff vacancies resulting in $12.6 million lower cost for salaries
- project delays resulting in lower repairs and maintenance of $12.8 million, contracted services $0.8 million and materials and supplies of $0.3 million
- other costs of $4.5 million largely due to lower business support and administration costs.

The lower expenditures were offset by slightly higher amounts for:

- amortization of tangible assets of $1.3 million which is an accounting entry and has no impact on funding requirements
- interest expense of $1.9 million largely related to higher interest rates and higher temporary financing requirements than anticipated

Expenses were $71.5 million higher than the prior year mainly due to overall approved budget inflationary increases.

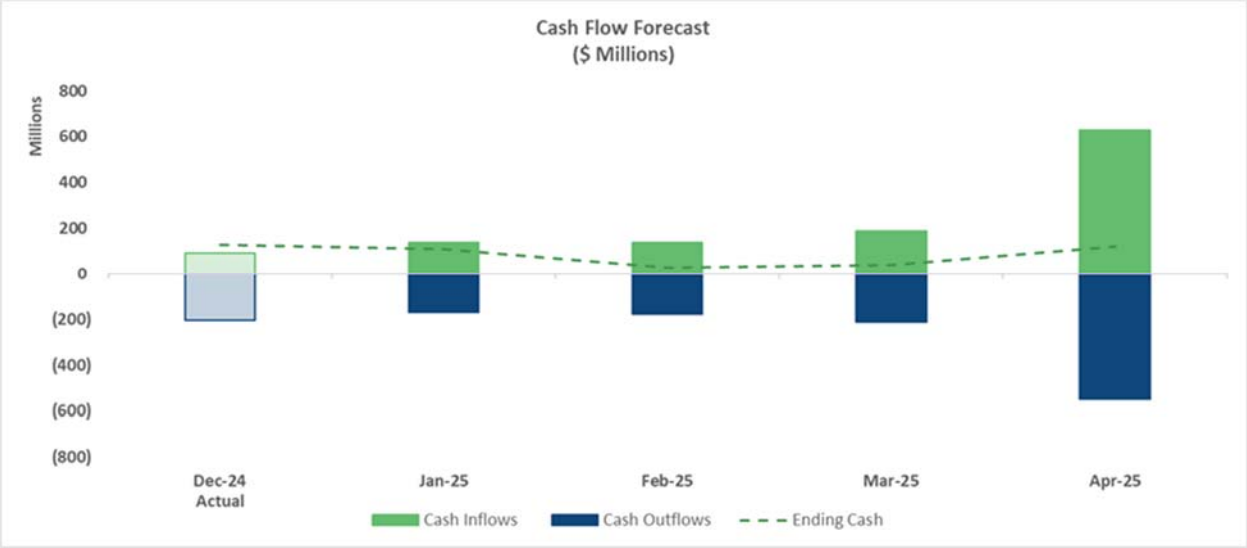
Operating Expenses by Category (in 000s)	2024 Budget	2024 Actual	2023 Actual
Salaries and benefits	265,710	$ 253,142	231,334
Contracted services	244,254	243,416	212,007
Repairs and maintenance	69,526	56,776	54,558
Materials and supplies	45,648	45,371	44,912
Utilities, permits and taxes	37,086	35,832	35,844
Other	63,896	59,374	58,548
Amortization	108,692	110,030	108,532
Interest expense	92,496	94,453	81,119
Total	**$ 927,308**	**$ 898,394**	**$ 826,854**



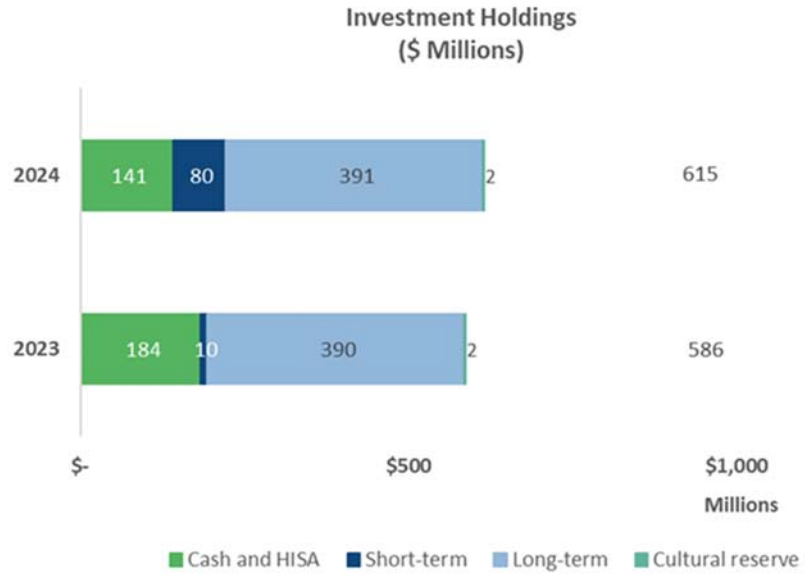
TREASURY RESULTS

Cash and Investments

The chart below provides the December 2024 actual cash position, and the cash flow forecast for Metro Vancouver from January 2025 to April 2025. Treasury is continuously reviewing cash and reserve balances to ensure adequate liquidity to sustain operations and managing risk while also making efficient use of its cash.



The charts below provide summaries of the cash and investment holdings as of December 31, 2024 compared to December 31 2023, as well as the investment maturities for the portfolio. Cash and investments have increased as of December 31, 2024 from $586.2 million at December 31, 2023 to $614.6 million. This is largely due to timing of cash flows; the cash balance normally decreases by the end of 2024 as the tax levy received in the third quarter is utilized to fund 2024 budgeted expenses. Finance is continuously monitoring the cash and reserve balances with a strategy to utilize cash instead of locking in borrowing at high market rates as it is anticipated that interest rates will continue to decrease in 2025.



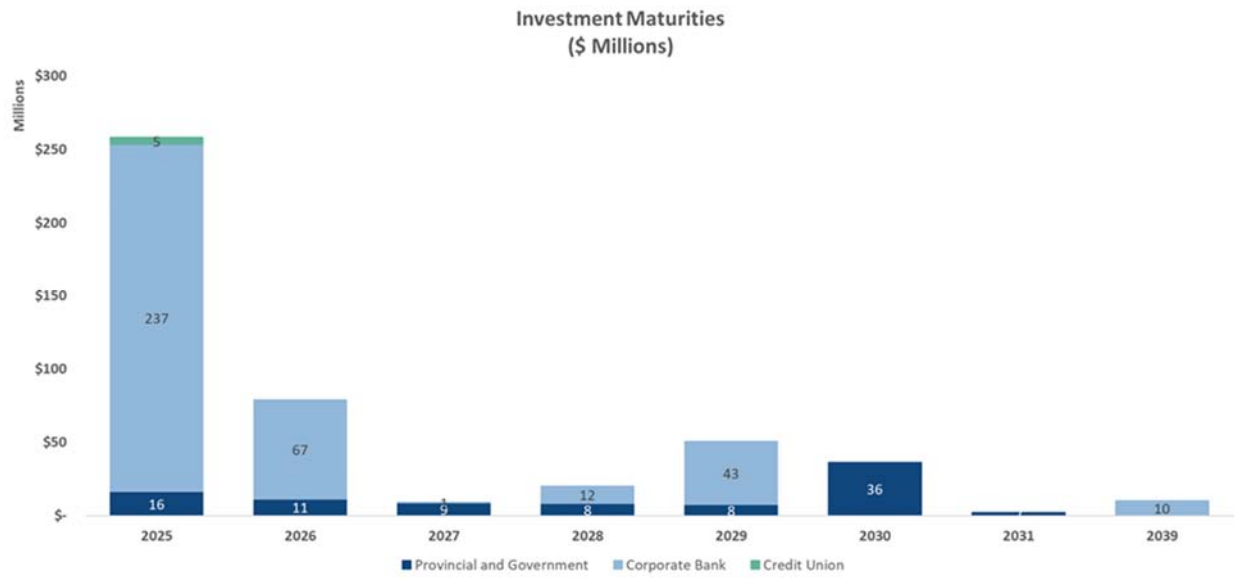
(in thousands of dollars)	**2024**	**2023**
Cash and high-interest saving accounts	$ 141,114	$ 183,852
Short-term investments *	80,000	10,000
Long-term investments **	391,293	390,153
Cultural reserve investments ***	2,207	2,231
Total Cash & Investment Holdings	**$ 614,614**	**$ 586,236**

* Short-term investments have terms of less than one year and include bankers' acceptances, Canadian bank bonds and credit union term deposits.

** Long-term investments have terms of greater than one year and include Canadian bank bonds, guaranteed investment certificates, credit union term deposits and MFA pooled funds.

*** Cultural reserve investments are reserve for contribution to cultural activities.

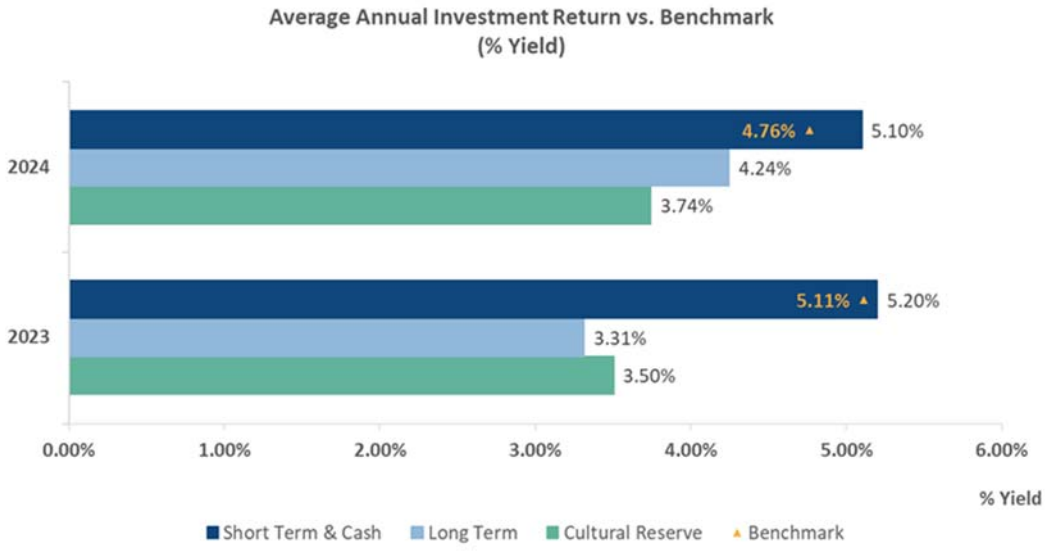
Investments are held to 2039, however the majority of the portfolio will mature within two years. Upcoming investments in 2025 amount to $258 million. Treasury will strategically reinvest funds or convert to cash if cash resources are required by the applicable entity.



Investment Returns

As of December 2024, the total weighted average return is 4.52%, higher than 4.27% reported in December 2023. The short-term average investment returns for 2024 have decreased slightly from 2023, to 5.10%, due to the decrease in banking prime rate, driven by the Bank of Canada policy decisions. Although there was a slight decrease in average rates, long-term returns increased from 3.31% in 2023 to 4.24% in 2024 due to Treasury locking in investments in 2024 to take advantage of higher rates. As market interest rates are expected to decline, Metro Vancouver's rate of return is also expected to decline as maturing investments will be re-invested into the current market.

The chart below summarizes the investment returns by investment category against benchmark rates. The chart indicates the return on short-term investments of 5.10% has surpassed the MFA benchmark of 4.76%:



Financial Position Indicators

Illustrated below is additional insight into Metro Vancouver's financial position. These ratios measure Metro Vancouver's current performance compared to budget and prior year.

	2024-Dec	2024-Budget	2023-Dec
Current Ratio	2.4	-	2.5
Debt Servicing	18.3%	19.9%	18.8%
Interest Burden	6.6%	7.6%	6.7%
Interest Revenue	$ 30.2M	$ 17.7M	$ 29.3M

Current ratio is calculated as current assets divided by current liabilities. The current ratio indicates cash exceeds our current obligations by 2.4 times. The organization's financial assets are more than sufficient at the end of December to offset the amount of short-term obligations.

Debt servicing costs is a calculation of long-term debt principal and interest payments divided by revenue. Interest burden is a component of the debt servicing costs, interest payments divided by revenue. The December (18.3%) ratio is less than budgeted due to the Spring 2024 borrowing being less than anticipated ($350 million borrowed vs $482 million budgeted) from lower than anticipated capital spending and interest rates.

Investment interest revenue as of December 31, 2024, indicates a positive trend, as revenue has met and exceeded the annual budgeted goal of $17.7 million.

PROCUREMENT

Awarded Procurement

- The tables below provide:
    - The number and value of awards approved by the Metro Vancouver Board, as well as those approved by the Corporation in excess of $500,000 that are not awarded by the Board in accordance with the existing Board-approved Procurement Policy. The figures only include awards with contracts that have been fully executed as of December 31, 2024.
    - Twenty awards were approved by the Board in 2024, accounting for approximately 17% of the total number of awards and approximately 84% of the total dollar value awarded.

Award Type	2024	2023	2022	2021
Board Awarded	20	16	20	25
Corporate Awarded	101	51	53	51
Total	**121**	**67**	**73**	**76**

Award Type	2024	2023	2022	2021
Board Awarded	$ 911,002,450	$ 465,895,019	$ 434,664,449	$ 798,139,628
Corporate Awarded	176,908,632	71,980,936	89,019,028	92,545,559
Total	**$ 1,087,911,082**	**$ 537,875,955**	**$ 523,683,477**	**$ 798,139,628**

Awarded Bids in 2024

The following contracts have been awarded by Metro Vancouver. Contracts have been entered into with the vendors offering the best value to the Corporation determined in accordance with the evaluation criteria, factors or methods previously disclosed in the public solicitation documents.

Results of Open Public Competitive Procurements - Awards in 2024

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
23-342	ITT	Dorman Point Trail Improvements	02-Jan-24	Rare Earth Recreational Developments Inc.	$ 194,640	Yes
23-342	ITT	Dorman Point Trail Improvements	02-Jan-24	Skylark Management Corp.	NA	No
23-342	ITT	Dorman Point Trail Improvements	02-Jan-24	Park Solutions Inc.	NA	No
24-008	RFP-MA	Dechlorination for Reservoir Underdrain	02-Jan-24	AECOM Canada Ltd.	$ 229,958	Yes
23-085	RFP	South Surrey Supply Main Bridge Support Modifications	03-Jan-24	Acuren Group Inc.	$ 979,231	Yes
23-085	RFP	South Surrey Supply Main Bridge Support Modifications	03-Jan-24	Seismic 2000 Construction Ltd.	NA	No
23-369	SS/NOIC	Enhanced Hydrodynamic Modelling, Scenario Analysis and Screening Level Risk Assessment Consulting	04-Jan-24	Tetra Tech Canada Inc.	$ 510,979	Yes
23-260	ITT	Lulu Island WWTP C1 and C2 Piping Replacement Project	09-Jan-24	Tritech Group Ltd.	$ 766,834	Yes
23-004	ITT	Supply and Installation of Glenbrook Combined Trunk Sewer Replacement – Kingsway Section	10-Jan-24	NorLand Ltd.	$ 4,021,642	Yes
23-004	ITT	Supply and Installation of Glenbrook Combined Trunk Sewer Replacement – Kingsway Section	10-Jan-24	Jacob Bros. Construction Inc.	NA	No
23-004	ITT	Supply and Installation of Glenbrook Combined Trunk Sewer Replacement – Kingsway Section	10-Jan-24	Sandpiper Contracting LLP	NA	No
23-287	RFP	Coquitlam Landfill Flare Station Design Services	17-Jan-24	Comcor Environmental Ltd.	$ 353,868	Yes
23-287	RFP	Coquitlam Landfill Flare Station Design Services	17-Jan-24	GHD Ltd.	NA	No
23-287	RFP	Coquitlam Landfill Flare Station Design Services	17-Jan-24	Sperling Hansen Associates	NA	No
23-289	ITT	Supply & Delivery of Ductile Iron Pipe for Central Park Main No. 2 – Phase 4 – 10th Avenue to Westburnco Project	17-Jan-24	Iconix Waterworks LP	$ 403,920	Yes
23-289	ITT	Supply & Delivery of Ductile Iron Pipe for Central Park Main No. 2 – Phase 4 – 10th Avenue to Westburnco Project	17-Jan-24	Flocor Inc.	NA	No
23-289	ITT	Supply & Delivery of Ductile Iron Pipe for Central Park Main No. 2 – Phase 4 – 10th Avenue to Westburnco Project	17-Jan-24	EMCO Water Works	NA	No
23-289	ITT	Supply & Delivery of Ductile Iron Pipe for Central Park Main No. 2 – Phase 4 – 10th Avenue to Westburnco Project	17-Jan-24	Andrew Sheret Ltd.	NA	No
24-025	SS/NOIC	Abatement of Hazardous Materials at Cleveland Dam	19-Jan-24	Nucor Environmental Solutions Ltd.	$ 391,365	Yes
24-030	ITT	Manor House - Deep Energy Retrofit Aluminum Guardrails	26-Jan-24	A.R.M.S. Manufacturing Ltd.	$ 81,816	Yes
24-031	ITT	Manor House - Deep Energy Retrofit Windows and Doors	26-Jan-24	Centra Construction Group Ltd.	$ 341,185	Yes
24-033	ITT	Manor House - Deep Energy Retrofit Interior Finishes	26-Jan-24	J.J.K Developments Inc.	$ 195,000	Yes
24-034	ITT	Manor House - Deep Energy Retrofit Exterior Walls	26-Jan-24	Master Stucco Ltd.	$ 769,980	Yes
24-035	ITT	Manor House - Deep Energy Retrofit Rough Carpentry	26-Jan-24	PR Pomeroy Restoration & Construction Ltd.	$ 308,513	Yes
24-037	ITT	Manor House - Deep Energy Retrofit Roofing & PMMA	26-Jan-24	Renewal Constructions Inc.	$ 977,100	Yes
24-038	ITT	Manor House - Deep Energy Retrofit Scaffolding	26-Jan-24	Scaffold Depot Ltd.	$ 229,794	Yes
24-039	ITT	Manor House - Deep Energy Mechanical & Electrical	26-Jan-24	Slopeside Mechanical Systems Ltd.	$ 3,517,569	Yes
24-040	ITT	Manor House - Deep Energy Demolition & Asbestos Abatement	26-Jan-24	West York Developments Ltd.	$ 170,100	Yes
23-374	SS/NOIC	Constrution - AIWWTP Boiler Control and Monitoring Upgrade	02-Feb-24	Pacific Boiler Ltd.	$ 140,636	Yes
23-229	SS/NOIC	Small Load Waste Alternative Fuel Processing Trial	07-Feb-24	Geocycle Canada Inc.	$ 1,290,000	Yes
23-355	RFP	Supply & Installation of Scour Protection for Annacis Main No. 2	08-Feb-24	Fraser River Pile & Dredge (GP) Inc.	$ 992,910	Yes
23-234	RFP	Supply and Delivery of MCC for the Royal Avenue Pump Station Rehabilitation Project	09-Feb-24	Stellar Power & Control Solutions	$ 326,845	Yes
23-234	RFP	Supply and Delivery of MCC for the Royal Avenue Pump Station Rehabilitation Project	09-Feb-24	enCompass Solutions Group	NA	No
23-234	RFP	Supply and Delivery of MCC for the Royal Avenue Pump Station Rehabilitation Project	09-Feb-24	Western Integrated	NA	No
23-234	RFP	Supply and Delivery of MCC for the Royal Avenue Pump Station Rehabilitation Project	09-Feb-24	Raelkon Teams	NA	No
23-375	SS/NOIC	Disposal Services for Iona WWTP Legacy Grit	09-Feb-24	Wastech Services Inc.	$ 1,005,000	Yes
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	Arcadis Professional Services (Canada) Inc.	$ 249,600	Yes
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	ABL Energy and Marine Consultants Canada Ltd.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	Deloitte LLP	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	Exergy Solutions	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	GHD Ltd.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	ILF Consultant Inc.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	Interlock Energy Ltd.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	Ramboll Canada Inc.	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	RINA Tech Canada Ltd.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	Sacre-Davey Engineering	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Hydrogen Production from Hydropower at Cleveland Dam	14-Feb-24	WSP Canada Inc.	NA	No
23-072	RFP	Cathodic Protection Maintenance Services	20-Feb-24	Corrosion Service Company Ltd.	$ 903,000	Yes
23-072	RFP	Cathodic Protection Maintenance Services	20-Feb-24	Acuren Group Inc.	NA	No
23-072	RFP	Cathodic Protection Maintenance Services	20-Feb-24	Corrpora Canada Inc.	NA	No
23-072	RFP	Cathodic Protection Maintenance Services	20-Feb-24	Pure Technologies Ltd.	NA	No
23-300	RFP	Coquitlam Water Treatment Plant – Ozone Sidestream Injection - Variable Frequency Drive (VFD) Replacement Project	20-Feb-24	T&T Power Group	$ 320,598	Yes
23-300	RFP	Coquitlam Water Treatment Plant – Ozone Sidestream Injection - Variable Frequency Drive (VFD) Replacement Project	20-Feb-24	Arrow Speed Controls Ltd.	NA	No
23-300	RFP	Coquitlam Water Treatment Plant – Ozone Sidestream Injection - Variable Frequency Drive (VFD) Replacement Project	20-Feb-24	Stellar Power & Control Solutions	NA	No
23-300	RFP	Coquitlam Water Treatment Plant – Ozone Sidestream Injection - Variable Frequency Drive (VFD) Replacement Project	20-Feb-24	enCompass Solutions Group	NA	No
23-300	RFP	Coquitlam Water Treatment Plant – Ozone Sidestream Injection - Variable Frequency Drive (VFD) Replacement Project	20-Feb-24	Wesco Distribution	NA	No
23-300	RFP	Coquitlam Water Treatment Plant – Ozone Sidestream Injection - Variable Frequency Drive (VFD) Replacement Project	20-Feb-24	HSL Automation Ltd.	NA	No
23-300	RFP	Coquitlam Water Treatment Plant – Ozone Sidestream Injection - Variable Frequency Drive (VFD) Replacement Project	20-Feb-24	Celco Controls	NA	No
23-330	RFP	Consulting Engineering Services for Delta South Surrey Greenway Design Phase 3	20-Feb-24	R.F. Binnie & Associates Ltd.	$ 349,680	Yes
23-330	RFP	Consulting Engineering Services for Delta South Surrey Greenway Design Phase 3	20-Feb-24	Aplin & Martin Consultants Ltd.	NA	No
23-330	RFP	Consulting Engineering Services for Delta South Surrey Greenway Design Phase 3	20-Feb-24	Hatch Ltd.	NA	No
23-330	RFP	Consulting Engineering Services for Delta South Surrey Greenway Design Phase 3	20-Feb-24	AECOM Canada Ltd.	NA	No
22-505	RFP	Construction - IIWWTP CEPT Winterization	21-Feb-24	Bennett Mechanical Installations (2001) Ltd.	$ 3,449,700	Yes
22-505	RFP	Construction - IIWWTP CEPT Winterization	21-Feb-24	North America Construction (1993) Ltd.	NA	No
23-134	RFP	Solid Waste Compaction System at North Surrey Recycling and Waste Centre	21-Feb-24	SSI Shredding Systems, Inc.	$ 3,315,123	Yes
24-068	SS/NOIC	Supply & Install of a 32" single line-stop on existing steel Water main in South Burnaby	22-Feb-24	Pacific Flow Control Ltd.	$ 154,185	Yes
23-241	RFP-MA	AIWWTP Sludge and Scum Area I/O Migration	25-Feb-24	BBA Engineering Ltd.	$ 424,728	Yes
23-241	RFP-MA	AIWWTP Sludge and Scum Area I/O Migration	25-Feb-24	Wood Canada Ltd.	NA	No
23-241	RFP-MA	AIWWTP Sludge and Scum Area I/O Migration	25-Feb-24	Tetra Tech Canada Inc.	NA	No
23-241	RFP-MA	AIWWTP Sludge and Scum Area I/O Migration	25-Feb-24	Brown & Caldwell	NA	No
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	American Process Group Ltd.	$ 29,913,644	Yes
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	GFL Environmental Services Inc.	NA	No
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	Clean Harbors	NA	No
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	Lambourne Environmental Ltd.	NA	No
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	SECURE Energy	NA	No
24-095	SS/NOIC	Contingency Disposal Services for Biosolids	12-Mar-24	Wastech Services Inc.	$ 193,000	Yes
24-066	RFP	Orthoimagery/LiDAR Acquisition Project	14-Mar-24	Aeroquest Mapcon Inc.	$ 371,600	Yes
24-066	RFP	Orthoimagery/LiDAR Acquisition Project	14-Mar-24	Aero Geometrics Ltd.	NA	No
24-066	RFP	Orthoimagery/LiDAR Acquisition Project	14-Mar-24	Tetra Tech Canada Inc.	NA	No
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	Kerr Wood Leidal Associates Ltd.	$ 365,282	Yes
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	GHD Ltd.	NA	No
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	Envirochem Services Inc.	NA	No
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	BioMaxx Waste Water Solutions (NL) Inc.	NA	No
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	DAY Mottech Inc.	NA	No
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	Triton Environmental Consultants	NA	No
23-425	RFP	Supply and Delivery of Electric Vehicle Kiosks	19-Mar-24	Code Electric Products Ltd.	$ 199,173	Yes

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
23-425	RFP	Supply and Delivery of Electric Vehicle Kiosks	19-Mar-24	KJ Controls Ltd.	NA	No
23-425	RFP	Supply and Delivery of Electric Vehicle Kiosks	19-Mar-24	AC Dandy Products	NA	No
23-378	ITT	Royal Avenue Pump Station Rehabilitation	21-Mar-24	Kenaidan Contracting Ltd.	$ 6,845,655	Yes
23-378	ITT	Royal Avenue Pump Station Rehabilitation	21-Mar-24	Graham Infrastructure LP	NA	No
23-378	ITT	Royal Avenue Pump Station Rehabilitation	21-Mar-24	North America Construction (1993) Ltd.	NA	No
24-125	SS/NOIC	Kingston Gardens Owner's Representative Services	22-Mar-24	RAM Engineering Ltd.	$ 200,000	Yes
23-008	RFQ	Installation of Heat Tracing and Insulation at the Coquitlam Water Treatment Plant Ozone Sidestream Tower	26-Mar-24	J A Electric Inc.	$ 311,550	Yes
23-314	SS/NOIC	NS4 - Surrey 168 St Connection Leak Repair	03-Apr-24	West Shore Constructors Ltd.	$ 1,347,462	Yes
23-377	ITT	GOX Filters Upgrade at Coquitlam Water Treatment Plant ("CWTP")	04-Apr-24	Mitchell Installations Ltd.	$ 246,032	Yes
23-011	SRFEOI	Biosolids Management at Multiple Forage Crop Site	05-Apr-24	SYLVIS Environmental Services Inc.	$ 5,607,000	Yes
23-011	SRFEOI	Biosolids Management at Ingerbelle Composting Facility	05-Apr-24	Arrow Transportation Systems Inc.	$ 29,768,000	Yes
23-156	RFP	Construction Management Services for the Installation of Central Park Main No.2 - Phase 2A – Macpherson Avenue to Griffiths Avenue	05-Apr-24	RAM Engineering Ltd.	$ 1,058,925	Yes
23-420	RFP	Consulting Engineering Services for Online Chlorine and pH Analyzer Kiosks	10-Apr-24	Tetra Tech Canada Inc.	$ 307,908	Yes
23-319	RFP	Supply and Delivery of Large Wheel Loader	11-Apr-24	SMS Equipment Inc.	$ 782,643	Yes
23-319	RFP	Supply and Delivery of Large Wheel Loader	11-Apr-24	Handlers Equipment Ltd.	NA	No
23-319	RFP	Supply and Delivery of Large Wheel Loader	11-Apr-24	Liebherr- Canada Ltd.	NA	No
23-319	RFP	Supply and Delivery of Large Wheel Loader	11-Apr-24	Great West Equipment	NA	No
23-319	RFP	Supply and Delivery of Large Wheel Loader	11-Apr-24	Finning International Inc.	NA	No
23-319	RFP	Supply and Delivery of Large Wheel Loader	11-Apr-24	Brandt Tractor Ltd.	NA	No
23-319	RFP	Supply and Delivery of Large Wheel Loader	11-Apr-24	Wajax	NA	No
23-319	RFP	Supply and Delivery of Large Wheel Loader	11-Apr-24	Inland Kenworth Ltd.	NA	No
23-088	RFP	Supply and Delivery of Utility Tractors and Attachments	15-Apr-24	Avenue Machinery Corporation	$ 2,540,000	Yes
23-088	RFP	Supply and Delivery of Utility Tractors and Attachments	15-Apr-24	Rollins Machinery Ltd.	NA	No
23-088	RFP	Supply and Delivery of Utility Tractors and Attachments	15-Apr-24	Prairie Coast Equipment Inc.	NA	No
23-088	RFP	Supply and Delivery of Utility Tractors and Attachments	15-Apr-24	Brim Tractor Company	NA	No
24-070	SS/NOIC	Services from Recycle Council of BC	15-Apr-24	Recycling Council of British Columbia	$ 99,971	Yes
24-139	ITQ	Construction Services for the East Floc Influent Channel Concrete Repair at SCFP	16-Apr-24	Retro Specialty Contractors Inc.	$ 111,682	Yes
24-139	ITQ	Construction Services for the East Floc Influent Channel Concrete Repair at SCFP	16-Apr-24	Tritech Group Ltd.	NA	No
23-279	RFP	Digested Sludge Line Cleaning - Annacis Island WWTP	19-Apr-24	Walco Industries Ltd.	$ 168,863	Yes
23-270	RFP	Lulu Island WWTP Trickling Filter Refurbishment - Engineering Services	22-Apr-24	Jacobs Consultancy Canada Inc.	$ 342,500	Yes
23-270	RFP	Lulu Island WWTP Trickling Filter Refurbishment - Engineering Services	22-Apr-24	WSP Canada Inc.	NA	No
24-144	SS/NOIC	Building Benchmark BC Program	23-Apr-24	Open Green Building Society	$ 75,000	Yes
23-402	SS/NOIC	Supply and Delivery of Material for the North Shore Wastewater Treatment Plant	24-Apr-24	Araner Global DMCC	$ 6,416,839	Yes
24-138	SS/NOIC	Final Calibration of Strait of Georgia (SoG) model and MIKE Operations tools	24-Apr-24	DHI Water & Environment Inc.	$ 93,300	Yes
24-010	SS/NOIC	Surrey Whalley Valve Chamber No. 2 Emergency Valve Replacements	24-Apr-24	CB Process Instrumentation & Controls	$ 87,065	Yes
23-389	RFQ	Water Main Condition Assessments for Marine Crossings	26-Apr-24	Pure Technologies Ltd.	$ 210,000	Yes
23-389	RFQ	Water Main Condition Assessments for Marine Crossings	26-Apr-24	Corrosion Service Company Ltd.		Yes
23-389	RFQ	Water Main Condition Assessments for Marine Crossings	26-Apr-24	Pipeline Inspection and Condition Analysis Corp. (PICA)	NA	No
23-389	RFQ	Water Main Condition Assessments for Marine Crossings	26-Apr-24	F-MARQS	NA	No
23-422	RFP-MA	Consulting Engineering Services for Delta Nature Reserve Boardwalk Replacement	29-Apr-24	R.F. Binnie & Associates Ltd.	$ 389,460	Yes
23-422	RFP-MA	Consulting Engineering Services for Delta Nature Reserve Boardwalk Replacement	29-Apr-24	Parsons Inc.	NA	No
24-052	RFP	Disposal Ban Exemption Project	01-May-24	Dillon Consulting Ltd.	$ 269,925	Yes
24-109	ITQ	Lynn Headwaters Caretaker Tenancy Agreement	01-May-24	Douglas P. Aylsworth	$ 75,888	Yes
24-053	RFP	Consulting Services for Reducing Greenhouse Gases from Industrial Emitters	07-May-24	Ramboll Canada Inc.	$ 207,818	Yes
24-053	RFP	Consulting Services for Reducing Greenhouse Gases from Industrial Emitters	07-May-24	6893449 Canada Inc.	NA	No
24-053	RFP	Consulting Services for Reducing Greenhouse Gases from Industrial Emitters	07-May-24	ESMIA Consultants Inc.	NA	No
24-053	RFP	Consulting Services for Reducing Greenhouse Gases from Industrial Emitters	07-May-24	Weaver Technical Corp.	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-053	RFP	Consulting Services for Reducing Greenhouse Gases from Industrial Emitters	07-May-24	Hatch Ltd.	NA	No
24-053	RFP	Consulting Services for Reducing Greenhouse Gases from Industrial Emitters	07-May-24	Green PI Inc.	NA	No
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	Signia Construction Ltd.	$ 8,160,895	Yes
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	Centra Construction Group Ltd.	NA	No
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	New City Contracting Ltd.	NA	No
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	RJS Construction Ltd.	NA	No
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	Pro-Can Construction Group Corp.	NA	No
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	Roma Building Restoration Ltd.	NA	No
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	All Round Home Improvements & Restorations Ltd.	NA	No
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	Eggert Projects Ltd.	NA	No
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	Prostar Contracting	NA	No
23-411	ITT	Strathearn Court – Building Envelope Rehabilitation	09-May-24	Dura Seal Ltd.	NA	No
24-199	RFP	Rental Housing Blueprint: Standardized Zoning and Regulations to Streamline 6-Storey Rental Housing	14-May-24	SvN Architects and Planners Inc.	$ 95,585	Yes
24-007	RFP	Nuisance Mosquito Control Program for Metro Vancouver and Participating Municipalities	15-May-24	Morrow BioScience Ltd.	$ 685,864	Yes
24-007	RFP	Nuisance Mosquito Control Program for Metro Vancouver and Participating Municipalities	15-May-24	Duka Environmental Services Ltd.	NA	No
23-291	RFP	Electrical and Mechanical Services For C3 To Grit Separators	16-May-24	enCompass Solutions Group	$ 1,672,253	Yes
24-130	SS/NOIC	Supply and Delivery of Dewatering Polymer to Iona WWTP	23-May-24	SNF Canada Ltd.	$ 1,230,000	Yes
22-426	RFP	Construction of the Grandview Pump Station Improvements Project	29-May-24	Industra Construction Corp.	$ 1,576,525	Yes
22-426	RFP	Construction of the Grandview Pump Station Improvements Project	29-May-24	North America Construction (1993) Ltd.	NA	No
22-426	RFP	Construction of the Grandview Pump Station Improvements Project	29-May-24	Tritech Group Ltd.	NA	No
23-128	ITT	Construction Services for Concrete Manhole Lids on Front Street	29-May-24	Oscar Renda Contracting of Canada	$ 1,667,143	Yes
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	Capital Green Landscapes Ltd.	$ 777,110	Yes
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	Cedar Crest Lands (B.C.) Ltd.	NA	No
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	Lafarge Canada Inc.	NA	No
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	MAREX Constructors Ltd.	NA	No
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	New Rhodes Construction Inc.	NA	No
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	Double M Excavating Ltd.	NA	No
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	Poschner Construction (88) Ltd.	NA	No
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	Howard Wilson Construction Ltd.	NA	No
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	GPM Civil Contracting Inc.	NA	No
24-017	ITT	Construction of South Uplands Entrance Area	29-May-24	Landesign Ltd.	NA	No
22-508	RFP	Project Controls Support Services	03-Jun-24	Turner and Townsend Canada Inc.	$ 1,239,957	Yes
22-508	RFP	Project Controls Support Services	05-Jun-24	Rider Hunt International (Alberta) Inc.	$ 2,346,745	Yes
22-508	RFP	Project Controls Support Services	03-Jul-24	PTAG Inc.	$ 1,013,298	Yes
23-407	ITT	Annacis Island Wastewater Treatment Plant (AIWWTP) Emergency Sanitary Sewer and Maintenance Holes Rehabilitation	03-Jun-24	Michels Canada Co.	$ 884,431	Yes
23-407	ITT	Annacis Island Wastewater Treatment Plant (AIWWTP) Emergency Sanitary Sewer and Maintenance Holes Rehabilitation	03-Jun-24	Clearway Construction Inc.	NA	No
23-415	RFP	Kennedy Newton Main - Contract 3A - Kennedy Newton Reservoir to 88th Avenue and 120th Street	03-Jun-24	Matcon Civil Constructors Inc.	$ 26,140,200	Yes
23-415	RFP	Kennedy Newton Main - Contract 3A - Kennedy Newton Reservoir to 88th Avenue and 120th Street	03-Jun-24	Michels Canada Co.	NA	No
24-177	SS/NOIC	Fire Alarm Devices Node Upgrade - Annacis Island Waste Water Treatment Plant	04-Jun-24	Siemens Canada Ltd.	$ 250,350	Yes
24-146	SS/NOIC	Project Support Financial Services for the North Shore Wastewater Treatment Plant	07-Jun-24	Deloitte LLP	$ 2,281,268	Yes

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	Ausenco Engineering Canada Inc.	$ 4,750,000	Yes
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	MTS Engineering Inc.		Yes
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	Tetra Tech Canada Inc.		Yes
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	WSP Canada Inc.		Yes
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	InSynch Engineering	NA	No
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	EMB Management Ltd.	NA	No
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	Clean Energy Consulting Inc.	NA	No
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	QCA Systems Ltd.	NA	No
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	CIMA Canada Inc.	NA	No
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	Stantec Consulting Ltd.	NA	No
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	AECOM Canada Ltd.	NA	No
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	Kontzamanis Graumann Smith MacMillan Inc.	NA	No
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	Associated Engineering (B.C.) Ltd.	NA	No
23-067	RFP-MA	Electrical, Instrumentation and Control (EIC) Consulting Engineering Services for Liquid Waste Services Collection Systems	12-Jun-24	Klohn Crippen Berger Ltd.	NA	No
24-122	RFP	Manor House - Design Consulting Services for Interior and Exterior Upgrade	16-Jun-24	SR Engineering Ltd.	$ 126,679	Yes
24-122	RFP	Manor House - Design Consulting Services for Interior and Exterior Upgrade	16-Jun-24	EXP Services Inc.	NA	No
24-122	RFP	Manor House - Design Consulting Services for Interior and Exterior Upgrade	16-Jun-24	Francl Architecture Inc.	NA	No
23-419	RFP	Customer Surveys Program	17-Jun-24	Dillon Consulting Ltd.	$ 361,086	Yes
23-419	RFP	Customer Surveys Program	17-Jun-24	PRA Inc.	NA	No
23-419	RFP	Customer Surveys Program	17-Jun-24	Leger Marketing Alberta Inc.	NA	No
23-419	RFP	Customer Surveys Program	17-Jun-24	Customer Service Professionals Network Inc.	NA	No
23-419	RFP	Customer Surveys Program	17-Jun-24	Justason Market Intelligence Inc.	NA	No
23-266	RFP	Iona Island Wastewater Treatment Plant I/O Upgrade Project	19-Jun-24	enCompass Solutions Group	$ 316,924	Yes
23-266	RFP	Iona Island Wastewater Treatment Plant I/O Upgrade Project	19-Jun-24	J A Electric Inc.	NA	No
24-215	SS/NOIC	UPS Batteries Replacement Service at Seymour Capilano Filtration Plant (SCFP)	20-Jun-24	Arbutus West Agency Ltd.	$ 96,245	Yes
23-435	ITT	Construction Services for Minato West Building Envelope Rehabilitation	21-Jun-24	Signia Construction Ltd.	$ 6,762,920	Yes
23-435	ITT	Construction Services for Minato West Building Envelope Rehabilitation	21-Jun-24	MetroVan Construction Ltd.	NA	No
23-435	ITT	Construction Services for Minato West Building Envelope Rehabilitation	21-Jun-24	Roma Building Restoration Ltd.	NA	No
23-435	ITT	Construction Services for Minato West Building Envelope Rehabilitation	21-Jun-24	New City Contracting Ltd.	NA	No
23-435	ITT	Construction Services for Minato West Building Envelope Rehabilitation	21-Jun-24	RJS Construction Ltd.	NA	No
23-435	ITT	Construction Services for Minato West Building Envelope Rehabilitation	21-Jun-24	Eggert Projects Ltd.	NA	No
23-435	ITT	Construction Services for Minato West Building Envelope Rehabilitation	21-Jun-24	All Round Home Improvements & Restorations Ltd.	NA	No
24-046	Co-Operative Procurement	Supply and Delivery of Canoe Services -New Xerox Equipment	13-Feb-24	Xerox Canada Ltd.	$ 1,234,018	Yes

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-046	Co-Operative Procurement	Supply and Delivery of Portable Scanning Kiosk	21-Jun-24	CDW Canada Corporation	$ 64,032	Yes
24-046	Co-Operative Procurement	Supply and Delivery of Motor Grader for the Watershed and Environmental Management Division	24-Jun-24	Finning International Inc.	$ 587,200	Yes
24-046	Co-Operative Procurement	Supply and Delivery of Motor Grader for the Watershed and Environmental Management Division	24-Jun-24	Brandt Tractor Ltd. (John Deere Construction Retail Sales)	NA	No
24-046	Co-Operative Procurement	Supply and Delivery ChargePoint Express Plus DC Fast Charging Platform	02-Jul-24	Foreseeson EVSE Technology	$ 149,693	Yes
24-046	Co-Operative Procurement	Supply and Delivery BIG-IP APPI TRAFFIC MGR	11-Jul-24	CDW Canada Corporation	$ 200,052	Yes
24-046	Co-Operative Procurement	Supply and Delivery of Canoe Services - Adobe Acrobat Subscription	18-Sep-24	CDW Canada Corporation	$ 577,346	Yes
24-046	Co-Operative Procurement	Supply and Delivery of Canoe Services - Security Suites	20-Sep-24	CDW Canada Corporation	$ 379,992	Yes
22-452	RFP	Construction of Header Replacement for Harbour Pump Station	24-Jun-24	Mitchell Installations Ltd.	$ 2,458,739	Yes
22-452	RFP	Construction of Header Replacement for Harbour Pump Station	24-Jun-24	Brymark Installations Group Inc.	NA	No
23-061	RFP	Supply and Delivery of Cellular Devices	24-Jun-24	Rogers Communications Canada Inc.	$ 2,217,497	Yes
24-226	ITQ	Heather Place C - Quantity Surveyor Services ITQ	24-Jun-24	Hanscomb Loan Monitoring Inc.	$ 77,900	Yes
24-226	ITQ	Heather Place C - Quantity Surveyor Services ITQ	24-Jun-24	BTY Consultancy Group Ltd.	NA	No
23-271	ITT	Woodhaven Boardwalk Replacement Project	26-Jun-24	Skylark Management Corp.	$ 221,609	Yes
23-271	ITT	Woodhaven Boardwalk Replacement Project	26-Jun-24	Platinum Stone Contracting Ltd.	NA	No
23-271	ITT	Woodhaven Boardwalk Replacement Project	26-Jun-24	Park Solutions Inc.	NA	No
24-179	SS/NOIC	Gensym Annual Support and Licensing	01-Jul-24	ESW Operations, LLC	$ 420,500	Yes
24-162	RFP	Construction of the Phase 2 Perimeter Trail Expansion in Campbell Valley Regional Park	03-Jul-24	Skylark Management Corp.	$ 848,131	Yes
24-162	RFP	Construction of the Phase 2 Perimeter Trail Expansion in Campbell Valley Regional Park	03-Jul-24	Cedar Crest Lands (B.C.) Ltd.	NA	No
23-147	RFP	Annacis Island Wastewater Treatment Plant Secondary Clarifiers Service Areas 4-6 I/O Migration Consulting Engineering Services	03-Jul-24	Tetra Tech Canada Inc.	$ 369,894	Yes
23-147	RFP	Annacis Island Wastewater Treatment Plant Secondary Clarifiers Service Areas 4-6 I/O Migration Consulting Engineering Services	03-Jul-24	BBA Engineering Ltd.	NA	No
23-147	RFP	Annacis Island Wastewater Treatment Plant Secondary Clarifiers Service Areas 4-6 I/O Migration Consulting Engineering Services	03-Jul-24	Brown & Caldwell	NA	No
23-354	RFP	Annacis Main No. 2 Pipe Joints Inspection and Repairs Under Queensborough Bridge	08-Jul-24	Acuren Group Inc.	$ 1,356,613	Yes
23-112	ITT	Supply and Installation of a Dry Polymer Make-up Feeding System	09-Jul-24	Archer Separation Inc.	$ 146,005	Yes
23-076	SS/NOIC	Consulting Engineering Services Support for Additional Enhanced Tests in the Pilot Testing Program at the Lulu Island Pilot Digestion Optimization Facility	17-Jul-24	Brown & Caldwell	$ 513,698	Yes
24-247	ITQ	Palisade Outlet Works Rehabilitation	17-Jul-24	Pacific Ropes Contracting Ltd.	$ 112,362	Yes
24-247	ITQ	Palisade Outlet Works Rehabilitation	17-Jul-24	Spectrum Safety Group	NA	No
23-444	RFP	Iona Island WWTP Replacement of Switches Construction	19-Jul-24	Ross Morrison Electrical Ltd.	$ 189,870	Yes
22-481	RFP	Construction of South Surrey Interceptor Delta Section Air Management Facility Project	21-Jul-24	Tritech Group Ltd.	$ 361,052	Yes
22-481	RFP	Construction of South Surrey Interceptor Delta Section Air Management Facility Project	21-Jul-24	Industra Construction Corp.	NA	No
24-296	SS/NOIC	Detailed Design Deposit for Construction Power	22-Jul-24	BC Hydro	$ 821,000	Yes
24-416	SS/NOIC	Genset Rental at Sapperton Pump Station	24-Jul-24	United Rental of Canada, Inc.	$ 1,869,005	Yes
23-258	RFP-MA	Traffic Engineering Consulting Services	26-Jul-24	AECOM Canada Ltd.	$ 750,000	Yes
23-258	RFP-MA	Traffic Engineering Consulting Services	26-Jul-24	AtkinsRéalis Canada Inc.		Yes
23-258	RFP-MA	Traffic Engineering Consulting Services	26-Jul-24	Parsons Inc.		Yes
23-258	RFP-MA	Traffic Engineering Consulting Services	26-Jul-24	R.F. Binnie & Associates Ltd.		Yes
23-258	RFP-MA	Traffic Engineering Consulting Services	26-Jul-24	Stantec Consulting Ltd.		Yes
23-258	RFP-MA	Traffic Engineering Consulting Services	26-Jul-24	McElhanney Ltd.		Yes

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
23-258	RFP-MA	Traffic Engineering Consulting Services	26-Jul-24	Arcadis Professional Services (Canada) Inc.	NA	No
23-258	RFP-MA	Traffic Engineering Consulting Services	26-Jul-24	Watt Consulting Group	NA	No
23-258	RFP-MA	Traffic Engineering Consulting Services	26-Jul-24	ISL Engineering and Land Services Ltd.	NA	No
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	Maven Consulting Ltd.		Yes
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	RAM Engineering Ltd.		Yes
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	WSP Canada Inc.	$ 4,500,000	Yes
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	Stantec Consulting Ltd.		Yes
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	R.F. Binnie & Associates Ltd.		Yes
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	k2AE Engineering & Consulting Ltd.	NA	No
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	AXIS Inspection Group Ltd.	NA	No
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	Aplin & Martin Consultants Ltd.	NA	No
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	ISL Engineering and Land Services Ltd.	NA	No
23-432	RFP-MA	Civil Construction Inspection Services	02-Aug-24	Project Talent Acquisition Group Inc.	NA	No
24-320	SS/NOIC	Zero Waste Conference 2025 License	02-Aug-24	Vancouver Convention Centre	$ 222,738	Yes
24-013	RFP	Reusable Cup & Container Platform	07-Aug-24	West Coast Healthy Vending Inc.	$ 75,000	Yes
24-013	RFP	Reusable Cup & Container Platform	07-Aug-24	Circular Solutions Inc.	NA	No
23-268	ITT	Site Preparation, Installation, Tie-in Connections and Commissioning for the IIWWTP Pilot Plant Contract	12-Aug-24	Graham Infrastructure LP	$ 4,962,200	Yes
23-268	ITT	Site Preparation, Installation, Tie-in Connections and Commissioning for the IIWWTP Pilot Plant Contract	12-Aug-24	Pomerleau Inc.	NA	No
23-268	ITT	Site Preparation, Installation, Tie-in Connections and Commissioning for the IIWWTP Pilot Plant Contract	12-Aug-24	Tritech Group Ltd.	NA	No
24-115	ITT	Crescent Beach Pump Station Discharge Pipe Replacement Diving Services	13-Aug-24	Advanced Subsea Services Ltd.	$ 78,700	Yes
24-249	ITT	Installation Services for Electric Vehicle Charging Stations at Lake City Area 3	13-Aug-24	J A Electric Inc.	$ 229,000	Yes
24-204	ITT	Culvert and Headwall Improvements at Widgeon Marsh Regional Park	15-Aug-24	Skylark Management Corp.	$ 528,223	Yes
18-023	RFP	Consulting Engineering Services for Capilano Main No. 5 Stanley Park Water Supply Tunnel	16-Aug-24	Mott MacDonald Canada Ltd.	$ 24,129,946	Yes
20-097	RFP	Construction Management Services for Capilano Main No. 5 (South Shaft to Chilco) – Stanley Park Water Supply Tunnel	16-Aug-24	Delve Underground Canada Corp. ULC	$ 13,942,932	Yes
24-124	RFP	Water Supply Plan Using Adaptive Pathways	16-Aug-24	GHD Ltd.	$ 594,012	Yes
24-124	RFP	Water Supply Plan Using Adaptive Pathways	16-Aug-24	Carollo Engineers Canada Ltd.	NA	No
24-124	RFP	Water Supply Plan Using Adaptive Pathways	16-Aug-24	CDM Smith Canada ULC	NA	No
24-161	SS/NOIC	Supply and delivery of Materials for The North Shore WWTP	16-Aug-24	MLM Conveying Systems Inc.	$ 2,456,604	Yes
24-252	ITT	Roof Replacement - Agricultural Hall (Deas Island Regional Park) & Karr Mercer Barn (Derby Reach Regional Park)	21-Aug-24	Mack Kirk Roofing and Sheet Metal Ltd.	$ 109,900	Yes
24-252	ITT	Roof Replacement - Agricultural Hall (Deas Island Regional Park) & Karr Mercer Barn (Derby Reach Regional Park)	23-Aug-24	Flynn Canada Ltd.	$ 123,957	Yes
24-252	ITT	Roof Replacement - Agricultural Hall (Deas Island Regional Park) & Karr Mercer Barn (Derby Reach Regional Park)	21-Aug-24	Bollman Roofing & Sheet Metal Ltd.	NA	No
24-252	ITT	Roof Replacement - Agricultural Hall (Deas Island Regional Park) & Karr Mercer Barn (Derby Reach Regional Park)	21-Aug-24	Cambie Roofing Contractors Ltd.	NA	No
24-114	ITT	Crescent Beach Pump Station Discharge Pipe Replacement Temporary Bypass	23-Aug-24	Canadian Dewatering LP	$ 457,082	Yes
24-114	ITT	Crescent Beach Pump Station Discharge Pipe Replacement Temporary Bypass	23-Aug-24	NCS Fluid Handling Systems Inc.	NA	No
24-114	ITT	Crescent Beach Pump Station Discharge Pipe Replacement Temporary Bypass	23-Aug-24	United Rental of Canada, Inc.	NA	No
24-079	RFP	Consulting Engineering Services for Lulu Island Wastewater Treatment Plant (LIWWTP) Gravity Thickener Redundancy	26-Aug-24	AECOM Canada Ltd.	$ 863,409	Yes
24-079	RFP	Consulting Engineering Services for Lulu Island Wastewater Treatment Plant (LIWWTP) Gravity Thickener Redundancy	26-Aug-24	CDM Smith Canada ULC	NA	No
24-079	RFP	Consulting Engineering Services for Lulu Island Wastewater Treatment Plant (LIWWTP) Gravity Thickener Redundancy	26-Aug-24	AtkinsRéalis Canada Inc.	NA	No
23-116	RFP	Consulting Engineering Services for the Cambie-Richmond Water Supply Tunnel - Fraser River Crossing	28-Aug-24	Mott MacDonald Canada Ltd.	$ 5,958,075	Yes
23-116	RFP	Consulting Engineering Services for the Cambie-Richmond Water Supply Tunnel - Fraser River Crossing	28-Aug-24	Delve Underground Canada Corp. ULC	NA	No
23-116	RFP	Consulting Engineering Services for the Cambie-Richmond Water Supply Tunnel - Fraser River Crossing	28-Aug-24	Hatch Ltd.	NA	No
24-020	RFP	Supply and Delivery Valves - Stanley Park Water Supply Tunnel Bypass Piping	04-Sep-24	CB Process Instrumentation & Controls	$ 706,400	Yes
23-308	ITT	Supply and Installation for Auto-sampler Kiosks at Clark Drive & Heather Combined Sewer Overflow (CS) Monitoring Site	04-Sep-24	J A Electric Inc.	$ 629,500	Yes

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
23-041	RFP	Consulting Engineering Services for the Iona Island Wastewater Treatment Plant Upgrade Project	05-Sep-24	Fraser Delta Group	$ 60,574,702	Yes
23-132	ITT	Installation of Central Park Main No. 2 – Phase 2A: Macpherson Ave to Griffiths Ave. (Early Works)	05-Sep-24	BD Hall Constructors	$ 90,000	Yes
23-132	ITT	Installation of Central Park Main No. 2 – Phase 2A: Macpherson Ave to Griffiths Ave. (Early Works)	05-Sep-24	B&B Contracting (2012) Ltd.	NA	No
23-132	ITT	Installation of Central Park Main No. 2 – Phase 2A: Macpherson Ave to Griffiths Ave. (Early Works)	05-Sep-24	Michels Canada Co.	NA	No
23-132	ITT	Installation of Central Park Main No. 2 – Phase 2A: Macpherson Ave to Griffiths Ave.	25-Oct-24	BD Hall Constructors	$ 29,630,452	Yes
23-132	ITT	Installation of Central Park Main No. 2 – Phase 2A: Macpherson Ave to Griffiths Ave.	25-Oct-24	B&B Contracting (2012) Ltd.	NA	No
23-132	ITT	Installation of Central Park Main No. 2 – Phase 2A: Macpherson Ave to Griffiths Ave.	25-Oct-24	Michels Canada Co.	NA	No
24-395	SS/NOIC	Supply and Delivery of Repair Materials to Coquitlam Main No. 4 Central Section	09-Sep-24	Thompson Pipe Group Pressure	$ 727,900	Yes
24-272	RFP	Wastewater Treatment Plant Effluent Discharge Objectives	12-Sep-24	Kerr Wood Leidal Associates Ltd.	$ 78,933	Yes
23-341	RFP	Stanley Park Water Supply Tunnel Project – South Shaft and Bypass Piping Fabrication and Supply	16-Sep-24	Northwest Pipe Company	$ 5,765,599	Yes
23-341	RFP	Stanley Park Water Supply Tunnel Project – South Shaft and Bypass Piping Fabrication and Supply	16-Sep-24	Ideal Welders Ltd.	NA	No
23-439	SS/NOIC	Supply and Delivery of Material for The North Shore Wastewater Treatment Plant	18-Sep-24	Hoisting Ltd.	$ 5,563,150	Yes
24-188	RFP	External Audit Services	19-Sep-24	KPMG LLP	$ 1,188,800	Yes
24-188	RFP	External Audit Services	19-Sep-24	BDO Canada LLP	NA	No
24-388	SS/NOIC	Supply and Installation of one 36" Line Stop on the Existing Central Park Main	20-Sep-24	Pacific Control Ltd.	$ 200,122	Yes
24-157	SS/NOIC	Preventive Routine Maintenance (EPRM) Plan and Spare parts supplies for NX700 Turbo Blowers	20-Sep-24	APG Neuros Inc.	$ 161,729	Yes
24-205	RFP	Site Support Services for the Cleveland Dam Drum Gate Seal Replacement	23-Sep-24	Pacific Ropes Contracting Ltd.	$ 410,507	Yes
24-205	RFP	Site Support Services for the Cleveland Dam Drum Gate Seal Replacement	23-Sep-24	Mitchell Installations Ltd.	NA	No
24-315	RFP	Water Services and Liquid Waste Services Facility Criticality & Risk Framework, Phase 2	25-Sep-24	GEI Consultants Inc.	$ 130,978	Yes
24-315	RFP	Water Services and Liquid Waste Services Facility Criticality & Risk Framework, Phase 2	25-Sep-24	GHD Ltd.	NA	No
23-346	RFP	Stanley Park Water Supply Tunnel	26-Sep-24	Burrard-Chilco Partnership	$ 318,186,261	Yes
23-346	RFP	Stanley Park Water Supply Tunnel	26-Sep-24	Kiewit Construction Services ULC	NA	No
23-346	RFP	Stanley Park Water Supply Tunnel	26-Sep-24	Southland Mole of Canada	NA	No
23-346	RFP	Stanley Park Water Supply Tunnel	26-Sep-24	AECON	NA	No
23-346	RFP	Stanley Park Water Supply Tunnel	26-Sep-24	Flatiron Constructors Canada Ltd.	NA	No
24-442	SS/NOIC	Gartner for Technical Professionals Advisor Small and Midsize Business Enterprise Access and IT Leadership Team Leader / Role Member	01-Oct-24	Gartner Canada Co.	$ 929,919	Yes
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	AECOM Canada Ltd.	$ 827,950	Yes
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	Tetra Tech Canada Inc.	NA	No
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	Worley Canada Services Ltd.	NA	No
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	CIMA Canada Inc.	NA	No
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	Astra Zeidan Inc.	NA	No
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	Sacre-Davey Engineering	NA	No
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	AtkinsRéalis Canada Inc.	NA	No
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	Carollo Engineers Canada Ltd.	NA	No
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	GHD Ltd.	NA	No
24-044	RFP	Consulting Engineering Services for Renewable Natural Gas Facility at Iona Island WWTP	02-Oct-24	Brown & Caldwell	NA	No
24-120	RFP	Walnut Shell Blasting of Boiler Tubes	02-Oct-24	Prime Boiler Services Ltd.	$ 96,119	Yes
24-120	RFP	Walnut Shell Blasting of Boiler Tubes	02-Oct-24	Quantam Industrial Solutions Inc.	NA	No
24-230	ITT	Montrose Main No. 2 Construction	02-Oct-24	Oscar Renda Contracting Of Canada	$ 1,670,830	Yes
24-230	ITT	Montrose Main No. 2 Construction	02-Oct-24	BD Hall Constructors	NA	No
24-230	ITT	Montrose Main No. 2 Construction	02-Oct-24	Michels Canada Co.	NA	No
24-230	ITT	Montrose Main No. 2 Construction	02-Oct-24	JJM Constructors Ltd.	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-153	RFP	Architect and Design Services for Affordable Housing Project - Riverside Drive	04-Oct-24	Integra Architecture Inc.	$ 1,760,583	Yes
24-153	RFP	Architect and Design Services for Affordable Housing Project - Riverside Drive	04-Oct-24	Ryder Architecture (Canada) Inc.	NA	No
24-153	RFP	Architect and Design Services for Affordable Housing Project - Riverside Drive	04-Oct-24	Perkins Eastman Architects Canada, Ltd	NA	No
24-153	RFP	Architect and Design Services for Affordable Housing Project - Riverside Drive	04-Oct-24	NSDA Architects	NA	No
24-153	RFP	Architect and Design Services for Affordable Housing Project - Riverside Drive	04-Oct-24	Carscadden Stokes McDonald Architects Inc.	NA	No
24-153	RFP	Architect and Design Services for Affordable Housing Project - Riverside Drive	04-Oct-24	Aplin & Martin Consultants Ltd.	NA	No
24-394	SS/NOIC	Seymour Falls Dam Ground Water Model Update	07-Oct-24	Klohn Crippen Berger Ltd.	$ 261,919	Yes
24-361	ITT	Tynehead Regional Park – Gerow Barn Roof Replacement	07-Oct-24	Bollman Roofing & Sheet Metal Ltd.	$ 122,550	Yes
24-361	ITT	Tynehead Regional Park – Gerow Barn Roof Replacement	07-Oct-24	Flynn Canada Ltd.	NA	No
24-405	SS/NOIC	Communications and Engagement Support Services	08-Oct-24	Nanette Van Doorn	$ 607,365	Yes
24-232	ITQ	Archaeological Impact Assessment for the South Surrey Interceptor – Delta Section Rehabilitation	09-Oct-24	ISL Engineering and Land Services Ltd.	$ 202,467	Yes
22-167	RFP	Construction Management for Services and Construction (At-Risk) for Metro Vancouver Housing Corporation (Early Works Portion for The Connection (Eastburne))	15-Apr-24	Kinetic Construction Ltd.	$ 2,250,000	Yes
22-167	RFP	Construction Management for Services and Construction (At-Risk) for The Connection (Eastburne) Affordable Housing Development	10-Oct-24	Kinetic Construction Ltd.	$ 94,135,363	Yes
22-167	RFP	Construction Management for Services and Construction (At-Risk) for Heron's Nest (Pitt Meadows) Affordable Housing and Childcare Development	30-Oct-24	Scott Construction (2005) Ltd.	$ 66,720,545	Yes
22-167	RFP	Construction Management for Services and Construction (At-Risk) for Metro Vancouver Housing Corporation - The Steller	03-Dec-24	Kinetic Construction Ltd.	$ 69,781,556	Yes
23-197	RFP	Warehousing and Inventory Management Consulting Services	10-Oct-24	Cognitive Process Consulting Ltd.	$ 180,505	Yes
23-197	RFP	Warehousing and Inventory Management Consulting Services	10-Oct-24	LIDD Consultants Inc.	NA	No
23-197	RFP	Warehousing and Inventory Management Consulting Services	10-Oct-24	Deloitte LLP	NA	No
23-197	RFP	Warehousing and Inventory Management Consulting Services	10-Oct-24	Slalom Consulting ULC	NA	No
23-197	RFP	Warehousing and Inventory Management Consulting Services	10-Oct-24	Trillium Advisory Group ULC	NA	No
24-193	RFP	Operation and Maintenance of The Metro Vancouver Waste-to-Energy Facility	11-Oct-24	Veolia Water Canada Inc.	$ 700,000	Yes
24-193	RFP	Operation and Maintenance of The Metro Vancouver Waste-to-Energy Facility	11-Oct-24	NAES Corp.	NA	No
24-253	SS/NOIC	Recycling Information Services	11-Oct-24	Recycling Council of British Columbia	$ 250,000	Yes
24-459	SS/NOIC	Aveva Flex - License	15-Oct-24	AVEVA Software Canada Inc.	$ 1,438,137	Yes
23-408	ITT	Lulu Island Wastewater Treatment Plant Generator Building Process I/O Migration	15-Oct-24	J A Electric Inc.	$ 457,000	Yes
23-408	ITT	Lulu Island Wastewater Treatment Plant Generator Building Process I/O Migration	15-Oct-24	Ross Morrison Electrical Ltd.	NA	No
23-408	ITT	Lulu Island Wastewater Treatment Plant Generator Building Process I/O Migration	15-Oct-24	Gifford Electric Ltd.	NA	No
23-368	RFP	Supply and Delivery of Steel Pipe for 2024 to 2026 Water Ser vices Construction Projects	15-Oct-24	Northwest Pipe Company	$ 13,433,703	Yes
24-453	SS/NOIC	IIWWTP Early Electrical Works Supply and Delivery of Industrial Control System (ICS) Equipment	18-Oct-24	ABB Canada	$ 607,711	Yes
23-309	RFP	Consulting Engineering Services - Annacis Island WWTP Chemistry Lab Expansion (Phase A)	18-Oct-24	MCW Consultants Ltd.	$ 443,552	Yes
23-309	RFP	Consulting Engineering Services - Annacis Island WWTP Chemistry Lab Expansion (Phase A)	18-Oct-24	WSP Canada Inc.	NA	No
24-419	ITT	Roof Replacement of Burvilla House - Deas Island Regional Park	21-Oct-24	Mack Kirk Roofing and Sheet Metal Ltd.	$ 215,300	Yes
24-419	ITT	Roof Replacement of Burvilla House - Deas Island Regional Park	21-Oct-24	Bollman Roofing & Sheet Metal Ltd.	NA	No
24-398	RFP	2024 Household Food Waste Study	22-Oct-24	Justason Market Intelligence Inc.	$ 158,550	Yes
24-209	SS/NOIC	Supply and Delivery of Material for The North Shore Wastewater Treatment Plant	23-Oct-24	Purafil, Inc.	$ 9,390,642	Yes
24-277	RFP	Burwell Lake and Palisade Lake Debris Booms Preliminary Design	24-Oct-24	Hatch Ltd.	$ 124,656	Yes
24-277	RFP	Burwell Lake and Palisade Lake Debris Booms Preliminary Design	24-Oct-24	AtkinsRéalis Canada Inc.	NA	No
24-277	RFP	Burwell Lake and Palisade Lake Debris Booms Preliminary Design	24-Oct-24	Geniglace Inc.	NA	No
24-277	RFP	Burwell Lake and Palisade Lake Debris Booms Preliminary Design	24-Oct-24	KGS Group	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-277	RFP	Burwell Lake and Palisade Lake Debris Booms Preliminary Design	24-Oct-24	Klohn Crippen Berger Ltd.	NA	No
24-277	RFP	Burwell Lake and Palisade Lake Debris Booms Preliminary Design	24-Oct-24	WSP Canada Inc.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	NIVA Inc.	$ 94,500	Yes
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Adrian Brown Group Inc.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Believeco:Partners Ltd.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Bright Future Studio Ltd.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Carleton University	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Crestview Strategy Inc.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	GHD Ltd.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Global Public Affairs	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Imvelo	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Lucent Quay Consulting Inc.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Navigator Ltd.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Prism Engineering Ltd.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Spur Communications Inc.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Urban Systems Ltd.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	WeUsThem Inc.	NA	No
24-273	RFP	Develop a Comprehensive Communications Strategy Framework to Support Metro Vancouver's Climate 2050 Strategic Framework	24-Oct-24	Yulu Public Relations	NA	No
24-389	SS/NOIC	Reuse Services Pilot at the United Boulevard Recycling & Waste Centre	24-Oct-24	Renew Crew Foundation	$ 75,000	Yes
24-168	ITT	Inverholme Schoolhouse Repairs	25-Oct-24	PR Pomeroy Restoration & Construction Ltd.	$ 137,113	Yes
24-141	RFP	Campbell Valley McLean Pond Dam Stability	28-Oct-24	Thurber Engineering Ltd.	$ 175,400	Yes
24-141	RFP	Campbell Valley McLean Pond Dam Stability	28-Oct-24	Ecora Engineering & Resources Group Ltd.	NA	No
24-141	RFP	Campbell Valley McLean Pond Dam Stability	28-Oct-24	Stantec Consulting Ltd.	NA	No
24-141	RFP	Campbell Valley McLean Pond Dam Stability	28-Oct-24	Hatch Ltd.	NA	No
24-141	RFP	Campbell Valley McLean Pond Dam Stability	28-Oct-24	Tetra Tech Canada Inc.	NA	No
24-141	RFP	Campbell Valley McLean Pond Dam Stability	28-Oct-24	GHD Ltd.	NA	No
24-141	RFP	Campbell Valley McLean Pond Dam Stability	28-Oct-24	Klohn Crippen Berger Ltd.	NA	No
24-502	SS/NOIC	Offloading and indoor storage of 2 - 47,350 kg heat pumps for the North Shore WWTP	30-Oct-24	Pacific Industrial Movers LP	$ 75,000	Yes
24-302	SS/NOIC	Supply and Delivery of Material for The North Shore Wastewater Treatment Plant. ACCIONA - CRS Crane kits	31-Oct-24	Acciona Wastewater Solutions LP	$ 275,000	Yes
24-180	RFP-MA	Real Estate Advisory & Brokerage Services	01-Nov-24	Avison Young	$ 1,000,000	Yes
24-180	RFP-MA	Real Estate Advisory & Brokerage Services	01-Nov-24	Cushman & Wakefield - Commercial Real Estate Services		Yes
24-180	RFP-MA	Real Estate Advisory & Brokerage Services	01-Nov-24	Marcus & Millichap REIS Canada Inc.	NA	No
24-180	RFP-MA	Real Estate Advisory & Brokerage Services	01-Nov-24	Jones Lang LaSalle Real Estate Services, Inc.	NA	No
24-180	RFP-MA	Real Estate Advisory & Brokerage Services	01-Nov-24	Ernst & Young LLP	NA	No
24-180	RFP-MA	Real Estate Advisory & Brokerage Services	01-Nov-24	CBRE Ltd.	NA	No
24-180	RFP-MA	Real Estate Advisory & Brokerage Services	01-Nov-24	Colliers Macaulay Nicolls Inc.	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-455	SS/NOIC	Hexagon EAM Support & Maintenance	01-Nov-24	Intergraph Canada LLC	$ 439,509	Yes
24-461	SS/NOIC	IIWWTP Admin Building Chiller Replacement	01-Nov-24	CustomAir Conditioning Ltd.	$ 279,964	Yes
24-471	ITQ	Widgeon Marsh Regional Park, Quarry Road Paving	01-Nov-24	Winvan Paving Ltd.	$ 199,989	Yes
24-471	ITQ	Widgeon Marsh Regional Park, Quarry Road Paving	01-Nov-24	Palmieri Bros Paving Ltd.	NA	No
24-471	ITQ	Widgeon Marsh Regional Park, Quarry Road Paving	01-Nov-24	Custom Blacktop Co.	NA	No
24-512	SS/NOIC	Permanent Road Restorations after Water Main Leak Repairs at West Side of Arbutus Street and South of W 16th Ave, Vancouver	01-Nov-24	Palmieri Bros Paving Ltd.	$ 99,630	Yes
24-170	ITT	Evergreen Parkade Ceiling Insulation Replacement	01-Nov-24	Performance Spray Insulation Ltd.	$ 75,070	Yes
24-170	ITT	Evergreen Parkade Ceiling Insulation Replacement	01-Nov-24	Peak Insulation Ltd.	NA	No
24-170	ITT	Evergreen Parkade Ceiling Insulation Replacement	01-Nov-24	Ener-Spray Pacific Ltd.	NA	No
24-170	ITT	Evergreen Parkade Ceiling Insulation Replacement	01-Nov-24	Geer Contracting Ltd.	NA	No
24-446	SS/NOIC	Consortium to Optimize Electrical Service Capacities	01-Nov-24	Dunsky Energy + Climate Advisors / 6893449 Canada Inc.	$ 75,000	Yes
24-047	RFP	Stanley Park Water Supply Tunnel - Environmental Auditor Services	04-Nov-24	GHD Ltd.	$ 1,412,728	Yes
24-047	RFP	Stanley Park Water Supply Tunnel - Environmental Auditor Services	04-Nov-24	EMM Consulting Pty Ltd.	NA	No
24-047	RFP	Stanley Park Water Supply Tunnel - Environmental Auditor Services	04-Nov-24	Zoetica Wildlife Research Services Inc.	NA	No
24-047	RFP	Stanley Park Water Supply Tunnel - Environmental Auditor Services	04-Nov-24	Inlailawatash Limited Partnership	NA	No
24-047	RFP	Stanley Park Water Supply Tunnel - Environmental Auditor Services	04-Nov-24	Roe Environmental Inc.	NA	No
24-047	RFP	Stanley Park Water Supply Tunnel - Environmental Auditor Services	04-Nov-24	Hatfield Consultants LLP	NA	No
24-047	RFP	Stanley Park Water Supply Tunnel - Environmental Auditor Services	04-Nov-24	AtkinsRéalis Canada Inc.	NA	No
24-251	RFP	Lynn Creek Bridge Crossing and Entrance Area at Lynn Headwaters Regional Park - Phase 1	06-Nov-24	Mott MacDonald Canada Ltd.	$ 298,499	Yes
24-251	RFP	Lynn Creek Bridge Crossing and Entrance Area at Lynn Headwaters Regional Park - Phase 1	06-Nov-24	Stantec Consulting Ltd.	NA	No
24-251	RFP	Lynn Creek Bridge Crossing and Entrance Area at Lynn Headwaters Regional Park - Phase 1	06-Nov-24	Parsons Inc.	NA	No
24-251	RFP	Lynn Creek Bridge Crossing and Entrance Area at Lynn Headwaters Regional Park - Phase 1	06-Nov-24	AECOM Canada Ltd.	NA	No
24-251	RFP	Lynn Creek Bridge Crossing and Entrance Area at Lynn Headwaters Regional Park - Phase 1	06-Nov-24	Associated Engineering (B.C.) Ltd.	NA	No
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	Deetken Enterprises Inc.	$ 91,690	Yes
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	Angus Reid Group Inc.	NA	No
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	Deloitte LLP	NA	No
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	Environics Research Group Ltd.	NA	No
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	HumanSystems Inc.	NA	No
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	MNP LLP	NA	No
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	SoluZone Consulting Inc.	NA	No
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	Spur Communications Inc.	NA	No
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	WeUsThem Inc.	NA	No
24-409	RFP	Who is Here? – Audience Research	07-Nov-24	Adrian Brown Group Inc.	NA	No
24-530	SS/NOIC	LinkedIn Job Posting and Related Services For Metro Vancouver	14-Nov-24	Linkedin Corp.	$ 203,265	Yes
24-004	RFP	Reduction of Emissions from In-Service Medium and Heavy Duty Vehicles in British Columbia	14-Nov-24	Ramboll Canada Inc.	$ 145,950	Yes
24-004	RFP	Reduction of Emissions from In-Service Medium and Heavy Duty Vehicles in British Columbia	14-Nov-24	Cascadia Strategy Consulting Partners Ltd.	NA	No
24-004	RFP	Reduction of Emissions from In-Service Medium and Heavy Duty Vehicles in British Columbia	14-Nov-24	Deloitte LLP	NA	No
24-004	RFP	Reduction of Emissions from In-Service Medium and Heavy Duty Vehicles in British Columbia	14-Nov-24	MNP LLP	NA	No
23-404	RFP	Supply and Delivery of Standby Diesel Generators for Iona Island Wastewater Treatmnet Plant	18-Nov-24	Finning International Inc.	$ 14,052,914	Yes
23-404	RFP	Supply and Delivery of Standby Diesel Generators for Iona Island Wastewater Treatmnet Plant	18-Nov-24	Simson-Maxwell Ltd.	NA	No
23-404	RFP	Supply and Delivery of Standby Diesel Generators for Iona Island Wastewater Treatmnet Plant	18-Nov-24	Prima Power Systems	NA	No
23-404	RFP	Supply and Delivery of Standby Diesel Generators for Iona Island Wastewater Treatmnet Plant	18-Nov-24	GAL Power Systems	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-117	RFP-MA	Process Safety Management Consulting Services	18-Nov-24	ClearSky Risk Management Inc.	$ 1,500,000	Yes
24-117	RFP-MA	Process Safety Management Consulting Services	18-Nov-24	PMO Global Services		Yes
24-117	RFP-MA	Process Safety Management Consulting Services	18-Nov-24	AtkinsRéalis Canada Inc.		Yes
24-117	RFP-MA	Process Safety Management Consulting Services	18-Nov-24	Major Industrial E-Risk Services Inc.		Yes
24-117	RFP-MA	Process Safety Management Consulting Services	18-Nov-24	Baker Engineering and Risk Consultants, Inc.		Yes
24-117	RFP-MA	Process Safety Management Consulting Services	18-Nov-24	AECOM Canada Ltd.	NA	No
24-117	RFP-MA	Process Safety Management Consulting Services	18-Nov-24	Astra Zeidan Inc.	NA	No
24-117	RFP-MA	Process Safety Management Consulting Services	18-Nov-24	Allnorth Consultants Ltd.	NA	No
24-117	RFP-MA	Process Safety Management Consulting Services	18-Nov-24	WSP Canada Inc.	NA	No
24-102	RFP	Senior Commercial and Project Management Advisory Services	19-Nov-24	Project Talent Acquisition Group Inc.	$ 1,012,000	Yes
24-102	RFP	Senior Commercial and Project Management Advisory Services	19-Nov-24	PMA Project Controls Canada ULC	$ 872,160	Yes
24-102	RFP	Senior Commercial and Project Management Advisory Services	26-Nov-24	Revay and Associates Ltd.	$ 562,304	Yes
24-143	RFSO	Temporary Flow, Level and Rainfall Monitoring Services	18-Nov-24	Kerr Wood Leidal Associates Ltd.	$ 3,000,000	Yes
24-143	RFSO	Temporary Flow, Level and Rainfall Monitoring Services	18-Nov-24	ADS Environmental Technologies		Yes
24-102	RFP	Senior Commercial and Project Management Advisory Services	19-Nov-24	Turner and Townsend Canada Inc.	$ 548,320	Yes
24-403	RFP	Condition Assessments for Kersland Pump Station and Little Mountain Pump Station	19-Nov-24	Tetra Tech Canada Inc.	$ 219,949	Yes
24-403	RFP	Condition Assessments for Kersland Pump Station and Little Mountain Pump Station	19-Nov-24	Ausenco Engineering Canada Inc.	NA	No
24-479	SS/NOIC	Particulate Matter Monitors, Teledyne Model T640, for Air Quality Monitoring Network	20-Nov-24	J.C. Andelle Inc.	$ 125,976	Yes
24-074	RFP	Consulting Services for the Assessment of Facility Management Services	21-Nov-24	Colliers Project Leaders Inc.	$ 170,335	Yes
24-074	RFP	Consulting Services for the Assessment of Facility Management Services	21-Nov-24	Roth IAMS Ltd.	NA	No
24-006B	RFP	Coquitlam Lake Water Supply Projects – Program Management and Consulting Engineering Services. Component 2(B) : Program Management and Consulting Engineering Services for Coquitlam Main No. 4 Project	21-Nov-24	CIMA Canada Inc.	$ 17,424,401	Yes
24-006B	RFP	Coquitlam Lake Water Supply Projects – Program Management and Consulting Engineering Services. Component 2(B) : Program Management and Consulting Engineering Services for Coquitlam Main No. 4 Project	21-Nov-24	Carollo Engineers Canada Ltd.	NA	No
24-006A	RFP	Coquitlam Lake Water Supply Projects – Program Management and Consulting Engineering Services. Component 1 (A): Program Management Services and Consulting Engineering Services for the Treatment Pilot Testing Program	27-Nov-24	Jacobs Consultancy Canada Inc.	$ 74,512,561	Yes
24-006A	RFP	Coquitlam Lake Water Supply Projects – Program Management and Consulting Engineering Services. Component 1 (A): Program Management Services and Consulting Engineering Services for the Treatment Pilot Testing Program	27-Nov-24	Carollo Engineers Canada Ltd.	NA	No
23-065	RFP	Supply and Installation of Jervis PS Backup Power Facility and Associated Work	22-Nov-24	Tritech Group Ltd.	$ 4,087,190	Yes
23-065	RFP	Supply and Installation of Jervis PS Backup Power Facility and Associated Work	22-Nov-24	North America Construction (1993) Ltd.	NA	No
23-065	RFP	Supply and Installation of Jervis PS Backup Power Facility and Associated Work	22-Nov-24	Regehr Contracting Ltd.	NA	No
24-449	RFP	Seymour Falls Dam Rockfill Trench Piezometer Installation	27-Nov-24	ConeTec Investigations Ltd.	$ 171,089	Yes
24-449	RFP	Seymour Falls Dam Rockfill Trench Piezometer Installation	27-Nov-24	Blue Max Drilling Inc.	NA	No
24-132	RFP-MA	Engineering Services for Fugitive Emissions Monitoring Plan and Implementation at Lulu Island WWTP	01-Dec-24	Jacobs Consultancy Canada Inc.	$ 2,000,000	Yes
24-132	RFP-MA	Engineering Services for Fugitive Emissions Monitoring Plan and Implementation at Lulu Island WWTP	01-Dec-24	Brown and Caldwell		Yes
24-181	RFP-MA	Engineering / Architectural Services	01-Dec-24	Entuitive Corp.	$ 2,000,000	Yes
24-181	RFP-MA	Engineering / Architectural Services	01-Dec-24	MCW Consultants Ltd.		Yes
24-181	RFP-MA	Engineering / Architectural Services	01-Dec-24	Omicron Canada Inc.		Yes
24-181	RFP-MA	Engineering / Architectural Services	01-Dec-24	Sense Engineering Ltd.		Yes
24-181	RFP-MA	Engineering / Architectural Services	01-Dec-24	SR Engineering Ltd.		Yes
24-450	RFP	Wildfire Risk and Forest Health Management	02-Dec-24	Diamond Head Consulting Ltd.	$ 105,580	Yes
24-450	RFP	Wildfire Risk and Forest Health Management	02-Dec-24	B.A Blackwell & Associates Ltd.	NA	No
24-085	RFP	Supply and Delivery of a Boiler for the Lulu Island WWTP Effluent Heat Recovery and Boiler Project	03-Dec-24	Prime Boiler Services Ltd.	$ 305,946	Yes
24-085	RFP	Supply and Delivery of a Boiler for the Lulu Island WWTP Effluent Heat Recovery and Boiler Project	03-Dec-24	Emona Sales Ltd.	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-441	SS/NOIC	Bio-Gas Booster Compressor - IIWWTP	03-Dec-24	National Compressed Air (NCA) Ltd.	$ 108,097	Yes
23-252	RFP	Supply and Delivery of Industrial Compressed Gases - Liquid Oxygen and Carbon Dioxide	09-Dec-24	Linde Canada Inc.	$ 3,889,000	Yes
23-252	RFP	Supply and Delivery of Industrial Compressed Gases - Liquid Oxygen and Carbon Dioxide	09-Dec-24	Air Liquide Canada	NA	No
24-262	RFP	Reducing Emissions from Low-Rise Buildings	09-Dec-24	Introba Canada Engineering LP	$ 145,005	Yes
24-262	RFP	Reducing Emissions from Low-Rise Buildings	09-Dec-24	6893449 Canada Inc.	NA	No
24-262	RFP	Reducing Emissions from Low-Rise Buildings	09-Dec-24	Licker Geospatial Consulting Co.	NA	No
24-262	RFP	Reducing Emissions from Low-Rise Buildings	09-Dec-24	MCW Consultants Ltd.	NA	No
24-262	RFP	Reducing Emissions from Low-Rise Buildings	09-Dec-24	RDH Building Science Inc.	NA	No
24-497	ITQ	IIWWTP SE Lagoon Dewatering	10-Dec-24	Stormtec Water Management Inc.	$ 158,650	Yes
24-497	ITQ	IIWWTP SE Lagoon Dewatering	10-Dec-24	Canadian Dewatering Fluid Management System	NA	No
24-497	ITQ	IIWWTP SE Lagoon Dewatering	10-Dec-24	American Process Group (Canada) Ltd.	NA	No
24-497	ITQ	IIWWTP SE Lagoon Dewatering	10-Dec-24	Concord Excavating & Contracting Ltd.	NA	No
24-183	RFP	Developing Mesoscale Prognostic Meteorological Data for Use in Air Quality Modelling	17-Dec-24	Weatherlogics Inc.	$ 116,262	Yes
24-183	RFP	Developing Mesoscale Prognostic Meteorological Data for Use in Air Quality Modelling	17-Dec-24	Ramboll Canada Inc.	NA	No
24-183	RFP	Developing Mesoscale Prognostic Meteorological Data for Use in Air Quality Modelling	17-Dec-24	Lakes Environment Consultants Inc.	NA	No
24-264	ITT	Building Remedial Work - Tivoli Gardens	17-Dec-24	All Round Home Improvements & Restorations Ltd.	$ 4,121,233	Yes
24-264	ITT	Building Remedial Work - Tivoli Gardens	17-Dec-24	Signia Construction Ltd.	NA	No
24-264	ITT	Building Remedial Work - Tivoli Gardens	17-Dec-24	New City Contracting Ltd.	NA	No
24-264	ITT	Building Remedial Work - Tivoli Gardens	17-Dec-24	RJS Construction Ltd.	NA	No
23-440	SS/NOIC	Supply and Delivery of Structural Steel for the North Shore WWTP	18-Dec-24	Canam Group Inc.	$ 28,055,085	Yes
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects - Early Works	19-Dec-24	RIC Power Corp.	$ 497,500	Yes
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects - Early Works	19-Dec-24	Uptime Industrial	NA	No
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects - Early Works	19-Dec-24	Vanguard Power Ltd.	NA	No
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects - Early Works	19-Dec-24	Arbutus West Agency Ltd.	NA	No
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects - Early Works	19-Dec-24	Finning Canada	NA	No
24-097	RFP	Supply and Delivery of E-House for Standby Power System for the Iona Island Wastewater Treatment Plant (IIWWTP) Projects - Early Works	19-Dec-24	Tundra Process Solutions Ltd.	NA	No
24-384	ITT	Construcion Services for Primary Odour Control Biofilter Media Replacement	19-Dec-24	Sancat Excavating Ltd.	$ 92,071	Yes
24-384	ITT	Construcion Services for Primary Odour Control Biofilter Media Replacement	19-Dec-24	Rsavage Contracting	NA	No
24-554	SS/NOIC	Supply and Install Prefabricated Boardwalk System at Tynehead Regional Park	20-Dec-24	Habitat Systems Inc.	$ 149,896	Yes
24-246	SS/NOIC	Supply and Delivery of Material for The North Shore Wastewater Treatment Plant - Priming Solids Handling Pumps	20-Dec-24	Wilo Canada Inc.	$ 204,414	Yes
24-331	SS/NOIC	Supply and Delivery of Material for The North Shore Wastewater Treatment Plant - Fine & Coarse Bubble Diffusers	20-Dec-24	Environmental Dynamics International, Inc.	$ 1,407,625	Yes

METRO VANCOUVER DISTRICTS
AND METRO VANCOUVER HOUSING CORPORATION

(OPERATING AS METRO VANCOUVER)

Financial Statements

Year ended December 31, 2024

DRAFT - April 9, 2025

Consolidated Financial Statements of

METRO VANCOUVER REGIONAL DISTRICT

(OPERATING AS METRO VANCOUVER)

Year ended December 31, 2024

METRO VANCOUVER REGIONAL DISTRICT

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December 31, 2024

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METRO VANCOUVER DISTRICTS
AND METRO VANCOUVER HOUSING CORPORATION
(Operating as Metro Vancouver)
MANAGEMENT REPORT

The Consolidated Financial Statements contained in this report have been prepared by management in accordance with Canadian public sector accounting standards. The integrity and objectivity of these consolidated statements are management's responsibility. Management is responsible for all the statements and schedules, and for ensuring that this information is consistent, where appropriate, with the information contained in the consolidated financial statements.

Management is also responsible for implementing and maintaining a system of internal controls to provide reasonable assurance that reliable financial information is produced.

The Metro Vancouver Regional District's Board of Directors is responsible for approving the consolidated financial statements and for ensuring that management fulfills its responsibilities for financial reporting and internal control and exercises this responsibility through the Finance Committee of the Board.

The external auditors, KPMG LLP, conduct an independent examination, in accordance with Canadian generally accepted auditing standards, and express their opinion on the consolidated financial statements. Their examination does not relate to the other unaudited schedules attached to the consolidated financial statements and statements required by the *Financial Information Act*. The Independent Auditor's Report outlines the scope of the audit for the year ended December 31, 2024.

On behalf of the Metro Vancouver Regional District, Greater Vancouver Sewerage and Drainage District, Greater Vancouver Water District, and Metro Vancouver Housing Corporation.

Date: April 25, 2025

Harji Varn, Chief Financial Officer

KPMG LLP
PO Box 10426 777 Dunsmuir Street
Vancouver BC V7Y 1K3
Canada
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Fax (604) 691-3031

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of Metro Vancouver Regional District

Opinion

We have audited the consolidated financial statements of Metro Vancouver Regional District (the "Entity"), which comprise:

- the consolidated statement of financial position as at December 31, 2024
- the consolidated statement of operations for the year then ended
- the consolidated statement of change in net debt for the year then ended
- the consolidated statement of cash flows for the year then ended
- and notes to the consolidated financial statements, including a summary of significant accounting policies

(hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the consolidated financial position of the Entity as at December 31, 2024 and its consolidated results of operations, its consolidated changes in net debt, and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "***Auditor's Responsibilities for the Audit of the Financial Statements***" section of our auditor's report.

We are independent of the Entity in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Matter – Comparative information

The financial statements for the year ended December 31, 2023 were audited by another auditor who expressed an unmodified opinion on those financial statements on May 3, 2024.

KPMG LLP, an Ontario limited liability partnership and member firm of the KPMG global organization of independent member firms affiliated with KPMG International Limited, a private English company limited by guarantee. KPMG Canada provides services to KPMG LLP.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity's or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

  The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a matter that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.
- Plan and perform the group audit to obtain sufficient appropriate audit evidence regarding the financial information of the entities or business units within the group as a basis for forming an opinion on the group financial statements. We are responsible for the direction, supervision and review of the audit work performed for the purposes of the group audit. We remain solely responsible for our audit opinion.

Chartered Professional Accountants

Vancouver, Canada

[Date]

METRO VANCOUVER REGIONAL DISTRICT

Exhibit A

Consolidated Statement of Financial Position

As at December 31, 2024, with comparative information for 2023

(in thousands of dollars)

	2024	2023
Financial Assets		
Cash and cash equivalents	$ 141,114	$ 183,852
Accounts receivable (note 4)	301,563	223,952
Due from South Coast British Columbia Transportation Authority ("TransLink") and member jurisdictions (note 5)	1,154,568	1,153,855
Investments (note 6)	473,500	402,384
Debt reserve fund (note 7)	68,166	67,008
	2,138,911	2,031,051
Liabilities		
Accounts payable and accrued liabilities (note 8)	377,175	319,287
Employee future benefits (note 9)	15,509	14,277
Landfill closure and post-closure liability (note 10)	49,405	48,371
Asset retirement obligations (note 11)	61,470	55,332
Deferred revenue and refundable deposits (note 12)	492,224	400,547
Debt reserve fund, member jurisdictions, and TransLink (note 7)	35,086	36,147
Debt (net of MFA sinking funds) (note 13)		
Metro Vancouver Regional District	2,020,382	1,809,589
TransLink and member jurisdictions	1,140,502	1,140,126
Total debt	3,160,884	2,949,715
	4,191,753	3,823,676
Net Debt	(2,052,842)	(1,792,625)
Non-Financial Assets		
Tangible capital assets (note 14)	9,257,066	8,492,990
Inventories of supplies	13,753	12,594
Prepaid land leases (note 15)	4,478	4,673
Prepaid expenses	40,582	13,818
	9,315,879	8,524,075
Accumulated surplus (note 16)	**$ 7,263,037**	**$ 6,731,450**

Contractual obligations and rights (note 17)
Contingencies (note 18)
Subsequent events (note 22)

The accompanying notes are an integral part of these consolidated financial statements.

_____ Chief Financial Officer

_____ Board Chair

METRO VANCOUVER REGIONAL DISTRICT

Exhibit B

Consolidated Statement of Operations

Year ended December 31, 2024, with comparative information for 2023 (in thousands of dollars)

	2024 Budget (note 19)	2024 Actual	2023 Actual
Revenues (note 20)			
Metered sale of water	$ 367,535	$ 363,616	$ 344,789
Sewerage and drainage levy	389,498	389,498	324,219
Tipping fees	132,115	149,931	135,287
Metro Vancouver Regional District Requisitions	115,272	115,272	102,475
Housing property rentals	45,148	46,217	44,387
Development cost charges	154,583	112,569	95,171
Grants and other contributions	176,758	87,290	108,812
User fees, recoveries, and other revenue	37,234	53,634	47,320
Liquid Waste industrial charges	13,169	13,436	12,286
Gain (loss) on disposal of assets and from settlement of asset retirement obligations	—	8,866	—
Sinking fund and interest income	36,775	60,112	56,695
Sinking fund income attributed to member jurisdictions and TransLink	30,996	29,540	27,265
	1,499,083	1,429,981	1,298,706
Expenses (note 20)			
Liquid waste services	363,238	351,953	321,206
Solid waste services	141,810	171,321	152,615
Water operations	236,285	221,407	207,961
Housing rental operations	48,962	35,853	34,773
Regional parks	52,790	44,981	42,325
General government services	8,819	7,601	8,057
Air Quality and Climate Action	17,356	13,909	12,820
Regional employers services	4,351	3,430	2,936
E911 emergency telephone system	6,470	6,181	5,748
Regional planning	5,558	4,481	4,328
Invest Vancouver	4,251	4,038	3,807
Housing planning and policy	4,351	2,166	1,356
Electoral area service	986	781	656
Regional global positioning system	378	214	340
Sasamat volunteer fire department	515	485	385
Regional emergency management	192	53	276
Sinking fund income attributed to member jurisdictions and TransLink	30,996	29,540	27,265
	927,308	898,394	826,854
Annual surplus	571,775	531,587	471,852
Accumulated surplus, beginning of year	6,731,450	6,731,450	6,259,598
Accumulated surplus, end of year (note 16)	**$ 7,303,225**	**$ 7,263,037**	**$ 6,731,450**

The accompanying notes are an integral part of these consolidated financial statements.

METRO VANCOUVER REGIONAL DISTRICT

Exhibit C

Consolidated Statement of Change in Net Debt

Year ended December 31, 2024, with comparative information for 2023

(in thousands of dollars)

	2024 Budget (note 19)	2024 Actual	2023 Actual
Annual surplus	$ 571,780	$ 531,587	$ 471,852
Change in tangible capital assets			
Acquisition of tangible capital assets	(1,340,276)	(901,530)	(807,090)
Amortization of tangible capital assets	108,692	109,835	108,337
Loss (gain) on disposal of tangible capital assets	—	(8,710)	1,594
Proceeds on disposal of tangible capital assets	—	36,329	471
	(1,231,584)	(764,076)	(696,688)
Change in other non-financial assets			
Acquisition of prepaid expenses	—	(40,582)	(13,818)
Use of prepaid expenses	—	13,818	11,714
Amortization of prepaid land leases	—	195	195
Acquisition of inventories of supplies	—	(13,753)	(12,594)
Consumption of inventories of supplies	—	12,594	11,864
	—	(27,728)	(2,639)
Change in net debt	(659,804)	(260,217)	(227,475)
Net debt, beginning of year	(1,792,625)	(1,792,625)	(1,565,150)
Net debt, end of year	**$ (2,452,429)**	**$ (2,052,842)**	**$ (1,792,625)**

The accompanying notes are an integral part of these consolidated financial statements.

METRO VANCOUVER REGIONAL DISTRICT

Exhibit D

Consolidated Statement of Cash Flows

Year ended December 31, 2024, with comparative information for 2023 (in thousands of dollars)

	2024	2023
Cash provided by (used in):		
Operating transactions:		
Annual surplus	$ 531,587	$ 471,852
Items not involving cash		
Amortization of tangible capital assets	109,835	108,337
Amortization of prepaid land leases	195	195
Accretion on asset retirement obligations	2,478	2,231
Sinking fund income	(56,799)	(55,334)
Debt reserve fund income	(2,399)	(2,033)
Accrued interest and unamortized premium or discount	(869)	(407)
Loss (gain) on disposal of tangible capital assets	(8,710)	1,594
Loss (gain) from settlement of asset retirement obligation	66	—
Settlement of asset retirement obligation	(234)	—
Employee future benefit expense	3,218	3,174
Change in landfill closure and post-closure liability	1,034	7,345
Change in non-cash assets and liabilities		
Accounts receivable	(77,611)	(30,279)
Accounts payable and accrued liabilities	57,888	19,908
Employee future benefits paid	(1,986)	(3,499)
Deferred revenue and refundable deposits	91,677	57,500
Inventories of supplies	(1,159)	(730)
Prepaid expenses	(26,764)	(2,104)
Net change in cash from operating transactions	621,447	577,750
Capital transactions:		
Proceeds on sale of tangible capital assets	36,329	471
Acquisition of tangible capital assets (note 21(a))	(897,702)	(753,989)
Net change in cash from capital transactions	(861,373)	(753,518)
Investing transactions:		
Acquisition of investments	(232,314)	(203,467)
Matured investments	162,067	192,876
Net change in cash from investing transactions	(70,247)	(10,591)
Financing transactions:		
Due from TransLink and member jurisdictions	(713)	106,672
Debt reserve fund, member jurisdictions, and TransLink	(1,061)	916
Proceeds of debt and mortgages	485,372	102,500
Debt reserve fund issuances	(4,486)	(1,025)
Debt reserve fund maturity	5,727	1,572
Sinking fund payments	(209,109)	(220,368)
Principal repayments on debt	(8,295)	(8,099)
Sinking fund retirement	289,575	106,291
Debt maturity	(289,575)	(106,291)
Net change in cash from financing transactions	267,435	(17,832)
Net change in cash and cash equivalents	(42,738)	(204,191)
Cash and cash equivalents, beginning of year	183,852	388,043
Cash and cash equivalents, end of year	**$ 141,114**	**$ 183,852**

Supplementary cash flow information (note 21)

The accompanying notes are an integral part of these consolidated financial statements.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 1
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

1. Significant Accounting Policies

The consolidated financial statements of the Metro Vancouver Regional District (the "District") are prepared by management in accordance with Canadian public sector accounting standards. Significant accounting policies adopted by the District are as follows:

Government Reporting Entity

The consolidated financial statements include the assets, liabilities, revenues, and expenses of four legal entities: the Metro Vancouver Regional District ("MVRD"), the Greater Vancouver Sewerage and Drainage District ("GVS&DD"), the Greater Vancouver Water District ("GVWD"), and the Metro Vancouver Housing Corporation ("MVHC").

The MVRD was established under the Local Government Act of British Columbia. It provides a number of specific and agreed upon services directly to the public and its member jurisdictions, the major one of which is the ownership and operation of a network of regional parks. The Board consists of a board of Directors representing 21 Municipalities, one Electoral Area, one treaty First Nation. The MVRD Board consists of directors who have been appointed to the Board by their respective councils. The number of directors, and the number of votes each may cast, is based upon the population of the jurisdiction. Under the legislation, all staff, even if their work is under the authority of the related legal entities, are employees of the MVRD.

The GVS&DD was established by an Act of the same name in 1956. Its two principal responsibilities are the collection, treatment, and discharge of liquid waste for the member jurisdictions of the MVRD, and the disposal of solid waste for the member jurisdictions of the MVRD and the public. GVS&DD owns and operates wastewater treatment plants and a related collection network connected to the municipal collection systems, and several solid waste facilities including a waste-to-energy facility. Its Board of Directors comprises the same councillors and mayors as appointed to the MVRD Board by the participating member jurisdictions.

The GVWD was established by an Act of the same name in 1924. Its primary responsibility is the supply of potable water to its member jurisdictions. Its Board of Directors comprises the same councillors and mayors as appointed to the MVRD Board by the participating member jurisdictions. GVWD owns or holds under a 999-year lease from the Province of British Columbia ("Province"), an extensive closed watershed network as its source of supply. It owns a series of dams, reservoirs, water treatment plants and a distribution network connecting to the municipal distribution systems. GVWD also owns and is responsible for operating and maintaining office buildings that are leased to MVRD and its related entities.

The MVHC is a wholly-owned subsidiary of the MVRD. The MVHC was incorporated under the Business Corporations Act (British Columbia) to own and operate housing sites within the Lower Mainland for the purpose of providing affordable rental housing on a non-profit basis.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 2
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

1. Significant Accounting Policies (continued)

Basis of Consolidation

The consolidated financial statements reflect the combined assets, liabilities, revenues, and expenses of the reporting entity. The reporting entity comprises the MVRD, the GVS&DD, the GVWD, and the MVHC. These organizations are controlled by the District. All transactions and balances between these legal entities have been eliminated on consolidation.

Basis of Accounting

The District follows the accrual method of accounting for revenues and expenses. Revenues are recognized based on revenue recognition policy (note 1). Expenses are recognized as they are incurred and measurable as a result of receipt of goods or services and/or the legal obligation to pay.

Government Transfers

Government transfers, are recognized as revenue in the consolidated financial statements when the transfer is authorized and any eligibility criteria are met, except to the extent that transfer stipulations give rise to an obligation that meets the definition of a liability. The transfer of revenue is initially deferred and then recognized in the consolidated statement of operations as the stipulations are met and the liability is settled.

When the District is deemed the transferor, the transfer expense is recognized when the recipient is authorized and has met the eligibility criteria.

Deferred Revenue and Refundable Deposits

Deferred revenue represents licenses, permits, development cost charges, security deposits, restricted contributions, and other fees which have been collected, but for which the related services or obligations have yet to be performed. These amounts will be recognized as revenue in the fiscal year the District satisfies the performance obligations, which occurs when control of the benefits associated with the promised goods or services has passed to the payor or when the District has the right to claim or retain an inflow of economic resources received or receivable and there is a past transaction or event that gives rise to the economic resources.

Sinking Fund, Debt Retirement, and Interest Income

Interest income is reported as revenue in the period earned. When required, based on external restrictions, interest income earned on deferred revenue is added to and forms part of the deferred revenue balance, and is recognized into income when related stipulations are met. Any surpluses received from debt retirement are recorded in the year received.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 3
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

1. Significant Accounting Policies (continued)

Cash Equivalents

Cash equivalents include highly liquid financial instruments with a term to maturity of ninety days or less at the date of acquisition. Cash equivalents are recorded at cost plus accrued interest.

Investments

Investments consist of financial instruments and are recorded at amortized cost using straight-line method.

Financial Instruments

The District's financial instruments consist of cash and cash equivalents, accounts receivable, investments, accounts payable and accrued liabilities, debt, and amounts due to and from TransLink and member jurisdictions. Cash and cash equivalents are highly liquid financial instruments held at Canadian regulated financial institutions and are measured at cost plus accrued interest. Accounts receivable and amounts due from government organizations are recorded at cost less any amount for valuation allowance. The District's investments include government bonds issued by the federal and provincial governments of Canada, Municipal Finance Authority of British Columbia ("MFA") pooled investment funds, MFA money market fund and MFA government ultra-short bond. These financial instruments are recorded at fair market value upon initial recognition and subsequently measured at cost, with any gains or losses are recognized at the trade date. All debt and other financial liabilities are recorded using cost or amortized cost. Interest attributable to financial instruments are reported in the consolidated statement of operations.

The classification of financial instruments is determined upon inception and financial instruments are not reclassified into another measurement category for the duration of the period they are held. All financial assets are assessed for impairment on an annual basis and any such impairment is recorded in the consolidated statement of operations. A write-down of a financial asset to reflect a loss in value is not reversed for a subsequent increase in value.

1. Significant Accounting Policies (continued)

Employee Future Benefits

The District and its employees participate in the Municipal Pension Plan. The Municipal Pension Plan is a multi-employer contributory defined benefit pension plan. Payments made in the year are expensed.

Under the terms of various collective agreements and compensation policies, the District provides paid sick leave to eligible employees and in certain agreements allows unused sick days to accumulate. There are no payouts of unused sick days at termination. In addition, employees acquire certain employee benefits on termination and retirement. These include days for severance based on years of service, vacation based on years of service, Worker's Compensation top-up, and a full year's vacation entitlement in the year of retirement. The costs of these benefits are actuarially determined based on service and best estimates of retirement ages and expected future salary and wage increases. The obligation under these benefit plans is accrued based on projected benefits as the employees render services necessary to earn the future benefits method. Actuarial gains and losses are amortized over the expected average remaining service period of the related employee group, commencing the year after the gain or loss arises.

Liability for Contaminated Sites

A liability for remediation of a contaminated site is recognized when the site is no longer in productive use and the following criteria are satisfied: an environmental standard exists; contamination exceeds the standard; the District is either directly responsible or has accepted responsibility for remediation; it is expected that future economic benefits will be given up and a reasonable estimate of the liability can be made. Liabilities for contaminated sites is reported in accounts payable and accrued liabilities.

Landfill Closure and Post-Closure Liability

The District is obligated for its share of landfill closure and post-closure costs, in accordance with a tripartite agreement with the City of Vancouver and the Corporation of Delta (note 10). The District does not own or control the landfills and, therefore, has recorded its obligation as a liability, in accordance with PS 3200 Liabilities, and not as an asset retirement obligation.

The estimated present value of the District's share in landfill closure and post-closure costs to be incurred on a landfill site owned and controlled by the City of Vancouver, based on the percentage of the landfill capacity used for the year, is recognized as a liability. The change in this estimated liability during the year is recorded as an expense in operations. These estimates are reviewed and adjusted annually and any changes are recorded on a prospective basis.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 5
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

1. Significant Accounting Policies (continued)

Asset Retirement Obligations

Asset Retirement Obligations (AROs) are recognized for statutory, contractual, or legal obligations associated with the retirement of tangible capital assets when those obligations result from the acquisition, construction, development, or normal operation of the assets. An asset retirement obligation is recognized when, as at the financial reporting date, all of the following criteria are met:

a) There is a legal obligation to incur retirement costs in relation to a tangible capital asset;
b) The past transaction or event giving rise to the liability had occurred;
c) It is expected that future economic benefits will be given up; and
d) A reasonable estimate of the amount can be made.

The ARO liability is initially recorded based on the best estimate of the expenditure required to retire the ARO obligation determined using present value calculation, and the resulting costs are capitalized as part of the carrying amount of the related tangible capital asset. This ARO liability is subsequently reviewed at each financial reporting date and adjusted for the passage of time and for any revisions to the timing or amount required to settle the obligation or the discount rate. The changes in the AROs for the passage of time are recorded as accretion expense in the consolidated statement of operations and all other changes are adjusted to the carrying value of the tangible capital asset. This cost is amortized on the same basis as the amortization of the tangible capital asset. If the related tangible capital asset is unrecognized or no longer in productive use, the asset retirement costs are expensed.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 6
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

1. Significant Accounting Policies (continued)

Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

Tangible Capital Assets

Tangible capital assets are initially recorded at cost which includes amounts that are directly attributable to acquisition, construction, development, or betterment of the asset, including asset retirement costs that are capitalized as part of the carrying amount of the related tangible capital asset. The cost, less residual value, of the tangible capital assets, except land, is amortized over their estimated useful lives. All assets are amortized on a straight line basis as follows:

Asset	Useful Lives - Years
Buildings	
Housing	25 - 65
Parks	50 - 100
Watershed	25
Corporate – Head Office	40
Infrastructure	
Liquid Waste	
Wastewater treatment, pumping stations	40 - 107
Interceptors and trunk sewer, drainage	100
Solid Waste	25-30
Water	
Dams, reservoirs	150
Supply mains	100
Distribution systems, drinking water treatment	50 - 101
Parks	
Bridges, culverts, fencing	20 – 40
Trails	100
Roads, erosion protection, water and sewer systems	100
Information technology systems and networks	5 – 10
Vehicles	5 – 20
Machinery, equipment, furniture, and fixtures	5 – 20

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 7
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

1. Significant Accounting Policies (continued)

Non-Financial Assets (continued)

Tangible Capital Assets

a. Annual amortization

Annual amortization begins when the asset is put into service and is expensed over its useful lives. Assets under construction are transferred to the appropriate asset class and are amortized from the date the asset is available for use.

b. Contributions of tangible capital assets

Contributions of tangible capital assets are recorded at their estimated fair value at the date of receipt and as contribution revenue.

c. Works of art and cultural and historic assets

Works of art and cultural and historic assets are not recorded as assets in these consolidated financial statements.

d. Interest capitalization

The Districts do not capitalize interest costs associated with the acquisition or construction of a tangible capital asset.

Inventories of Supplies

Inventories of supplies held for consumption are recorded at cost on a first-in, first-out basis.

Prepaid Land Leases

Prepaid land leases are recorded at the prepaid amount less accumulated amortization. Prepaid land leases are amortized on a straight-line basis over the lease term. Upon expiration of the lease contract, the property will revert to the lessor or the lease will be renegotiated.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 8
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

1. Significant Accounting Policies (continued)

Revenue Recognition

Revenues from transactions with performance obligations are recognized when (at a point in time) or as (over a period of time) the District satisfies the performance obligations, which occurs when control of the benefits associated with the promised goods or services has passed to the payor.

Revenues from transactions without performance obligations are recognized at realizable value when the District has the right to claim or retain an inflow of economic resources received or receivable and there is a past transaction or event that gives rise to the economic resources.

Property tax revenues and sewerage and drainage revenues from member jurisdictions are recognized in the year they are levied. Metered sale of water, tipping fees, permits, cost sharing, and other revenues are recognized as revenue over time according to the usage and rates approved and set by the Board. Housing property rental revenue is recognized over the rental period once the tenant commences occupancy, rent is due and collection is assured. Contributions from Canada Mortgage and Housing Corporation ("CMHC") and BC Housing Management Commission ("BCHMC") are based on provisions set in agreements.

Segmented Information

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information to achieve the objectives of the standard. The District has provided definitions of the District's segments as well as presented financial information in segmented format in note 20.

Use of Estimates

The preparation of the consolidated financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the consolidated financial statements and the reported amounts of revenues and expenses during the period. These estimates and assumptions are based on management's best information and judgment and may differ from actual results. Adjustments, if any, will be reflected in the consolidated financial statements in the period that the change in estimate is made, as well as in the period of settlement if the amount is different.

Areas requiring the use of management's judgment relate to the determination of contaminated sites liabilities, amounts to settle and expected timing of asset retirement obligations, the employee future benefits liability, the estimate of accruals for projects in progress, amortization rates and useful lives for tangible capital assets, the landfill closure and post-closure liability, the assessment of the impairment of tangible capital assets and work in progress, and the assessment of the outcome of contingent liabilities.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 9
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

2. Adoption of Accounting Policies

a. Effective January 1, 2024, the District implemented the new Public Sector Accounting Handbook Standard, PS 3400 Revenue. Under the new accounting standard, there are two categories of revenue – exchange and non-exchange. If the transaction gives rise to one or more performance obligations, it is an exchange transaction. If no performance obligations are present, it is a non-exchange transaction. Management has assessed the impact of adopting PS 3400 on the consolidated financial statements of the District and has found that there is no resulting impact to the consolidated financial statements.

b. The District adopted Public Sector Accounting Standard PS 3160 Public Private Partnerships effective January 1, 2024. The new accounting standard addresses the recognition, measurement, presentation, and disclosure of infrastructure procured by public sector entities through certain types of public private partnership arrangements. Management has assessed the impact of adopting PS 3160 and found that at present no such items meet the criteria to be recognized as a public private partnership.

c. Effective January 1, 2024, the District adopted Public Sector Guideline PSG-8, Purchased Intangibles, applied on a prospective basis (“PSG-8”). PSG-8 defines purchased intangibles as identifiable non-monetary economic resources without physical substance acquired through an arm’s length exchange transaction between knowledgeable, willing parties who are under no compulsion to act. Intangibles acquired through a transfer, contribution, or inter-entity transaction, are not purchased intangibles. Management has assessed the impact of adopting PSG-8 and found that at present no such items meet the criteria to be recognized as a purchased intangible.

3. Financial Risk Management

Based on the financial instruments held, the District is potentially exposed to credit risk, market risk, interest rate risk, and liquidity risk.

Credit Risk is low and related to the possibility of failure to collect from another party and encompasses cash and cash equivalents, investments, and accounts receivable. The risk exposure is limited to their carrying amounts as at the date of the consolidated statement of financial position. The District's accounts receivable primarily consists of amounts due from member jurisdictions, which does not pose a high risk of uncollectable amounts. To mitigate credit risk, the District regularly reviews the collectability of its accounts receivable and if needed, will establish an allowance based on its best estimate of potentially uncollectible amounts. As at December 31, 2024, there are no amounts deemed uncollectible (2023 - $nil). There has been no change to the credit risk exposure from 2023.

Market risks and interest rate risks encompasses cash and cash equivalents, investments, and debt instruments. The market is volatile and susceptible to change. To mitigate the risk, the District closely monitors the Bank of Canada rates and reviews inflationary impacts. The District's cash and cash equivalents are deposited in high-interest savings accounts at federally regulated banks. The District follows the Board approved investment policy and legislative requirements for the management of its investments, which requires low risk investment products, such as fixed income securities, such as cash and cash equivalents, government bonds, MFA pooled investment funds, MFA money market fund, and MFA government ultra-short bond. Sales and purchases of investments are recorded on the trade date. To mitigate risks, the investment portfolio is managed regularly through cash forecasts and investments are made into low credit risk rating bonds and pools. The District's exposure to interest rate risk in relation to debt instruments is limited to debt and temporary financing. The risk applies to debt when amortization periods exceed the initial locked-in term. Temporary financing is subject to daily floating rates, which can result in variability over the course of short-term period. Interest rate risk related to debt instruments is managed through budget and cash forecasts. Interest rates have increased during the year, which primarily affects interest costs for new or refinanced debt and temporary borrowing, as well as, interest earnings on investments. There are no significant impact to operating results by changes in interest rate that are reasonably possible as of year-end. There has been no change to the market and interest rate risk exposure from 2023.

Liquidity risk is low and mitigated by regular monitoring of cash flows and forecasts. The District's cash and cash equivalents are held in federally and provincially regulated banks with pooled accounts on behalf of its four legal entities: the Metro Vancouver Regional District, the Greater Vancouver Sewerage and Drainage District, the Greater Vancouver Water District, and the Metro Vancouver Housing Corporation. To meet financial obligations and mitigate liquidity risk a minimum of 25% of the District's pooled portfolio balance is held in high liquid cash in high interest savings accounts. There has been no change to the liquidity risk exposure from 2023.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 11
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

3. Financial Risk Management (continued)

Foreign exchange risk is low. The District has not entered into any agreements or purchased any foreign currency hedging arrangements to hedge possible currency risks, as management believes that the foreign exchange risk derived from currency conversions is not significant. The foreign currency financial instruments are short-term in nature and do not give rise to significant foreign currency risk. There has been no change to the foreign exchange risk exposure from 2023.

4. Accounts Receivable

	2024	2023
GVWD	$ 106,554	$ 72,544
GVS&DD	174,999	134,184
MVHC	2,580	1,695
MVRD	17,430	15,529
	$ 301,563	$ 223,952

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 12
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

5. Due from TransLink and Member Jurisdictions

The District is reimbursed for amounts paid to the MFA for the obligations incurred on behalf of its member jurisdictions and TransLink whose undertakings were financed out of the proceeds of these obligations (refer to note 13). The amount recoverable is net of sinking funds, held and invested by the MFA, and includes accrued interest as follows:

	Net Debt Recoverable	Accrued Interest	2024	2023
TransLink	$ 143,329	$ 4,820	$ 148,149	$ 194,671
Member jurisdictions				
Anmore Village	2,437	27	2,464	2,527
Belcarra	2,814	36	2,850	3,021
Bowen Island	10,758	108	10,866	11,124
Coquitlam	9,933	215	10,148	11,309
Langley City	21,638	209	21,847	7,132
Langley Township	216,546	1,421	217,967	161,873
Lions Bay	1,325	14	1,339	1,485
Maple Ridge	34,467	408	34,875	39,193
New Westminster	158,212	1,714	159,926	168,601
District of North Vancouver	43,213	440	43,653	25,956
Pitt Meadows	22,146	243	22,389	23,241
Port Coquitlam	62,155	487	62,642	64,559
Port Moody	15,545	180	15,725	16,534
Richmond	89,026	1,065	90,091	98,741
Surrey	262,958	2,347	265,305	277,342
District of West Vancouver	24,505	188	24,693	26,111
White Rock	19,495	144	19,639	20,435
	997,173	9,246	1,006,419	997,173
	$ 1,140,502	$ 14,066	$ 1,154,568	$ 1,153,855

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 13
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

6. Investments

	Yields - %	Maturity Dates	2024	2023
Bonds:				
Government	2.18% - 4.45%	February 2025 - March 2031	$ 62,999	$ 56,231
Corporate	1.97% - 5.67%	July 2025 - May 2030	72,929	77,605
Unamortized premium			5,922	5,052
			141,850	138,888
Term deposits	4.95%	July 2025	5,000	15,000
Guaranteed investment certificates	2.19% - 7.70%	January 2025 - May 2039	326,650	248,496
Total			$ 473,500	$ 402,384

Government bonds are comprised of debt securities issued by Canadian federal and provincial governments, and MFA. Corporate bonds include bonds issued by Schedule I and II Chartered Banks of Canada.

Market value of investments as at December 31, 2024 was $488,341,499 (2023 - $409,430,305).

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 14
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

7. Debt Reserve Fund

The MFA provides financing for regional districts and member jurisdictions. The MFA is required to establish a Debt Reserve Fund for each debt issue equal to one-half the average annual installment of principal and interest. The debt reserve fund is comprised of cash deposits equal to 1% of the principal amount borrowed and a non-interest bearing demand note for the remaining requirement. Cash deposits held by the MFA are payable with interest to the ultimate borrower when the final obligations under the respective loan agreements have been made.

If, at any time, the District has insufficient funds to meet payments due on its obligations to the MFA, the payments will be made from the debt reserve fund. The demand notes are callable only if there are additional requirements to be met to maintain the level of the debt reserve fund. At December 31, 2024, $135,508,589 (2023 - $130,591,793) in callable demand notes were outstanding and have not been recorded in the consolidated statement of financial position.

	2024	2023
Cash deposits held by MFA on behalf of:		
TransLink and member jurisdictions	$ 35,086	$ 36,147
Metro Vancouver Regional District	33,080	30,861
	$ 68,166	$ 67,008

8. Accounts Payable and Accrued Liabilities

	2024	2023
Trade accounts payable and accrued liabilities	$ 225,741	$ 175,935
Construction holdbacks	98,199	98,568
Accrued interest on debt	31,531	27,965
Wage accruals	20,341	15,619
Contaminated sites (a)	1,362	1,200
	$ 377,174	$ 319,287

(a) In 2024, the District accrued $1,361,891 (2023 - $1,200,368) to remediate contaminated soils at two of its properties. The remediation work for the properties will be completed in 2024 and 2026.

METRO VANCOUVER REGIONAL DISTRICT

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Year ended December 31, 2024
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9. Employee Future Benefits

The employee future benefits have been based on the results of an actuarial valuation done by an independent actuarial firm. A full valuation was performed as of December 31,2022, with results projected to December 31, 2024.

Information about liabilities for the District's employee benefit plans is as follows:

	2024	2023
Accrued benefit obligation:		
Balance, beginning of year	$ 17,569	$ 18,627
Current service cost	1,646	1,571
Interest cost	763	807
Benefits paid	(1,986)	(3,499)
Actuarial gain (loss)	(251)	63
Accrued benefit obligation, end of year	17,741	17,569
Unamortized actuarial loss	(2,232)	(3,292)
Accrued liability, end of year	$ 15,509	$ 14,277

	2024	2023
Employee future benefit expense:		
Current service cost	$ 1,646	$ 1,571
Interest cost	763	807
Amortization of the actuarial loss	809	796
	$ 3,218	$ 3,174

The significant actuarial assumptions adopted in measuring the District's accrued benefit obligation are as follows:

	2024	2023
Discount rate	4.3%	4.2%
Expected future inflation rate	2.5%	2.5%
Expected average remaining service period	12 years	12 years

10. Landfill Closure and Post-Closure Liability

The Vancouver Landfill is located in Delta, British Columbia ("BC") and is owned and controlled by the City of Vancouver. In accordance with a tripartite agreement with the City of Vancouver and the Corporation of Delta, the District is responsible for its proportionate share of the estimated closure and post-closure costs based on landfill capacity as at December 31, 2024.

	2024	2023
Landfill closure and post closure liability	$ 49,405	$ 48,371
Utilization of total capacity	85.9%	84.5%
Proportionate share of liability	39.0%	37.8%

11. Asset Retirement Obligations

The District's AROs consist of asbestos and lead obligations as well as decommissioning obligations.

a. Asbestos and lead obligations

The District owns and operates several buildings and infrastructure assets that are known or assumed to have asbestos and lead, which represent health hazards. Upon demolition of the buildings and infrastructure assets, the District has legal obligations to remove them.

b. Contractual obligations

The District has contractual obligations to remove, decommission and restore infrastructure.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 17
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

11. Asset Retirement Obligations (continued)

Asset retirement obligations are as follows:

	GVS&DD	GVWD	MVHC	MVRD	2024	2023
Balance, beginning of year	$ 24,482	$ 19,614	$ 9,940	$ 1,295	$ 55,331	$ —
Additions						
Asbestos and lead obligations	—	—	3,828	—	3,828	17,908
Contractual obligations	—	—	—	—	—	35,193
Total additions	—	—	3,828	—	3,828	53,101
Disposals						
Asbestos and lead obligations	—	—	(101)	(67)	(168)	—
Contractual obligations	—	—	—	—	—	—
Total disposals	—	—	(101)	(67)	(168)	—
Accretion expense						
Asbestos and lead obligations	275	37	574	52	938	752
Contractual obligations	753	787	—	—	1,540	1,479
Total accretion expense	1,028	824	574	52	2,478	2,231
Balance, end of year	$ 25,510	$ 20,438	$ 14,241	$ 1,280	$ 61,469	$ 55,332

The liability has been estimated using present value calculation with a discount rate for 2024 of 4.2% (2023 – 4.2%). The estimated total undiscounted future expenditures are as follows:

	2024	2023
GVS&DD	$ 46,463	$ 46,463
GVWD	27,162	27,162
MVHC	40,754	26,763
MVRD	2,295	2,373
	$ 116,674	**$ 102,761**

The number of years to expected settlement for the various obligations are as follows:

	2024	2023
GVS&DD	0 - 56	1 - 57
GVWD	1 - 42	2 - 43
MVHC	17 - 43	18 - 44
MVRD	1 - 31	2 - 32
	0 - 56	1 - 57

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12. Deferred Revenue and Refundable Deposits

The deferred revenue consists of the following:

	2024	2023
MVHC externally restricted funds from BCHMC and CMHC (a)		
i) Rental operations	$ 53	$ 51
ii) Replacement projects	6,113	5,365
iii) Retrofit projects	5,600	5,600
	11,766	11,016
GVS&DD and GVWD development cost charges (b)	350,590	273,718
Provincial grant to fund capital expenditures (c)	119,303	100,029
Facility rental security deposits	6,924	6,320
Cost-sharing funding (d)	—	6,173
Other	3,641	3,291
Total	$ 492,224	$ 400,547

(a) Amounts received under the following MVHC programs have been recorded as deferred revenue:

i. Rental Operations: Under operating agreements entered into with Canada Mortgage and Housing Corporation (“CMHC”) and administered by British Columbia Housing Management Commission (“BCHMC”) (HOMES BC, Seniors’ Supportive Housing Program (“Seniors”), and Investment in Housing Innovation properties), a portion of the funds received from rental operations are restricted and can only be used by MVHC according to the terms of the agreements. Restricted amounts are recorded as deferred revenue and are recognized when expenditures exceed revenue in the program.

ii. Replacement Projects: Under operating agreements entered into with CMHC and administered by BCHMC (HOMES BC, Seniors, and Investment in Housing Innovation properties), a portion of the funds received from rental operations are restricted for the replacement of equipment and specified building components. These funds are deferred until spent on approved items.

iii. Retrofit Projects: Under agreement entered into with CMHC and in connection with the National Housing Co-Investment Fund, $5.6 million of funds received in 2023 are restricted for the repair of 560 affordable housing units (eight projects). These funds are deferred until conditions have been met.

(b) The Greater Vancouver Sewerage and Drainage District Act and the Local Government Act restrict the District in applying money raised from development cost charges to funding liquid waste and water capital projects, including the repayment of debt raised to fund such projects. The balance of these amounts is included in deferred revenue until spent on approved purposes. Out of the total development cost charges deferred, the amounts receivable from member jurisdictions as at December 31, 2024 total $142,573,190 (2023 – $65,322,035).

12. Deferred Revenue and Refundable Deposits (continued)

(c) Amounts received from the Province for the following construction projects have been recorded as deferred revenue:

i. In 2017, the GVS&DD received a grant from the Province in the amount of $193.0 million for costs associated with the construction of the new North Shore Wastewater Treatment Plant Facility. During 2024, $18.7 million (2023 - $22.7 million) was applied against the project and recognized as revenue. The cumulative amount of grant recognized as of December 31, 2024 is $179.1 million, with $13.9 million remaining to be recognized in future years as capital expenditures are incurred.

ii. In 2023, the GVS&DD entered into a three-year contribution agreement, with the Province, where the Province will provide $250.0 million representing one-third of the funding for Phase 1 of the Iona Wastewater Treatment Plant project. As of December 31, 2024, the District received $150.0 million (2023 – $75.0 million) of the grant. During 2024, $36.5 million (2023 – $14.6 million) was applied against the project and recognized as revenue. The cumulative amount of grant recognized as of December 31, 2024 is $51.1 million, with $98.9 million remaining to be recognized in future years as capital expenditures are incurred.

iii. In 2023, the MVRD received a grant from the Province in the amount of $5.25 million to fund Barnston Island Dike improvements for the duration of the term ending on March 15, 2026. During 2024, $38,087 (2023 - $25,738) was applied against the project and recognized as revenue. Remaining amount to be applied in future years is $5.35 million.

(d) In 2023, the GVWD received cost-sharing funds from member municipalities in accordance with the Water Supply Agreement in the amount of $6,173,164 for future costs associated with the construction of Phase 2 of the Jericho Reservoir project. Further to the dissolution of the Water Supply Agreement, the funds have been refunded to the member municipalities in 2024.

Continuity of deferred revenue and refundable deposits is as follows:

	2024	2023
Balance, beginning of year	$ 400,547	$ 343,047
Externally restricted contributions:		
GVS&DD and GVWD development cost charges entitled	176,801	82,978
Provincial government grant received	75,733	80,733
GVWD cost-sharing funds received (refunded)	(6,173)	6,173
MVHC restricted funds	667	7,688
Interest earned	12,688	12,315
Total contributions received	259,716	189,887
Contributions used and recognized in revenue	(168,992)	(133,157)
Net change in externally restricted contributions	90,724	56,730
Change in deposits and other deferred revenues	953	770
	91,677	57,500
Balance, end of year	$ 492,224	$ 400,547

13. Debt

The District serves as the borrowing conduit between member jurisdictions (excluding the City of Vancouver) and the MFA. The GVS&DD, GVWD and MVHC also access the MFA through the MVRD. The MVHC is a corporation and therefore, has authorization to borrow through financial institutions, the MFA and the MVRD. Prior to 2007, the District also served as the borrowing conduit for the Greater Vancouver Transportation Authority, currently operating as "TransLink". The District, TransLink, and the member jurisdictions in the transportation service region are jointly and severally liable for obligations arising under a security issued by the District on behalf of TransLink. The current MVHC mortgages are financed through financial institutions, other government lenders, such as the CMHC and MVRD. The MVRD mortgage issuance is approved by the Board. There are currently no MVHC borrowings outstanding with the MFA, however to finance through the MFA a security issuing bylaw would be issued. The MVHC also entered into construction loan agreements with BCHMC for financing of redevelopment projects.

All monies borrowed are upon the District's credit at large and, in the event of any default, would constitute an indebtedness for which its member jurisdictions are jointly and severally liable.

Debt servicing requirements comprising sinking fund payments, serial, and mortgage principal repayments and interest are funded as incurred by revenue earned during the year.

Sinking fund payments are controlled and invested by the MFA and earn income which, together with principal payments, are expected to be sufficient to retire the debt at maturity.

In addition to debt incurred directly by the District, the District has also incurred debt on behalf of its member jurisdictions and TransLink through agreements with the MFA. Under the terms of these agreements, the District is required to provide for and pay to the MFA certain sums. Debt incurred on behalf of others is also presented as due from TransLink and member jurisdictions (note 5). Where the MFA has determined that sufficient resources exist to retire debt on its maturity date without further installments, sinking fund payments are suspended by the MFA. If the sums provided for are not sufficient, such deficiency shall be a liability of the District to the MFA until legally extinguished.

The District is reimbursed for amounts paid to the MFA for the obligations incurred on behalf of the member jurisdictions and TransLink whose undertakings were financed out of the proceeds of these obligations.

METRO VANCOUVER REGIONAL DISTRICT

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(tabular amounts in thousands of dollars)

13. Debt (continued)

The following summarizes the debt incurred by the District as well as debt incurred on behalf of the member jurisdictions and TransLink.

	Debt, Mortgages, and Loans	Less Sinking Funds	Debt, Net of Sinking Fund	
			2024	2023
GVS&DD	$ 1,735,000	$ 398,068	$ 1,336,932	$ 1,155,164
GVWD	1,103,000	493,680	609,320	614,383
MVHC	74,130	—	74,130	40,042
	2,912,130	891,748	2,020,382	1,809,589
TransLink	642,941	499,612	143,329	189,535
Member jurisdictions	1,269,865	272,692	997,173	950,591
	1,912,806	772,304	1,140,502	1,140,126
	$ 4,824,936	$ 1,664,052	$ 3,160,884	$ 2,949,715

Debt (net of MFA sinking funds) reported on the consolidated statement of financial position is comprised of the following and includes varying maturities up to 2054, with interest rates ranging from 1.28% to 5.65%. Construction financing from BCHMC is repayable on May 1, 2025 with a prime plus 1.00% interest rate.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 22
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13. Debt (continued)

Issue number	Interest rate - %	Maturity date	Authorized to be issued	Debt outstanding 2024	Debt outstanding 2023
Sinking Fund Agreements					
85	2.25-5.47	December 2, 2024	$ 69,760	$ —	$ 22,760
86	5.44	December 2, 2024	50,000	—	50,000
95	4.77	October 13, 2025	10,900	2,300	2,300
96	4.61	April 2, 2026	50,000	50,000	50,000
97	1.53-4.90	April 19, 2036	175,000	153,000	153,000
99	4.99	October 19, 2026	66,300	16,300	16,300
100	4.59	October 19, 2026	200,000	180,000	180,000
102	2.25-5.09	December 1, 2027	436,395	289,395	289,395
104	2.90	November 20, 2028	56,281	5,650	5,650
105	4.10	June 3, 2029	68,300	8,300	68,300
106	4.10	October 13, 2039	140,600	19,000	125,000
110	1.28	April 8, 2030	60,730	60,730	60,730
112	1.28	October 6, 2035	74,775	74,775	74,775
116	1.47	April 4, 2036	152,292	152,292	152,292
118	3.39	April 11, 2042	96,000	96,000	96,000
121	3.39	October 4, 2037	74,961	72,286	72,286
124	4.52	April 8, 2043	3,000	3,000	3,000
126	4.52	September 26, 2043	155,209	139,774	139,774
127	4.52	April 7, 2034	115,415	64,600	115,415
130	4.10	October 14, 2029	50,000	50,000	50,000
131	2.20	April 8, 2035	121,500	121,500	121,500
137	2.60	April 19, 2046	149,772	149,772	149,772
139	2.10	October 5, 2031	55,000	55,000	55,000
141	2.80	April 7, 2047	152,463	152,463	152,463
142	3.15	October 4, 2047	77,983	77,983	77,983
145	3.15	April 23, 2048	122,275	122,275	122,275
146	3.20	September 19, 2048	282,500	282,500	282,500
147	2.66	April 9, 2034	62,000	62,000	62,000
149	2.24	October 9, 2049	140,095	140,095	140,095
150	1.99	April 9, 2050	168,133	168,133	168,133
151	1.28	June 1, 2050	185,987	185,987	185,987
153	2.41	April 15, 2046	129,000	129,000	129,000
154	2.41	May 28, 2036	500,000	500,000	500,000
156	2.58	September 27, 2046	150,600	150,600	150,600
157	3.36	April 8, 2037	207,500	207,500	207,500
158	4.09	September 23, 2052	245,470	245,470	245,470
159	4.15	June 4, 2038	50,000	50,000	50,000
160	4.97	October 12, 2048	52,500	52,500	52,500
161	4.44	April 9, 2054	375,250	375,250	—
162	3.83	September 27, 2044	73,380	73,380	—
Total sinking fund agreements (carried forward)			**$ 5,407,326**	**$ 4,738,810**	**$ 4,579,755**

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 23
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

13. Debt (continued)

Issue number	Interest rate - %	Maturity date	Authorized to be issued	Debt outstanding 2024	Debt outstanding 2023
Total sinking fund agreements (brought forward)			**$ 5,407,326**	**$ 4,738,810**	**$ 4,579,755**
Serial Debt					
93	5.10-5.65	April 7, 2027	79,014	8,564	13,209
111	3.35	October 1, 2025	3,000	249	491
114	3.65	March 29, 2026	6,301	1,048	1,545
122	2.00	November 1, 2032	1,999	800	900
123	2.00	March 28, 2033	3,142	1,335	1,492
Total serial debt			**93,456**	**11,996**	**17,637**
Total sinking fund agreements and serial debt			**$ 5,500,782**	**$ 4,750,806**	**$ 4,597,392**
MVHC Construction Financing					
	1.00%	2025		36,742	—
Total construction financing				**36,742**	**—**
MVHC Mortgages					
	1.44 - 4.87	August 2026 to December 2030		43,795	47,373
Less MVRD financed mortgages				(6,407)	(7,331)
Total MVHC mortgages				**37,388**	**40,042**
Total debt				**4,824,936**	**4,637,434**
Less sinking funds				**(1,664,052)**	**(1,687,720)**
Total debt, net of sinking funds				**$ 3,160,884**	**$ 2,949,714**

Principal payments and sinking fund installments due within the next five years and thereafter are as follows:

	Debt payments	Less Recoverable from TransLink and Member Jurisdictions	Net Debt Payments
2025	$ 259,748	$ 66,524	$ 193,224
2026	213,247	63,186	150,061
2027	198,975	51,779	147,196
2028	179,612	38,770	140,842
2029	175,750	38,581	137,169
Thereafter	1,299,900	470,911	828,989
Total payments	2,327,232	729,751	1,597,481
Estimated sinking fund income	833,652	410,751	422,901
Total net debt	**$ 3,160,884**	**$ 1,140,502**	**$ 2,020,382**

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 24
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14. Tangible Capital Assets

Year ended December 31, 2024

	Cost				Accumulated Amortization				Net Book Value December 31, 2024
	Balance at December 31, 2023	Additions	Disposals	Balance at December 31, 2024	Balance at December 31, 2023	Disposals	Amortization Expense	Balance at December 31, 2024	
Land									
GVS&DD	$ 186,869	$ 6,302	$ (38)	$ 193,133	$ —	$ —	$ —	$ —	$ 193,133
GVWD	133,414	—	—	133,414	—	—	—	—	133,414
MVRD	961,958	11,113	(27,164)	945,907	—	—	—	—	945,907
MVHC	52,274	—	—	52,274	—	—	—	—	52,274
	1,334,515	17,415	(27,202)	1,324,728	—	—	—	—	1,324,728
Infrastructure									
GVS&DD	2,763,533	23,624	(2,450)	2,784,707	805,492	(2,394)	52,537	855,635	1,929,072
GVWD	2,491,607	34,204	—	2,525,811	512,777	—	39,242	552,019	1,973,792
MVRD	141,389	9,151	(1,816)	148,724	75,308	(1,737)	4,726	78,297	70,427
	5,396,529	66,979	(4,266)	5,459,242	1,393,577	(4,131)	96,505	1,485,951	3,973,291
Buildings									
GVWD	220,526	5,689	—	226,215	35,652	—	5,624	41,276	184,939
MVRD	28,123	2,626	(297)	30,452	11,589	(207)	695	12,077	18,375
MVHC	233,201	3,828	(1,823)	235,206	180,006	(1,730)	1,326	179,602	55,604
	481,850	12,143	(2,120)	491,873	227,247	(1,937)	7,645	232,955	258,918
Vehicles									
MVRD	36,369	5,282	(1,619)	40,032	26,723	(1,562)	3,182	28,343	11,689
	36,369	5,282	(1,619)	40,032	26,723	(1,562)	3,182	28,343	11,689
Machinery, equipment, furniture & fixtures									
GVS&DD	8,637	—	—	8,637	7,990	—	252	8,242	395
GVWD	13,593	—	—	13,593	9,362	—	1,056	10,418	3,175
MVRD	22,245	2,300	(115)	24,430	19,425	(115)	693	20,003	4,427
MVHC	6,512	375	(493)	6,394	4,751	(451)	502	4,802	1,592
	50,987	2,675	(608)	53,054	41,528	(566)	2,503	43,465	9,589
Construction in progress									
GVS&DD	1,781,541	406,850	—	2,188,391	—	—	—	—	2,188,391
GVWD	1,033,715	317,247	—	1,350,962	—	—	—	—	1,350,962
MVRD	8,680	2,027	—	10,707	—	—	—	—	10,707
MVHC	57,879	70,912	—	128,791	—	—	—	—	128,791
	2,881,815	797,036	—	3,678,851	—	—	—	—	3,678,851
	$10,182,065	**$ 901,530**	**$ (35,815)**	**$11,047,780**	**$ 1,689,075**	**$ (8,196)**	**$ 109,835**	**$1,790,714**	**$ 9,257,066**
Totals 2024									
GVS&DD	$ 4,740,580	$ 436,776	$ (2,488)	$ 5,174,868	$ 813,482	$ (2,394)	$ 52,789	$ 863,877	$ 4,310,991
GVWD	3,892,855	357,140	—	4,249,995	557,791	—	45,922	603,713	3,646,282
MVRD	1,198,764	32,499	(31,011)	1,200,252	133,045	(3,621)	9,296	138,720	1,061,532
MVHC	349,866	75,115	(2,316)	422,665	184,757	(2,181)	1,828	184,404	238,261
	$10,182,065	**$ 901,530**	**$ (35,815)**	**$11,047,780**	**$ 1,689,075**	**$ (8,196)**	**$ 109,835**	**$1,790,714**	**$ 9,257,066**

Construction in progress includes $711.0 million (2023- $609.1 million) related to the North Shore Wastewater Treatment Plant Project (note 18).

Additions related to asset retirement costs were $3.8 million (2023- $53.1 million).

The net book value of disposals and write-offs were $25.1 million in 2024 (2023 - $2.1 million).

In 2024, there were no tangible capital assets contributed to the District (2023 - $nil).

METRO VANCOUVER REGIONAL DISTRICT

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14. Tangible Capital Assets (continued)

Year ended December 31, 2023

	Cost				Accumulated Amortization				Net Book Value
	Balance at December 31, 2022	Additions	Disposals	Balance at December 31, 2023	Balance at December 31, 2022	Disposals	Amortization Expense	Balance at December 31, 2023	December 31, 2023
Land									
GVS&DD	$ 186,358	$ 511	$ —	$ 186,869	$ —	$ —	$ —	$ —	$ 186,869
GVWD	132,714	700	—	133,414	—	—	—	—	133,414
MVRD	919,669	42,289	—	961,958	—	—	—	—	961,958
MVHC	52,274	—	—	52,274	—	—	—	—	52,274
	1,291,015	43,500	—	1,334,515	—	—	—	—	1,334,515
Infrastructure									
GVS&DD	2,469,537	293,996	—	2,763,533	753,148	—	52,344	805,492	1,958,041
GVWD	2,426,794	64,813	—	2,491,607	473,941	—	38,836	512,777	1,978,830
MVRD	131,749	10,760	(1,120)	141,389	71,638	(1,120)	4,790	75,308	66,081
	5,028,080	369,569	(1,120)	5,396,529	1,298,727	(1,120)	95,970	1,393,577	4,002,952
Buildings									
GVWD	216,476	4,050	—	220,526	30,151	—	5,501	35,652	184,874
MVRD	26,880	1,243	—	28,123	10,897	—	692	11,589	16,534
MVHC	223,589	9,612	—	233,201	178,834	—	1,172	180,006	53,195
	466,945	14,905	—	481,850	219,882	—	7,365	227,247	254,603
Vehicles									
MVRD	32,403	6,150	(2,184)	36,369	26,364	(2,184)	2,543	26,723	9,646
	32,403	6,150	(2,184)	36,369	26,364	(2,184)	2,543	26,723	9,646
furniture & fixtures									
GVS&DD	8,989	179	(531)	8,637	8,235	(531)	286	7,990	647
GVWD	13,622	137	(166)	13,593	8,467	(166)	1,061	9,362	4,231
MVRD	21,792	623	(170)	22,245	19,023	(170)	572	19,425	2,820
MVHC	6,561	736	(785)	6,512	4,868	(657)	540	4,751	1,761
	50,964	1,675	(1,652)	50,987	40,593	(1,524)	2,459	41,528	9,459
Construction in progress									
GVS&DD	1,645,308	137,566	(1,333)	1,781,541	—	—	—	—	1,781,541
GVWD	833,335	200,984	(604)	1,033,715	—	—	—	—	1,033,715
MVRD	9,116	(436)	—	8,680	—	—	—	—	8,680
MVHC	24,702	33,177	—	57,879	—	—	—	—	57,879
	2,512,461	371,291	(1,937)	2,881,815	—	—	—	—	2,881,815
	$ 9,381,868	**$ 807,090**	**$ (6,893)**	**$10,182,065**	**$1,585,566**	**$ (4,828)**	**$ 108,337**	**$1,689,075**	**$ 8,492,990**
Totals 2023									
GVS&DD	$ 4,310,192	$ 432,252	$ (1,864)	$ 4,740,580	$ 761,383	$ (531)	$ 52,630	$ 813,482	$ 3,927,098
GVWD	3,622,941	270,684	(770)	3,892,855	512,559	(166)	45,398	557,791	3,335,064
MVRD	1,141,609	60,629	(3,474)	1,198,764	127,922	(3,474)	8,597	133,045	1,065,719
MVHC	307,126	43,525	(785)	349,866	183,702	(657)	1,712	184,757	165,109
	$ 9,381,868	**$ 807,090**	**$ (6,893)**	**$10,182,065**	**$1,585,566**	**$ (4,828)**	**$ 108,337**	**$1,689,075**	**$ 8,492,990**

METRO VANCOUVER REGIONAL DISTRICT

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15. Prepaid Land Leases

	2024	2023
Balance, beginning of year	$ 4,673	$ 4,868
Amortization	(195)	(195)
Balance, end of year	**$ 4,478**	**$ 4,673**

The lease terms for the properties are as follows:

Asset	Lease Expiry Dates	Lease Term (Years)
Buildings		
Habitat Villa	February 2029	50
Walnut Gardens	May 2026	42
Other prepaid land leases	May 2036 to June 2062	60

16. Accumulated Surplus

Accumulated surplus consists of individual fund surplus and reserves as follows:

	2024	2023
Reserves	$ 534,581	$ 481,795
Capital fund balance	(508,226)	(433,746)
Investment in tangible capital assets	7,236,684	6,683,401
Total	**$ 7,263,039**	**$ 6,731,450**

Capital fund balance represents the expected level of funding required for capital expenditures.

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Notes to Consolidated Financial Statements, page 27
Year ended December 31, 2024
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16. Accumulated Surplus (continued)

The reserves are classified as either operating, discretionary, or statutory and are presented in the following schedules:

	December 31, 2023	Interest	Annual Operating Surplus (Deficit)	Transfers	Contributions from (to) Operations	Contributions to Capital	December 31, 2024
Reserve funds							
Operating reserves							
Metro Vancouver Regional District							
Air Quality and Climate Action	$ 5,516	$ 257	$ 2,021	$ (1,001)	$ —	$ —	$ 6,793
E911 Emergency Telephone Service	522	24	289	—	—	—	835
Electoral Area Service	25	248	(91)	—	—	—	182
General Government	10,760	494	2,357	—	—	—	13,611
Housing Planning and Policy	468	21	129	—	—	—	618
Invest Vancouver	720	33	349	—	—	—	1,102
Regional Employer Services	789	36	143	—	(533)	—	435
Regional Emergency Management	271	12	112	—	—	—	395
Regional Geospatial Reference System	425	20	154	—	—	—	599
Regional Parks	4,669	214	1,040	—	(5)	—	5,918
Regional Planning	1,330	61	386	—	—	—	1,777
Sasamat Fire Protection Service	211	10	113	—	—	—	334
West Nile Virus	391	18	—	—	—	—	409
MVRD operating reserves	26,097	1,448	7,002	(1,001)	(538)	—	33,008
Greater Vancouver Water District							
Water Services	41,696	1,913	(3,541)	—	—	—	40,068
GVWD operating reserves	41,696	1,913	(3,541)	—	—	—	40,068
Greater Vancouver Sewerage and Drainage District							
Liquid Waste Services	43,259	1,984	3,156	—	—	—	48,399
Solid Waste Services	35,985	1,651	554	—	—	—	38,190
GVS&DD operating reserves	79,244	3,635	3,710	—	—	—	86,589
Metro Vancouver Housing Corporation							
MVHC operating Reserves	25,229	1,157	13,803	—	(29,786)	—	10,403
MVHC operating reserves	25,229	1,157	13,803	—	(29,786)	—	10,403
Total operating reserves	**172,266**	**8,153**	**20,974**	**(1,001)**	**(30,324)**	**—**	**170,068**
Discretionary reserves							
Metro Vancouver Regional District							
Air Quality and Climate Action	334	15	—	1,001	(1,350)	—	—
Electoral Area Service	1,718	79	—	—	214	—	2,011
E911 Emergency Telephone Service	33	1	—	—	—	—	34
General Government	60,510	2,776	—	—	—	—	63,286
Invest Vancouver	308	14	—	—	(269)	—	53
Regional Emergency Management	300	14	—	—	—	—	314
Regional Employer Services	2,482	114	—	—	—	—	2,596
Regional Planning	2,361	108	—	—	(233)	—	2,236
Regional Parks	217	10		—	—	—	227
Centralized Support	34,626	1,588	5,886	—	(6,442)	—	35,658
MVRD discretionary reserves	102,889	4,719	5,886	1,001	(8,080)	—	106,415
Greater Vancouver Sewerage and Drainage District							
Biosolids Inventory	1,008	46	—	—	(1,054)	—	—
Liquid Waste General Debt Reserve Fund	2,268	104	—	—	—	—	2,372
Lions Gate Contingency	1,592	73	—	—	—	—	1,665
Drainage General	5,655	259	—	—	—	—	5,914
Solid Waste General	27,801	1,059	—	—	—	—	28,860
Landfill Post Closure	9,363	430	—	—	1,613	—	11,406
GVS&DD discretionary reserves	47,687	1,971	—	—	559	—	50,217
Metro Vancouver Housing Corporation							
MVHC Capital Development	33,569	1,578	—	—		(10,615)	24,532
MVHC Capital Replacement	(212)	(36)	—	—	22,926	—	22,678
MVHC discretionary reserves	33,357	1,542	—	—	22,926	(10,615)	47,210
Total discretionary reserves	**183,933**	**8,232**	**5,886**	**1,001**	**15,405**	**(10,615)**	**203,842**
Operating and discretionary reserves (carried forward)	**$ 356,199**	**$ 16,385**	**$ 26,860**	**$ —**	**$ (14,919)**	**$ (10,615)**	**$ 373,910**

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16. Accumulated Surplus (continued)

	December 31, 2023	Interest	Annual Operating Surplus (Deficit)	Transfers	Contributions from (to) Operations	Contributions to Capital	December 31, 2024
Operating and discretionary reserves							
Reserves (brought forward)	**$ 356,199**	**$ 16,385**	**$ 26,860**	**$ —**	**$ (14,919)**	**$ (10,615)**	**$ 373,910**
Statutory reserves							
Metro Vancouver Regional District							
Electoral Area Community Works	814	37	—	—	36	—	887
Electoral Area Election	47	2	—	—	30	—	79
MVRD Sustainability Innovation Fund	11,323	525	—	—	(1,130)	—	10,718
Grants Reserve Fund	1,985	179	—	—	(300)	—	1,864
Housing Planning and Policy	6,619	320	—	—	1,000	—	7,939
Housing Planning and Policy Development	16,897	841	—	—	4,000	—	21,738
Regional Geospatial Reference System	1,246	57	—	—	31	—	1,334
Regional Parks Infrastructure	4,155	340	—	—	3,730	(5,489)	2,736
Parkland Acquisition	10,139	517	—	—	—	30,565	41,221
Parkland Acquisition and Development	8,127	1,188	—	—	27,570	(13,628)	23,257
Delta Airpark	182	8	—	—	—	—	190
Regional Parks Legacy	2,746	126	—	—	(60)	—	2,812
Sasamat Fire Protection Services	1,540	81	—	—	455	—	2,076
Corporate Self Insurance	1,634	75	—	—	—	—	1,709
Corporate Fleet	20,390	935	1,138	—	—	(6,110)	16,353
MVRD statutory reserves	87,844	5,231	1,138	—	35,362	5,338	134,913
Greater Vancouver Water District							
Laboratory Equipment	839	39	—	—	50	—	928
Water Services Sustainability Innovation Fund	15,316	703	—	—	(332)	—	15,687
GVWD statutory reserves	16,155	742	—	—	(282)	—	16,615
Greater Vancouver Sewerage and Drainage District							
Liquid Waste Laboratory Equipment	865	42	—	—	108	—	1,015
Liquid Waste Services Sustainability Innovation Fund	20,732	970	—	—	(13,574)	—	8,128
GVS&DD statutory reserves	21,597	1,012	—	—	(13,466)	—	9,143
Total statutory reserves	**125,596**	**6,985**	**1,138**	**—**	**21,614**	**5,338**	**160,671**
Total reserves	**$ 481,795**	**$ 23,370**	**$ 27,998**	**$ —**	**$ 6,695**	**$ (5,277)**	**$ 534,581**

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 29
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16. Accumulated Surplus (continued)

Investment in tangible capital assets is calculated as follows:

	2024	2023
Tangible capital assets	$ 9,257,065	$ 8,492,990
Amount financed by:		
Debt, net of member jurisdictions, TransLink, and sinking fund	(2,020,381)	(1,809,589)
	$ 7,236,684	$ 6,683,401
Change in the investment in tangible capital assets		
Acquisition of tangible capital assets	$ 901,530	$ 807,090
Amortization of tangible capital assets	(109,835)	(108,337)
Loss (gain) on disposal of tangible capital assets	8,710	(1,594)
Proceeds on disposal of tangible capital assets	(36,329)	(471)
	764,076	696,688
Less financing (net of member jurisdictions and TransLink debt)		
Sinking fund retirement	160,000	90,631
Sinking fund payments	(144,932)	(144,033)
Sinking fund income	(28,363)	(28,075)
Proceeds of debt and mortgages	386,742	100,000
Debt maturity	(160,000)	(90,631)
Principal repayments on mortgages and loans	(2,654)	(2,605)
	210,793	(74,713)
Change in investment in tangible capital assets	553,283	771,401
Investment in tangible capital assets, beginning of year	6,683,401	5,912,000
Investment in tangible capital assets, end of year	$ 7,236,684	$ 6,683,401

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(tabular amounts in thousands of dollars)

17. Contractual Obligations and Rights

a) Contractual Obligations

i) As at December 31, 2024, the District had the following commitments relating to capital projects in progress.

	Authorized and Outstanding Projects	Expended at December 31	Total 2024	Total 2023
GVS&DD	$ 6,047,250	$ (3,194,857)	$ 2,852,393	$ 2,983,002
GVWD	3,244,900	(1,587,878)	1,657,022	1,691,757
MVRD	100,185	(17,117)	83,068	81,969
MVHC	614,376	(127,825)	486,551	365,168
Total	**$ 10,006,711**	**$ (4,927,677)**	**$ 5,079,034**	**$ 5,121,896**

ii) The District is committed under a number of lease and right-of-way agreements to make minimum annual payments. These agreements have varying terms, including three agreements, with annual payments to perpetuity, with adjustments annually for CPI. Estimated payments over the next ten years are as follows:

	Amount
2025	$ 3,187
2026	3,242
2027	3,299
2028	3,356
2029	3,415
2030 - 2034	17,994
Total	$ 34,493

b) Contractual Rights

The District is party to several property lease agreements that are anticipated to provide future revenues. These agreements are with third parties with varying terms to 2035. Amounts anticipated to be received over the future years are as follows:

	Amount
2025	$ 5,423
2026	4,518
2027	2,723
2028	2,333
2029	2,333
Thereafter	4,759
Total	$ 22,089

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Notes to Consolidated Financial Statements, page 31
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(tabular amounts in thousands of dollars)

18. Contingencies

Lawsuits

As at December 31, 2024, there were various lawsuits pending against the District arising in the ordinary course of business. The District has retained legal counsel to defend against these lawsuits. Where the outcomes or amounts cannot be reasonably determined, no liability has been recorded. Management is of the opinion that losses, if any, in connection with these lawsuits can be sufficiently funded by reserve funds or covered by insurance. Any expected losses will be accrued and recorded as expenses at the time they are considered likely and amounts are reasonably determinable.

North Shore Wastewater Treatment Plant

The GVS&DD is building a new tertiary wastewater treatment plant on a former industrial site in North Vancouver, to replace the primary-only Lions Gate Wastewater Treatment Plant. The deadline for completion of the project under federal regulation was December 31, 2020. In 2021, the GVS&DD served notice to terminate its contract with the initial vendor hired to design, build and commission the future North Shore Wastewater Treatment Plant, having determined that the initial vendor was in breach of contract. As of the contract termination date, the GVS&DD has paid $309.5 million, net of GST rebates, to the initial vendor for work completed, which has been recorded as construction in progress (note 14). In 2022, the initial vendor commenced legal action by filing a claim against the GVS&DD in excess of $250 million to which the GVS&DD filed a counter-claim against the initial vendor in excess of $500 million. In 2022, the GVS&DD also drew on an irrevocable letter of credit in the amount of $50.0 million as a result of contract termination. As at December 31, 2024, the outcome of any legal proceedings related to the terminated contract and the potential consequences of not meeting the current deadline under the federal regulation is undeterminable.

18. Contingencies (continued)

Municipal Pension Plan

The District and its employees contribute to the British Columbia Municipal Pension Plan (the "Plan"), a jointly trusteed pension plan. The board of trustees, representing plan members and employers, is responsible for administering the Plan, including investment of the assets and administration of benefits. The Plan is a multi-employer contributory defined pension plan. Basic pension benefits provided are based on a formula. As at December 31, 2024, the Plan has about 256,000 active members and approximately 129,000 retired members. Active members include approximately 45,000 contributors from local government.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and the adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent actuarial valuation for the Plan as of December 31, 2021, indicated a $3,761 million funding surplus for basic pension benefits on a going concern basis. The next valuation will be as at December 31, 2024 with results available in 2025.

The District paid $18.8 million for employer contributions (2023 - $17.6 million) while employees contributed $17.2 million (2023 - $16.0 million) to the Plan in fiscal 2024.

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate resulting in no consistent and reliable basis for allocating the obligation, assets and cost to individual employers participating in the plan.

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Notes to Consolidated Financial Statements, page 33
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18. Contingencies (continued)

Self-Insurance Reserve

A self-insurance reserve has been established within accumulated surplus to cover losses resulting from uninsured liability exposures of the District. Each year a review is undertaken to determine if it would be beneficial to purchase additional liability insurance. The District transfers amounts to the reserve depending on the reserve's adequacy to cover retained liability risk. An estimate is made for all costs of investigating and settlement of claims annually and an adjustment is made to the reserve to maintain an adequate balance to cover potential losses in excess of recorded liabilities. These estimates are changed as additional information becomes known during the course of claims settlement. Any likely losses would be expensed at the time the losses are known and the amounts are reasonably determinable.

Debt Reserve Fund

The MFA is required to establish a Debt Reserve Fund for each debt which is comprised of cash deposits and a non-interest bearing demand note (refer to note 7). If, at any time, the District has insufficient funds to meet payments due on its obligations to MFA, the payments will be made from the debt reserve fund. The demand notes (2024 - $135,508,589; 2023 - $130,591,793) are callable only if there are additional requirements to be met to maintain the level of the debt reserve fund, and therefore have not been recorded in the consolidated statement of financial position.

BCHMC Grant Funding - Heather Place A

In 2018 MVHC entered into a forgivable loan agreement (the "Agreement") with BCHMC for funding for the Heather Place Facility located in Vancouver, BC. MVHC received funding in the amounts of $6,685,520 in 2018 and 2019. The loan term is 35 years and is forgivable in the amount of 1/25th of the final balance of $6,685,520 commencing in the 11th year after completion of construction and commencement of operations, which occurred in 2020. Upon commencement of operations of the facility, the amount of funding received was recorded as revenue from government transfer in 2020 as the remaining stipulation of continuing to operate the facility in accordance with the Agreement is not considered to create a liability.

Forgiveness of the loan under the Agreement requires that the property must be continuously used for the provision of housing for eligible occupants and there is no default under the loan or operating agreement. Should a breach in the agreement occur, the outstanding balance of the funding not previously forgiven would need to be repaid to BCHMC immediately. Payments of interest will not be required unless there is a default, which would result in interest being payable on the unforgiven balance of the principal amount then outstanding at prime plus 2% per annum, compounded semi-annually and not in advance. As management does not consider it likely that the amount will be repaid, no liability is recorded in the consolidated financial statements.

18. Contingencies (continued)

BCHMC Loan Funding - Kingston Gardens Redevelopment Project

In 2022, MVHC entered into a demand non-revolving construction loan agreement with BCHMC for financing of the Kingston Gardens redevelopment project located in Surrey, BC. Amounts drawn from the loan must be repaid no later than May 1, 2025. At which time, it will be repaid by a BCHMC ownership interest of $8,300,000 and a take out mortgage obtained through CMHC's National Housing Co-Investment Fund. This includes a repayable loan with maximum approved of $27,957,183 and a forgivable amount of $1,454,194. Any amounts remaining of up to $6,931,375 will be paid from MVHC's reserves. MVHC is currently seeking an extension on this repayment deadline.

BCHMC loan Funding - Salal Landing Redevelopment Project

In 2023 MVHC entered into a construction loan agreement with BCHMC for funding for the Salal Landing Project, a 63 unit multi-family project located in Port Coquitlam, BC. This loan agreement includes a forgivable loan in the amount of $7,925,000.

The forgivable loan term is 35 years and is forgivable in the amount of 1/25th of the final balance of $7,925,000 commencing on the 11th year after the commencement date. The loan will continue to be forgiven 1/25th each subsequent year until the loan is fully forgiven.

Forgiveness of the loan under the Agreement requires that the property must be continuously used for the provision of housing for eligible occupants and there is no default under the loan or operating agreement. Should a breach in the agreement occur, the outstanding balance of the funding not previously forgiven would need to be repaid to BCHMC immediately. Payments of interest will not be required unless there is a default, which would result in interest being payable on the unforgiven balance of the principal amount then outstanding at prime plus 2% per annum, compounded semi-annually and not in advance.

18. Contingencies (continued)

CMHC Loan Funding - Heather Place B Redevelopment Project

In 2023, MVHC entered into a construction loan agreement with CMHC for financing of the Heather Place B Project, a 87 unit rental housing project located in Vancouver, BC. The project is funded by a repayable loan with a maximum approved amount of $30,764,081 and a forgivable loan in the amount of $1,175,000. As at December 31, 2024, MVHC has not received any of the financing. Funding of eligible cost is expected to be received in 2025.

The repayable loan has an amortization period of 50 years and principal repayment will commence upon the project achieving Stabilization, defined as annualized gross income of $2,035,539. The forgivable loan will have an equal portion of the principal amount forgiven on each anniversary of the date that the loan is fully forgiven.

Interest payable on the repayable loan will be calculated semi-annually in arrears commencing on the interest capitalization date or as CMHC may otherwise determine. The forgivable loan is interest free until Stabilization is achieved (after 12 months of consecutive gross income exceeding the threshold as defined in the loan agreement) and provided the loan is not in default.

CMHC Loan Funding - Heron's Nest

In 2024, MVHC entered into a construction loan agreement with CMHC for financing of the Heron's Nest, a 115 unit rental housing project located in Pitt Meadows, BC. The project is funded by a repayable loan with a maximum approved amount of $28,590,024 and a forgivable loan in the amount of $5,750,000. As at December 31, 2024, MVHC has not received any financing from the repayable portion. The forgivable loan in the amount of $5,750,000 was received in March 2025.

The repayable loan has an amortization period of 50 years and principal repayment will commence upon the project achieving Stabilization, defined as annualized gross income of $2,276,968. The forgivable loan will have an equal portion of the principal amount forgiven on each anniversary of the date that the loan is fully forgiven.

Interest payable on the repayable loan will be calculated semi-annually in arrears commencing on the interest capitalization date or as CMHC may otherwise determine. The forgivable loan is interest free until Stabilization is achieved (after 12 months of consecutive gross income exceeding the threshold as defined in the loan agreement) and provided the loan is not in default.

18. Contingencies (continued)

Letters of Credit

At December 31, 2024, the GVS&DD is the named beneficiary of $6,173,523 (2023 - $847,980) of irrevocable letters of credits from financial institutions related to construction projects and Solid Waste operations. These letters of credit are available under circumstances in which the service provider does not fulfil its obligation to the GVS&DD and therefore, the amount is not recorded as assets.

Cache Creek Landfill

Prior to 2016, the GVS&DD transported deposits to a landfill located in the Village of Cache Creek, BC and was required to contribute quarterly to a post-closure trust fund, held with the Province. The GVS&DD – Village of Cache Creek: Village of Cache Creek – Agreement dated November 25, 1987 indemnifies the Village of Cache Creek for any post-closure liabilities not covered by this fund and obligates the GVS&DD to pay any excess funding until the earlier of (i) the 20th anniversary of the landfill closure date or (ii) the date the Province terminates the post-closure trust fund. Therefore, the obligation expires at the latest July 2036. The Landfill Operational Certificate obligates the Village of Cache Creek and a third party service provider to undertake closure and post-closure activities. At December 31, 2024, the lower of amortized cost and market value of the trust was $16,324,428 (2023 - $15,289,144), which approximates the expected post-closure costs.

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19. Budget Information

The annual budget presented in these consolidated financial statements is based upon the 2024 operating and capital budgets originally approved by the District's Board in October 2023. The budget is based on operational and capital expenditure requirements and their associated funding. Amortization is a non-cash item that is not funded for budget purposes. Also, contributions to or from reserves and debt principal repayments are removed from the approved budget for financial statement presentation. The schedule below reconciles the approved budget to the budget figures reported in these consolidated financial statements. Capital expenditures of $1.43 billion were included in the capital budget approved by the Board.

	2024 Budget	2023 Budget
Budgeted annual surplus per Exhibit B Consolidated Statement of Operations	$ 571,775	$ 410,236
Items not included in the operating budget		
Amortization of tangible capital assets and prepaid land leases	108,692	100,755
Accretion on asset retirement obligation	2,324	—
Contributions from deferred revenue	(100,186)	(65,846)
Sinking fund and debt retirement income	(28,096)	(30,622)
Development cost charge revenue	(79,764)	(28,716)
MVHC development grant	(73,765)	(15,575)
Reserve interest	(8,856)	(6,814)
Items included in budget but not in the consolidated financial		
Sinking fund and debt retirement payments	(149,480)	(147,636)
Transfers to capital fund	(249,912)	(212,832)
Transfers from reserve funds	48,765	452,225
Transfer to reserve funds	(41,497)	(44,939)
Annual surplus per approved budget	—	—

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20. Segmented Information and Expenses by Object

The District is a diversified municipal government organization that provides a wide range of services directly to the public and its member jurisdictions. For management reporting purposes, the District's operations and activities are organized and reported by service areas within the legal entities.

The salaries and benefits reported in the segmented information below do not include $46.61 million (2023 - $37.66 million) directly attributable to the construction of tangible capital assets which have been capitalized and included in tangible capital assets in the consolidated statement of financial position.

The legal entities disclosed in the segmented information, along with the service areas provided are as follows:

GVS&DD

Liquid Waste Services — The Liquid Waste Management Service is responsible for the collection, treatment and discharge of liquid waste for member jurisdictions. It operates a number of wastewater treatment plants and a related collection network connected to the member jurisdictions' systems.

Solid Waste Services — The Solid Waste Management Service is responsible for the disposal of solid waste both for the member jurisdictions and the public. It owns and operates several solid waste facilities including a waste-to-energy facility.

GVWD

Water Operations — Water Operations is responsible for the supply of potable water to its member jurisdictions. It owns a series of dams, reservoirs, water treatment plants and a distribution network connected to the member jurisdictions' systems.

Building Operations — Building Operations is responsible for operating and maintaining office buildings owned by GVWD. These facilities are leased to MVRD and its related legal entities for its head office operations as well as to external parties.

MVHC — MVHC owns and operates housing sites within the Lower Mainland for the purpose of providing affordable rental housing on a non-profit basis through various housing programs, some federally and some provincially funded. MVHC's portfolio consists of "rent-geared-to-income", partial rent assistance, and low-end-of-market units.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 39
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

20. Segmented Information and Expenses by Object (continued)

MVRD

Regional Parks	Regional Parks is responsible for managing, maintaining, and protecting a diverse network of Regional Parks and an expanding land base of reserves, ecological conservancy areas, and greenways, located throughout the Region.
General Government	General Government includes services responsible for overall direction and monitoring and regional initiatives. This area comprises the Regional Board & Committee Remuneration, Corporate Secretary's Office, Audit, Legal and Insurance costs, Innovation, Regional Emergency Management, Regional Cultural Strategy and External Contributions and Zero Waste Collaborative Initiatives.
Air Quality and Climate Action	Air Quality and Climate Action is responsible for monitoring air quality in the region, controlling industrial, commercial and some residential emissions, creating long-term plans, and conducting emission inventories.
Regional Employee Services	Regional Employee Services provides collective bargaining, job evaluation, research, and other related labour relations services to those MVRD member jurisdictions who are members of the function.
E911 Emergency Telephone Service	The District contracts with Emergency Communications for British Columbia Incorporated to provide 911 service for all jurisdictions within the region as well as the community of Whistler and the Sunshine Coast Regional District.
Regional Planning	Regional Planning's core responsibilities are focused on regional growth management, utility management and air quality management. Primary activities include development and implementation of a wide range of innovative policies and plans, extensive research, modeling and technical analysis, regulation, business demand management and community education.
Invest Vancouver	Invest Vancouver fosters regional and cross-sectoral collaboration on economic development issues, advises leaders on economic policy and strategy, promotes the region to a global audience, and attracts strategic investment.
Housing Planning and Policy	Housing Planning and Policy contributes to processes and decisions related to the development of affordable housing projects, and in particular to the redevelopment of the MVHC portfolio of mixed-income housing complexes and the development of vacant lands owned by local government (including the MVRD).

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 40
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

20. Segmented Information and Expenses by Object (continued)

MVRD (continued)

Electoral Area Service	The District is responsible for providing general and local services to one unincorporated area (Electoral Area A) of the regional district. General services provided include a variety of tax-supported, regional services such as 911 emergency telephone, air quality, labour relations, regional parks, strategic planning, and general government.
Regional Global Positioning System	The District's Global Positioning System (GPS) Real-Time Service is offered to member jurisdictions and to the public in partnership with the B.C. Crown Registry and Geographic Base (CRGB) Branch.
Sasamat Volunteer Fire Department	The Sasamat Volunteer Fire Department provides volunteer fire department services to the Villages of Anmore and Belcarra. The cost to support this function is borne completely by the members who receive the service.
Regional Emergency Management	Regional Emergency Management is an intergovernmental partnership between the Province and the District to coordinate regional emergency management planning activities and to engage all levels of government and private sector agencies in regional emergency planning initiatives for the Metro Vancouver region.
Corporate Programs	Corporate programs provide centralized support for Metro Vancouver's four legal entities, including financial services, human resources, external relations, legislative service, indigenous relations, project delivery, self-insurance, and information technology.
Member Jurisdictions and TransLink Sinking Fund Income	The District serves as the borrowing conduit between member jurisdictions (excluding City of Vancouver) and TransLink and the MFA. (Note 13). Sinking fund income earned on debt issues held on behalf of member jurisdictions and TransLink is recorded as revenue earned on the sinking fund with the offsetting expenditure owing to these organizations.

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 41
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

20. Segmented Information and Expenses by Object (continued)

a) Total Consolidated

	Other Districts (note 20(b))	MVRD (note 20(c))	MVHC	Inter-district Adjustments	Consolidated Actual 2024	Consolidated Budget 2024	Consolidated Actual 2023
Revenues							
Metered sale of water	$ 363,616	$ —	$ —	$ —	$ 363,616	$ 367,535	$ 344,789
Sewerage and drainage levy	389,498	$ —	—	—	389,498	389,498	324,219
Tipping fees	149,931	—	—	—	149,931	132,115	135,287
Metro Vancouver Regional District Requisitions	—	115,272	—	—	115,272	115,272	102,475
Housing property rentals	—	—	46,217	—	46,217	45,148	44,387
Development cost charges	112,569	—	—	—	112,569	154,583	95,171
Grants and other contributions	76,076	2,845	8,369	—	87,290	176,758	108,812
User fees, recoveries, and other revenues	50,962	18,755	1,074	(17,157)	53,634	37,234	47,320
Liquid waste industrial charges	13,436	—	—	—	13,436	13,169	12,286
Gain on disposal of tangible capital assets and from settlement of asset retirement obligations	5,232	3,634	—	—	8,866	—	—
Sinking fund and interest income	45,320	11,401	3,654	(263)	60,112	36,775	56,695
Sinking fund income attributed to member jurisdictions and TransLink	—	29,540	—	—	29,540	30,996	27,265
	1,206,640	181,447	59,314	(17,420)	1,429,981	1,499,083	1,298,706
Expenses							
Salaries and benefits	139,737	131,603	7,618	(25,816)	253,142	265,710	231,334
Consulting, contracted and professional services	213,771	29,490	1,048	(893)	243,416	244,254	212,007
Asset repairs and maintenance	27,739	15,954	13,372	(289)	56,776	69,526	54,558
Materials and supplies	39,363	5,885	203	(80)	45,371	45,648	44,912
Utilities, permits, and taxes	29,611	1,836	4,390	(5)	35,832	37,086	35,844
Other	28,985	44,617	1,621	(15,849)	59,374	63,896	56,611
Amortization of tangible capital assets and prepaid land leases	98,711	9,296	2,023	—	110,030	108,692	108,532
Loss of disposal of tangible capital assets	—	—	—	—	—	—	1,937
Interest expenses	91,927	—	2,789	(263)	94,453	92,496	81,119
	669,844	238,681	33,064	(43,195)	898,394	927,308	826,854
Corporate costs (recovery)	83,095	(111,575)	2,705	25,775	—	—	—
	752,939	127,106	35,769	(17,420)	898,394	927,308	826,854
Annual Surplus	**$ 453,701**	**$ 54,341**	**$ 23,545**	**$ —**	**$ 531,587**	**$ 571,775**	**$ 471,852**

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 42
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

20. Segmented Information and Expenses by Object (continued)

b) Total Other Districts

	Liquid Waste Services	Solid Waste Service	GVS&DD	Water Operations	Building Operations	Elimination Entry	GVWD	Total Other Districts Actual 2024	Total Other Districts Budget 2024	Total Other Districts Actual 2023
Revenues										
Metered sale of water	$ —	$ —	$ —	$ 363,616	$ —	$ —	$363,616	$363,616	$367,535	$344,789
Sewerage and drainage levy	389,498	—	389,498	—	—	—	—	389,498	389,498	324,219
Tipping fees	—	149,931	149,931	—	—	—	—	149,931	132,115	135,287
Development cost charges	111,340	—	111,340	1,229	—	—	1,229	112,569	154,583	95,171
Grants and other contributions	76,076	—	76,076	—	—	—	—	76,076	100,186	56,353
User fees, recoveries, and other revenues	8,536	17,816	26,352	9,329	20,606	(5,325)	24,610	50,962	36,833	44,194
Liquid Waste Industrial Charges	13,436	—	13,436	—	—	—	—	13,436	—	12,286
Gain on disposal of tangible capital assets and from settlement of asset retirement obligations	—	5,232	5,232	—	—	—	—	5,232	13,169	—
Sinking fund and interest income	20,036	3,817	23,853	19,050	2,417	—	21,467	45,320	33,261	42,628
	618,922	176,796	795,718	393,224	23,023	(5,325)	410,922	1,206,640	1,227,180	1,054,927
Expenses										
Salaries and benefits	77,737	8,321	86,058	52,935	744	—	53,679	139,737	149,363	134,596
Consulting, contracted, and professional services	59,753	135,627	195,380	17,112	1,279	—	18,391	213,771	195,054	184,409
Asset repairs and maintenance	17,979	1,043	19,022	5,507	3,210	—	8,717	27,739	23,387	27,059
Materials and supplies	22,244	37	22,281	17,051	31	—	17,082	39,363	39,621	38,367
Utilities, permits, and taxes	19,851	294	20,145	8,642	824	—	9,466	29,611	29,309	29,227
Other	10,252	8,816	19,068	9,133	784	—	9,917	28,985	28,611	30,300
Amortization of tangible capital assets	46,283	6,506	52,789	39,650	6,272	—	45,922	98,711	97,651	98,028
Loss on disposal of tangible capital assets	—	—	—	—	—	—	—	—	—	1,937
Interest expenses	50,081	4,190	54,271	32,976	4,680	—	37,656	91,927	90,787	79,390
	304,180	164,834	469,014	183,006	17,824	—	200,830	669,844	653,783	623,313
Corporate costs (recovery)	45,710	6,133	51,843	36,577	—	(5,325)	31,252	83,095	88,209	73,208
	349,890	170,967	520,857	219,583	17,824	(5,325)	232,082	752,939	741,992	696,521
Annual surplus	**$269,032**	**$ 5,829**	**$ 274,861**	**$ 173,641**	**$ 5,199**	**$ —**	**$178,840**	**$453,701**	**$485,188**	**$358,406**

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 43
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

20. Segmented Information and Expenses by Object (continued)

c) Total Regional District

	Regional Parks	General Government	Air Quality and Climate Action	Regional Employees Services	E911 Emergency Telephone Service	Regional Planning	Invest Vancouver	Housing Planning and Policy	Regional Sub-total 2024
Revenues									
Metro Vancouver Regional District Requisitions	$ 73,124	$ 7,991	$ 8,367	$ 2,903	$ 6,470	$ 4,448	$ 3,931	$ 6,569	$ 113,803
Grants and other contributions	701	1,427	—	—	—	48	187	—	2,363
User fees, recoveries, and other revenues	2,274	586	5,886	136	—	—	—	—	8,882
Gain on disposal of tangible capital assets and from settlement of asset retirement obligations	3,333	—	—	—	—	—	—	—	3,333
Sinking fund and interest income	2,403	3,466	272	150	25	169	47	1,183	7,715
Sinking fund income attributed to member jurisdictions and TransLink	—	—	—	—	—	—	—	—	—
	81,835	13,470	14,525	3,189	6,495	4,665	4,165	7,752	136,096
Expenses									
Salaries and benefits	23,318	3,321	8,717	3,120	—	3,317	2,672	1,136	45,601
Consulting, contracted and professional services	3,149	912	1,867	211	6,031	586	477	882	14,115
Asset repairs and maintenance	4,219	39	64	—	—	36	—	—	4,358
Materials and supplies	1,621	8	342	3	—	7	20	6	2,007
Utilities, permits, and taxes	733	2	111	10	23	2	7	1	889
Other	4,363	1,573	587	90	—	109	508	25	7,255
Amortization of tangible capital assets	2,040	—	292	—	—	—	—	—	2,332
	39,443	5,855	11,980	3,434	6,054	4,057	3,684	2,050	76,557
Corporate costs (recovery)	5,296	1,746	1,929	(4)	127	424	354	116	9,988
	44,739	7,601	13,909	3,430	6,181	4,481	4,038	2,166	86,545
Annual surplus	**$ 37,096**	**$ 5,869**	**$ 616**	**$ (241)**	**$ 314**	**$ 184**	**$ 127**	**$ 5,586**	**$ 49,551**

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 44
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

20. Segmented Information and Expenses by Object (continued)

c) Total Regional District (continued)

	Carried Forward	Electoral Area Service	Regional Global Positioning System	Sasamat Volunteer Fire Department	Regional Emergency Management	Corporate Programs	Member Jurisdictions and TransLink, Sinking Fund Income	MVRD Actual 2024	MVRD Budget 2024	MVRD Actual 2023
Revenues										
Metro Vancouver Regional District Requisitions	$113,803	$ 434	$ —	$ 902	$ 133	$ —	$ —	$115,272	$115,272	$102,475
Grants and other contributions	2,363	482	—	—	—	—	—	2,845	1,553	52,944
User fees, recoveries, and other revenues	8,882	54	399	12	—	9,408	—	18,755	20,257	19,200
Gain on disposal of tangible capital assets and from settlement of asset retirement obligations	3,333	—	—	—	—	301	—	3,634	—	—
Sinking fund and interest income	7,715	366	77	91	26	3,126	—	11,401	2,571	11,193
Sinking fund income attributed to member jurisdictions and TransLink	—	—	—	—	—	—	29,540	29,540	30,996	27,265
	136,096	1,336	476	1,005	159	12,835	29,540	181,447	170,649	213,077
Expenses										
Salaries and benefits	45,601	387	151	42	—	85,422	—	131,603	142,649	120,454
Consulting, contracted and professional services	14,115	46	—	55	12	15,262	—	29,490	49,385	28,421
Asset repairs and maintenance	4,358	—	—	43	—	11,553	—	15,954	22,863	12,977
Materials and supplies	2,007	2	—	77	—	3,799	—	5,885	5,726	6,402
Utilities, permits, and taxes	889	2	11	24	—	910	—	1,836	2,560	2,054
Other	7,255	297	2	68	—	7,455	29,540	44,617	47,210	41,214
Amortization of tangible capital assets	2,332	—	—	136	32	6,796	—	9,296	9,141	8,597
	76,557	734	164	445	44	131,197	29,540	238,681	279,534	220,119
Corporate costs (recovery)	9,988	47	50	40	9	(121,709)	—	(111,575)	(121,509)	(107,138)
	86,545	781	214	485	53	9,488	29,540	127,106	158,025	112,981
Annual surplus	**$ 49,551**	**$ 555**	**$ 262**	**$ 520**	**$ 106**	**$ 3,347**	**$ —**	**$ 54,341**	**$ 12,624**	**$100,096**

METRO VANCOUVER REGIONAL DISTRICT

Notes to Consolidated Financial Statements, page 45
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

21. Supplementary Cash Flow Information

The following non-cash transactions related to the initial adoption of PS 3280 Asset Retirement Obligations (note 2) are excluded from the consolidated statement of cash flows.

	2024	2023
Asset retirement cost (a)	$ 3,828	$ 53,101
Increase to asset retirement obligations	(3,828)	(53,101)
	$ —	$ —

(a) Assets acquired through other non-cash transactions are excluded from the acquisition of tangible capital assets on the consolidated statement of cash flows.

	2024	2023
Acquisition of tangible capital assets	$ 897,702	$ 753,989
Asset retirement cost	3,828	53,101
Tangible capital asset additions (note 14)	$ 901,530	$ 807,090

22. Subsequent Events

a. Purchase of Property

On March 12, 2025, the GVS&DD purchased the property located at 1223 Derwent Way in the City of Delta for $37.15 million, of which $500,000 was recorded as a refundable deposit as at December 31, 2024.

b. Federal funding for Phase 1 Iona Island Wastewater Treatment Plant Project

On March 21, 2025, the Government of Canada and the Province have finalized an agreement under the Canada Housing Infrastructure Fund to provide the GVS&DD with $250 million in federal funding over five years for Phase 1 Iona Island Wastewater Treatment Plant project. The funding represents one-third of the funding for the Phase 1 project and is an equal cost match of the Province's contribution agreement with GVS&DD in 2023 of $250 million over three years.

c. Sale of Land

On April 2, 2025, the GVS&DD completed the sale of land located in the Village of Ashcroft for $28 million.

d. CMHC Loan Funding - The Connection

On March 11, 2025, MVHC entered into a new construction loan agreement with CMHC for The Connection Project. The agreement includes a repayable portion of $51,832,931 and a forgivable portion of $13,050,000. The repayable portion is subject to an interest rate of up to 5.35%.

e. CMHC Loan Funding - The Steller Project

On March 21, 2025, MVHC entered into a new construction loan agreement with CMHC for The Steller Project. The agreement includes a repayable portion of $36,725,716 and a forgivable portion of $6,100,000. The repayable portion is subject to an interest rate of up to 4.49%.

f. Funding agreement with Department of Natural Resources

On March 21, 2025, MVHC signed an agreement with the Department of Natural Resources to receive $600,000 in funding for the construction of Le Chateau Place.

g. CMHC funding contribution for repairs and/or renovations

On March 27, 2025, MVHC received a $7,150,000 contribution from CMHC in connection with the Affordable Housing Fund to support the repair and/or renovation of at least 175 housing units in the Metro Vancouver region.

22. Subsequent Events (continued)

h. BCHMC interim Housing Assistance Program

In April 2025, MVHC collaborated with BC Housing to secure a grant contribution agreement in the amount of $5,007,313 through the Interim Housing Assistance Program (IHAP) in exchange for allocating 10 units at Kingston Gardens for subsidized housing at shelter rates to support asylum claimants. The IHAP was initiated by the federal government in January 2024 to provide funding for provinces and municipalities to address the extraordinary pressures caused by increased volume of asylum claimants.

23. Comparative Figures

Certain comparative figures have been reclassified to conform to the presentation of the current year. These reclassifications had no impact on prior year annual surplus.

METRO VANCOUVER REGIONAL DISTRICT

Supplementary Financial Information (unaudited), page 1

Year ended December 31, 2024

(tabular amounts in thousands of dollars)

The following information does not form part of the basic financial statements and is therefore unaudited.

METRO VANCOUVER REGIONAL DISTRICT

Supplementary Financial Information (unaudited), page 2
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

Schedule 1. Growing Communities Fund Grant (unaudited)

The Province, under the Growing Communities Fund, provided the District with a grant of $50.78 million in 2023 for investments in community infrastructure and amenities to support the growth of the local housing supply. The District recognized the grant into revenue in 2023. No costs have been applied against the grant as of December 31, 2024.

	Allocated Funding	2024	2023
Balance, beginning of the year	$ 50,780	$ 50,780	$ —
Growing Communities Fund grant received		—	50,780
	50,780	50,780	50,780
Less eligible costs incurred:			
Regional Park development	10,000	—	—
Metro Vancouver non-market housing development	20,000	—	—
Electoral A infrastructure improvements	1,500	—	—
Liquid Waste infrastructure - property acquisition	11,000		—
Water reservoir	8,280	—	—
	50,780	—	—
Balance, end of year	**$ —**	**$ 50,780**	**$ 50,780**

METRO VANCOUVER REGIONAL DISTRICT

Supplementary Financial Information (unaudited), page 3
Year ended December 31, 2024
(tabular amounts in thousands of dollars)

Schedule 2. Local Government Housing Initiatives Funding Program Grant (unaudited)

The Province, under the Local Government Housing Initiatives Funding Program, provided the District with a grant of $268,001 in 2024 to support local government planning capacity to adopt Local Government Housing Initiative requirements for small-scale multi-unit housing, pro-active planning tools or bylaws for inclusionary zoning, density bonus, or tenant protection. The District recognized the grant into revenue in 2024. $4,638 have been applied against the grant as of December 31, 2024.

	Allocated Funding	2024
Balance, beginning of the year	$ —	$ —
Local Government Housing Initiatives Funding Program grant received	268	268
	268	268
Less eligible costs incurred:		
Electoral A zoning bylaw amendment	5	5
Unallocated	263	—
	268	5
Balance, end of year	**$ —**	**$ 263**

Financial Statements of

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Year ended December 31, 2024

DRAFT - April 9, 2025

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

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December 31, 2024

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Statement of Operations	B
Statement of Change in Net Debt	C
Statement of Cash Flows	D
Notes to Financial Statements	

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

MANAGEMENT REPORT

The Financial Statements contained in this report have been prepared by management in accordance with Canadian public sector accounting standards. The integrity and objectivity of these statements are management's responsibility. Management is responsible for all the statements and for ensuring that this information is consistent, where appropriate, with the information contained in the financial statements.

Management is also responsible for implementing and maintaining a system of internal controls to provide reasonable assurance that reliable financial information is produced.

The Greater Vancouver Sewerage and Drainage District's Board of Directors is responsible for approving the financial statements and for ensuring that management fulfills its responsibilities for financial reporting and internal control and exercises this responsibility through the Finance Committee of the Board.

The external auditors, KPMG LLP, conduct an independent examination, in accordance with Canadian generally accepted auditing Standards, and express their opinion on the financial statements. Their examination does not relate to the other schedules and statements required by the *Financial Information Act*. The Independent Auditor's Report outlines the scope of the audit for the year ended December 31, 2024.

On behalf of Greater Vancouver Sewerage and Drainage District.

Date: April 25, 2025

Harji Varn, Chief Financial Officer

KPMG LLP
PO Box 10426 777 Dunsmuir Street
Vancouver BC V7Y 1K3
Canada
Telephone (604) 691-3000
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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of Greater Vancouver Sewerage and Drainage District

Opinion

We have audited the financial statements of Greater Vancouver Sewerage and Drainage District (the "Entity"), which comprise:

- the statement of financial position as at December 31, 2024
- the statement of operations for the year then ended
- the statement of change in net debt for the year then ended
- the statement of cash flows for the year then ended
- and notes to the financial statements, including a summary of significant accounting policies

(hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Entity as at December 31, 2024 and its results of operations, its changes in net debt, and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "***Auditor's Responsibilities for the Audit of the Financial Statements***" section of our auditor's report.

We are independent of the Entity in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Matter – Comparative information

The financial statements for the year ended December 31, 2023 were audited by another auditor who expressed an unmodified opinion on those financial statements on May 3, 2024.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

KPMG LLP, an Ontario limited liability partnership and member firm of the KPMG global organization of independent member firms affiliated with KPMG International Limited, a private English company limited by guarantee. KPMG Canada provides services to KPMG LLP.

In preparing the financial statements, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity's or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

  The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a matter that achieves fair presentation.



- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Chartered Professional Accountants

Vancouver, Canada

[Date]

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Exhibit A

Statement of Financial Position

As at December 31, 2024, with comparative information for 2023

	2024	2023
Financial Assets		
Cash	$ 52,190	$ 198,071
Accounts receivable	174,998,946	134,183,988
Due from Metro Vancouver Regional District	408,719,721	311,414,981
Debt reserve fund (note 4)	19,485,478	16,407,412
	603,256,335	462,204,452
Liabilities		
Accounts payable and accrued liabilities (note 5)	190,261,955	163,129,477
Landfill closure and post-closure liability (note 6)	49,405,410	48,370,889
Asset retirement obligations (note 7)	25,510,167	24,481,926
Deferred revenue and refundable deposits (note 8)	407,705,265	367,375,607
Debt (net of MFA sinking funds) (note 9)	1,336,932,321	1,155,164,409
	2,009,815,118	1,758,522,308
Net Debt	(1,406,558,783)	(1,296,317,856)
Non-Financial Assets		
Tangible capital assets (note 10)	4,310,991,031	3,927,097,837
Inventories of supplies	8,693,610	7,544,156
Prepaid expenses	4,645,692	4,585,943
	4,324,330,333	3,939,227,936
Accumulated surplus (note 11)	**$ 2,917,771,550**	**$ 2,642,910,080**

Contractual obligations and rights (note 12)
Contingencies (note 13)
Subsequent events (note 17)

The accompanying notes are an integral part of these financial statements.

_____ Chief Financial Officer

_____ Board Chair

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Exhibit B

Statement of Operations

Year ended December 31, 2024, with comparative information for 2023

	2024 Budget (note 14)	2024 Actual	2023 Actual
Revenues (note 15)			
Sewerage and drainage levy	$ 389,498,103	$ 389,498,103	$ 324,218,663
Tipping fees	132,115,288	149,931,449	135,287,005
Development cost charges (note 8)	115,961,744	111,340,228	95,170,609
User fees, recoveries, and other	17,812,760	26,351,503	18,442,158
Liquid Waste Industrial Charges	13,169,057	13,435,897	12,286,099
Sinking fund, debt retirement, and interest	13,147,657	23,852,737	20,292,948
Grants and other contributions (note 8)	100,186,000	76,075,955	56,352,889
Gain on disposal of tangible capital assets	—	5,232,489	—
	781,890,609	795,718,361	662,050,371
Expenses (note 15)			
Liquid waste services	357,077,608	349,889,927	323,414,438
Solid waste services	140,899,569	170,966,964	152,492,283
	497,977,177	520,856,891	475,906,721
Annual surplus	283,913,432	274,861,470	186,143,650
Accumulated surplus, beginning of year	2,642,910,080	2,642,910,080	2,456,766,430
Accumulated surplus, end of year	**$2,926,823,512**	**$2,917,771,550**	**$2,642,910,080**

The accompanying notes are an integral part of these financial statements.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Exhibit C

Statement of Change in Net Debt

Year ended December 31, 2024, with comparative information for 2023

	2024 Budget (note 14)	2024 Actual	2023 Actual
Annual surplus	$ 283,913,432	$ 274,861,470	$ 186,143,650
Change in tangible capital assets:			
Acquisition of tangible capital assets	(835,334,000)	(436,775,849)	(432,251,594)
Amortization of tangible capital assets	52,150,348	52,788,387	52,629,319
Loss (gain) on disposal of tangible capital assets	–	(5,232,489)	1,332,779
Proceeds on disposal of tangible capital assets	–	5,326,757	–
	(783,183,652)	(383,893,194)	(378,289,496)
Change in other non-financial assets:			
Acquisition of prepaid expenses	—	(4,645,692)	(4,585,943)
Use of prepaid expenses	—	4,585,943	3,871,838
Acquisition of inventories of supplies	—	(8,693,610)	(7,544,156)
Consumption of inventories of supplies	—	7,544,156	7,061,586
	—	(1,209,203)	(1,196,675)
Changes in net debt	(499,270,220)	(110,240,927)	(193,342,521)
Net debt, beginning of year	(1,296,317,856)	(1,296,317,856)	(1,102,975,335)
Net debt, end of year	**$ (1,795,588,076)**	**$ (1,406,558,783)**	**$ (1,296,317,856)**

The accompanying notes are an integral part of these financial statements.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Exhibit D

Statement of Cash Flows

Year ended December 31, 2024, with comparative information for 2023

	2024	2023
Cash provided by (used in):		
Operating transactions:		
Annual Surplus	$ 274,861,470	$ 186,143,650
Items not involving cash:		
Amortization	52,788,387	52,629,319
Accretion on asset retirement obligations	1,028,241	986,795
Sinking fund Income	(10,136,932)	(8,488,784)
Debt reserve fund income	(640,683)	(489,153)
Loss (gain) on disposal of tangible capital assets	(5,232,489)	1,332,779
Change in landfill closure and post-closure liability	1,034,521	7,345,154
Change in non-cash assets and liabilities:		
Accounts receivable	(40,814,958)	(26,101,046)
Inventories of supplies	(1,149,454)	(482,570)
Prepaid expenses	(59,749)	(714,105)
Accounts payable and accrued liabilities	27,132,478	(3,699,306)
Deferred revenue and refundable deposits	40,329,658	36,902,325
Net change in cash from operating transactions	339,140,490	245,365,058
Capital transactions:		
Proceeds on disposal of tangible capital assets	5,326,757	—
Acquisition of tangible capital assets (note 16(a))	(436,775,849)	(408,756,463)
Net change in cash from capital transactions	(431,449,092)	(408,756,463)
Financing transactions:		
Due from Metro Vancouver Regional District	(97,304,740)	178,346,807
Proceeds of debt	274,000,000	65,000,000
Debt reserve fund issuance	(2,740,000)	(650,000)
Debt reserve fund maturity	302,617	226,314
Sinking fund payments	(82,095,156)	(79,490,898)
Debt maturity	(20,000,000)	(15,000,000)
Sinking fund retirement	20,000,000	15,000,000
Net change in cash from financing transactions	92,162,721	163,432,223
Net change in cash	(145,881)	40,818
Cash, beginning of year	198,071	157,253
Cash, end of year	**52,190**	**198,071**

Supplementary cash flow information (note 16)

The accompanying notes are an integral part of these financial statements.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 1

Year ended December 31, 2024

1. Significant Accounting Policies

The Greater Vancouver Sewerage and Drainage District (the "District") was established by an Act of the same name in 1956. Its two primary responsibilities are the collection, treatment, and discharge of liquid waste for the member municipalities of the Metro Vancouver Regional District ("MVRD"), and the disposal of solid waste both for the jurisdictions of the MVRD and the public.

The District owns and operates a number of wastewater treatment plants and a related collection network connected to the municipal collection systems, and several solid waste facilities including a waste-to-energy facility. Its Board of Directors comprises the same councillors and mayors as appointed to the MVRD Board by the participating jurisdictions. The member jurisdictions under the Act are jointly and severally liable for its debts.

The District's financial statements are prepared by management in accordance with Canadian public sector accounting standards. Significant accounting policies adopted by the District are as follows:

Basis of Accounting

The District follows the accrual method of accounting for revenues and expenses. Revenues are recognized based on revenue recognition policy (note 1). Expenses are recognized as they are incurred and measurable as a result of receipt of goods or services and/or the legal obligation to pay.

Government Transfers

Government transfers are recognized as revenue in the financial statements when the transfer is authorized and any eligibility criteria are met, except to the extent that transfer stipulations give rise to an obligation that meets the definition of a liability. The transfer of revenue is initially deferred and then recognized in the statement of operations as the stipulations are met and the liability is settled.

When the District is deemed the transferor, the transfer expense is recognized when the recipient is authorized and has met the eligibility criteria.

Deferred Revenue and Refundable Deposits

Deferred revenue represents development cost charges, Provincial grants, and refundable deposits which have been collected, but for which the related services or obligations have yet to be performed. These amounts will be recognized as revenue in the fiscal year the District satisfies the performance obligations, which occurs when control of the benefits associated with the promised goods or services has passed to the payor or when the District has the right to claim or retain an inflow of economic resources received or receivable and there is a past transaction or event that gives rise to the economic resources.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 2

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Sinking Fund, Debt Retirement, and Interest Income

Interest income is reported as revenue in the period earned. When required, based on external restrictions, interest income earned on deferred revenue is added to and forms part of the deferred revenue balance, and is recognized into income when related stipulations are met. Any surpluses received from debt retirement are recorded in the year received.

Cash and Investments

In order to improve cash management, the MVRD holds cash and investment transactions in pooled accounts on behalf of its four legal entities: the Metro Vancouver Regional District, the Greater Vancouver Sewerage and Drainage District, the Greater Vancouver Water District, and the Metro Vancouver Housing Corporation. The District's main cash is therefore presented as due from MVRD. Investments held by the MVRD consist of bonds issued by governments and Canadian chartered banks, money market instruments, guaranteed investment certificates, and term deposits. Interest earned on the District's fund balances is included in the amount owing from MVRD and is recorded as interest income in the statement of operations.

Financial Instruments

The District's financial instruments consist of cash, accounts receivable, accounts payable and accrued liabilities, debt, and amounts due to or from the MVRD. Cash and cash equivalents held by MVRD are pooled with all entities held by the MVRD. Accounts receivable and amounts due from government organizations are recorded at cost less any amount for valuation allowance. All debt and other financial liabilities are recorded using cost or amortized cost. Interest attributable to financial instruments are reported in the statement of operations.

The classification of financial instruments is determined upon inception and financial instruments are not reclassified into another measurement category for the duration of the period they are held. All financial assets are assessed for impairment on an annual basis and any such impairment is recorded in the statement of operations. A write-down of a financial asset to reflect a loss in value is not reversed for a subsequent increase in value.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 3
Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Employee Future Benefits

Employees who provide services for the District are employees of the MVRD. Employee related costs are allocated by the MVRD to the District based on services rendered. These costs are shown as expenses in the financial statements.

Post-employment benefits of the MVRD, including accumulated banked sick and vacation pay, retirement severance, and Worker's Compensation top-up benefits for employees pursuant to certain policies and union agreements, are actuarially determined based on service and best estimates of retirement ages and expected future salary and wage increases. The obligation under these benefit plans is allocated to the District based on projected benefits as the employees render services necessary to earn the future benefits.

Liability for Contaminated Sites

A liability for remediation of a contaminated site is recognized when the site is no longer in productive use and the following criteria are satisfied: an environmental standard exists; contamination exceeds the standard; the District is either directly responsible or has accepted responsibility for remediation; it is expected that future economic benefits will be given up and a reasonable estimate of the liability can be made. Liabilities for contaminated sites are reported in accounts payable and accrued liabilities.

Landfill Closure and Post-Closure Liability

The District is obligated for its share of landfill closure and post-closure costs, in accordance with a tripartite agreement with the City of Vancouver and the Corporation of Delta (note 6). The District does not own or control the landfills and, therefore, has recorded its obligation as a liability, in accordance with PS 3200 Liabilities, and not as an asset retirement obligation.

The estimated present value of the District's share in landfill closure and post-closure costs to be incurred on a landfill site owned and controlled by the City of Vancouver, based on the percentage of the landfill capacity used for the year, is recognized as a liability. The change in this estimated liability during the year is recorded as an expense in operations. These estimates are reviewed and adjusted annually and any changes are recorded on a prospective basis.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 4

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Asset Retirement Obligations

Asset Retirement Obligations (AROs) are recognized for statutory, contractual, or legal obligations associated with the retirement of tangible capital assets when those obligations result from the acquisition, construction, development, or normal operation of the assets. An asset retirement obligation is recognized when, as at the financial reporting date, all of the following criteria are met:

a) There is a legal obligation to incur retirement costs in relation to a tangible capital asset;
b) The past transaction or event giving rise to the liability had occurred;
c) It is expected that future economic benefits will be given up; and
d) A reasonable estimate of the amount can be made.

The ARO liability is initially recorded based on the best estimate of the expenditure required to retire the ARO obligation determined using present value calculation, and the resulting costs are capitalized as part of the carrying amount of the related tangible capital asset. This ARO liability is subsequently reviewed at each financial reporting date and adjusted for the passage of time and for any revisions to the timing or amount required to settle the obligation or the discount rate. The changes in the AROs for the passage of time are recorded as accretion expense in the statement of operations and all other changes are adjusted to the carrying value of the tangible capital asset. This cost is amortized on the same basis as the amortization of the tangible capital asset. If the related tangible capital asset is unrecognized or no longer in productive use, the asset retirement costs are expensed.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 5
Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They generally have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

Tangible Capital Assets

Tangible capital assets are initially recorded at cost which includes amounts that are directly attributable to acquisition, construction, development, or betterment of the asset, including asset retirement costs that are capitalized as part of the carrying amount of the related tangible capital asset. The cost, less residual value, of the tangible capital assets, except land, is amortized over their estimated useful lives. All assets are amortized on a straight line basis as follows:

Asset	Useful Lives – Years
Infrastructure	
Interceptors and trunk sewers, drainage	100
Wastewater treatment and pumping stations	40 - 107
Solid waste incinerators and transfer stations	30
Solid waste landfills	25 - 30
Information technology systems and networks	5
Machinery, Equipment, Furniture, and Fixtures	5 - 20

a. Annual amortization:
Annual amortization begins when the asset is put into service and is expensed over its useful lives. Assets under construction are transferred to the appropriate asset class and are amortized from the date the asset is available for use.

b. Contributions of tangible capital assets:
Contributions of tangible capital assets are recorded at their estimated fair value at the date of receipt and as contribution revenue.

c. Interest capitalization:
The District does not capitalize interest costs associated with the acquisition or construction of a tangible capital asset.

Inventories of Supplies

Inventories of supplies held for consumption are recorded at cost on a first-in- first-out basis.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

1. Significant Accounting Policies (continued)

Revenue Recognition

Revenues from transactions with performance obligations are recognized when (at a point in time) or as (over a period of time) the District satisfies the performance obligations, which occurs when control of the benefits associated with the promised goods or services has passed to the payor.

Revenues from transactions without performance obligations are recognized at realizable value when the District has the right to claim or retain an inflow of economic resources received or receivable and there is a past transaction or event that gives rise to the economic resources.

Tipping fees, levies, electricity sales, permits, user fees, and other revenues are recognized as revenue over time according to the usage and rates approved and set by the Board in various fees and charges bylaws.

Segmented Information

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information to achieve the objectives of the standard. Definitions of the District's segments and their related financial information are presented in note 15.

Use of Estimates

The preparation of these financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the period. These estimates and assumptions are based on management's best information and judgment and may differ from actual results. Adjustments, if any, will be reflected in the financial statements in the period that the change in estimate is made, as well as in the period of settlement if the amount is different.

Areas requiring the use of management's judgment relate to the determination of contaminated sites liabilities, amounts to settle and expected timing of asset retirement obligations, the estimate of accruals for projects in progress, amortization rates and useful lives for tangible capital assets, the landfill closure and post-closure liability, the assessment of the impairment of tangible capital assets and work in progress, and the assessment of the outcome of contingent liabilities.

2. Adoption of Accounting Policies

a. Effective January 1, 2024, the District implemented the new Public Sector Accounting Handbook Standard, PS 3400 Revenue. Under the new accounting standard, there are two categories of revenue – exchange and non-exchange. If the transaction gives rise to one or more performance obligations, it is an exchange transaction. If no performance obligations are present, it is a non-exchange transaction. Management has assessed the impact of adopting PS 3400 on the financial statements of the District and has found that there is no resulting impact to the financial statements.

b. The District adopted Public Sector Accounting Standard PS 3160 Public Private Partnerships effective January 1, 2024. The new accounting standard addresses the recognition, measurement, presentation, and disclosure of infrastructure procured by public sector entities through certain types of public private partnership arrangements. Management has assessed the impact of adopting PS 3160 and found that at present no such items meet the criteria to be recognized as a public private partnership.

c. Effective January 1, 2024, the District adopted Public Sector Guideline PSG-8, Purchased Intangibles, applied on a prospective basis (“PSG-8”). PSG-8 defines purchased intangibles as identifiable non-monetary economic resources without physical substance acquired through an arm’s length exchange transaction between knowledgeable, willing parties who are under no compulsion to act. Intangibles acquired through a transfer, contribution, or inter-entity transaction, are not purchased intangibles. Management has assessed the impact of adopting PSG-8 and found that at present no such items meet the criteria to be recognized as a purchased intangible.

3. Financial Risk Management

Based on the financial instruments held, the District is potentially exposed to credit risk, market risk, interest rate risk, and liquidity risk.

Credit Risk is low and related to the possibility of failure to collect from another party and encompasses cash, accounts receivable, and due from MVRD. The risk exposure is limited to their carrying amounts at the date of the statement of financial position. The District's accounts receivable primarily consist of amounts due from customers who require the District's utility services to conduct their business. To mitigate any credit risk, the District regularly reviews the collectability of its accounts receivable and if needed, will establish an allowance based on its best estimate of potentially uncollectible amounts. As at December 31, 2024, there are no amounts deemed uncollectible (2023 - $nil). The amounts due from MVRD are subject to market, interest rate, liquidity, and foreign exchange risks as detailed below. There has been no change to the credit risk exposure from 2023.

Market risks and interest rate risks encompasses cash and cash equivalents, investments, and debt instruments. All cash and cash equivalents and investments are pooled by the MVRD and therefore an inherent risk exists related to the consolidated pooled funds held by MVRD. To mitigate this risk, the MVRD closely monitors the Bank of Canada rates and reviews inflationary impacts. The MVRD's cash and cash equivalents are deposited in high-interest savings accounts at federally regulated banks. The MVRD follows the MVRD Board approved investment policy and legislative requirements for the management of its investments, which requires low risk investment products, such as fixed income securities, government bonds, MFA pooled investment funds, MFA money market fund, and MFA government ultra-short bond. Sales and purchases of investments are recorded on the trade date. To mitigate risks, the investment portfolio is managed regularly through cash forecasts and investments are made into low credit risk rating bonds and pools. The District's exposure to interest rate risk in relation to debt instruments is limited to debt and temporary financing. The risk applies to debt when amortization periods exceed the initial locked-in term. Temporary financing is subject to daily floating rates, which can result in variability over the course of short-term period. Interest rate risk related to debt instruments is managed through budget and cash forecasts. Interest rates have increased during the year, which primarily affects interest costs for new or refinanced debt and temporary borrowing, as well as, interest earnings on investments. There are no significant impact to operating results by changes in interest rate that are reasonably possible as of year-end. There has been no change to the market and interest rate risk exposure from 2023.

Liquidity risk is low and mitigated by regular monitoring of cash flows and forecasts. The District has pooled accounts with the MVRD and its other entities. All cash and cash equivalents for MVRD is held in federally and provincially regulated banks. To meet financial obligations and mitigate liquidity risk a minimum of 25% of the pooled portfolio held by the MVRD is held in high liquid cash in high interest savings accounts. There has been no change to the liquidity risk exposure from 2023.

3. Financial Risk Management (continued)

Foreign exchange risk is low. The District has pooled accounts with the MVRD and its other entities. MVRD has not entered into any agreements or purchased any foreign currency hedging arrangements to hedge possible currency risks, as management believes that the foreign exchange risk derived from currency conversions is not significant. The foreign currency financial instruments are short-term in nature and do not give rise to significant foreign currency risk. There has been no change to the foreign exchange risk exposure from 2023.

4. Debt Reserve Fund

The Municipal Finance Authority of British Columbia ("MFA") provides financing for regional districts and member municipalities. The MFA is required to establish a Debt Reserve Fund for each debt issue equal to one-half the average annual installment of principal and interest. The debt reserve fund is comprised of cash deposits equal to 1% of the principal amount borrowed and a non-interest bearing demand note for the remaining requirement. Cash deposits held by the MFA are payable with interest to the ultimate borrower when the final obligations under the respective loan agreements have been made.

If, at any time, the District has insufficient funds to meet payments due on its obligations to the MFA, the payments will be made from the debt reserve fund. The demand notes are callable only if there are additional requirements to be met to maintain the level of the debt reserve fund. At December 31, 2024, $55,882,653 (2023 - $46,971,489) in callable demand notes were outstanding and have not been recorded in the statement of financial position.

5. Accounts Payable and Accrued Liabilities

	2024	2023
Trade accounts payable and accrued liabilities	$ 133,057,737	$ 104,927,812
Construction holdbacks	46,414,088	50,081,752
Accrued interest on debt	10,790,130	8,119,913
	$ 190,261,955	$ 163,129,477

As at December 31, 2024, there are no amounts accrued for contaminated sites (2023 - nil).

6. Landfill Closure and Post-Closure Liability

The Vancouver Landfill is located in Delta, British Columbia ("BC") and is owned and controlled by the City of Vancouver. In accordance with a tripartite agreement with the City of Vancouver and the Corporation of Delta, the District is responsible for its proportionate share of the estimated closure and post-closure costs based on landfill capacity as at December 31, 2024.

	2024	2023
Landfill closure and post closure liability	$ 49,405,410	$ 48,370,889
Utilization of total capacity	85.9%	84.5%
Proportionate share of liability	39.0%	37.8%

7. Asset Retirement Obligations

The District's AROs consist of asbestos and lead obligations as well as decommissioning obligations.

a. Asbestos and lead obligations

The District owns and operates several infrastructure assets that are known or assumed to have asbestos and lead, which represent health hazards. Upon demolition of the infrastructure assets, the District has legal obligations to remove them.

b. Contractual obligations

The District has contractual obligations to remove, decommission and restore infrastructure.

Asset retirement obligations are as follows:

	Asbestos and Lead	Contractual Obligations	2024	2023
Balance, beginning of year	$ 6,555,187	$ 17,926,739	$ 24,481,926	$ —
Additions	—	—	—	23,495,131
Accretion expense	275,318	752,923	1,028,241	986,795
Balance, end of year	$ 6,830,505	$ 18,679,662	$ 25,510,167	$ 24,481,926

The liability has been estimated using present value calculation with a discount rate for 2024 of 4.2% (2023 – 4.2%). The estimated total undiscounted future expenditures are $46,462,814 (2023 – $46,462,814) and the number of years to expected settlement range from 0 to 56 years (2023 – 1 to 57 years).

8. Deferred Revenue and Refundable Deposits

Deferred revenue consists of the following:

	2024	2023
Development cost charges (a)	$ 293,267,228	$ 272,780,780
Provincial grant to fund capital expenditures (b)	112,823,300	93,021,431
Refundable deposits	1,614,737	1,573,396
Total	$ 407,705,265	$ 367,375,607

a) The Greater Vancouver Sewerage and Drainage District Act restricts the District in applying money raised from development cost charges to funding liquid waste capital projects, including the repayment of debt raised to fund such projects. The balance of these amounts is included in deferred revenue until spent on approved purposes. Out of the total development cost charges deferred, the amounts receivable from member jurisdictions as at December 31, 2024 total $92,256,828 (2023 – $64,478,993).

b) Amounts received from the Province of British Columbia ("the Province") for the following construction projects have been recorded as deferred revenue:

i. In 2017, the District received a grant from the Province in the amount of $193,000,000 for future costs associated with the construction of the new North Shore Wastewater Treatment Plant Facility. During 2024, $18,721,594 (2023 – $22,706,883) was applied against the project and recognized as revenue. The cumulative amount of grant recognized as of December 31, 2024 is $179,070,154, with $13,929,846 remaining to be recognized in future years as capital expenditures are incurred.

ii. In 2023, the District entered into a three-year contribution agreement with the Province, where the Province will provide $250,000,000 representing one-third of the funding for Phase 1 of the Iona Wastewater Treatment Plant project. As of December 31, 2024, the District received $150,000,000 (2023 – $75,000,000) of the grant. During 2024, $36,476,537 (2023 – $14,630,009) was applied against the project and recognized as revenue. The cumulative amount of grant recognized as of December 31, 2024 is $51,106,546, with $98,893,454 remaining to be recognized in future years as capital expenditures are incurred.

8. Deferred Revenue and Refundable Deposits (continued)

Continuity of deferred revenue is as follows:

	2024	2023
Balance, beginning of year	$ 367,375,607	$ 330,473,282
Development cost charges received	119,325,120	82,040,895
Deferred grant received in the year	75,000,000	75,000,000
Interest earned	12,501,558	12,314,535
Change in refundable deposits	41,341	54,394
Amounts spent and recognized as revenue	(166,538,361)	(132,507,499)
Change in deferred revenue	40,329,658	36,902,325
Balance, end of year	$ 407,705,265	$ 367,375,607

9. Debt

All borrowings for the District are obtained from MFA by the MVRD on the District's behalf, although the District maintains the right to finance debt without MFA involvement.

Debt or other security issued by the District is a direct, joint and several obligation and liability of the District and each and every member jurisdiction.

Debt servicing requirements comprising sinking fund contributions, serial repayments and interest are funded as incurred by revenue earned during the year.

Sinking fund payments are controlled and invested by the MFA and earn income which, together with principal payments, are expected to be sufficient to retire the debt at maturity.

Debt (net of MFA sinking funds) reported on the statement of financial position comprises the following and includes varying maturities up to 2054 with interest rates ranging from 1.28% to 4.97%.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 13

Year ended December 31, 2024

9. Debt(continued)

Issue Number	Interest Rate - %	Maturity Date	Authorized to be issued	Debt outstanding 2024	Debt outstanding 2023
106	2.25	October 13, 2024	20,000,000	—	20,000,000
116	1.47	April 4, 2026	20,000,000	20,000,000	20,000,000
118	3.39	April 11, 2027	20,000,000	20,000,000	20,000,000
139	2.10	October 5, 2031	55,000,000	55,000,000	55,000,000
141	2.80	April 7, 2032	50,000,000	50,000,000	50,000,000
142	3.15	October 4, 2032	50,000,000	50,000,000	50,000,000
145	3.15	April 23, 2033	120,000,000	120,000,000	120,000,000
146	3.20	September 19, 2033	270,000,000	270,000,000	270,000,000
147	2.66	April 9, 2034	40,000,000	40,000,000	40,000,000
149	2.24	October 9, 2034	46,000,000	46,000,000	46,000,000
150	1.99	April 9, 2035	125,000,000	125,000,000	125,000,000
151	1.28	June 1, 2035	70,000,000	70,000,000	70,000,000
154	2.41	May 28, 2036	370,000,000	370,000,000	370,000,000
157	3.36	April 8, 2037	160,000,000	160,000,000	160,000,000
159	4.15	June 5, 2038	25,000,000	25,000,000	25,000,000
160	4.97	October 12, 2038	40,000,000	40,000,000	40,000,000
161	4.44	April 9, 2039	224,000,000	224,000,000	—
161	4.44	April 9, 2054	50,000,000	50,000,000	—
Total debt			**$1,755,000,000**	**$ 1,735,000,000**	**$ 1,481,000,000**
Less sinking funds				**(398,067,679)**	**(325,835,591)**
Total net debt				**$ 1,336,932,321**	**$ 1,155,164,409**

Principal payments and sinking fund installments due within the next five years and thereafter are as follows:

	Amount
2025	$ 93,657,883
2026	93,657,883
2027	92,584,252
2028	91,435,661
2029	91,435,661
Thereafter	587,931,504
Total payments	1,050,702,844
Estimated sinking fund income	286,229,477
Total net debt	**$1,336,932,321**

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 14

Year ended December 31, 2024

10. Tangible Capital Assets

Year ended December 31, 2024

	Cost				Accumulated Amortization				
	Balance at December 31, 2023	Additions	Disposals	Balance at December 31, 2024	Balance at December 31, 2023	Disposals	Amortization Expense	Balance at December 31, 2024	Net Book Value December 31, 2024
Land	$ 186,868,301	$ 6,301,728	$ (37,519)	$ 193,132,510	$ —	$ —	$ —	$ —	$ 193,132,510
Infrastructure	2,763,532,417	23,623,952	(2,450,465)	2,784,705,904	805,491,737	(2,393,716)	52,536,630	855,634,651	1,929,071,253
Machinery, equipment, furniture & fixtures	8,637,106	—	—	8,637,106	7,989,877	—	251,757	8,241,634	395,472
Construction in progress	1,781,541,627	406,850,169	—	2,188,391,796	—	—	—	—	2,188,391,796
	$4,740,579,451	**$436,775,849**	**$(2,487,984)**	**$5,174,867,316**	**$813,481,614**	**$(2,393,716)**	**$ 52,788,387**	**$863,876,285**	**$4,310,991,031**

Construction in progress includes $711.0 million (2023- $609.1 million) related to the North Shore Wastewater Treatment Plant (note 13).
Additions related to asset retirement costs were $nil (2023- $23.5 million).
The net book value of disposals and write-offs and disposals in 2024 was $0.09 million (2023 - $1.33 million).
In 2024, there were no tangible capital assets contributed to the District (2023 - $nil).

Year ended December 31, 2023

	Cost				Accumulated Amortization				
	Balance at December 31, 2022	Additions	Disposals	Balance at December 31, 2023	Balance at December 31, 2022	Disposals	Amortization Expense	Balance at December 31, 2023	Net Book Value December 31, 2023
Land	$ 186,357,656	$ 510,645	$ —	$ 186,868,301	$ —	$ —	$ —	$ —	$ 186,868,301
Infrastructure	2,469,536,691	293,995,726	—	2,763,532,417	753,148,195	—	52,343,542	805,491,737	1,958,040,680
Machinery, equipment, furniture & fixtures	8,988,952	178,905	(530,751)	8,637,106	8,234,851	(530,751)	285,777	7,989,877	647,229
Construction in progress	1,645,308,088	137,566,318	(1,332,779)	1,781,541,627	—	—	—	—	1,781,541,627
	$4,310,191,387	**$432,251,594**	**$(1,863,530**	**$4,740,579,451**	**$ 761,383,046**	**$(530,751)**	**$ 52,629,319**	**$ 813,481,614**	**$3,927,097,837**

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 15

Year ended December 31, 2024

11. Accumulated Surplus

Accumulated surplus consists of individual fund surplus and reserves as follows:

	2024	2023
Reserves	$ 145,952,664	$ 148,532,466
Capital fund balance	(202,239,824)	(277,555,814)
Investment in tangible capital assets	2,974,058,710	2,771,933,428
Total	$ 2,917,771,550	$ 2,642,910,080

Capital fund balance represents the expected level of funding required for capital expenditures.

Continuity of reserves is as follows:

	December 31, 2023	Interest	Annual Operating Surplus	Contributions from/ (to) operations	December 31, 2024
Operating Reserves					
Liquid Waste Services	$ 43,258,728	$1,984,287	$ 3,155,608	$ —	$ 48,398,623
Solid Waste Services	35,986,178	1,650,693	553,725	—	38,190,596
	79,244,906	3,634,980	3,709,333	—	86,589,219
Discretionary Reserves					
Biosolids Inventory	1,008,073	46,240	—	(1,054,313)	—
Liquid Waste General Debt Reserve Fund	2,269,137	104,086	—	—	2,373,223
Lions Gate Contingency	1,592,484	73,048	—	—	1,665,532
Drainage General	5,655,248	259,409	—	—	5,914,657
Solid Waste General	27,801,487	1,058,804	—	—	28,860,291
Landfill Post-Closure	9,363,668	429,513	—	1,612,522	11,405,703
	47,690,097	1,971,100	—	558,209	50,219,406
Statutory Reserves					
Liquid Waste Laboratory Equipment	865,596	42,147	—	108,399	1,016,142
Liquid Waste Services Sustainability Innovation Fund	20,731,867	969,621	—	(13,573,591)	8,127,897
	21,597,463	1,011,768	—	(13,465,192)	9,144,039
Total Reserves	**$148,532,466**	**$6,617,848**	**$ 3,709,333**	**$ (12,906,983)**	**$ 145,952,664**

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 16
Year ended December 31, 2024

11. Accumulated Surplus (continued)

Investment in tangible capital assets is calculated as follows:

	2024	2023
Tangible capital assets	$ 4,310,991,031	$ 3,927,097,837
Amounts financed by:		
Debt	(1,336,932,321)	(1,155,164,409)
	2,974,058,710	2,771,933,428
Change in the investment in tangible capital assets		
Acquisition of tangible capital assets	436,775,849	432,251,594
Amortization of tangible capital assets	(52,788,387)	(52,629,319)
Gain (loss) on disposal of tangible capital assets	5,232,489	(1,332,779)
Proceeds on disposal of tangible capital assets	(5,326,757)	—
	383,893,194	378,289,496
Less funding of tangible capital assets through debt		
Sinking fund retirement	20,000,000	15,000,000
Sinking fund payments	(82,095,156)	(79,490,898)
Sinking fund income	(10,136,932)	(8,488,784)
Proceeds of debt	274,000,000	65,000,000
Debt maturity	(20,000,000)	(15,000,000)
	181,767,912	(22,979,682)
Change in investment in tangible capital assets	202,125,282	401,269,178
Investment in tangible capital assets, beginning of year	2,771,933,428	2,370,664,250
Investment in tangible capital assets, end of year	$ 2,974,058,710	$ 2,771,933,428

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

12. Contractual Obligations and Rights

a) Contractual Obligations

i) As of December 31, 2024 the District had the following commitments outstanding related to capital projects in progress:

	2024	2023
Authorized for outstanding projects	$ 6,047,250,000	$ 5,865,550,000
Expended at December 31	(3,194,856,592)	(2,882,547,982)
Commitment remaining	$ 2,852,393,408	$ 2,983,002,018

ii) The District is committed under lease and rights-of-way agreements to make minimum annual payments. These agreements have varying terms, including two agreements, with annual payments of $546,000 to perpetuity, with adjustments annually for CPI. Estimated payments over the next ten years are as follows:

	Amount
2025	$ 3,186,966
2026	3,242,205
2027	3,298,549
2028	3,356,020
2029	3,414,641
2030 - 2034	17,994,376
Total	$ 34,492,757

b) Contractual Rights

The District is party to lease agreements that are anticipated to provide future revenues. These agreements are with third parties with varying terms to 2029. Amounts anticipated to be received over the future years are as follows:

	Amount
2025	$ 1,266,239
2026	1,105,217
2027	250,000
2028	250,000
2029	250,000
Total	$ 3,121,456

13. Contingencies

Lawsuits

As at December 31, 2024, there were various lawsuits pending against the District arising in the ordinary course of business. The District has retained legal counsel to defend against these lawsuits. Where the outcomes or amounts cannot be reasonably determined, no liability has been recorded. Management is of the opinion that losses, if any, in connection with these lawsuits can be sufficiently funded by reserve funds or covered by insurance. Any expected losses will be accrued and recorded as expenses at the time they are considered likely and amounts are reasonably determinable.

North Shore Wastewater Treatment Plant

The District is building a new tertiary wastewater treatment plant on a former industrial site in North Vancouver, to replace the primary-only Lions Gate Wastewater Treatment Plant. The deadline for completion of the project under federal regulation was December 31, 2020. In 2021, the District served notice to terminate its contract with the initial vendor hired to design, build and commission the future North Shore Wastewater Treatment Plant, having determined that the initial vendor was in breach of contract. As of the contract termination date, the District has paid $309.5 million, net of GST rebates, to the initial vendor for work completed, which has been recorded as construction in progress (note 10). In 2022, the initial vendor commenced legal action by filing a claim against the District in excess of $250 million to which the District filed a counter-claim against the initial vendor in excess of $500 million. In 2022, the District also drew on an irrevocable letter of credit in the amount of $50.0 million as a result of contract termination. As at December 31, 2024, the outcome of any legal proceedings related to the terminated contract and the potential consequences of not meeting the current deadline under the federal regulation is undeterminable.

13. Contingencies (continued)

Self-Insurance Reserve

A self-insurance reserve has been established within the MVRD to cover losses resulting from uninsured liability exposures of the District, other MVRD Districts, and Metro Vancouver Housing Corporation ("MVHC").

Each year a review is undertaken to determine if it would be beneficial to purchase additional liability insurance. The District, other Metro Vancouver Districts, and the MVHC transfer amounts to the reserve depending on the reserve's adequacy to cover retained liability risk.

An estimate is made for all costs of investigating and settlement of claims annually and an adjustment is made to the reserve to maintain an adequate balance to cover potential losses in excess of recorded liabilities. These estimates are changed as additional information becomes known during the course of claims settlement. Any likely losses would be expensed at the time the losses are known and the amounts are reasonably determinable.

Debt Reserve Fund

The MFA is required to establish a Debt Reserve Fund for each debt which is comprised of cash deposits and a non-interest bearing demand note (refer to note 4). If, at any time, the District has insufficient funds to meet payments due on its obligations to MFA, the payments will be made from the debt reserve fund. The demand notes are callable only if there are additional requirements to be met to maintain the level of the debt reserve fund, and therefore have not been recorded in the statement of financial position.

Letters of Credit

At December 31, 2024, the District is the named beneficiary of $6,173,523 (2023 - $847,980) of irrevocable letters of credits from financial institutions related to construction projects and Solid Waste operations. These letters of credit are available under circumstances in which the service provider does not fulfil its obligation to the District and therefore the amount is not recorded as assets.

13. Contingencies (continued)

Cache Creek Landfill

Prior to 2016, the District transported deposits to a landfill located in the Village of Cache Creek, BC and was required to contribute quarterly to a post-closure trust fund, held with the Province. The *GVS&DD – Village of Cache Creek: Village of Cache Creek – Agreement* dated November 25, 1987 indemnifies the Village of Cache Creek for any post-closure liabilities not covered by this fund and obligates the District to pay any excess funding until the earlier of (i) the 20th anniversary of the landfill closure date or (ii) the date the Province terminates the post-closure trust fund. Therefore, the obligation expires at the latest July 2036. The Landfill Operational Certificate obligates the Village of Cache Creek and a third party service provider to undertake closure and post-closure activities. At December 31, 2024, the lower of amortized cost and market value of the trust was $16,324,428 (2023 - $15,289,144), which approximates the expected post-closure costs.

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

14. Budget Information

The annual budget presented in these financial statements is based upon the 2024 operating and capital budgets originally approved by the District's Board in October 2023. The budget is based on operational and capital expenditure requirements and their associated funding. Amortization is a non-cash item that is not funded for budget purposes. Also, contributions to or from reserves and debt principal repayments are removed from the approved budget for financial statement presentation. The schedule below reconciles the approved budget to the budget figures reported in these financial statements. Capital expenditures of $835,334,000 were included in the capital budget approved by the Board.

	2024 Budget	2023 Budget
Budgeted annual surplus per Exhibit B - Statement of Operations	$ 283,913,432	$ 214,411,551
Items not included in the approved operating budget		
Capital development cost charge revenue	(42,967,000)	(28,716,000)
Capital grants and contributions	(100,186,000)	(65,846,000)
Amortization of tangible capital assets	52,150,348	46,374,446
Accretion on asset retirement obligation	1,028,241	—
Sinking and debt retirement fund income	(9,082,810)	(12,159,795)
Reserve interest	(4,064,847)	(2,613,310)
Items included in the budget but not in financial statements		
Debt principal payments	(82,269,409)	(79,490,899)
Transfers to capital	(98,631,392)	(80,355,494)
Transfers from reserves	109,437	8,395,501
Annual surplus per approved budget	$ —	$ —

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

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Year ended December 31, 2024

15. Segmented Information and Expenses by Object

The District's primary responsibilities are the collection, treatment and discharge of liquid waste for the municipalities of the MVRD and the disposal of solid waste both for the municipalities of the MVRD and the public. For management reporting purposes, the District's operations and activities are organized and reported by these two primary areas of service.

The information reported in the segmented information does not include $9,536,711 (2023 - $9,416,728) of direct salaries and benefits of the District allocated to the construction of tangible capital assets which have been included in the cost of tangible capital assets in the statement of financial position. The services disclosed in the segmented information are as follows:

Liquid Waste Services The Liquid Waste Services is responsible for the collection, treatment and discharge of liquid waste for member municipalities. It operates a number of wastewater treatment plants and a related collection network connected to the member municipalities' systems.

Solid Waste Services The Solid Waste Services is responsible for the disposal of solid waste both for the member municipalities and the public. It owns and operates several solid waste facilities including a waste-to-energy facility.

	2024 Total Budget	Liquid Waste Services	Solid Waste Services	2024 Total Actual	2023 Total Actual
Revenues					
Sewerage and drainage levy	$ 389,498,103	$ 389,498,103	$ —	$ 389,498,103	$ 324,218,663
Tipping fees	132,115,288	—	149,931,449	149,931,449	135,287,005
Development cost charges	115,961,744	111,340,228	—	111,340,228	95,170,609
User fees, recoveries, and other	17,812,760	8,535,862	17,815,641	26,351,503	18,442,158
Liquid Waste Industrial Charges	13,169,057	13,435,897	—	13,435,897	12,286,099
Sinking fund, debt retirement and interest income	13,147,657	20,035,760	3,816,977	23,852,737	20,292,948
Grants and contributions	100,186,000	76,075,955	—	76,075,955	56,352,889
Gain on disposal of tangible capital assets	—	—	5,232,489	5,232,489	—
	781,890,609	618,921,805	176,796,556	795,718,361	662,050,371
Expenses					
Salaries and benefits	92,861,341	77,736,778	8,321,386	86,058,164	80,646,691
Consulting, contracted, and professional services	161,787,819	59,752,554	135,626,763	195,379,317	167,864,355
Asset repairs and maintenance	16,073,578	17,978,853	1,042,702	19,021,555	17,655,844
Materials and supplies	21,323,207	22,244,409	37,124	22,281,533	21,122,850
Utilities, permits, and taxes	20,045,695	19,850,852	293,631	20,144,483	19,561,912
Corporate costs	56,133,933	45,710,216	6,132,551	51,842,767	48,364,667
Other	20,687,599	10,253,459	8,815,989	19,069,448	20,302,733
Amortization of tangible capital assets	52,150,348	46,282,037	6,506,350	52,788,387	52,629,319
Loss on disposal of tangible capital assets	—	—	—	—	1,332,779
Interest expenses	56,913,657	50,080,769	4,190,468	54,271,237	46,425,571
	497,977,177	349,889,927	170,966,964	520,856,891	475,906,721
Annual surplus	**$ 283,913,432**	**$ 269,031,878**	**$ 5,829,592**	**$ 274,861,470**	**$ 186,143,650**

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

Notes to Financial Statements, page 23
Year ended December 31, 2024

16. Supplementary Cash Flow Information

The following non-cash transactions related to the increase to asset retirement costs, PS 3280 Asset Retirement Obligations, are excluded from the statement of cash flows.

	2024	2023
Increase to asset retirement cost (a)	$ —	$ 23,495,131
Increase to asset retirement obligations	—	(23,495,131)
	$ —	$ —

(a) Assets acquired through other non-cash transactions are excluded from the acquisition of tangible capital assets on the statement of cash flows.

	2024	2023
Acquisition of tangible capital assets	$ 436,775,849	$ 408,756,463
Increase to asset retirement cost	—	23,495,131
Tangible capital asset additions (note 10)	$ 436,775,849	$ 432,251,594

17. Subsequent Events

a. Purchase of Property

On March 12, 2025, the GVS&DD purchased the property located at 1223 Derwent Way in the City of Delta for $37.15 million, of which $500,000 was recorded as a refundable deposit as at December 31, 2024.

b. Federal funding for Phase 1 Iona Island Wastewater Treatment Plant Project

On March 21, 2025, the Government of Canada and the Province have finalized an agreement under the Canada Housing Infrastructure Fund to provide the GVS&DD with $250 million in federal funding over five years for Phase 1 Iona Island Wastewater Treatment Plant project. The funding represents one-third of the funding for the Phase 1 project and is an equal cost match of the Province's contribution agreement with GVS&DD in 2023 of $250 million over three years.

c. Sale of Land

On April 2, 2025, the GVS&DD completed the sale of land located in the Village of Ashcroft for $28 million.

18. Comparative Figures

Certain comparative figures have been reclassified to conform to the presentation of the current year. These reclassifications had no impact on prior year annual surplus.

Financial Statements of

GREATER VANCOUVER WATER DISTRICT

Year ended December 31, 2024

DRAFT - April 8, 2025

GREATER VANCOUVER WATER DISTRICT

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December 31, 2024

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Management Report	
Independent Auditor's Report	
Statement of Financial Position	A
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Statement of Change in Net Debt	C
Statement of Cash Flows	D
Notes to Financial Statements	

GREATER VANCOUVER WATER DISTRICT

MANAGEMENT REPORT

The Financial Statements contained in this report have been prepared by management in accordance with Canadian public sector accounting standards. The integrity and objectivity of these statements are management's responsibility. Management is responsible for all the statements and for ensuring that this information is consistent, where appropriate, with the information contained in the financial statements.

Management is also responsible for implementing and maintaining a system of internal controls to provide reasonable assurance that reliable financial information is produced.

The Greater Vancouver Water District's Board of Directors is responsible for approving the financial statements and for ensuring that management fulfills its responsibilities for financial reporting and internal control and exercises this responsibility through the Finance Committee of the Board.

The external auditors, KPMG LLP, conduct an independent examination, in accordance with Canadian generally accepted auditing standards, and express their opinion on the financial statements. Their examination does not relate to the other schedules and statements required by the *Financial Inform*ation *Act*. The Independent Auditor's Report outlines the scope of the audit for the year ended December 31, 2024.

On behalf of Greater Vancouver Water District.

Date: April 25, 2025

Harji Varn, Chief Financial Officer

KPMG LLP
PO Box 10426 777 Dunsmuir Street
Vancouver BC V7Y 1K3
Canada
Telephone (604) 691-3000
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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of Greater Vancouver Water District

Opinion

We have audited the financial statements of Greater Vancouver Water District (the "Entity"), which comprise:

- the statement of financial position as at December 31, 2024
- the statement of operations for the year then ended
- the statement of change in net debt for the year then ended
- the statement of cash flows for the year then ended
- and notes to the financial statements, including a summary of significant accounting policies

(hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Entity as at December 31, 2024 and its results of operations, its changes in net debt, and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "***Auditor's Responsibilities for the Audit of the Financial Statements***" section of our auditor's report.

We are independent of the Entity in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Matter – Comparative information

The financial statements for the year ended December 31, 2023 were audited by another auditor who expressed an unmodified opinion on those financial statements on May 3, 2024.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as

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management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity's or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

  The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a matter that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Chartered Professional Accountants

Vancouver, Canada

[Date]

GREATER VANCOUVER WATER DISTRICT

Exhibit A

Statement of Financial Position

As at December 31, 2024, with comparative information for 2023

	2024	2023
Financial Assets		
Cash	$ 3,952,309	$ 2,592,123
Accounts receivable	106,554,280	72,544,464
Debt reserve fund (note 4)	13,594,394	14,453,194
	124,100,983	89,589,781
Liabilities		
Accounts payable and accrued liabilities (note 5)	123,513,967	97,212,067
Due to Metro Vancouver Regional District	138,855,619	20,034,152
Deferred revenue and refundable deposits (note 6)	57,699,617	7,496,507
Asset retirement obligations (note 7)	20,437,374	19,613,602
Debt (net of MFA sinking funds) (note 8)	609,320,383	614,382,804
	949,826,960	758,739,132
Net Debt	(825,725,977)	(669,149,351)
Non-Financial Assets		
Tangible capital assets (note 9)	3,646,282,687	3,335,064,336
Inventories of supplies	5,059,420	5,049,663
Prepaid expenses	24,736,887	547,311
	3,676,078,994	3,340,661,310
Accumulated surplus (note 10)	**$ 2,850,353,017**	**$ 2,671,511,959**

Contractual obligations and rights (note 11)
Contingencies (note 12)

The accompanying notes are an integral part of these financial statements.

_____ Chief Financial Officer

_____ Board Chair

GREATER VANCOUVER WATER DISTRICT

Exhibit B

Statement of Operations

Year ended December 31, 2024, with comparative information for 2023

	2024 Budget (note 13)	2024 Actual	2023 Actual
Revenues (note 14)			
Metered sale of water	$ 367,535,244	$ 363,616,379	$ 344,788,580
Development cost charges (note 6)	38,620,949	1,229,228	889,886
Sinking fund, debt retirement, and interest income	20,112,713	21,467,458	22,334,687
Building income from Metro Vancouver Districts	9,836,551	9,227,795	9,206,003
Building income from external parties	5,703,517	6,053,726	5,810,255
Other Revenue	3,479,737	9,328,699	9,847,357
	445,288,711	410,923,285	392,876,768
Expenses (note 14)			
Water operations	225,930,378	214,257,587	202,908,828
Building operations	18,083,186	17,824,640	17,706,411
	244,013,564	232,082,227	220,615,239
Annual surplus	201,275,147	178,841,058	172,261,529
Accumulated surplus, beginning of year	2,671,511,959	2,671,511,959	2,499,250,430
Accumulated surplus, end of year	**$ 2,872,787,106**	**$ 2,850,353,017**	**$ 2,671,511,959**

The accompanying notes are an integral part of these financial statements.

GREATER VANCOUVER WATER DISTRICT

Exhibit C

Statement of Change in Net Debt

Year ended December 31, 2024, with comparative information for 2023

	2024 Budget (note 13)	2024 Actual	2023 Actual
Annual surplus	$ 201,275,147	$ 178,841,058	$ 172,261,529
Change in tangible capital assets:			
Acquisition of tangible capital assets	(399,935,000)	(357,139,420)	(270,682,893)
Amortization of tangible capital assets	45,501,047	45,921,069	45,398,258
Loss on disposal of tangible capital assets	—	—	603,975
	(354,433,953)	(311,218,351)	(224,680,660)
Change in other non-financial assets:			
Acquisition of prepaid expenses	—	(24,736,887)	(547,311)
Use of prepaid expenses	—	547,311	543,426
Acquisition of inventories of supplies	—	(5,059,420)	(5,049,663)
Consumption of inventories of supplies	—	5,049,663	4,802,826
	—	(24,199,333)	(250,722)
Changes in net debt	(153,158,806)	(156,576,626)	(52,669,853)
Net debt, beginning of year	(669,149,351)	(669,149,351)	(616,479,498)
Net debt, end of year	**$ (822,308,157)**	**$ (825,725,977)**	**$ (669,149,351)**

The accompanying notes are an integral part of these financial statements.

GREATER VANCOUVER WATER DISTRICT

Exhibit D

Statement of Cash Flows

Year ended December 31, 2024, with comparative information for 2023

	2024	2023
Cash provided by (used in):		
Operating transactions:		
Annual surplus	$ 178,841,058	$ 172,261,529
Items not involving cash:		
Amortization	45,921,069	45,398,258
Accretion on asset retirement obligations	823,772	790,567
Sinking fund income	(18,225,633)	(19,586,057)
Debt reserve fund income	(501,328)	(450,671)
Loss on disposal of tangible capital assets	—	603,975
Change in non-cash assets and liabilities:		
Accounts receivable	(34,009,816)	(3,954,383)
Inventories of supplies	(9,757)	(246,837)
Prepaid expenses	(24,189,576)	(3,885)
Accounts payable and accrued liabilities	26,301,900	21,872,072
Deferred revenue and refundable deposits	50,203,110	7,085,843
Net change in cash from operating transactions	225,154,799	223,770,411
Capital transactions:		
Acquisition of tangible capital assets (note 15(a))	(357,139,420)	(251,859,858)
Net change in cash from capital transactions	(357,139,420)	(251,859,858)
Financing transactions:		
Due to Metro Vancouver Regional District	118,821,467	57,226,811
Proceeds of debt	76,000,000	35,000,000
Debt reserve fund issuance	(760,000)	(350,000)
Debt reserve fund maturity	2,120,128	1,143,413
Sinking fund payments	(62,836,788)	(64,541,986)
Debt maturity	(140,000,000)	(75,630,930)
Sinking fund retirement	140,000,000	75,630,930
Net change in cash from financing transactions	133,344,807	28,478,238
Net change in cash	1,360,186	388,791
Cash, beginning of year	2,592,123	2,203,332
Cash, end of year	**$ 3,952,309**	**$ 2,592,123**

Supplementary cash flow information (note 15)

The accompanying notes are an integral part of these financial statements.

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 1

Year ended December 31, 2024

1. Significant Accounting Policies

The Greater Vancouver Water District (the "District") was established by an Act of the same name in 1924. Its primary responsibility is the supply of potable water to its member jurisdictions. Its Board of Directors comprises the same councillors and mayors as appointed to the Metro Vancouver Regional District ("MVRD") Board by the participating jurisdictions.

The District owns or holds under a 999-year lease from the Province of British Columbia ("the Province"), an extensive closed watershed network as its source of supply. It owns a series of dams, reservoirs, water treatment plants and a distribution network connecting to the municipal distribution systems. The member jurisdictions under the Act are jointly and severally liable for its debts. The District also owns and is responsible for operating and maintaining office buildings that are leased to MVRD and its related entities.

The District's financial statements are prepared by management in accordance with Canadian public sector accounting standards ("PSAS"). Significant accounting policies adopted by the District are as follows:

Basis of Accounting

The District follows the accrual method of accounting for revenues and expenses. Revenues are recognized based on revenue recognition policy (note 1). Expenses are recognized as they are incurred and measurable as a result of receipt of goods or services and/or the legal obligation to pay.

Government Transfers

Government transfers are recognized as revenue in the financial statements when the transfer is authorized and any eligibility criteria are met, except to the extent that transfer stipulations give rise to an obligation that meets the definition of a liability. The transfer of revenue is initially deferred and then recognized in the statement of operations as the stipulations are met and the liability is settled.

When the District is deemed the transferor, the transfer expense is recognized when the recipient is authorized and has met the eligibility criteria.

Deferred Revenue and Refundable Deposits

Deferred revenue represents development cost charges and refundable deposits, and other fees which have been collected, but for which the related services or obligations have yet to be performed. These amounts will be recognized as revenue in the fiscal year the District satisfies the performance obligations, which occurs when control of the benefits associated with the promised goods or services has passed to the payor or when the District has the right to claim or retain an inflow of economic resources received or receivable and there is a past transaction or event that gives rise to the economic resources.

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 2

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Sinking Fund, Debt Retirement and Interest Income

Interest income is reported as revenue in the period earned. When required, based on external restrictions, interest income earned on deferred revenue is added to and forms part of the deferred revenue balance and is recognized into income when related stipulations are met. Any surpluses received from debt retirement are recorded in the year received.

Cash and Investments

In order to improve cash management, the MVRD holds cash and investment transactions in pooled accounts on behalf of its four legal entities: the Metro Vancouver Regional District, the Greater Vancouver Sewerage and Drainage District, the Greater Vancouver Water District, and the Metro Vancouver Housing Corporation. The District's main cash is therefore presented as due from MVRD. Investments held by the MVRD consist of bonds issued by governments and Canadian chartered banks, money market instruments, guaranteed investment certificates, and term deposits. Interest earned on the District's fund balances is included in the amount owing from MVRD and is recorded as interest income in the statement of operations.

Financial Instruments

The District's financial instruments consist of cash, accounts receivable, accounts payable and accrued liabilities, debt, and amounts due to or from the MVRD. Cash and cash equivalents held by MVRD are pooled with all entities held by the MVRD. Accounts receivable and amounts due from government organizations are recorded at cost less any amount for valuation allowance. All debt and other financial liabilities are recorded using cost or amortized cost. Interest attributable to financial instruments are reported in the statement of operations.

The classification of financial instruments is determined upon inception and financial instruments are not reclassified into another measurement category for the duration of the period they are held. All financial assets are assessed for impairment on an annual basis and any such impairment is recorded in the statement of operations. A write-down of a financial asset to reflect a loss in value is not reversed for a subsequent increase in value.

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 3

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Employee Future Benefits

Employees who provide services for the District are employees of the MVRD. Employee related costs are allocated by the MVRD to the District based on services rendered. These costs are shown as expenses in the financial statements.

Post-employment benefits of the MVRD, including accumulated banked sick and vacation pay, retirement severance, and Worker's Compensation top-up benefits for employees pursuant to certain policies and union agreements, are actuarially determined based on service and best estimates of retirement ages and expected future salary and wage increases. The obligation under these benefit plans is allocated to the District based on projected benefits as the employees render services necessary to earn the future benefits.

Liabilities for Contaminated Sites

A liability for remediation of a contaminated site is recognized when the site is no longer in productive use and the following criteria are satisfied: an environmental standard exists; contamination exceeds the standard; the District is either directly responsible or has accepted responsibility for remediation; it is expected that future economic benefits will be given up and a reasonable estimate of the liability can be made. Liabilities for contaminated sites are reported in accounts payable and accrued liabilities.

1. Significant Accounting Policies (continued)

Asset Retirement Obligations

Asset Retirement Obligations (AROs) are recognized for statutory, contractual, or legal obligations associated with the retirement of tangible capital assets when those obligations result from the acquisition, construction, development, or normal operation of the assets. An asset retirement obligation is recognized when, as at the financial reporting date, all of the following criteria are met:

a) There is a legal obligation to incur retirement costs in relation to a tangible capital asset;
b) The past transaction or event giving rise to the liability had occurred;
c) It is expected that future economic benefits will be given up; and
d) A reasonable estimate of the amount can be made.

The ARO liability is initially recorded based on the best estimate of the expenditure required to retire the ARO obligation determined using present value calculation, and the resulting costs are capitalized as part of the carrying amount of the related tangible capital asset. This ARO liability is subsequently reviewed at each financial reporting date and adjusted for the passage of time and for any revisions to the timing or amount required to settle the obligation or the discount rate. The changes in the AROs for the passage of time are recorded as accretion expense in the statement of operations and all other changes are adjusted to the carrying value of the tangible capital asset. This cost is amortized on the same basis as the amortization of the tangible capital asset. If the related tangible capital asset is unrecognized or no longer in productive use, the asset retirement costs are expensed.

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 5

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

Tangible Capital Assets

Tangible capital assets are initially recorded at cost which includes amounts that are directly attributable to acquisition, construction, development, or betterment of the asset, including asset retirement costs that are capitalized as part of the carrying amount of the related tangible capital asset. The cost, less residual value, of the tangible capital assets, except land, is amortized over their estimated useful lives. All assets are amortized on a straight line basis as follows:

Asset	Useful Lives - Years
Buildings	
Corporate head office	40
Watershed	25
Infrastructure	
Dams and reservoirs	150
Supply mains	100
Distribution systems, drinking water treatment	50 -101
Bridges and roads	50
Vehicles	5 - 10
Machinery, Equipment, Furniture and Fixtures	5 - 20

a. Annual amortization:
Annual amortization begins when the asset is put into service and is expensed over its useful lives. Assets under construction are transferred to the appropriate asset class and are amortized from the date the asset is put into productive use.

b. Contributions of tangible capital assets:
Contributions of tangible capital assets are recorded at their fair value at the date of receipt and as contribution revenue.

c. Interest capitalization:
The District does not capitalize interest costs associated with the acquisition or construction of a tangible capital asset.

Inventories of Supplies

Inventories of supplies held for consumption are recorded at cost on a first-in-first-out basis.

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 6

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Revenue Recognition

Revenues from transactions with performance obligations are recognized when (at a point in time) or as (over a period of time) the District satisfies the performance obligations, which occurs when control of the benefits associated with the promised goods or services has passed to the payor.

Revenues from transactions without performance obligations are recognized at realizable value when the District has the right to claim or retain an inflow of economic resources received or receivable and there is a past transaction or event that gives rise to the economic resources.

Metered sale of water, building income from external tenants, Metro Vancouver Districts and Housing Corporation, and other income are recognized as revenue over time according to the usage and rates approved and set by the Board.

Segmented Information

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information to achieve the objectives of the standard. Definitions of the District's segments and their related financial information are presented in (note 14).

Use of Estimates

The preparation of these financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the period. These estimates and assumptions are based on management's best information and judgment and may differ from actual results. Adjustments, if any, will be reflected in the financial statements in the period that the change in estimate is made, as well as in the period of settlement if the amount is different.

Areas requiring the use of management's judgment relate to the determination of contaminated sites liabilities, amounts to settle and expected timing of asset retirement obligations, the estimate of accruals for projects in progress, amortization rates and useful lives for tangible capital assets, the landfill closure and post-closure liability, the assessment of the impairment of tangible capital assets and work in progress, and the assessment of the outcome of contingent liabilities.

2. Adoption of Accounting Policies

a. Effective January 1, 2024, the District implemented the new Public Sector Accounting Handbook Standard, PS 3400 Revenue. Under the new accounting standard, there are two categories of revenue – exchange and non-exchange. If the transaction gives rise to one or more performance obligations, it is an exchange transaction. If no performance obligations are present, it is a non-exchange transaction. Management has assessed the impact of adopting PS 3400 on the financial statements of the District and has found that there is no resulting impact to the financial statements.

b. The District adopted Public Sector Accounting Standard PS 3160 Public Private Partnerships effective January 1, 2024. The new accounting standard addresses the recognition, measurement, presentation, and disclosure of infrastructure procured by public sector entities through certain types of public private partnership arrangements. Management has assessed the impact of adopting PS 3160 and found that at present no such items meet the criteria to be recognized as a public private partnership.

c. Effective January 1, 2024, the District adopted Public Sector Guideline PSG-8, Purchased Intangibles, applied on a prospective basis (“PSG-8”). PSG-8 defines purchased intangibles as identifiable non-monetary economic resources without physical substance acquired through an arm’s length exchange transaction between knowledgeable, willing parties who are under no compulsion to act. Intangibles acquired through a transfer, contribution, or inter-entity transaction, are not purchased intangibles. Management has assessed the impact of adopting PSG-8 and found that at present no such items meet the criteria to be recognized as a purchased intangible.

3. Financial Risk Management

Based on the financial instruments held, the District is potentially exposed to credit risk, market risk, interest rate risk, and liquidity risk.

Credit Risk is low and related to the possibility of failure to collect from another party and encompasses cash and accounts receivable. The risk exposure is limited to their carrying amounts at the date of the statement of financial position. The District's accounts receivable primarily consist of amounts due from member jurisdictions, which does not pose a high risk of amounts uncollected. To mitigate any credit risk, the District regularly reviews the collectability of its accounts receivable and if needed, will establish an allowance based on its best estimate of potentially uncollectible amounts. As at December 31, 2024, there are no amounts deemed uncollectible (2023 - $nil). There has been no change to the credit risk exposure from 2023.

Market risks and interest rate risks encompasses cash and cash equivalents, investments, and debt instruments. All cash and cash equivalents and investments are pooled with the MVRD and therefore an inherent risk exists related to the consolidated pooled funds held by MVRD. To mitigate this risk, the MVRD closely monitors the Bank of Canada rates and reviews inflationary impacts. The MVRD's cash and cash equivalents are deposited in high-interest savings accounts at federally regulated banks. The MVRD follows the MVRD Board approved investment policy and legislative requirements for the management of its investments, which requires low risk investment products, such as fixed income securities, government bonds, MFA pooled investment funds, MFA money market fund, and MFA government ultra-short bond. Sales and purchases of investments are recorded on the trade date. To mitigate risks, the investment portfolio is managed regularly through cash forecasts and investments are made into low credit risk rating bonds and pools. The District's exposure to interest rate risk in relation to debt instruments is limited to debt and temporary financing. The risk applies to debt when amortization periods exceed the initial locked-in term. Temporary financing is subject to daily floating rates, which can result in variability over the course of short-term period. Interest rate risk related to debt instruments is managed through budget and cash forecasts. Interest rates have increased during the year, which primarily affects interest costs for new or refinanced debt and temporary borrowing, as well as, interest earnings on investments. There are no significant impact to operating results by changes in interest rate that are reasonably possible as of year-end. There has been no change to the market and interest rate risk exposure from 2023.

Liquidity risk is low and mitigated by regular monitoring of cash flows and forecasts. The District has pooled accounts with the MVRD and its other entities. All cash and cash equivalents for MVRD are held in federally and provincially regulated banks. To meet financial obligations and mitigate liquidity risk a minimum of 25% of the pooled portfolio held by the MVRD is held in high liquid cash in high interest savings accounts. There has been no change to the liquidity risk exposure from 2023.

Foreign exchange risk is low. The District has pooled accounts with the MVRD and its other entities. MVRD has not entered into any agreements or purchased any foreign currency hedging arrangements to hedge possible currency risks, as management believes that the foreign exchange risk derived from currency conversions is not significant. The foreign currency financial instruments are short-term in nature and do not give rise to significant foreign currency risk. There has been no change to the foreign exchange risk exposure from 2023.

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 9

Year ended December 31, 2024

4. Debt Reserve Fund

The Municipal Finance Authority of British Columbia ("MFA") provides financing for regional districts and member jurisdictions. The MFA is required to establish a Debt Reserve Fund for each debt issue equal to one-half the average annual installment of principal and interest. The debt reserve fund is comprised of cash deposits equal to 1% of the principal amount borrowed and a non-interest bearing demand note for the remaining requirement. Cash deposits held by the MFA are payable with interest to the ultimate borrower when the final obligations under the respective loan agreements have been made.

If, at any time, the District has insufficient funds to meet payments due on its obligations to the MFA, the payments will be made from the debt reserve fund. The demand notes are callable only if there are additional requirements to be met in order to maintain the level of the debt reserve fund. At December 31, 2024, $35,219,471 (2023 - $37,552,340) in callable demand notes were outstanding and have not been recorded in the statement of financial position.

5. Accounts Payable and Accrued Liabilities

	2024	2023
Trade accounts payable and accrued liabilities	$ 70,754,293	$ 42,997,221
Construction holdbacks	44,794,578	46,973,749
Accrued interest on debt	6,603,205	6,040,729
Contaminated sites (a)	1,361,891	1,200,368
	$ 123,513,967	$ 97,212,067

(a) In 2024, the District accrued $1,361,891 (2023 - $1,200,368) to remediate contaminated soils at two of its properties. The remediation work for the properties will be completed in 2025 and 2026.

6. Deferred Revenue and Refundable Deposits

Deferred revenue consists of the following:

	2024	2023
Development cost charges (a)	$ 57,323,265	$ 937,001
Cost-sharing funds (b)	—	6,173,164
Refundable deposits	376,352	386,342
Total	$ 57,699,617	$ 7,496,507

a) The Local Government Act restricts the District in applying money raised from development cost charges to funding water capital projects, including the repayment of debt raised to fund such projects. The balance of these amounts is included in deferred revenue until spent on approved purposes. Out of the total development cost charges deferred, the amounts receivable from member jurisdictions as at December 31, 2024 total $50,316,362 (2023 – $843,042).

b) In 2023, the District received cost-sharing funds from two member jurisdictions in accordance with the Water Supply Agreements in the amount of $6,173,164 for future costs associated with the construction of Phase 2 of the Jericho Reservoir project. In 2024, the Board approved the dissolution of the agreements and funds were refunded to the member jurisdictions.

Continuity of deferred revenue is as follows:

	2024	2023
Balance, beginning of year	$ 7,496,507	$ 410,664
Development cost charges received	57,475,615	936,730
Cost-sharing funds received (refunded)	(6,173,164)	6,173,164
Change in refundable deposits	(9,990)	(24,322)
Interest earned	186,721	271
Amounts spent and recognized as revenue	(1,276,072)	—
Change in deferred revenue	50,203,110	7,085,843
Balance, end of year	$ 57,699,617	$ 7,496,507

7. Asset Retirement Obligations

The District's AROs consist of asbestos and lead obligations as well as decommissioning obligations.

a. Asbestos and lead obligations

The District owns and operates several infrastructure assets that are known or assumed to have asbestos and lead, which represent health hazards. Upon demolition of the infrastructure assets, the District has legal obligations to remove them.

b. Contractual obligations

The District has contractual obligations to remove, decommission and restore infrastructure.

Asset retirement obligations are as follows:

	Asbestos and Lead	Contractual Obligations	2024	2023
Balance, beginning of year	$ 869,442	$ 18,744,160	$ 19,613,602	$ —
Additions	—	—	—	18,823,035
Accretion expense	36,517	787,255	823,772	790,567
Balance, end of year	$ 905,959	$ 19,531,415	$ 20,437,374	$ 19,613,602

The liability has been estimated using present value calculation with a discount rate for 2024 of 4.2% (2023 – 4.2%). The estimated total undiscounted future expenditures are $27,162,422 (2023 – $27,162,422) and the number of years to expected settlement range from 1 to 42 years (2023 - 2 to 43 years).

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 12

Year ended December 31, 2024

8. Debt

All borrowings for the District are obtained from MFA by the MVRD on the District's behalf, although the District maintains the right to finance debt without MFA involvement.

Debt or other security issued by the District is a direct, joint and several obligation and liability of the District and each and every member jurisdiction.

Debt servicing requirements comprising sinking fund contributions, serial repayments and interest are funded as incurred by revenue earned during the year.

Sinking fund payments are controlled and invested by the MFA and earn income which, together with principal payments, are expected to be sufficient to retire the debt at maturity.

Debt (net of MFA sinking funds) reported on the Statement of Financial Position comprises the following and includes varying maturities up to 2039 with interest rates ranging from 1.28% to 4.97%.

Issue number	Interest rate - %	Maturity date	Authorized to be issued	Debt outstanding 2024	Debt outstanding 2023
105	2.25	June 3, 2024	$ 60,000,000	$ —	$ 60,000,000
106	2.25	October 13, 2024	80,000,000	—	80,000,000
110	1.28	April 8, 2025	50,000,000	50,000,000	50,000,000
112	1.28	October 6, 2025	70,000,000	70,000,000	70,000,000
116	1.47	April 4, 2026	30,000,000	30,000,000	30,000,000
118	3.39	April 11, 2027	70,000,000	70,000,000	70,000,000
121	3.39	October 4, 2027	20,000,000	20,000,000	20,000,000
126	4.52	September 26, 2028	70,000,000	70,000,000	70,000,000
127	3.30 - 4.52	April 7, 2029	60,000,000	60,000,000	60,000,000
130	3.00 - 4.10	October 14, 2029	50,000,000	50,000,000	50,000,000
131	2.20	April 8, 2030	60,000,000	60,000,000	60,000,000
137	2.60	April 19, 2031	100,000,000	100,000,000	100,000,000
141	2.80	April 7, 2032	50,000,000	50,000,000	50,000,000
147	2.66	April 9, 2034	22,000,000	22,000,000	22,000,000
150	1.99	April 9,2035	40,000,000	40,000,000	40,000,000
151	1.28	June 1, 2035	30,000,000	30,000,000	30,000,000
153	2.41	April 15, 2036	100,000,000	100,000,000	100,000,000
154	2.41	May 28, 2036	130,000,000	130,000,000	130,000,000
157	3.36	April 8, 2037	40,000,000	40,000,000	40,000,000
159	4.15	June 4, 2038	25,000,000	25,000,000	25,000,000
160	4.97	October 12, 2038	10,000,000	10,000,000	10,000,000
161	4.44	April 9, 2039	76,000,000	76,000,000	—
Debt			$ 1,243,000,000	$ 1,103,000,000	$ 1,167,000,000
Less sinking funds				(493,679,617)	(552,617,196)
Total debt (net of sinking funds)				**$ 609,320,383**	**$ 614,382,804**

8. Debt (continued)

Principal payments and sinking fund installments due within the next five years and thereafter are as follows:

		Total Payments
2025	$	60,101,629
2026		53,659,845
2027		52,049,398
2028		46,955,698
2029		43,197,990
Thereafter		217,636,567
Total payments		473,601,127
Estimated sinking fund income		135,719,256
Total debt	**$**	**609,320,383**

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 14

Year ended December 31, 2024

9. Tangible Capital Assets

Year ended December 31, 2024

	Cost				Accumulated Amortization				
	Balance at December 31, 2023	Additions	Disposals	Balance at December 31, 2024	Balance at December 31, 2023	Disposals	Amortization Expense	Balance at December 31, 2024	Net Book Value December 31, 2024
Land	$ 133,413,745	$ —	$ —	$ 133,413,745	$ —	$ —	$ —	$ —	$ 133,413,745
Infrastructure	2,491,607,180	34,203,937	—	2,525,811,117	512,777,169	—	39,241,648	552,018,817	1,973,792,300
Buildings	220,525,942	5,688,642	—	226,214,584	35,652,152	—	5,623,689	41,275,841	184,938,743
Machinery, equipment, furniture & fixtures	13,593,414	—	—	13,593,414	9,361,217	—	1,055,732	10,416,949	3,176,465
Construction in progress	1,033,714,593	317,246,841	—	1,350,961,434	—	—	—	—	1,350,961,434
	$3,892,854,874	**$357,139,420**	**$ —**	**$4,249,994,294**	**$ 557,790,538**	**$ —**	**$ 45,921,069**	**$ 603,711,607**	**$ 3,646,282,687**

Additions related to asset retirement costs were $nil (2023- $18.8 million).

The net book value of disposals and write-offs in 2024 was $nil (2023 - $603,975).

In 2024, there were no tangible capital assets contributed to the District (2023 - $nil).

Year ended December 31, 2023

	Cost				Accumulated Amortization				
	Balance at December 31, 2022	Additions	Disposals	Balance at December 31, 2023	Balance at December 31, 2022	Disposals	Amortization Expense	Balance at December 31, 2023	Net Book Value December 31, 2023
Land	$ 132,714,152	$ 699,593	$ —	$ 133,413,745	$ —	$ —	$ —	$ —	$ 133,413,745
Infrastructure	2,426,794,406	64,812,774	—	2,491,607,180	473,941,382	—	38,835,787	512,777,169	1,978,830,011
Buildings	216,476,101	4,049,841	—	220,525,942	30,150,719	—	5,501,433	35,652,152	184,873,790
Machinery, equipment, furniture & fixtures	13,622,834	136,720	(166,140)	13,593,414	8,466,319	(166,140)	1,061,038	9,361,217	4,232,197
Construction in progress	833,334,603	200,983,965	(603,975)	1,033,714,593	—	—	—	—	1,033,714,593
	$3,622,942,096	**$270,682,893**	**$(770,115)**	**$3,892,854,874**	**$ 512,558,420**	**$(166,140)**	**$ 45,398,258**	**$ 557,790,538**	**$ 3,335,064,336**

10. Accumulated Surplus

Accumulated surplus consists of individual fund surplus and reserves as follows:

	2024	2023
Reserves	$ 56,681,629	$ 57,850,966
Capital fund balance	(243,290,916)	(107,020,539)
Investment in tangible capital assets	3,036,962,304	2,720,681,532
Accumulated surplus, end of year	$ 2,850,353,017	$ 2,671,511,959

Capital fund balance represents the expected level of funding required for capital expenditures.

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 15

Year ended December 31, 2024

10. Accumulated Surplus (continued)

Continuity of reserves is as follows:

	December 31, 2023	Interest	Annual Operating Deficit	Contributions from / (to) operations	December 31, 2024
Designated reserves					
Sustainability innovation fund	$ 15,315,005	$ 702,502	$ —	$ (331,880)	$ 15,685,627
Laboratory equipment	838,612	38,552	—	50,000	927,164
	16,153,617	741,054	—	(281,880)	16,612,791
Non-designated reserves					
Operating reserve	41,697,349	1,912,666	(3,541,177)	—	40,068,838
Total reserves	$ 57,850,966	$ 2,653,720	$ (3,541,177)	$ (281,880)	$ 56,681,629

Investment in tangible capital assets is calculated as follows:

	2024	2023
Tangible capital assets	$ 3,646,282,687	$ 3,335,064,336
Amounts financed by:		
Debt	(609,320,383)	(614,382,804)
	$ 3,036,962,304	$ 2,720,681,532

The change in the investment in tangible capital assets is as follows:

	2024	2023
Change in the investment in tangible capital assets		
Acquisition of tangible capital assets	$ 357,139,420	$ 270,682,893
Amortization of tangible capital assets	(45,921,069)	(45,398,258)
Loss on disposal of tangible capital assets	—	(603,975)
	311,218,351	224,680,660
Less funding of tangible capital assets		
Sinking fund retirement	140,000,000	75,630,930
Sinking fund payments	(62,836,788)	(64,541,986)
Sinking fund income	(18,225,633)	(19,586,057)
Proceeds of debt	76,000,000	35,000,000
Debt maturity	(140,000,000)	(75,630,930)
	(5,062,421)	(49,128,043)
Change in investment in tangible capital assets	316,280,772	273,808,703
Investment in tangible capital assets, beginning of year	2,720,681,532	2,446,872,829
Investment in tangible capital assets, end of year	$ 3,036,962,304	$ 2,720,681,532

11. Contractual Obligations and Rights

a) Contractual Obligations:

As at December 31, 2024, the District had the following commitments outstanding related to capital projects in progress:

	2024	2023
Authorized for outstanding projects	$ 3,244,900,000	$ 2,931,700,000
Expended at December 31	(1,587,878,243)	(1,239,943,190)
Commitment remaining	$ 1,657,021,757	$ 1,691,756,810

b) Contractual Rights:

The District is party to several property lease agreements that are anticipated to provide it with future revenues. These agreements are with third parties with varying terms to 2035. Amounts anticipated to be received over the future years are as follows:

		Amount
2025	$	4,157,152
2026		3,412,309
2027		2,472,605
2028		2,082,669
2029		2,082,669
Thereafter		4,759,058
Total	$	18,966,462

12. Contingencies

Lawsuits

As at December 31, 2024, there were various lawsuits pending against the District arising in the ordinary course of business. The District has retained legal counsel to defend against these lawsuits. Where the outcomes or amounts cannot be reasonably determined, no liability has been recorded. Management is of the opinion that losses, if any, in connection with these lawsuits can be sufficiently funded by reserve funds or covered by insurance. Any expected losses will be accrued and recorded as expenses at the time they are considered likely and amounts are reasonably determinable.

Self-Insurance Reserve

A self-insurance reserve has been established within the MVRD to cover losses resulting from uninsured liability exposures of the District, other MVRD Districts, and Metro Vancouver Housing Corporation ("MVHC").

Each year a review is undertaken to determine if it would be beneficial to purchase additional liability insurance. The District, other Metro Vancouver Districts, and the MVHC transfer amounts to the reserve depending on the reserve's adequacy to cover retained liability risk.

An estimate is made for all costs of investigating and settlement of claims annually and an adjustment is made to the reserve to maintain an adequate balance to cover potential losses in excess of recorded liabilities. These estimates are changed as additional information becomes known during the course of claims settlement. Any likely losses would be expensed at the time the losses are known and the amounts are reasonably determinable.

Debt Reserve Fund

The MFA is required to establish a Debt Reserve Fund for each debt which is comprised of cash deposits and a non-interest bearing demand note (refer to note 4). If, at any time, the District has insufficient funds to meet payments due on its obligations to MFA, the payments will be made from the debt reserve fund. The demand notes are callable only if there are additional requirements to be met to maintain the level of the debt reserve fund, and therefore have not been recorded in the statement of financial position.

13. Budget Information

The annual budget presented in these financial statements is based upon the 2024 operating and capital budgets approved by the District's Board in October 2023. The budget is based on operational and capital expenditure requirements and their associated funding. Amortization is a non-cash item that is not funded for budget purposes. Also, contributions to or from reserves and debt principal repayments are removed from the approved budget for financial statement presentation. The schedule below reconciles the approved operating budget to the budget figures reported in these financial statements. Capital expenditures of $424,855,000 were included in the capital budget approved by the Board.

	2024 Budget	2023 Budget
Budgeted annual surplus per Exhibit B - Statement of Operations	$ 201,275,147	$ 160,397,721
Items not included in the operating budget		
Capital development cost charge revenue	(36,797,000)	—
Amortization of tangible capital assets	45,501,047	42,902,096
Accretion on asset retirement obligation	823,772	—
Sinking and debt retirement fund income	(19,013,259)	(18,462,241)
Reserve interest	(1,099,454)	(875,003)
Items included in the budget but not in financial statements		
Debt principal payments	(62,880,351)	(64,616,946)
Transfers to capital	(140,443,572)	(123,769,143)
Transfers from reserve funds	12,633,670	5,146,516
Transfers to reserve funds	—	(723,000)
Annual surplus per approved budget	$ —	$ —

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 19

Year ended December 31, 2024

14. Segmented Information and Expenses by Object

The District's primary responsibilities are the supply of potable water to the jurisdictions of the MVRD and the property management of the office buildings owned by the District. For management reporting purposes, the District's operations and activities are organized and reported by these two primary areas of service. The information reported in the segmented information does not include $11,280,709 (2023 - $4,763,883) of direct salaries and benefits of the District allocated to the construction of tangible capital assets which have been included in the cost of tangible capital assets in the statement of financial position.

The services disclosed in the segmented information are as follows:

Water Operations Water Operations is responsible for the supply of potable water to the member jurisdictions of MVRD. The District owns a series of dams, reservoirs, water treatment plants and a distribution network connected to the member jurisdictions' systems.

Building Operations Building Operations is responsible for operating and maintaining office buildings owned by the District. These facilities are leased to MVRD and its related entities for its head office operations as well as to external parties.

	2024 Budget	Water Operations	Building Operations	Inter-Program Adjustments	2024 Total	2023 Total
Revenues						
Metered sale of water	$ 367,535,244	$ 363,616,379	$ —	$ —	$ 363,616,379	$ 344,788,580
Development cost charges (note 6)	38,620,949	1,229,228	—	—	1,229,228	889,886
Sinking fund, debt retirement, and interest income	20,112,713	19,050,246	2,417,212	—	21,467,458	22,334,687
Building income from Metro Vancouver Districts	9,836,551	—	14,552,351	(5,324,556)	9,227,795	9,206,003
Building income from external parties	5,703,517	—	6,053,726	—	6,053,726	5,810,255
Other Revenue	3,479,737	9,328,699	—		9,328,699	9,847,357
	445,288,711	393,224,552	23,023,289	(5,324,556)	410,923,285	392,876,768
Expenses						
Salaries and benefits	56,502,291	52,935,267	744,320	—	53,679,587	53,949,305
Consulting, contracted and professional services	33,265,946	17,112,115	1,278,589	—	18,390,704	16,545,214
Asset repairs and maintenance	7,312,918	5,507,413	3,209,798	—	8,717,211	9,403,014
Materials and supplies	18,298,244	17,051,186	30,833	—	17,082,019	17,243,605
Utilities, permits, and taxes	9,262,939	8,641,662	824,457	—	9,466,119	9,664,887
Corporate costs	32,074,871	36,577,158	—	(5,324,556)	31,252,602	24,843,046
Other	7,922,771	9,132,582	784,484	—	9,917,066	9,999,457
Amortization of tangible capital assets	45,501,047	39,648,806	6,272,263	—	45,921,069	45,398,258
Loss on disposal of tangible capital assets	—	—	—	—	—	603,975
Interest expenses	33,872,537	32,975,954	4,679,896	—	37,655,850	32,964,478
	244,013,564	219,582,143	17,824,640	(5,324,556)	232,082,227	220,615,239
Annual surplus	**$ 201,275,147**	**$ 173,642,409**	**$ 5,198,649**	**$ —**	**$ 178,841,058**	**$ 172,261,529**

GREATER VANCOUVER WATER DISTRICT

Notes to Financial Statements, page 20

Year ended December 31, 2024

15. Supplementary Cash Flow Information

The following non-cash transactions related to the initial adoption of PS 3280 Asset Retirement Obligations (note 2) are excluded from the statement of cash flows.

	2024	2023
Asset retirement cost (a)	$ —	$ 18,823,035
Increase to asset retirement obligations	—	(18,823,035)
	$ —	$ —

(a) Assets acquired through other non-cash transactions are excluded from the acquisition of tangible capital assets on the statement of cash flows.

	2024	2023
Acquisition of tangible capital assets	$ 357,139,420	$ 251,859,858
Asset retirement cost	—	18,823,035
Tangible capital asset additions (note 9)	$ 357,139,420	$ 270,682,893

16. Comparative Figures

Certain comparative figures have been reclassified to conform to the presentation of the current year. These reclassifications had no impact on prior year annual surplus.

Financial Statements of

METRO VANCOUVER HOUSING CORPORATION

Year ended December 31, 2024

DRAFT - April 8, 2025

METRO VANCOUVER HOUSING CORPORATION

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December 31, 2024

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Independent Auditor's Report	
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Statement of Change in Net Debt	C
Statement of Cash Flows	D
Notes to Financial Statements	

METRO VANCOUVER HOUSING CORPORATION

MANAGEMENT REPORT

The Financial Statements contained in this report have been prepared by management in accordance with Canadian public sector accounting standards. The integrity and objectivity of these statements are management's responsibility. Management is responsible for all the statements and for ensuring that this information is consistent, where appropriate, with the information contained in the financial statements.

Management is also responsible for implementing and maintaining a system of internal controls to provide reasonable assurance that reliable financial information is produced.

The Metro Vancouver Housing Corporation's Board of Directors is responsible for approving the financial statements and for ensuring that management fulfills its responsibilities for financial reporting and internal control and exercises this responsibility through the Finance Committee of the Board.

The external auditors, KPMG LLP, conduct an independent examination, in accordance with Canadian generally accepted auditing standards, and express their opinion on the financial statements. Their examination does not relate to the other schedules and statements required by the *Financial Information Act*. The Independent Auditor's Report outlines the scope of the audit for the year ended December 31, 2024.

On behalf of Metro Vancouver Housing Corporation.

Date: April 25, 2025

Harji Varn, Chief Financial Officer

KPMG LLP
PO Box 10426 777 Dunsmuir Street
Vancouver BC V7Y 1K3
Canada
Telephone (604) 691-3000
Fax (604) 691-3031

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of Metro Vancouver Housing Corporation

Opinion

We have audited the financial statements of Metro Vancouver Housing Corporation (the "Entity"), which comprise:

- the statement of financial position as at December 31, 2024
- the statement of operations for the year then ended
- the statement of change in net debt for the year then ended
- the statement of cash flows for the year then ended
- and notes to the financial statements, including a summary of significant accounting policies

(hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Entity as at December 31, 2024 and its results of operations, its changes in net debt, and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "***Auditor's Responsibilities for the Audit of the Financial Statements***" section of our auditor's report.

We are independent of the Entity in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Matter – Comparative information

The financial statements for the year ended December 31, 2023 were audited by another auditor who expressed an unmodified opinion on those financial statements on May 3, 2024.

KPMG LLP, an Ontario limited liability partnership and member firm of the KPMG global organization of independent member firms affiliated with KPMG International Limited, a private English company limited by guarantee. KPMG Canada provides services to KPMG LLP.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity's or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

  The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.



- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a matter that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Chartered Professional Accountants

Vancouver, Canada

[Date]

METRO VANCOUVER HOUSING CORPORATION

Exhibit A

Statement of Financial Position

As at December 31, 2024, with comparative information for 2023

	2024	2023
Financial Assets		
Accounts receivable	$ 2,579,858	$ 1,694,879
Due from Metro Vancouver Regional District	39,723,446	47,231,182
	42,303,304	48,926,061
Liabilities		
Accounts payable and accrued liabilities (note 5)	18,227,035	11,425,412
Deferred revenue and refundable deposits (note 6)	15,026,258	15,272,055
Asset retirement obligations (note 7)	14,241,884	9,940,311
Mortgages and loans payable (note 8)	80,536,819	47,372,905
	128,031,996	84,010,683
Net Debt	(85,728,692)	(35,084,622)
Non-Financial Assets		
Tangible capital assets (note 9)	238,263,587	165,110,653
Prepaid land leases (note 10)	4,477,902	4,672,701
Prepaid expenses	2,309,667	1,079,128
	245,051,156	170,862,482
Accumulated surplus (note 11)	**$ 159,322,464**	**$ 135,777,860**

Contractual obligations (note 12)
Contingencies (note 13)
Subsequent events (note 16)

The accompanying notes are an integral part of these financial statements.

_____ Director

_____ Director

METRO VANCOUVER HOUSING CORPORATION

Exhibit B

Statement of Operations

Year ended December 31, 2024, with comparative information for 2023

	2024 Budget (note 14)	2024 Actual	2023 Actual
Revenues			
Property rental	$ 45,148,211	$ 46,216,584	$ 44,386,935
Contributions:			
British Columbia Housing Management Commission	1,254,012	1,344,961	1,415,651
Grants and other contributions	73,765,235	7,024,437	9,601
Interest income	1,206,362	3,654,447	3,174,671
Other revenues	937,083	1,074,354	1,276,069
	122,310,903	59,314,783	50,262,927
Expenses			
Asset repairs and maintenance	25,381,209	13,372,345	14,487,901
Amortization of tangible assets and prepaid land leases	1,899,898	2,022,624	1,906,675
Utilities, permits, and taxes	5,227,546	4,389,788	4,567,573
Salaries and benefits	7,965,839	7,618,182	7,460,295
Interest expenses	1,972,498	2,788,657	2,029,941
Corporate costs	2,707,414	2,704,562	2,358,993
Consulting, contracted, and professional services	1,641,851	1,047,871	1,119,671
Other	1,243,367	1,622,713	2,818,214
Materials and supplies	300,739	203,437	164,159
	48,340,361	35,770,179	36,913,422
Annual surplus	73,970,542	23,544,604	13,349,505
Accumulated surplus, beginning of year	135,777,860	135,777,860	122,428,355
Accumulated surplus, end of year	**$ 209,748,402**	**$ 159,322,464**	**$ 135,777,860**

The accompanying notes are an integral part of these financial statements.

METRO VANCOUVER HOUSING CORPORATION

Exhibit C

Statement of Change in Net Debt

Year ended December 31, 2024, with comparative information for 2023

	2024 Budget (note 14)	2024 Actual	2023 Actual
Annual surplus	$ 73,970,542	$ 23,544,604	$ 13,349,505
Change in tangible capital assets			
Acquisition of tangible capital assets	(62,200,000)	(75,115,279)	(43,524,761)
Amortization of tangible capital assets	1,899,898	1,827,825	1,711,874
Loss on disposal of tangible capital assets	—	134,520	128,620
	(60,300,102)	(73,152,934)	(41,684,267)
Change in other non-financial assets			
Payment of prepaid expenses	—	(2,309,667)	(1,079,128)
Use of prepaid expenses	—	1,079,128	930,027
Amortization of prepaid land leases	—	194,799	194,801
	—	(1,035,740)	45,700
Change in net debt	13,670,440	(50,644,070)	(28,289,062)
Net debt, beginning of year	(35,084,622)	(35,084,622)	(6,795,560)
Net debt, end of year	**$ (21,414,182)**	**$ (85,728,692)**	**$ (35,084,622)**

The accompanying notes are an integral part of these financial statements.

METRO VANCOUVER HOUSING CORPORATION

Exhibit D

Statement of Cash Flows

Year ended December 31, 2024, with comparative information for 2023

	2024	2023
Cash provided by (used in):		
Operating transactions:		
Annual surplus	$ 23,544,604	$ 13,349,505
Items not involving cash		
Amortization of tangible capital assets	1,827,825	1,711,874
Amortization of prepaid land leases	194,799	194,801
Loss on disposal of tangible capital assets	134,520	128,620
Loss (gain) from settlement of asset retirement obligations	88,135	—
Settlement of asset retirement obligations	(189,020)	—
Accretion on asset retirement obligations	574,049	400,665
Change in non-cash assets and liabilities		
Accounts receivable	(884,979)	1,047,887
Accounts payable and accrued liabilities	6,801,623	3,967,231
Deferred revenue and refundable deposits	(245,797)	8,108,304
Prepaid expenses	(1,230,539)	(149,101)
Net change in cash from operating transactions	30,615,220	28,759,786
Capital transactions:		
Acquisition of tangible capital assets (note 15(a))	(71,286,870)	(33,985,115)
Net change in cash from capital transactions	(71,286,870)	(33,985,115)
Financing transactions:		
Due from Metro Vancouver Regional District	7,507,736	8,753,383
Proceeds of mortgages and loans	36,742,461	—
Principal repayments on mortgages and loans	(3,578,547)	(3,528,054)
Net change in cash from financing transactions	40,671,650	5,225,329
Net change in cash and cash equivalents	—	—
Cash and cash equivalents, beginning of year	—	—
Cash and cash equivalents, end of year	**$ —**	**$ —**

Supplementary cash flow information (note 15)

The accompanying notes are an integral part of these financial statements.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 1

Year ended December 31, 2024

1. Significant Accounting Policies

The Metro Vancouver Housing Corporation ("MVHC" or the "Corporation") is a wholly-owned subsidiary of the Metro Vancouver Regional District ("MVRD"). The MVHC is incorporated under the Business Corporations Act (British Columbia) as a not-for-profit corporation for the purpose of supplying public rental accommodation, and is exempt from income taxes.

The Corporation's financial statements are prepared by management in accordance with Canadian public sector accounting standards. Significant accounting policies adopted by the MVHC are as follows:

Basis of Accounting

The Corporation follows the accrual method of accounting for revenues and expenses. Revenues are recognized based on revenue recognition policy (note 1). Expenses are recognized as they are incurred and measurable as a result of receipt of goods or services and/or the legal obligation to pay.

Government Transfers

Government transfers are recognized as revenue in the financial statements when the transfer is authorized and any eligibility criteria are met, except to the extent that transfer stipulations give rise to an obligation that meets the definition of a liability. The transfer of revenue is initially deferred and then recognized in the statement of operations as the stipulations are met and the liability is settled.

When the Corporation is deemed the transferor, the transfer expense is recognized when the recipient is authorized and has met the eligibility criteria.

Deferred Revenue and Refundable Deposits

Deferred revenues represent tenant security deposits, restricted contributions and revenues, rental income, and Provincial grants which have been collected, but which the related services or obligations have yet to be performed. These amounts will be recognized as revenue in the fiscal year the Corporation satisfies the performance obligations, which occurs when control of the benefits associated with the promised goods or services has passed to the payor or when the Corporation has the right to claim or retain an inflow of economic resources received or receivable and there is a past transaction or event that gives rise to the economic resources.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 2

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Interest Income

Interest income is reported as revenue in the period earned if unrestricted. When required, based on external requirements, interest income earned on deferred revenue and refundable deposits is added to and forms part of the deferred revenue and refundable deposit balance.

Cash and Investments

In order to improve cash management, the MVRD holds cash and investment transactions in pooled accounts on behalf of its four legal entities: the Metro Vancouver Regional District, the Greater Vancouver Sewerage and Drainage District, the Greater Vancouver Water District, and the Metro Vancouver Housing Corporation. The Corporation's cash is therefore presented as due from MVRD. Investments held by the MVRD consist of bonds issued by governments and Canadian chartered banks, money market instruments, guaranteed investment certificates, and term deposits. Interest earned on the Corporation's fund balances is included in the amount owing from MVRD and is recorded as interest income in the statement of operations.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 3

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Financial Instruments

The Corporation's financial instruments consist of cash, accounts receivable, accounts payable and accrued liabilities, mortgages and loans payable, and amounts due to or from the MVRD. Cash and cash equivalents are pooled with all entities held by the MVRD. Accounts receivable are recorded at cost less any amount for valuation allowance. All debt and other financial liabilities are recorded using cost or amortized cost. Interest attributable to financial instruments are reported in the statement of operations.

The classification of financial instruments is determined upon inception and financial instruments are not reclassified into another measurement category for the duration of the period they are held. All financial assets are assessed for impairment on an annual basis and any such impairment is recorded in the statement of operations. A write-down of a financial asset to reflect a loss in value is not reversed for a subsequent increase in value.

Employee Future Benefits

Employees who provide services for MVHC are employees of the MVRD. Employee related costs are allocated by the MVRD to MVHC based on services rendered. These costs are shown as expenses in the financial statements.

Post-employment benefits of the MVRD, including accumulated banked sick and vacation pay, retirement severance, and Worker's Compensation top-up benefits for employees pursuant to certain policies and union agreements, are actuarially determined based on service and best estimates of retirement ages and expected future salary and wage increases. The obligation under these benefit plans is allocated to MVHC based on projected benefits as the employees render services necessary to earn the future benefits.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 4

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Liability for Contaminated Sites

A liability for remediation of a contaminated site is recognized when the site is no longer in productive use and the following criteria are satisfied; an environmental standard exists; contamination exceeds the standard; MVHC is either directly responsible or has accepted responsibility for remediation; it is expected that future economic benefits will be given up and a reasonable estimate of the liability can be made. MVHC has not identified any contaminated sites and therefore, amount reported in accounts payable and accrued liabilities (note 5) is $nil (2023 - $nil).

Asset Retirement Obligations

Asset Retirement Obligations (AROs) are recognized for statutory, contractual, or legal obligations associated with the retirement of tangible capital assets when those obligations result from the acquisition, construction, development, or normal operation of the assets. An asset retirement obligation is recognized when, as at the financial reporting date, all of the following criteria are met:

a) There is a legal obligation to incur retirement costs in relation to a tangible capital asset;
b) The past transaction or event giving rise to the liability had occurred;
c) It is expected that future economic benefits will be given up; and
d) A reasonable estimate of the amount can be made.

The ARO liability is initially recorded based on the best estimate of the expenditure required to retire the ARO obligation determined using present value calculation, and the resulting costs are capitalized as part of the carrying amount of the related tangible capital asset. This ARO liability is subsequently reviewed at each financial reporting date and adjusted for the passage of time and for any revisions to the timing or amount required to settle the obligation or the discount rate. The changes in the AROs for the passage of time are recorded as accretion expense in the statement of operations and all other changes are adjusted to the carrying value of the tangible capital asset. This cost is amortized on the same basis as the amortization of the tangible capital asset. If the related tangible capital asset is unrecognized or no longer in productive use, the asset retirement costs are expensed.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 5

Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Non-financial assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

Tangible Capital Assets

Tangible capital assets are initially recorded at cost which includes amounts that are directly attributable to acquisition, construction, development, or betterment of the asset, including asset retirement costs that are capitalized as part of the carrying amount of the related tangible capital asset. The cost, less residual value, of the tangible capital assets, except land, is amortized over their estimated useful lives. All assets are amortized on a straight line basis as follows:

Asset	Useful Lives - Years
Buildings	
Buildings	25 - 65
Furniture and fixtures	6 - 10

1) Annual amortization:
Annual amortization begins when the asset is put into service and is expensed over its useful lives. Assets under construction are transferred to the appropriate asset class and are amortized from the date the asset is available for use.

2) Interest capitalization:
The Corporation does not capitalize interest costs associated with the acquisition or construction of a tangible capital asset.

Prepaid Land Leases

Prepaid land leases are recorded at the prepaid amount less accumulated amortization. Prepaid land leases are amortized on a straight-line basis over the lease term. Upon expiration of the lease contract, the property will revert to the lessor or the lease will be renegotiated.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 6
Year ended December 31, 2024

1. Significant Accounting Policies (continued)

Revenue Recognition

Revenues from transactions with performance obligations are recognized when (at a point in time) or as (over a period of time) the Corporation satisfies the performance obligations, which occurs when control of the benefits associated with the promised goods or services has passed to the payor.

Revenues from transactions without performance obligations are recognized at realizable value when the Corporation has the right to claim or retain an inflow of economic resources received or receivable and there is a past transaction or event that gives rise to the economic resources.

Property rental revenue is recognized over the rental period once the tenant commences occupancy, rent is due and collection is assured. Annual property rental increases are based on rates established by provincial tenancy legislation. Contributions from Canada Mortgage and Housing Corporation ("CMHC") and BC Housing Management Commission ("BCHMC") are based on provisions set in agreements and outlined in note 4.

Use of Estimates

The preparation of these financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the period. These estimates and assumptions are based on management's best information and judgment and may differ from actual results. Adjustments, if any, will be reflected in the financial statements in the period that the change in estimate is made, as well as in the period of settlement if the amount is different.

Areas requiring the use of management's judgment relate to the determination of contaminated sites liabilities, amounts to settle and expected timing of asset retirement obligations, the estimate of accruals for projects in progress, amortization rates and useful lives for tangible capital assets, the assessment of the impairment of tangible capital assets and work in progress, and the assessment of the outcome of contingent liabilities.

METRO VANCOUVER HOUSING CORPORATION

2. Adoption of Accounting Policies

a. Effective January 1, 2024, the Corporation implemented the new Public Sector Accounting Handbook Standard, PS 3400 Revenue. Under the new accounting standard, there are two categories of revenue – exchange and non-exchange. If the transaction gives rise to one or more performance obligations, it is an exchange transaction. If no performance obligations are present, it is a non-exchange transaction. Management has assessed the impact of adopting PS 3400 on the financial statements of the Corporation and has found that there is no resulting impact to the financial statements.

b. The Corporation adopted Public Sector Accounting Standard PS 3160 Public Private Partnerships effective January 1, 2024. The new accounting standard addresses the recognition, measurement, presentation, and disclosure of infrastructure procured by public sector entities through certain types of public private partnership arrangements. Management has assessed the impact of adopting PS 3160 and found that at present no such items meet the criteria to be recognized as a public private partnership.

c. Effective January 1, 2024, the Corporation adopted Public Sector Guideline PSG-8, Purchased Intangibles, applied on a prospective basis (“PSG-8”). PSG-8 defines purchased intangibles as identifiable non-monetary economic resources without physical substance acquired through an arm’s length exchange transaction between knowledgeable, willing parties who are under no compulsion to act. Intangibles acquired through a transfer, contribution, or inter-entity transaction, are not purchased intangibles. Management has assessed the impact of adopting PSG-8 and found that at present no such items meet the criteria to be recognized as a purchased intangible.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 8

Year ended December 31, 2024

3. Financial Risk Management

Based on the financial instruments held, the Corporation is potentially exposed to credit risk, market risk, interest rate risk, and liquidity risk.

Credit Risk is moderate and related to the possibility of failure to collect from another party, encompassed of accounts receivable and due from MVRD. The risk exposure is limited to their carrying amounts at the date of the statement of financial position. The Corporation's accounts receivable mainly consists of receivables from rental operations of affordable housing units. To mitigate credit risk, the Corporation regularly reviews the collectability of its accounts receivable and if needed, will establish an allowance based on its best estimate of potentially uncollectible amounts. As at December 31, 2024, there are no amounts deemed uncollectible (2023 - $nil). The amounts due from MVRD are subject to market, interest rate, liquidity, and foreign exchange risks as detailed below. There has been no change to the credit risk exposure from 2023.

Market risks and interest rate risks encompasses cash and cash equivalents, investments, and debt instruments. All cash and cash equivalents and investments are pooled by the MVRD and therefore an inherent risk exists related to the consolidated pooled funds held by MVRD. To mitigate this risk, the MVRD closely monitors the Bank of Canada rates and reviews inflationary impacts. The MVRD's cash and cash equivalents are deposited in high-interest savings accounts at federally regulated banks. The MVRD follows the MVRD Board approved investment policy and legislative requirements for the management of its investments, which requires low risk investment products, such as fixed income securities, government bonds, MFA pooled investment funds, MFA money market fund, and MFA government ultra-short bond. Sales and purchases of investments are recorded on the trade date. To mitigate risks, the investment portfolio is managed regularly through cash forecasts and investments are made into low credit risk rating bonds and pools. The Corporation's exposure to interest rate risk in relation to debt instruments is limited to debt and temporary financing. The risk applies to debt when amortization periods exceed the initial locked-in term. Temporary financing is subject to daily floating rates, which can result in variability over the course of short-term period. Interest rate risk related to debt instruments is managed through budget and cash forecasts. Interest rates have increased during the year, which primarily affects interest costs for new or refinanced debt and temporary borrowing, as well as, interest earnings on investments. There are no significant impact to operating results by changes in interest rate that are reasonably possible as of year-end. There has been no change to the market and interest rate risk exposure from 2023.

Liquidity risk is low and mitigated by regular monitoring of cash flows and forecasts. The Corporation has pooled accounts with the MVRD and its other entities. All cash and cash equivalents are held in federally and provincially regulated banks. To meet financial obligations and mitigate liquidity risk a minimum of 25% of the pooled portfolio held by the MVRD is held in high liquid cash in high interest savings accounts. There has been no change to the liquidity risk exposure from 2023.

Foreign exchange risk is low. The Corporation has pooled accounts with the MVRD and its other entities. MVRD has not entered into any agreements or purchased any foreign currency hedging arrangements to hedge possible currency risks, as management believes that the foreign exchange risk derived from currency conversions is not significant. The foreign currency financial instruments are short-term in nature and do not give rise to significant foreign currency risk. There has been no change to the foreign exchange risk exposure from 2023.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 9

Year ended December 31, 2024

4. Senior Government Assistance

BCHMC is the administrator and provides the related government assistance for all of MVHC's Federal programs and Provincial operating agreements (HOMES BC, Seniors' Supportive Housing Program ("Seniors"), and Investment in Housing Innovation properties).

5. Accounts Payable and Accrued Liabilities

	2024	2023
Trade accounts payable and accrued liabilities	$ 11,236,081	$ 8,330,454
Construction holdbacks	6,920,017	3,018,518
Accrued interest on mortgages and debt	70,937	76,440
	$ 18,227,035	$ 11,425,412

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 10

Year ended December 31, 2024

6. Deferred Revenue and Refundable Deposits

Deferred revenue consists of the following:

	2024	2023
Externally restricted funds for programs under BCHMC and CMHC Agreements (a)		
i) Rental operations	$ 52,889	$ 50,569
ii) Replacement provisions	6,112,734	5,364,740
iii) Retrofit projects	5,600,000	5,600,000
	11,765,623	11,015,309
MVHC tenant security deposits	2,326,078	2,221,723
Rent and subsidies received in advance	484,557	414,863
Provincial grants received in advance	450,000	1,620,160
Total	$ 15,026,258	$ 15,272,055

	2024	2023
Balance, beginning of year	$ 15,272,055	$ 7,163,751
Contributions received	667,288	8,171,537
Contributions earned	(1,087,135)	(177,620)
Change in security deposits and prepaid rents	174,050	114,387
	(245,797)	8,108,304
Balance, end of year	$ 15,026,258	$ 15,272,055

(a) Amounts received under the following programs have been recorded as deferred revenue:

i. Rental Operations: Under operating agreements entered into with CMHC and administered by BCHMC (HOMES BC, Seniors, and Investment in Housing Innovation properties), a portion of the funds received from rental operations are restricted and can only be used by MVHC according to the terms of the agreements. Restricted amounts are recorded as deferred revenue and are recognized when expenditures exceed revenue in the program.

ii. Replacement Projects: Under operating agreements entered into with CMHC and administered by BCHMC (HOMES BC, Seniors, and Investment in Housing Innovation properties), a portion of the funds received from rental operations are restricted for the replacement of equipment and specified building components. These funds are deferred until spent on approved items.

iii. Retrofit Projects: Under agreement entered into with CMHC and in connection with the National Housing Co-Investment Fund, $5.6 million of funds received in 2023 are restricted for the repair of 560 affordable housing units (eight projects). These funds are deferred until funds related to the projects have been spent.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 11
Year ended December 31, 2024

7. Asset Retirement Obligations

The Corporation's AROs consist of costs related to the future remediation of asbestos and lead.

The Corporation owns and operates several buildings and infrastructure assets that are known or assumed to have asbestos and lead, which represent health hazards. Upon demolition of the buildings and infrastructure assets, the Corporation has legal obligations to remove them.

Asset retirement obligations are as follows:

	2024	2023
Balance, beginning of year	$ 9,940,311	$ —
Additions	3,828,409	9,539,646
Disposals	(100,885)	—
Accretion expense	574,049	400,665
Balance, end of year	$ 14,241,884	$ 9,940,311

The liability has been estimated using present value calculation with a discount rate for 2024 of 4.2% (2023 – 4.2%). The estimated total undiscounted future expenditures are $40,754,233 (2023 – $26,762,741) and the number of years to expected settlement range from 17 to 43 years (2023 – 18 to 44 years).

8. Mortgages and Loans Payable

The current MVHC mortgages are financed through financial institutions, other government lenders, such as the CMHC and MVRD. The MVRD mortgage issuance is approved by the Board. There are currently no MVHC borrowings outstanding with the MFA, however to finance through the MFA a security issuing bylaw would be issued. Properties funded by mortgages are collateralized by a general assignment of rents and the benefit of all covenants and agreements included in any lease. The MVHC also entered into construction loan agreements with BCHMC for financing of redevelopment projects.

Mortgages and loans payable are comprised of the following.

	2024	2023
Construction financing payable (a)	$ 36,742,461	$ —
Mortgages payable to CMHC and financial institutions (b)	37,387,091	40,042,055
Loans payable to MVRD (c)	6,407,267	7,330,850
	$ 80,536,819	$ 47,372,905

a) Construction financing from BCHMC is repayable on May 1, 2025 with a prime plus 1.00% interest rate.

   i. In 2022, MVHC entered into a demand non-revolving construction loan agreement with BCHMC for financing of the Kingston Gardens redevelopment project located in Surrey, BC. The maximum approved construction loan amount is $44,642,752. Interest payable on the loan will be calculated based on variable rate of not more than the Royal Bank of Canada Prime Rate plus 1.00% compounded monthly, not in advance. As of December 31 2024, $23,299,246 has been used to fund the project.

   ii. In 2023 MVHC entered into a construction loan agreement with BCHMC for funding for the Salal Landing Project, a 63 unit multi-family project located in Port Coquitlam, BC. This project is to be financed by a repayable loan with the maximum approved of $20,305,079. As of December 31 2024, 13,443,215 has been used to fund the project.

b) Mortgages payable includes varying maturities up to 2055 with interest rates ranging from 1.44% to 4.87%.

c) MVHC's loans for Cedarwood, Crown Manor, Earle Adams, Euclid Square, Grandview Gardens, Kelly Court, Manor House, Regal Hotel and Semlin Terrace are financed through the MVRD at MVRD's internal variable rate which was 4.10% in 2024 (2023 - 4.10%). Financing arrangements are approved through the Boards of MVRD and MVHC and renewed every 5 years. There are no charges or liens on these properties.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 13
Year ended December 31, 2024

8. Mortgages and Loans Payable (continued)

Rental Property	Financed by	Interest Rate - %	Renewal Date	Expected Maturity Date	2024	2023
Redevelopment Projects:						
Kingston Gardens	BCHMC	Prime plus 1.00%	—	May 1, 2025	$23,299,246	$ —
Salal Landing	BCHMC	Prime plus 1.00%	—	March 31, 2025	13,443,215	—
Total Redevelopment projects					36,742,461	—
Investment in Housing Innovation Projects:						
Heather Place A	Other	1.44	December 1, 2030	December 1, 2055	12,126,985	12,435,440
Total Investment in Housing Innovation projects					12,126,985	12,435,440
Seniors projects:						
Alderwood Place	CHMC	2.55	—	July 1, 2027	714,481	978,751
Cedarwood Place	MVRD	4.10	July 1, 2029	July 1, 2038	2,889,565	3,095,965
Total Seniors projects					3,604,046	4,074,716
HOMES BC projects:						
Chateau de Ville	Other	4.87	July 1, 2027	July 1, 2035	5,679,570	6,085,230
Claude Douglas	Other	2.56	November 1, 2029	November 1, 2036	1,529,899	1,638,419
Fraserwood	Other	1.44	December 1, 2030	December 1, 2035	2,471,160	2,677,081
Inlet Centre Residences	Other	1.58	October 1, 2030	October 1, 2038	4,353,453	4,632,727
Maplewood	Other	2.62	May 1, 2027	May 1, 2037	1,946,491	2,077,571
Odlinwood	Other	2.03	August 1, 2026	August 1, 2036	3,567,761	3,836,233
Total HOMES BC projects					19,548,334	20,947,261
MVHC projects:						
Crown Manor	MVRD	4.10	July 15, 2029	July 15, 2038	533,185	571,860
Earle Adams Village	MVRD	4.10	—	June 1, 2027	795,223	1,060,298
Euclid Square	MVRD	4.10	—	June 1, 2027	233,594	311,458
Grandview Gardens	MVRD	4.10	—	June 1, 2027	166,710	222,280
Kelly Court	MVRD	4.10	—	June 1, 2027	330,833	441,110
Manor House	MVRD	4.10	March 15, 2029	March 15, 2038	894,277	958,924
Meridian Village	Other	2.46	September 1, 2026	July 1, 2031	3,134,154	3,567,630
Minato West	Other	2.22	—	October 1, 2031	1,863,136	2,112,973
Regal Place Hotel	MVRD	4.10	March 15, 2029	March 15, 2038	317,511	340,463
Semlin Terrace	MVRD	4.10	—	June 1, 2027	246,369	328,492
Total MVHC projects					8,514,992	9,915,488
Total mortgages and loans payable					$80,536,818	$47,372,905

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 14

Year ended December 31, 2024

8. Mortgages and Loans Payable (continued)

Mortgages and loans outstanding are expected to be renegotiated on a long-term basis. Principal payments, assuming extension to maturity, due within the next five years and thereafter are as follows:

	Payments for Construction Financing	Payments for Mortgages	Payments for MVRD Loans	Total Payments
2025	$ 36,742,461	$ 2,721,854	$ 923,583	$ 40,387,898
2026	—	2,743,519	923,583	3,667,102
2027	—	2,562,546	923,583	3,486,129
2028	—	2,450,003	332,673	2,782,676
2029	—	2,535,255	332,674	2,867,929
Thereafter	—	24,373,913	2,971,172	27,345,085
Total	**$ 36,742,461**	**$ 37,387,090**	**$ 6,407,268**	**$ 80,536,819**

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 15

Year ended December 31, 2024

9. Tangible Capital Assets

Year ended December 31, 2024

	Cost				Accumulated Amortization				Net Book Value December 31, 2024
	Balance at December 31, 2023	Additions	Disposals	Balance at December 31, 2024	Balance at December 31, [illegible]	Disposals	Amortization Expense	Balance at December 31, 2024	
Land	$ 52,274,381	$ —	$ —	$ 52,274,381	$ —	$ —	$ —	$ —	$ 52,274,381
Buildings	233,201,353	3,828,409	(1,822,806)	235,206,956	180,006,418	(1,729,574)	1,325,961	179,602,805	55,604,151
Furniture & fixtures	6,511,458	374,675	(492,757)	6,393,376	4,749,950	(451,469)	501,864	4,800,345	1,593,031
Construction in progress	57,879,829	70,912,195	—	128,792,024	—	—	—	—	128,792,024
	$ 349,867,021	**$75,115,279**	**$ (2,315,563)**	**$ 422,666,737**	**$184,756,368**	**$ (2,181,043)**	**$ 1,827,825**	**$ 184,403,150**	**$ 238,263,587**

Additions related to asset retirement costs were $3.8 million (2023- $9.5 million).

In 2024, there were no tangible capital assets contributed to the Corporation (2023 - $nil).

Year ended December 31, 2023

	Cost				Accumulated Amortization				Net Book Value December 31, 2023
	Balance at December 31, 2022	Additions	Disposals	Balance at December 31, 2023	Balance at December 31, [illegible]	Disposals	Amortization Expense	Balance at December 31, 2023	
Land	$ 52,274,381	$ —	$ —	$ 52,274,381	$ —	$ —	$ —	$ —	$ 52,274,381
Buildings	223,589,739	9,611,614	—	233,201,353	178,834,186	—	1,172,232	180,006,418	53,194,935
Furniture & fixtures	6,561,114	735,728	(785,384)	6,511,458	4,867,072	(656,764)	539,642	4,749,950	1,761,508
Construction in progress	24,702,410	33,177,419	—	57,879,829	—	—	—	—	57,879,829
	$ 307,127,644	**$43,524,761**	**$ (785,384)**	**$ 349,867,021**	**$183,701,258**	**$ (656,764)**	**$ 1,711,874**	**$ 184,756,368**	**$ 165,110,653**

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 16

Year ended December 31, 2024

10. Prepaid Land Leases

	2024	2023
Balance, beginning of year	$ 4,672,701	$ 4,867,502
Amortization	(194,799)	(194,801)
Balance, end of year	$ 4,477,902	$ 4,672,701

The lease terms for the properties are as follows:

Asset	Lease Expiry Dates	Lease Term (Years)
Buildings		
Habitat Villa	February 2029	50
Walnut Gardens	May 2026	42
Other prepaid land leases	May 2036 to June 2062	60

11. Accumulated Surplus

Accumulated surplus consists of authorized and issued 2,000 common shares with a par value of $1 per share and individual fund surplus and reserves as follows:

	2024	2023
Reserves	$ 57,614,438	$ 58,587,044
Capital fund	(56,020,742)	(40,548,932)
Investment in tangible capital assets	157,726,768	117,737,748
Share capital	2,000	2,000
	$ 159,322,464	$ 135,777,860

Capital fund balance represents the expected level of funding required for capital expenditures.

Continuity of reserves is as follows:

	Operating	Capital	Capital	2024	2023
Balance, beginning	$ 25,229,739	$ 33,568,637	$ (211,332)	$ 58,587,044	$ 55,075,513
Interest	1,157,293	1,577,832	(35,637)	2,699,488	2,300,056
Contribution to operations	(29,785,623)	—	22,925,914	(6,859,709)	(4,345,795)
Contribution to capital	—	(10,614,895)	—	(10,614,895)	(7,675,000)
Annual operating	13,802,510	—	—	13,802,510	13,232,270
	$ 10,403,919	$ 24,531,574	$ 22,678,945	$ 57,614,438	$ 58,587,044

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 17
Year ended December 31, 2024

11. Accumulated Surplus (continued)

Investment in tangible capital assets is calculated as follows:

	2024	2023
Tangible capital assets	$ 238,263,587	$ 165,110,653
Amounts financed by:		
Debt	(80,536,819)	(47,372,905)
	$ 157,726,768	$ 117,737,748

The change in investment in tangible capital assets is as follows:

	2024	2023
Change in the investment in tangible capital assets		
Acquisition of tangible capital assets	$ 75,115,279	$ 43,524,761
Amortization of tangible capital assets	(1,827,825)	(1,711,874)
Loss on disposal of tangible capital assets	(134,520)	(128,620)
	73,152,934	41,684,267
Less financing of tangible capital assets through debt		
Proceeds of mortgages and loans	36,742,461	—
Principal repayments on mortgages and loans	(3,578,547)	(3,528,054)
	33,163,914	(3,528,054)
Change in investment in tangible capital assets	39,989,020	45,212,321
Investment in tangible capital assets, beginning of year	117,737,748	72,525,427
Investment in tangible capital assets, end of year	$ 157,726,768	$ 117,737,748

12. Contractual Obligations

As at December 31, 2024, the Corporation had the following commitments relating to projects in progress.

Authorized and Outstanding Projects	Expended at December 31	Total 2024	Total 2023
$ 614,376,000	$ (127,824,634)	$ 486,551,366	$ 365,168,202

13. Contingencies

Lawsuits

As at December 31, 2024, there were various lawsuits pending against the Corporation arising in the ordinary course of business. The Corporation has retained legal counsel to defend against these lawsuits. Where the outcomes or amounts cannot be reasonably determined, no liability has been recorded. Management is of the opinion that losses, if any, in connection with these lawsuits can be sufficiently funded by reserve funds or covered by insurance. Any expected losses will be accrued and recorded as expenses at the time they are considered likely and amounts are reasonably determinable.

Self-Insurance Reserve

A self-insurance reserve has been established within the MVRD to cover losses resulting from uninsured liability exposures of the Metro Vancouver Districts, and the MVHC.

Each year a review is undertaken to determine if it would be beneficial to purchase liability insurance. The MVRD, its related Districts, and the MVHC transfer amounts to the reserve depending on the reserve's adequacy to cover retained liability risk.

An estimate is made for all costs of investigating and settlement of claims incurred annually and an adjustment is made to the reserve to maintain an adequate balance to cover potential losses in excess of recorded liabilities. These adjustments are changed as additional information becomes known during the course of claims settlement. Any likely losses would be expensed by at the time the losses are known and the amounts are reasonably determinable.

BC Homes Repayable Assistance

Under the operating agreements, the cumulative Non-Rent Geared to Income (Non-RGI) assistance is contingently repayable to BCHMC in the event that BCHMC’s unit rent contribution for any unit exceeds the economic or breakeven rent of the units occupied by Non-RGI tenants in any year. MVHC is required to commence repayment of the cumulative Non-RGI assistance on the first day of the fiscal year following the fiscal year in which the preceding event occurs. The balance then bears interest at bank prime and the required monthly payments are set annually based upon the amount by which Non-RGI BCHMC’s unit rent contributions exceed economic rent for these units in the prior year. The estimated total Repayable Assistance at December 31, 2024 is $nil (2023 - $nil). The balance will be reconciled and finalized once BCHMC completes the financial review for the fiscal year ended December 31, 2024.

13. Contingencies (continued)

BCHMC Grant Funding - Heather Place A

In 2018 MVHC entered into a forgivable loan agreement (the "Agreement") with BCHMC for funding for the Heather Place Facility located in Vancouver, BC. MVHC received funding in the amounts of $6,685,520 in 2018 and 2019. The loan term is 35 years and is forgivable in the amount of 1/25th of the final balance of $6,685,520 commencing in the 11th year after completion of construction and commencement of operations, which occurred in 2020. Upon commencement of operations of the facility, the amount of funding received was recorded as revenue from government transfer in 2020 as the remaining stipulation of continuing to operate the facility in accordance with the Agreement is not considered to create a liability.

Forgiveness of the loan under the Agreement requires that the property must be continuously used for the provision of housing for eligible occupants and there is no default under the loan or operating agreement. Should a breach in the agreement occur, the outstanding balance of the funding not previously forgiven would need to be repaid to BCHMC immediately. Payments of interest will not be required unless there is a default, which would result in interest being payable on the unforgiven balance of the principal amount then outstanding at prime plus 2% per annum, compounded semi-annually and not in advance. As management does not consider it likely that the amount will be repaid, no liability is recorded in the financial statements.

CMHC Grant Funding - Kelly Court

In 2022 MVHC entered into an agreement with the CMHC for funding for the repair of the Kelly Court Facility located in Vancouver, BC, totalling $1,321,824. In 2023, $1,171,038 of the grant was expended and recorded as grant revenue. Stipulations of the grant agreement requires that MVHC maintain the affordability of the building for eligible occupants for a period of 20 years, that the project meets minimum energy efficiency requirements and that there is no default under the funding agreement. Should a breach in the agreement occur, the contribution, in whole or part, would be repayable to CMHC immediately. As management does not consider it likely that the amount will be repaid, no liability is recorded in the financial statements. The work for Kelly Court was completed in 2023 and no additional funds are expected to be received.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 20

Year ended December 31, 2024

13. Contingencies (continued)

BCHMC Loan Funding - Kingston Gardens Redevelopment Project

In 2022, MVHC entered into a demand non-revolving construction loan agreement with BCHMC for financing of the Kingston Gardens redevelopment project located in Surrey, BC. Amounts drawn from the loan must be repaid no later than May 1, 2025. At which time, it will be repaid by a BCHMC ownership interest of $8,300,000 and a take out mortgage obtained through CMHC's National Housing Co-Investment Fund. This includes a repayable loan with maximum approved of $27,957,183 and a forgivable amount of $1,454,194. Any amounts remaining of up to $6,931,375 will be paid from MVHC's reserves. MVHC is currently seeking an extension on this repayment deadline.

BCHMC loan Funding - Salal Landing Redevelopment Project

In 2023 MVHC entered into a construction loan agreement with BCHMC for funding for the Salal Landing Project, a 63 unit multi-family project located in Port Coquitlam, BC. This loan agreement includes a forgivable loan in the amount of $7,925,000.

The forgivable loan term is 35 years and is forgivable in the amount of 1/25th of the final balance of $7,925,000 commencing on the 11th year after the commencement date. The loan will continue to be forgiven 1/25th each subsequent year until the loan is fully forgiven.

Forgiveness of the loan under the Agreement requires that the property must be continuously used for the provision of housing for eligible occupants and there is no default under the loan or operating agreement. Should a breach in the agreement occur, the outstanding balance of the funding not previously forgiven would need to be repaid to BCHMC immediately. Payments of interest will not be required unless there is a default, which would result in interest being payable on the unforgiven balance of the principal amount then outstanding at prime plus 2% per annum, compounded semi-annually and not in advance.

13. Contingencies (continued)

CMHC Loan Funding - Heather Place B Redevelopment Project

In 2023, MVHC entered into a construction loan agreement with CMHC for financing of the Heather Place B Project, a 87 unit rental housing project located in Vancouver, BC. The project is funded by a repayable loan with a maximum approved amount of $30,764,081 and a forgivable loan in the amount of $1,175,000. As at December 31, 2024, MVHC has not received any of the financing. Funding of eligible cost is expected to be received in 2025.

The repayable loan has an amortization period of 50 years and principal repayment will commence upon the project achieving Stabilization, defined as annualized gross income of $2,035,539. The forgivable loan will have an equal portion of the principal amount forgiven on each anniversary of the date that the loan is fully forgiven.

Interest payable on the repayable loan will be calculated semi-annually in arrears commencing on the interest capitalization date or as CMHC may otherwise determine. The forgivable loan is interest free until Stabilization is achieved (after 12 months of consecutive gross income exceeding the threshold as defined in the loan agreement) and provided the loan is not in default.

CMHC Loan Funding - Heron's Nest

In 2024, MVHC entered into a construction loan agreement with CMHC for financing of the Heron's Nest, a 115 unit rental housing project located in Pitt Meadows, BC. The project is funded by a repayable loan with a maximum approved amount of $28,590,024 and a forgivable loan in the amount of $5,750,000. As at December 31, 2024, MVHC has not received any financing from the repayable portion. The forgivable loan in the amount of $5,750,000 was received in March 2025.

The repayable loan has an amortization period of 50 years and principal repayment will commence upon the project achieving Stabilization, defined as annualized gross income of $2,276,968. The forgivable loan will have an equal portion of the principal amount forgiven on each anniversary of the date that the loan is fully forgiven.

Interest payable on the repayable loan will be calculated semi-annually in arrears commencing on the interest capitalization date or as CMHC may otherwise determine. The forgivable loan is interest free until Stabilization is achieved (after 12 months of consecutive gross income exceeding the threshold as defined in the loan agreement) and provided the loan is not in default.

METRO VANCOUVER HOUSING CORPORATION

Notes to Financial Statements, page 22

Year ended December 31, 2024

14. Budget Information

The annual budget presented in these financial statements is based upon the 2024 operating and capital budgets approved by the Corporation's Board in October 2023. The budget is based on operational and capital expenditure requirements and their associated funding. Amortization is a non-cash item that is not funded for budget purposes. Contributions to or from reserves and debt principal repayments are removed from the approved budget for financial statement presentation. The schedule below reconciles the approved budget to the budget figures reported in these financial statements. Capital expenditures of $131,334,400 were included in the Capital Budget approved by the Board.

	2024 Budget	2023 Budget
Budgeted annual surplus per Exhibit B	$ 73,970,542	$ 20,416,038
Items not included in the operating budget		
Amortization of tangible capital assets and prepaid land leases	1,899,898	3,374,776
Accretion on asset retirement obligation	417,493	—
Reserve interest	(1,128,362)	(1,050,456)
Development grant	(73,765,235)	(15,575,000)
Items included in the budget but not in financial statements		
Debt principal payments	(4,329,792)	(3,528,058)
Transfers to reserves	2,935,456	(3,637,300)
Annual surplus per approved budget	$ —	$ —

15. Supplementary Cash Flow Information

The following non-cash transactions related to the initial adoption of PS 3280 Asset Retirement Obligations (note 2) are excluded from the statement of cash flows.

	2024	2023
Asset retirement cost (a)	$ 3,828,409	$ 9,539,646
Increase to asset retirement obligations	(3,828,409)	(9,539,646)
	$ —	$ —

(a) Assets acquired through other non-cash transactions are excluded from the acquisition of tangible capital assets on the statement of cash flows.

	2024	2023
Acquisition of tangible capital assets	$ 71,286,870	$ 33,985,115
Asset retirement cost	3,828,409	9,539,646
Tangible capital asset additions (note 9)	$ 75,115,279	$ 43,524,761

16. Subsequent Events

a. CMHC Loan Funding - The Connection

On March 11, 2025, MVHC entered into a new construction loan agreement with CMHC for The Connection Project. The agreement includes a repayable portion of $51,832,931 and a forgivable portion of $13,050,000. The repayable portion is subject to an interest rate of up to 5.35%.

b. CMHC Loan Funding - The Steller Project

On March 21, 2025, MVHC entered into a new construction loan agreement with CMHC for The Steller Project. The agreement includes a repayable portion of $36,725,716 and a forgivable portion of $6,100,000. The repayable portion is subject to an interest rate of up to 4.49%.

c. Funding agreement with Department of Natural Resources

On March 21, 2025, MVHC signed an agreement with the Department of Natural Resources to receive $600,000 in funding for the construction of Le Chateau Place.

d. CMHC funding contribution for repairs and/or renovations

On March 27, 2025, MVHC received a $7,150,000 contribution from CMHC in connection with the Affordable Housing Fund to support the repair and/or renovation of at least 175 housing units in the Metro Vancouver region.

e. BCHMC interim Housing Assistance Program

In April 2025, MVHC collaborated with BC Housing to secure a grant contribution agreement in the amount of $5,007,313 through the Interim Housing Assistance Program (IHAP) in exchange for allocating 10 units at Kingston Gardens for subsidized housing at shelter rates to support asylum claimants. The IHAP was initiated by the federal government in January 2024 to provide funding for provinces and municipalities to address the extraordinary pressures caused by increased volume of asylum claimants.



Metro Vancouver

2024 Metro Vancouver Financial Results

Linda Sabatini
Director, Financial Operations

Harji Varn
Chief Financial Officer, GM of Financial Services

Finance Committee – April 17, 2025

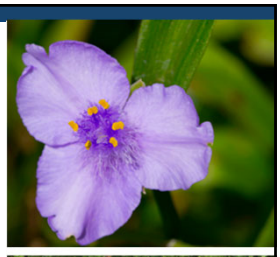
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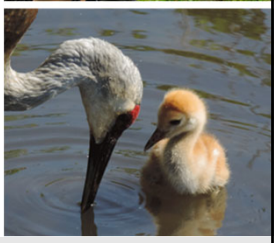
METRO VANCOUVER

2024 Annual Financial Results

- Audited Financial Statements and Key Indicators
- Differences Between
  - Public Sector Accounting Standards (PSAS)
  - Budget Based on Annual Funding Requirements







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AUDITED FINANCIAL STATEMENTS

4 Key Indicators

- Financial Assets
- Net Debt
- Non-Financial Assets
- Surplus

Condensed Consolidated Statement of Financial Position
As of December 31, 2024
(in thousands of dollars)

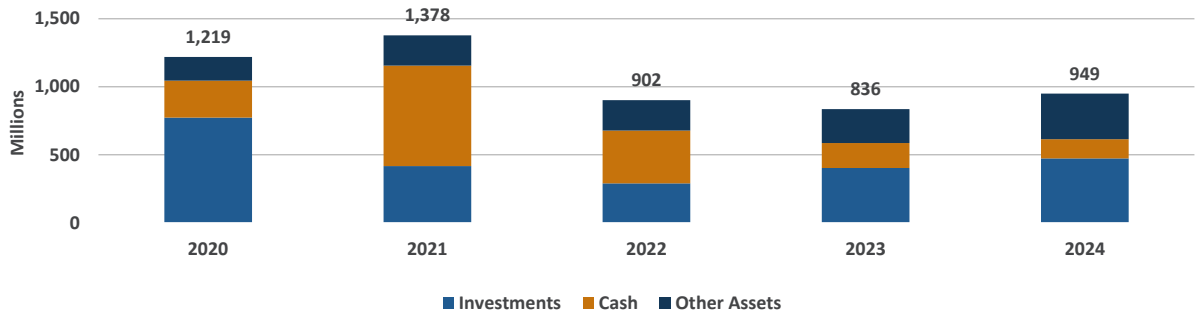
	2024 Actual
Cash, cash equivalents and investments	$ 614,614
Other financial assets	334,643
Total Financial Assets	949,257
Liabilities	964,252
Debt, net of Translink and members	2,037,847
Total Liabilities	3,002,099
Net Debt	(2,052,842)
Non-Financial Assets	9,315,879
2024 Accumulated Surplus	**$ 7,263,037**

FINANCIAL ASSETS

- Mainly Cash, Investments and Receivables
- Total Reserves including DCCs $885.2M
- Good Cash and Liquidity Position
  - Current Ratio 2.4:1
  - Operating Reserves 12.8% of Revenue

Metro Vancouver Liquidity Indicators
($ millions)

	2020	2021	2022	2023	2024
Current Ratio	2.8 to 1	3.2 to 1	2.7 to 1	2.5 to 1	2.4 to 1
Operating Reserves /Revenue	9.5%	11.6%	14.5%	14.2%	12.8%
Total Reserves	$ 541.5	$ 656.8	$ 714.6	$755.5	$885.2

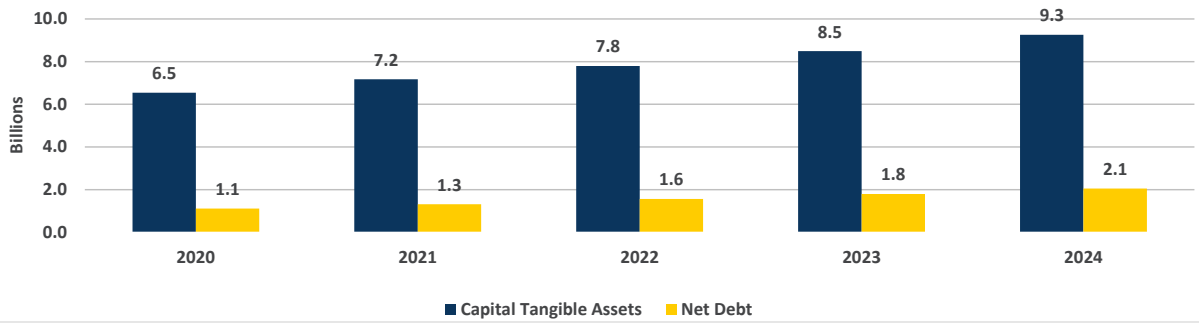


NON-FINANCIAL ASSETS & NET DEBT

- Capital Spend $884.3M, 62% of $1.8B
- 38% underspent included in 2025-2029 Capital Plan (not levied or borrowed in advance of spend)
- Net debt position increased by $260.2M
- Debt Servicing Ratio is 18.3%, below policy maximum of 40%

Metro Vancouver Capital Assets and Net Debt
(net of Translink and Member Municipalities)
($ billions)

	2020	2021	2022	2023	2024
Capital Tangible Assets	$ 6.6	$ 7.2	$ 7.8	$8.5	$9.3
Net Debt	1.1	1.3	1.6	1.8	2.1



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2024 PSAS SURPLUS TO OPERATING BUDGET SURPLUS

Key Items

- Surplus
- PSAS Items
- Operating Budget Surplus

PSAS Surplus to Operating Budget Surplus
For the year ended December 31, 2024

(in thousands of dollars)	Budget	2024 Actual
Revenue	$ 1,499,083	$ 1,429,981
Expenses	(927,308)	(898,394)
Annual Surplus per PSAS	**$ 571,775**	**$ 531,587**
Applications and transfers included in operating budget		
Contributions to capital	249,912	249,912
Payments on long-term debt	149,480	178,096
Transfers to (from) reserves	(7,268)	7,117
PSAS items excluded from annual operating budget		
Amortization of capital assets	(108,692)	(110,030)
Accretion expense on ARO	(2,324)	(2,478)
Sinking fund and debt retirement income	28,096	28,363
Capital revenue, grants and DCCs	253,715	128,720
Reserve fund interest	8,856	23,370
Corporate program surplus to reserves	-	6,602
	571,775	509,672
Annual Surplus based on budget	-	**$ 21,915**

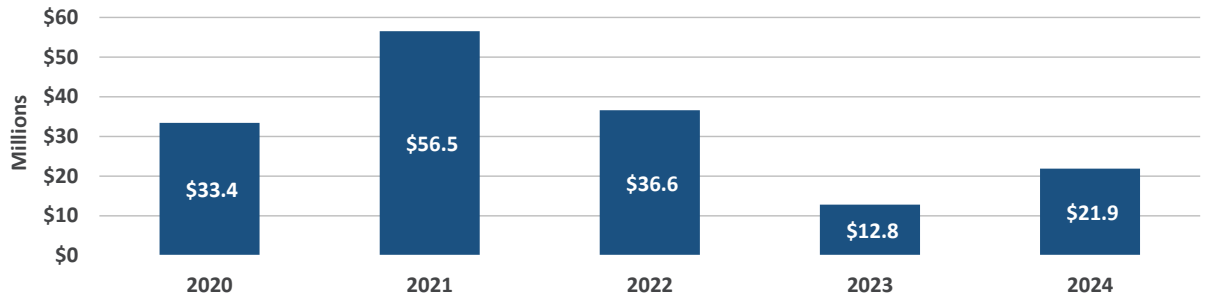
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2024 OPERATING PROGRAM

- $22.0M surplus (1.8% of $1.2B budget)
- $13.9M more than the planned
- Higher than previous due labour vacancies, project delays and cost efficiency efforts made
- Per policy, surplus/deficit transferred to reserves for applicable entities.

Metro Vancouver Surplus
($ millions)

	2020	2021	2022	2023	2024
Water Services	$ 1.7	$ 8.4	$ 8.0	$ 2.8	(3,5)
Liquid Waste Services	4.5	10.7	14.0	(3.1)	3.1
Solid Waste Services	14.5	17.4	(2.3)	(3.4)	0.6
MVHC	7.8	15.3	10.3	13.2	14.6
MVRD	4.9	4.8	6.6	3.3	7.2
Total	$ 33.4	$ 56.5	$ 36.6	$ 12.8	$ 22.0
% of Budget	3.7%	5.0%	3.6%	1.2%	1.8%



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Questions

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Operating Results

- **Surplus: $22.0 M (1.8% of Budget)**

(In millions)	Budget	Actual	Variance
Water Services	$ —	$ (3.5)	$ (3.5)
Liquid Waste Services	—	3.1	3.1
Solid Waste Services	—	0.6	0.6
Housing	8.1	14.6	6.5
Regional District	—	7.2	7.2
Total	**$ 8.1**	**$ 22.0**	**$ 13.9**

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Capital Program

- **Capital Expenditures: $884.3M (Over 62% of the $1.4B capital cash flow)**

(In millions)	Annual Capital Cash Flow	Actual Expenditures	Variance
Water Services	$ 424.9	$ 356.6	$ 68.3
Liquid Waste Services	781.2	422.8	358.4
Solid Waste Services	54.1	14.5	39.6
Housing	131.3	70.8	60.5
Regional Parks	32.0	19.6	12.4
Total	**$ 1,423.5**	**$ 884.3**	**$ 539.2**

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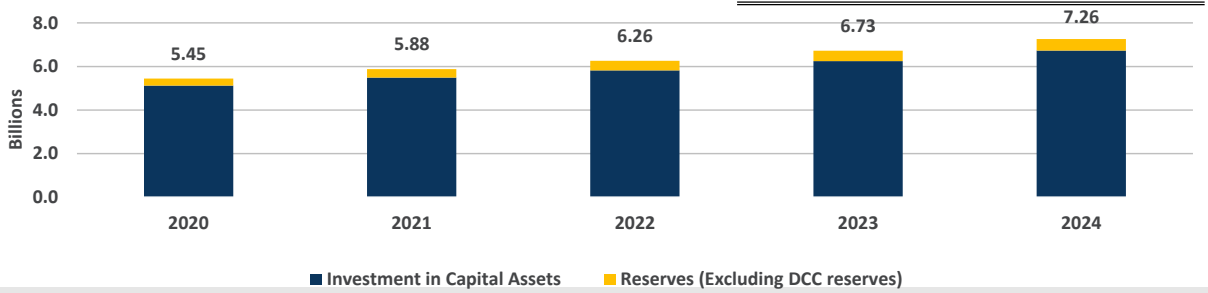
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ACCUMULATED SURPLUS

- Accumulated Surplus
  - Reserves
  - Investment in Capital Assets
- Growth each year from:
  - Surplus
  - Increases in assets from infrastructure projects

Metro Vancouver Accumulated Surplus
(net of Translink and Member Municipalities)
($ billions)

	2020	2021	2022	2023	2024
Accumulated Surplus Beginning of Year	$ 4.88	$ 5.45	$ 5.88	$ 6.26	$ 6.73
PSAB Surplus	.57	.43	.38	.47	.53
Accumulated Surplus, End of Year	$ 5.45	$ 5.88	$ 6.26	$ 6.73	$ 7.26



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer / General Manager, Financial Services
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning
Peter Navratil, General Manager, Liquid Waste Services

Date: March 27, 2025 Meeting Date: April 17, 2025

Subject: **Response to the MVRD Board's January 31, 2025 Resolution regarding: Cost Apportionment for Wastewater Treatment Plant Projects, Regional Projections and DCC Collections and Application**

RECOMMENDATION

That the MVRD Board receive for information the report dated March 27, 2025, titled "Response to the MVRD Board's January 31, 2025 Resolution regarding: Cost Apportionment for Wastewater Treatment Plant Projects, Regional Projections and DCC Collections and Application".

EXECUTIVE SUMMARY

This report responds to the January 31, 2025 MVRD Board resolution requesting additional information on: cost components and allocation of the Iona Island and North Shore Wastewater Treatment Plant projects; assumptions and data for population, dwelling unit and employment projections; and an accounting of DCC revenues by sewerage area for the past two decades.

PURPOSE

To provide the MVRD Board the requested information stemming from the January 31, 2025 MVRD Board resolution requesting additional information on cost allocation for the Iona Island and North Shore Wastewater Treatment Plant projects, assumptions and data underlying population, dwelling unit, and employment projections, and DCC collections over the last two decades by sewerage area.

BACKGROUND

At the MVRD Board meeting January 31, 2025, the Board considered the attached report titled "Responding to Director Kooner's November 12, 2024 Memo", dated January 8, 2025. The Board passed the following resolution for staff to compile additional information and bring it forward to the Finance Committee:

That the MVRD Board direct staff to bring forward to the Finance Committee:

1. *an itemization of all cost components of the Iona Island and North Shore Wastewater Treatment Plant Projects, clearly showing how each portion is allocated under Tier I, Tier II, or Tier III, including a rationale for any non-core or non-regulatory costs;*
2. *Details on the assumptions and data underlying all population, dwelling unit, and growth projections—specifically explaining how they affect DCC rates, apportionments, and municipal contributions; and*

3. *An accounting of all DCC revenues collected over the last two decades by sewerage area and clarifies how those funds have been spent or allocated, including any cross subsidization among member jurisdictions.*

QUESTION 1. COMPONENTS OF WASTEWATER TREATMENT PLANTS

Itemization of all components for the Iona Island and North Shore Wastewater Treatment Plant projects, showing how each portion is allocated under Tier I, Tier II, or Tier III, including a rationale for any non-core or non-regulatory costs

The methodology used for determining the Tier allocations for the wastewater treatment plant upgrade projects is based on a breakdown of the estimated costs for the projects into individual Process Function Codes (PFCs). PFCs are used throughout the lifecycle of the wastewater treatment plants and break down the plant components into distinct process units based on the various treatment processes within the wastewater treatment plants (WWTPs).

Table 1.1 and 1.3 provided below list each of the PFCs used, the total estimated cost of construction for each PFC (including design and construction engineering services, construction services, process equipment costs, risk reserves and escalation reserves). The cost associated with each PFC are broken down into Non-Growth (NG) and Growth (G) components and subsequently into Tier I / II / III components as defined in the *GVS&DD Cost Apportionment Bylaw*. The risk and escalation reserves have been allocated to each line item on the basis of relative costs. Escalation reserves have not been allocated based on the timing of each activity. All percentages are based on the total project cost. Depending on the structure of the plant, treatment technologies selected, construction risks, work packaging, contracting format, efficiency and for allocation clarity, PFCs may be combined or expanded to multiple lines as the designer deems appropriate and necessary.

In the case of plant-wide structures or services, such as General Site works/Earthworks, the overall costs for these works are developed and then the costs are allocated to Tiers in proportion of either the overall costs of the PFCs in each Tier, or by square footage taken up by each PFC. These different methodologies are used when the overall plant structure is multi-level (process units are stacked, such as the case for the North Shore WWTP), or in proportion to area where the plant has a larger footprint and stacking of process units is not required (as is the case for Iona Island WWTP).

Growth / non-growth allocations are developed by producing two design estimates. One with the wastewater treatment plant sized to handle current flows and solids loading and the second sized to accommodate future projected increases in flows and solids loading. The difference between the two estimates is used to establish the growth and non-growth components of the WWTPs.

The PFC breakdown and estimates for the Iona Island WWTP are based on the Board-approved 2022 Project Definition Report (PDR). As directed by the Board, Metro Vancouver is looking at alternative ways to deliver the Iona Island WWTP in a phased buildout over decades to improve cost sustainability. This work will result in changes to the estimate and the Tier and Growth allocations shown on Table 1.1.

Table 1.1. Estimated Cost by individual Process Function Codes
Iona Island WWTP ($ millions)

			Non-Growth				Growth			
PFC	**Item**	**Total**	**NG Total**	**Tier 1**	**Tier 2**	**Tier 3**	**G Total**	**Tier 1**	**Tier 2**	**Tier 3**
10	General Site works / Ground Improvements	$3,135.0	$2,560.4	$1,030.9	$1,425.8	$103.7	$574.7	$281.2	$241.7	$51.8
10	Park Integration and Ecol. Enhancements	$578.8	$578.8	$556.3	$22.5	-	-	-	-	-
10	Ferguson Road Upgrades	$112.4	$112.4	-	$112.4	-	-	-	-	-
11	O&M Building, Lab. and Welcome Centre	$281.6	$281.6	$113.4	$156.8	$11.4	-	-	-	-
20	Influent Sewer	$140.8	$140.8	$140.8	-	-	-	-	-	-
21	Headworks	$163.3	$163.3	$163.3	-	-	-	-	-	-
22	Raw Wastewater Pumping	$104.6	$104.6	$104.6	-	-	-	-	-	-
23	Grit Removal, Pre-Aeration	$105.6	$105.6	$105.6	-	-	-	-	-	-
29	Existing Prim. Facilities - Maintain to 2051	$464.4	$464.4	$464.4	-	-	-	-	-	-
30	Primary Sedimentation	$425.6	$422.3	$422.3	-	-	$3.4	$3.4	-	-
41	Activated Sludge Tanks	$1,069.7	$932.0	-	$932.0	-	$137.7	-	$137.7	-
50	Disinfection	$134.5	$134.5	-	$134.5	-	-	-	-	-
61	Eff. Pumping, Channel and Outfall (Prim.)	$35.0	$35.0	$35.0	-	-	-	-	-	-
61	Eff. Pumping, Channel and Outfall (Sec.)	$34.7	$34.7	-	$34.7	-	-	-	-	-
63	Tertiary Filtration	$86.7	$86.7	-	-	$86.7	-	-	-	-
63	Advanced Technologies Pilots	$41.7	$41.7	-	-	$41.7	-	-	-	-
70/73	Sludge Thickening & Dewatering	$291.3	$281.9	-	$281.9	-	$9.5	-	$9.5	-
71	Digestion	$482.0	$460.9	-	$460.9	-	$21.2	-	$21.2	-
80	Power Distribution	$424.4	$388.5	$156.4	$216.4	$15.7	$35.9	$17.6	$15.1	$3.2
80	BC Hydro Electrical Service	$295.2	$295.2	-	$295.2	-	-	-	-	-
81	Heat Recovery	$318.2	$311.1	-	$311.1	-	$7.1	-	$7.1	-
81	Effluent Distribution System	$521.5	$521.5	-	-	$521.5	-	-	-	-
82	Clean Water Utilities	$4.5	$4.5	$1.8	$2.5	$0.2	-	-	-	-
82	Off-Site Utilities (Water, Telecoms, NG)	$20.9	$20.9	-	$20.9	-	-	-	-	-
83	Wastewater Utilities	$20.0	$20.0	$8.1	$11.1	$0.8	-	-	-	-
84	Power Generation	$147.1	$147.1	-	$147.1	-	-	-	-	-
85	Plant Drainage	$29.7	$29.7	$11.9	$16.5	$1.2	-	-	-	-
86	Communications	$20.4	$20.4	$8.2	$11.4	$0.8	-	-	-	-
87	Fire Alarms	$22.4	$22.4	$9.0	$12.5	$0.9	-	-	-	-
88	Industrial Control System	$83.4	$83.4	$33.6	$46.4	$3.4	-	-	-	-
89	Odour Control	$324.6	$315.2	$126.9	$175.5	$12.8	$9.5	$4.6	$4.0	$0.9
	Total Project Cost	**$9,920.1**	**$9,121.4**	**$3,492.5**	**$4,827.9**	**$800.9**	**$798.8**	**$306.7**	**$436.2**	**$55.8**
		100.0%	92.0%	35.2%	48.9%	7.9%	8.0%	3.1%	4.2%	0.7%

Rationale for Perceived Non-Core / Non-Regulatory Items

- **Ferguson Road Upgrade:** The Ferguson Road Upgrades includes three components: (1) the re-alignment of the Ferguson Road up to the Causeway; (2) the Causeway Improvements; and (3) Causeway Breach. For the alignment of Ferguson Road component, Metro

Vancouver partnered with the Vancouver International Airport (YVR) to re-align Ferguson Road, which was completed in October 2024. The new 2.2-kilometre section of roadway supports both current and future transportation needs to enhance safety for current road users and visitors to Iona Island, while also helping to improve safety and efficiency for construction with new utilities in place to support the plant upgrade work. The upgrade of Ferguson Road significantly reduces the risk of conflicts between various road users (construction and public vehicles, cyclists and pedestrians) and the estimated value of this risk reduction is greater than the cost of the road upgrades. This cost was shared equally with YVR. For the Causeway Improvements component, a Provincial Active Transportation Grant of $500k was received to offset the cost of the Causeway construction. A further $3.4m federal grant application has also been submitted. The Causeway Breach is the final component of this line item which will be undertaken once construction has been completed. This involves the construction of a bridge to Iona Island and a breach underneath to restore salmon spawning routes.

- **Park Integration and Ecological Enhancements:** The Fraser River estuary, where xʷəyeyət (Iona Island) and the Iona Island WWTP are located, is British Columbia's largest and most threatened estuary. It is one of the most important salmon rivers in the world, providing critical rearing habitat for millions of juvenile salmon. In securing senior government permits for the construction of the Iona Island WWTP, the Board directed GVS&DD to provide ecological compensation to offset the impacts of the construction of the WWTP. The ecological restoration projects are also part of work to redress the effect of the plant's construction in the 1960s and its ongoing operation on the well-being and cultural practices of xʷməθkʷəy̓əm (Musqueam Indian Band) which is also linked to Metro Vancouver's commitment to meaningfully engage with First Nations. Metro Vancouver's 2022-2026 Board Strategic Plan reaffirms its ongoing commitment to strengthening respectful relationships and engaging meaningfully with First Nations on plans, programs, and projects. Metro Vancouver endeavors to ensure that its engagement with First Nations is respectful and takes place early, often and in an ongoing manner. Failure to complete these ecological compensation projects can delay the construction of the WWTP and increases the risk of regulatory penalties. The cost of these components of the project are lower than the estimated value of the associated risks.

North Shore Wastewater Treatment Plant Program

Table 1.2 below provides the allocations for the NSWWTP Program. Tier and Growth / Non-Growth allocations have been assigned for this allocation of the costs based on the *GVS&DD Cost Apportionment Bylaw*. This shows what the apportionment would have been based on the total cost of the NSWWTP Program. This does not reflect the actual apportionment being applied.

Table 1.2 Estimated Cost by individual Process Function Codes
North Shore WWTP Program ($Millions)

			Non-Growth				Growth			
PFC	**Item**	**Total**	**NG Total**	**Tier 1**	**Tier 2**	**Tier 3**	**G Total**	**Tier 1**	**Tier 2**	**Tier 3**
10	General Siteworks	$157.9	$146.3	$12.9	$120.5	$12.9	$11.6	$1.0	$9.6	$1.0
11	O&M	$241.0	$223.3	$19.6	$184.0	$19.7	$17.7	$1.6	$14.6	$1.6
16	Plant Storage	$126.3	$117.0	$10.3	$96.4	$10.3	$9.3	$0.8	$7.6	$0.8
20	Conveyance	$111.4	$103.2	$103.2	-	-	$8.2	$8.2	-	-
22	Infl. Pump Stn. & Headworks	$284.7	$263.7	-	$263.7	-	$20.9	-	$20.9	-
30	Primary Clarifiers	$580.3	$537.7	$537.7	-	-	$42.6	$42.6	-	-
41	Activated Sludge Bioreactors	$427.2	$395.8	-	$395.8	-	$31.4	-	$31.4	-
42	Secondary Clarifiers	$659.6	$611.1	-	$611.1	-	$48.5	-	$48.5	-
50	UV Disinfection	$16.0	$14.9	-	$14.9	-	$1.2	-	$1.2	-
63	Tertiary Filtration	$65.0	$60.2	-	-	$60.2	$4.8	-	-	$4.8
71A	Digesters	$117.2	$108.6	-	$108.6	-	$8.6	-	$8.6	-
71B	Solids	$360.1	$333.7	-	$333.7	-	$26.5	-	$26.5	-
73	Sludge Dewatering	$202.1	$187.3	-	$187.3	-	$14.8	-	$14.8	-
80	Power Distribution	$68.6	$63.5	$5.6	$52.3	$5.6	$5.0	$0.4	$4.1	$0.4
84	Cogeneration	$291.8	$270.3	-	$270.3	-	$21.4	-	$21.4	-
89	Odour Control	$78.9	$73.1	-	$73.1	-	$5.8	-	$5.8	-
91	District Energy System	$69.9	$64.8	-	-	$64.8	$5.1	-	-	$5.1
	Total	**$3,857.9**	**$3,574.5**	**$689.3**	**$2,711.8**	**$173.4**	**$283.4**	**$54.6**	**$215.0**	**$13.8**
		100.0%	92.7%	17.9%	70.3%	4.5%	7.3%	1.4%	5.5%	0.4%

In 2024, the Board held three Board Budget Workshops considering ways to apportionment costs for the $2.8B increase in cost to complete the NSWWTP Program. The Board approved a modification to the current GVS&DD Cost Apportionment Bylaw to add $10 / household above and beyond the current allocation model, the result of which is outlined in Table 1.3 below:

Table 1.3. *Cost Allocation for Board Approved Modifications to North Shore Wastewater Treatment Plant $2.8B Cost Increase*

Sewerage Area	**Cost Allocation of $2.8B**
Vancouver Sewerage Area	23.7%
North Shore Sewerage Area	37.3%
Lulu Island West Sewerage Area	4.9%
Fraser Sewerage Area	34.1%

Rationale for Perceived Non-Core / Non-Regulatory Items
There are no non-core or non-regulatory items identified for the NSWWTP Program.

QUESTION 2. REGIONAL POPULATION, DWELLING UNIT AND EMPLOYMENT PROJECTIONS

Assumptions and data underlying regional population, dwelling unit, and employment projections—specifically explaining how they affect DCC rates, apportionments, and municipal contributions

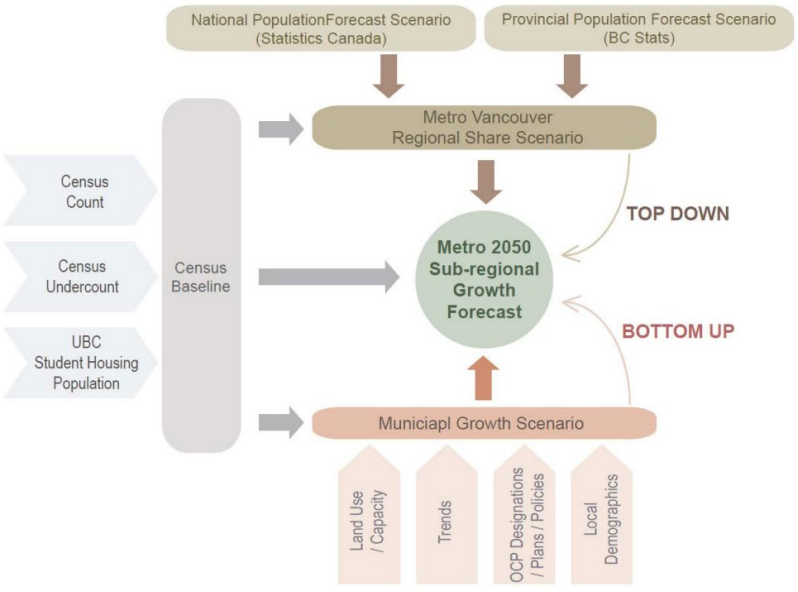
Metro Vancouver's Regional Planning function is responsible for providing long-range projections of population, dwelling units, and employment, which are critical to regional planning and capital planning throughout the region for transit, utilities and communities. These projections are developed at multiple geographic scales, including regional, sub-regional, municipal, traffic zone, and sewerage area levels. They support capital infrastructure planning for Metro Vancouver's utilities and inform the development of Metro Vancouver's Development Cost Charge rates.

Metro Vancouver's population projections are developed using a cohort model (Figure 1) that integrates historical growth patterns with adjustments reflecting current municipal development plans, policies, and long-range strategies. The projections leverage the following data sources:

- Statistics Canada (StatCan) census data and annual population change estimates;
- National (StatCan), provincial (BC Stats), and applicable municipal future growth estimates;
- Land capacity analysis and local development plans and policies; and
- Assumptions regarding future indicator trends.

A Hybrid Cohort Projection Model that combines a standard age-cohort model with adjustments for municipal land capacity and policy forms the core methodology. This regional model incorporates trend projections for births, deaths, immigration, and both inter- and intra-provincial migration. More information on the methodology is available at:
https://metrovancouver.org/services/regional-planning/regional-data-projections

Figure 1. Hybrid Approach for Regional Projections Model



For the most recent update to Metro Vancouver's Development Cost Charge (DCC) program, projections were provided in 2021 based on 2016 Census data as the base population, as the 2021 Census data was not yet available.

Population Projections

The following assumptions underpin the projections used.

Baseline Population Adjustment: The 2016 Census count was adjusted upward by 4.6% to account for a Statistics Canada-estimated undercount for the Metro Vancouver region.

Natural Increase Trend: The model used BC Stats fertility rate and survivorship rate data provided by Stats Canada. It projects a declining natural increase (births minus deaths), reaching zero in the early 2030s, and subsequently becoming negative.

Immigration Projections: The immigration sub-model is based on many inputs from Stats Canada (mobility status, annual estimates) and primarily on the 2021-2023 immigration level plan. Immigration is the primary driver of projected population growth, with an anticipated annual net inflow of 30,000 to 40,000 individuals. Based on historical trends, the City of Vancouver and the City of Surrey were projected to receive 26% and 23% of regional immigrants, respectively. The age and gender distribution of immigrants was assumed to remain relatively constant.

Inter-provincial Migration: Inter-provincial migration represents movement between Canadian provinces or territories. Data used were mainly from Stats Canada and included national population projections, a custom tabulation of mobility status on the place of resident and annual estimates of in and out migrations. Net interprovincial migration is projected to have a comparatively minor impact on regional growth, with an estimated annual net gain of 2,000 to 4,000 individuals.

Intra-provincial Migration: Intra-provincial migration involves movement between the region and the rest of the province. BC Stats (provincial population projections) and Stats Canada are inputs used to frame interprovincial migrations. Migration within British Columbia is projected to result in a net loss of approximately 9,900 individuals annually. The City of Surrey was projected to experience the largest share of this outflow (26%), followed by Langley Township (12%) and the City of Vancouver (11%).

***Inter-Municipal Migration*:** Projected migration patterns within Metro Vancouver anticipate a net outflow from the City of Vancouver (29%), the City of Burnaby (13%), and the City of Richmond (7%). Conversely, the City of Surrey (12%), Langley Township (11%), and the City of Maple Ridge (9%) were projected to experience net inflows from other municipalities within the region.

Dwelling Unit Projections

Like population projections, dwelling units are estimated using a bottom-up approach. Municipal projections are developed based on a householder rate model, and an adjustment of unit growth considering factors such as land capacity. A householder rate model formed the analytical core of this process. In essence, this model projected the number of households requiring dwellings by

analyzing the relationship between population demographics and the propensity of individuals or groups to form independent households. This is achieved by calculating the proportion of the population that are householders within specific demographic segments (e.g. age groups, family types). Applying these rates to projected future population demographics yields an estimate of future household counts.

Baseline data for the householder rate model, derived from the 2016 Census, was used, incorporating adjustments for identified undercounts. Projected occupancy demand was modeled by encapsulating private household formation and anticipated demographic shifts. Historical trends in private household number and size, delineated by member jurisdiction and dwelling structure type (as sourced from the 2006 to 2016 Census), provided the basis for the private household formation model. The final dwelling unit projections represent a synthesis of demographic trends, historical household formation patterns, and land availability considerations.

Projections by structure type are based on the analysis of historical trends (2001-2016). Results show that housing development throughout the region is distinctly trending toward increasingly dense multi-unit forms, with apartments comprising about 50% of new unit growth from 2016 to 2050. Correspondingly, the regional average household size is estimated to decline slightly. Based on consultation with member jurisdictions (a critically important part of the process), municipal growth was adjusted to reflect municipal growth aspirations and local land use plans.

Employment Projections

Projecting future employment growth is interrelated with the region's type and level of economic activity, trends in employment demand, and the regional population labour force. Metro Vancouver has assessed land use and analyzed relationships between population and labour force to estimate future employment growth. The employment projections are strongly associated with regional population growth projections. The estimated regional employment growth is distributed to municipal levels by industry sector. Note that agriculture land use is excluded in the employment projections.

The municipal share of the regional total is based on the following factors:

- Projected municipal population growth;
- Municipal employment characteristics by industry sector;
- The likelihood that future employment will be location-dependent (e.g. ports, agriculture, education institutions) or population-serving (e.g. retail, food services); and
- An assessment of available industrial and employment land for all municipalities to estimate location-based job growth, such as employment in manufacturing and wholesale sectors.

Municipal Engagement

Regional projections, used for the updated DCC rates, involved extensive consultation with member jurisdictions in 2020 and 2021. The process involved three main steps:

- **Initial Projection Development:** Metro Vancouver formulated and distributed draft population, dwelling unit and employment projections for each member jurisdiction;
- **Collaborative Consultation with Municipal Planners:** Dedicated meetings were convened with municipal planning representatives to facilitate in-depth discussions. These discussions focused on:
    - clarification of the underlying assumptions and growth components used in Metro Vancouver's projections; and
    - exchange of information regarding each municipality's long-term growth objectives and assumptions over the 30-year projection period.

- **Final Review and Approval:** Based on feedback and insights gained during the municipal consultation, projections were revised. These revised projections were then presented to member jurisdictions for final review and comment.

In summary, the projections used for the Metro Vancouver DCC program were based on the assumption of continued population growth driven primarily by immigration, partially offset by intra-provincial migration losses. The distribution of growth among municipalities is largely based on historical observed trends. Further details can be found in the 2021 Metro Vancouver Growth Projections Methodology Report (Reference 1).

Regional population, dwelling unit and employment projections were updated in July 2024 to reflect 2021 Census data, revised federal policies, consistent with established update schedules. The key drivers for this update included:

- the availability of the 2021 Census data;
- revised federal immigration policies that have substantially increased long-term immigration targets; and
- new federal policies regarding non-permanent residents.

The updated projections now include assumptions different than those listed above. The updated projections will be incorporated into the next update of Metro Vancouver's DCC program. Over time, Metro Vancouver will align the release of Census data with DCC program updates.

Metro Vancouver has a demonstrated history of producing reliable regional population projections. These projections have consistently served as a valuable tool for planning throughout the region. Notably, the projections developed in 2011 for *Metro 2040* demonstrated a high degree of accuracy, remaining within 1% of the actual census figures recorded in 2021.

Regional Projections in Calculating DCC Rates

Development Cost Charge (DCC) rates will be affected by regional projections in three ways:

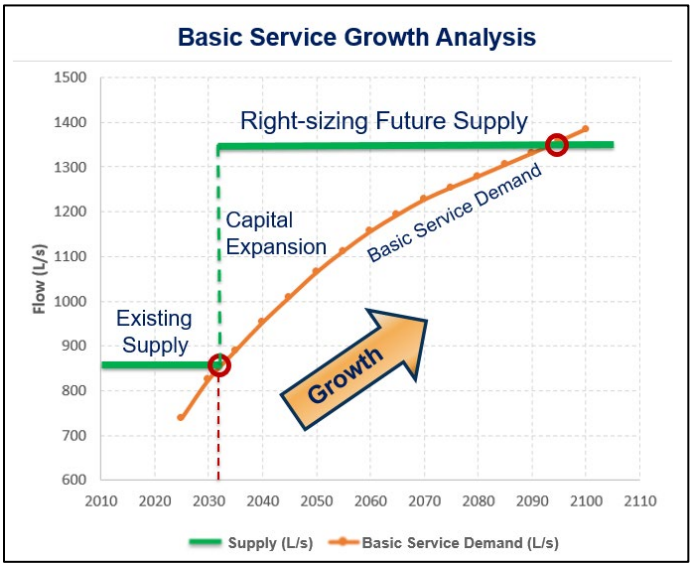
1. Metro Vancouver's Capital Plan

The creation of the capital plan for growth projects is described by the following process:

i. **Basic Service Growth Analysis (Figure 2)**: a target level of service provided by the Liquid Waste utility is defined as the Basic Service Criteria. The Basic Service Analysis involves using population projections provided by Regional Planning to determine the demand for wastewater services based on per capita wastewater production predictions to determine the size of infrastructure needed to service each catchment and treatment plant. The demand forecasts are compared to the existing supply capacities of key infrastructure within the system and the intersection of the demand and supply lines determines when infrastructure expansion is needed.

ii. **Right-sizing Analysis**: the required expansion is sized largely by the design horizon of the infrastructure. Design horizons are typically aligned to the expected service life of the infrastructure. For linear (pipeline) projects, design horizons can be 60 to 80+ years. For projects that are mechanically or electrically intensive, design horizons are more typically 15 to 30 years. Longer time horizons typically offer lower life-cycle costs particularly for complex, site-constrained, and community-disruptive projects. Shorter time horizons offer smaller upfront designs but require more frequent expansions that might suit low-disruption circumstances. Many factors are considered for each unique project as part of the right-sizing analysis and determination of expansion project costs.

Figure 2. Basic Service Growth Analysis



iii. **New Infrastructure Planning**: If the Basic Service and Right-sizing analysis identifies the need for future new or expanded infrastructure to meet service levels, initial estimates of construction and property acquisition costs and schedules are prepared for the identified infrastructure. These projects are placed on the long-range capital plan and cost estimates and schedules are updated as necessary to reflect any changes in estimated costs or timing for the required infrastructure. For Liquid Waste projects, estimated costs are broken down

into Tiers and growth / non-growth categories for each project. These schedule and cost estimates and Tier assignments are incorporated into the calculation of future DCC rates.

2. Cost Apportionment and Allocation

Population projections are also used for project cost allocation in accordance with the GVS&DD Cost Apportionment Bylaw (Bylaw 283, 2014), which outlines how annual sewerage and drainage expenditures are apportioned among member municipalities.

As shown in Table 2 below, the region's population was projected to increase by 976,853 residents over the 30-year period from 2023 to 2053. Of this growth, 67.5% is attributed to the Fraser Sewerage Area (FSA), followed by 20.0% to the Vancouver Sewerage Area (VSA), 6.7% to the Lulu Island Sewerage Area (LISA), and 5.8% to the North Shore Sewerage Area (NSSA). These percentages are used to allocate costs for regionally funded Liquid Waste growth projects, specifically 70% of Tier 2 projects and 100% of Tier 3 projects.

Table 2. Portion of Population Growth by Sewerage Area for Cost Allocation

Sewerage Area	Estimated 2023 Population	Estimated 2053 Population	Estimated Growth	Portion of Growth (Used for Cost Allocation)
VSA	785,688	981,392	195,704	20.0%
NSSA	207,506	263,631	56,125	5.8%
LISA	221,219	286,657	65,437	6.7%
FSA	1,556,991	2,216,308	659,317	67.5%
Total	**2,771,404**	**3,747,988**	**976,853**	**100.0%**

3. DCC Calculation

Based on the information from the previous section with respect to the growth capital program and the regional planning data, the DCC rate calculations (growth over 30 years) for Liquid Waste are summarized in the table below:

Vancouver Sewerage Area (VSA)

	Residential	Townhouse	Apartment	Non Residential
People per unit	2.97	2.72	1.78	0.0015
Est. New Development	17,006	3,480	71,043	50,036,921
Equivalent Population	50,555	9,452	126,686	75,055

Total Equivalent Population	261,748
Net Amount Recovered	$1,098,553,764
DCC per person	$4,197

DCC Rate	$12,476	$11,400	$7,484	$6.30

North Shore Sewerage Area (NSSA)

	Residential	Townhouse	Apartment	Non Residential
People per unit	2.93	2.70	1.80	0.0015
Est. New Development	6,569	2,346	16,670	12,422,082
Equivalent Population	19,235	6,333	29,675	18,633

Total Equivalent Population	73,876
Net Amount Recovered	291,555,093
DCC per person	3,947

DCC Rate	~~1~~11,557	10,652	7,111	5.92

Lulu Island Sewerage Area (LIWSA)

	Residential	Townhouse	Apartment	Non Residential
People per unit	3.34	2.90	2.07	0.0015
Est. New Development	(136)	8,386	18,477	19,106,232
Equivalent Population	(453)	24,298	38,206	28,659

Total Equivalent Population	90,710
Net Amount Recovered	186,046,401
DCC per person	2,051

DCC Rate	6,855	5,943	4,241	3.08

Fraser Sewerage Area (FSA)

	Residential	Townhouse	Apartment	Non Residential
People per unit	3.17	2.78	2.03	0.0015
Est. New Development	72,812	56,534	139,833	122,865,549
Equivalent Population	231,178	157,092	283,283	184,298

Total Equivalent Population	855,851
Net Amount Recovered	3,669,594,048
DCC per person	4,288

DCC Rate	13,613	11,914	8,686	6.43

Based on the people per unit for each land use category, which is provided by Regional Planning and estimated amount of new development, the total equivalent population can be calculated. The net amount to be recovered through DCCs is divided by the total equivalent population to establish a DCC amount per person. This amount is then multiplied by the population equivalent for each land use to determine the DCC amount per unit of new development for each land use category.

This methodology is applied consistently for Sewer, Water, and Parkland Acquisition DCCs. As noted previously, for Sewer, Metro Vancouver allocates Tier 1, 2 and 3 projects within the four sewerage

areas in accordance with the GVS&DD Cost Apportionment Bylaw. It uses a tiered approach to determine how DCCs are calculated and what costs are eligible to be shared as a region-wide cost (and benefit) vs. a specific area benefit.

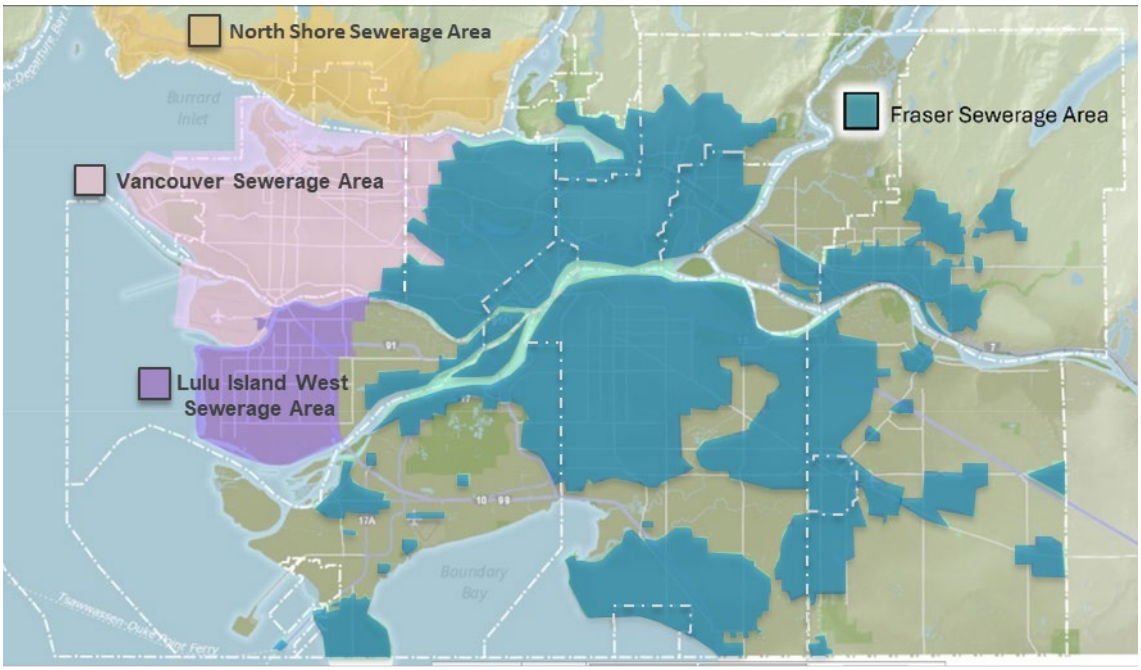
Tier 1 projects are calculated in a straight-forward manner, and are recovered from the development planned within the local sewerage area. The Tier 2 growth projects, however, are funded 30% from their local sewerage area, and 70% of the cost of the project is shared across the entire region based on population growth based on the allocation in Table 2. Lastly, Tier 3 growth projects are 100% shared across the entire region.

QUESTION 3. DEVELOPMENT COST CHARGE REVENUES

Accounting of all DCC revenues collected over the last two decades by sewerage area and clarify how those funds have been spent or allocated, including any cross subsidization among member jurisdictions

Table 3.1 and 3.2 below summarize Development Cost Charge (DCC) revenues collected and applied from 2004 to 2024, by sewerage area. As shown in Table 3.1, total DCCs collected from 2004 to 2024 is $810 million. The Fraser Sewerage Area (FSA) accounts for the highest DCC collections among the four sewerage areas, primarily due to the higher development activities in the FSA relative to other sewerage areas. For clarity, as shown in Figure 3, the FSA is comprised of a small part of Vancouver, most of Burnaby, Coquitlam, Port Coquitlam, Port Moody, New Westminster, part of Richmond, Pitt Meadows, Maple Ridge, Surrey, Delta, Township of Langley, City of Langley and White Rock.

Figure 3.1. Regional Sewerage Areas



As shown in Table 3.2, total DCCs applied from 2004 to 2024 is $663 million. The majority of DCCs have been applied toward debt servicing rather than toward directly funding capital expenditures. This is due to both a potential timing mismatch between the collection of DCCs and the incurrence of capital costs, as well as a historical shortfall in DCC collections. Since DCCs are collected over 30 years, while project expenditures are incurred in earlier years, growth projects are generally financed through debt initially, with DCCs subsequently used to service the associated debt. Importantly, Liquid Waste DCCs were instituted in 1996, but rates were not updated until 2017, and Water DCCs were not implemented until 2024. As a result, DCC revenues have not kept pace with growth, leading to greater reliance on debt financing to fund growth-related infrastructure.

It is also important to note that DCC collections for each sewerage area are accounted for separately.. Each sewerage area retains and applies its own DCC revenues to fund growth-related infrastructure within its allocated costs, as determined by the cost apportionment bylaw. Furthermore, Metro Vancouver has committed to regular updates to its DCC program every three years in which there is a continuous update of assumptions and collections of DCCs. Therefore, DCC reserve balances will be incorporated through each update.

Table 3.1. Liquid Waste DCC Collection by Sewerage Area 2004 - 2024

Year	VSA	NSSA	LIWSA	FSA	Total
2004	$3,472,763	$666,258	$1,277,923	$21,397,682	$26,814,626
2005	$2,577,615	$772,509	$1,052,614	$20,986,496	$25,389,234
2006	$3,012,449	$727,360	$1,453,133	$23,579,004	$28,771,946
2007	$3,009,610	$756,737	$1,060,411	$24,146,979	$28,973,737
2008	$1,657,561	$479,143	$605,414	$14,607,279	$17,349,397
2009	$1,958,266	$229,627	$285,504	$8,266,127	$10,739,524
2010	$1,696,832	$412,690	$1,264,554	$12,475,386	$15,849,462
2011	$2,143,162	$699,369	$510,826	$13,787,553	$17,140,911
2012	$3,129,190	$692,069	$778,056	$14,747,447	$19,346,762
2013	$2,978,035	$675,665	$1,932,114	$15,360,389	$20,946,203
2014	$5,234,468	$682,127	$1,257,683	$12,062,239	$19,236,517
2015	$4,115,689	$1,111,537	$1,439,464	$17,575,649	$24,242,339
2016	$3,882,952	$828,438	$1,210,647	$16,310,025	$22,232,062
2017	$4,506,740	$1,177,833	$1,183,978	$19,967,582	$26,836,133
2018	$4,958,977	$1,460,534	$1,889,967	$19,807,938	$28,117,416
2019	$6,999,831	$1,372,668	$1,947,684	$49,918,921	$60,239,104
2020	$6,084,400	1,697,310	$3,079,101	$52,010,433	$62,871,244
2021	$11,041,088	$2,066,838	$1,235,479	$70,761,109	$85,104,514
2022	$12,680,428	$680,952	$3,743,838	$51,835,529	$68,940,747
2023	$10,480,019	$3,324,945	$470,217	$67,765,714	$82,040,895
2024	$19,501,957	$2,425,233	$4,011,397	$93,386,532	$119,325,119
	$115,122,032	**$22,939,842**	**$31,690,004**	**$640,756,013**	**$810,507,892**

Table 3.2. Liquid Waste DCC Revenue Application by Sewerage Area 2004-2024

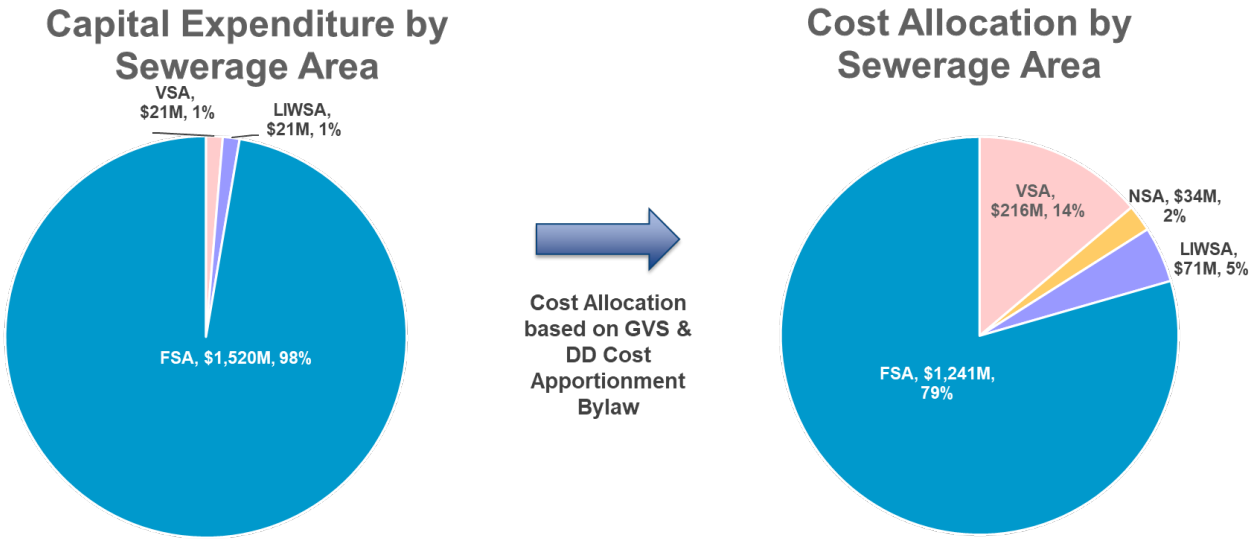
Year	VSA	NSSA	LIWSA	FSA	Total
2004	$1,586,070	$267,312	$344,046	$13,275,123	$15,472,551
2005	$2,324,565	$782,601	$514,205	$17,302,599	$20,923,970
2006	$177,087	$185,269	$214,420	$4,194,571	$4,771,347
2007	$532,159	$256,674	$89,461	$6,229,791	$7,108,085
2008	$519,726	$260,952	$99,315	$6,051,413	$6,931,406
2009	$539,827	$278,648	$199,657	$5,667,404	$6,685,536
2010	$587,316	$295,525	$410,007	$5,384,185	$6,677,033
2011	$566,835	$176,382	$324,473	$5,211,055	$6,278,745
2012	$411,973	$453,090	$103,859	$5,671,983	$6,640,905
2013	$301,994	$334,284	$96,305	$5,796,205	$6,528,788
2014	$161,622	$367,277	$40,745	$4,070,006	$4,639,650
2015	$244,695	$419,534	$61,688	$4,649,283	$5,375,200
2016	$380,864	$465,882	$83,079	$5,116,064	$6,045,889
2017	-	$70,828	$113,583	$5,017,522	$5,201,933
2018	$1,918,794	$732,912	$1,625	$8,106,476	$10,759,807
2019	$25,505,758	$1,262,345	-	$125,620,878	$152,388,981
2020	$14,616,945	$3,804,742	$4,472,728	$58,758,564	$81,652,979
2021	$5,383,166	$1,548,581	$1,350,814	$33,921,724	$42,204,285
2022	$5,383,166	$1,548,581	$3,468,962	$50,181,935	$60,582,644
2023	$13,229,685	$3,174,223	$3,182,745	$75,583,956	$95,170,609
2024	$31,351,789	$4,071,477	$9,200,807	$66,716,155	$111,340,228
	$105,724,036	**$20,757,119**	**$24,372,524**	**$512,526,892**	**$663,380,571**
Applied to debt servicing	$42,052,700	$14,898,167	$13,012,769	$330,098,733	$400,062,369
Applied to capital	$63,671,336	$5,858,952	$11,359,755	$182,428,159	$263,318,202
	$105,724,036	**$20,757,119**	**$24,372,524**	**$512,526,892**	**$663,380,571**

Table 3.3. Top 10 Liquid Waste Growth Projects funded by DCC Revenues

Project Name	Allocation	Sewerage Area	2004-2024 Expenditure
AIWWTP Stage 5 Expansion/ Annacis Outfall	Tier 2	FSA	$817,755,834
Northwest Langley Wastewater Treatment Program*	Tier 2 and Tier 3	FSA	$405,718,952
Sapperton Pump Station	Tier 1	FSA	$91,095,622
Burnaby Lake North Interceptor Winston Section	Tier 1	FSA	$89,295,814
South Surrey Interceptor Johnston Section	Tier 1	FSA	$67,174,416
SSI - King George Section - Odor Control Facility (OCF) and Grit Chamber	Tier 1	FSA	$17,732,514
North Road Trunk Sewer	Tier 1	FSA	$16,453,072
Annacis Influent System Surge Control Refurbishment	Tier 1	FSA	$14,936,933
Hastings Sanitary Trunk Sewer	Tier 1	VSA	$21,054,638
Lulu WWTP-Stage 4(a) Expansion	Tier 2	LIWSA	$20,770,795
			$1,561,988,590

Table 3.3 shows the top 10 growth projects with the highest expenditure from 2004 to 2024. Over 98% of the top growth projects are located within FSA. However, using the factors in the cost apportionment bylaw over the same period, the approximate cost allocation for each sewerage area was as follows: 79% for the Fraser Sewerage Area (FSA), 5% for the Lulu Island West Sewerage Area (LIWSA), 2% for the North Shore Sewerage Area (NSSA), and 14% for the Vancouver Sewerage Area (VSA).

Figure 3.2 **Capital Expenditure and Cost Allocation by Sewerage Area**



*The current design of the Northwest Langley WWTP includes Tertiary Filtration and Resource Recovery (Renewable Natural Gas) components. External funding through the CleanBC Communities Fund has been secured to support the Renewable Natural Gas portion of the project.

ALTERNATIVES

As this is an information report, no alternatives are provided.

FINANCIAL IMPLICATIONS

There are no financial implications as it is an information report.

CONCLUSION

This report responds to the January 31, 2025 MVRD Board resolution requesting additional information on: cost components of the Iona Island and North Shore Wastewater Treatment Plant projects; assumptions and data for population, dwelling unit and employment projections; and an accounting of DCC revenues by sewerage area for the past two decades.

ATTACHMENTS

1. Finance Committee Report Dated February 5, 2025 E7 Responding to Director Kooner's November 12, 2024 Memo.
2. Presentation re: Response to the MVRD Board's January 31 Resolution - Cost Apportionment For Wastewater Treatment Plants, Regional Projections & DCC Collection And Application.

REFERENCES

1. Metro Vancouver Growth Projections Methodology Report (2021). Retrieved from https://metrovancouver.org/services/regional-planning/Documents/metro-vancouver-growth-projections-methodology-report.pdf.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer/General Manager, Financial Services

Date: February 5, 2025 Meeting Date: February 13, 2025

Subject: **Responding to Director Kooner's November 12, 2024 Memo**

RECOMMENDATION
That the Finance Committee receive for information report titled "Responding to Director Kooner's November 12, 2024 Memo", dated February 5, 2025.

At the MVRD Board meeting January 31, 2025, the Board considered the attached report titled "Responding to Director Kooner's November 12, 2024 Memo", dated January 8, 2025, to bring it back to the next Finance Committee meeting agenda for discussion, including additional information on the following:

- An itemization of all cost components of the Iona Island and North Shore Wastewater Treatment Plant projects, clearly showing how each portion is allocated under Tier I, Tier II, or Tier III, including a rationale for any non-core or non-regulatory costs;
- Details on the assumptions and data underlying all population, dwelling unit, and growth projections—specifically explaining how they affect DCC rates, apportionments, and municipal contributions; and
- An accounting of all DCC revenues collected over the last two decades by sewerage area and clarifies how those funds have been spent or allocated, including any cross-subsidization among member jurisdictions.

Due to the comprehensive level of information required to respond to the above mentioned, staff will report back to the Finance Committee in upcoming meeting with itemization of all the cost components of the Iona and North Shore Waste Treatment Plant projects, details and assumptions/data that supported the DCC calculations, along with DCC revenue collected and applied per sewerage area over the last two decades.

ATTACHMENTS
1. "Responding to Director Kooner's November 12, 2024 Memo", dated, January 8, 2025.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Attachment 1

To: Finance Committee

From: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: January 8, 2025 Meeting Date: January 16, 2025

Subject: **Responding to Director Kooner's November 12, 2024 Memo**

RECOMMENDATION

That the MVRD Board receive for information the report dated January 8, 2025, titled "Responding to Director Kooner's November 12, 2024 Memo".

EXECUTIVE SUMMARY

This report responds to Director Kooner's November 12, 2024 memo to the Finance Committee, as directed by the Finance Committee. The report responds to concerns listed about capital projects, allocation of revenue from development cost charges, and governance; answers the seven questions in the memo; and outlines applicable existing Board policies where the Board may choose to focus future discussions.

PURPOSE

To provide the Finance Committee and MVRD Board information in response to Director Kooner's November 12, 2024 memo to the Finance Committee.

BACKGROUND

On November 13, 2024, the Finance Committee passed the following resolution:

> *that the Finance Committee refer to staff the Memo Re: Metro Vancouver Financial Concerns and Questions to report back at a future Finance Committee meeting*.

This report responds to that resolution. Staff from Financial Services, Liquid Waste Services, Project Delivery, Water Services, Regional Parks, External Relations, Regional Planning and Housing Services, and Air Quality and Climate Services have contributed to this report.

REPORT STRUCTURE

Director Kooner originally posed four questions about the 2025 budget and 2025–2029 financial plan at the October 16, 2024 Board meeting, and staff committed to respond to those questions via email to the Board; responses were sent on October 29, 2024 in advance of the November 1, 2024 Board meeting (Attachment 1). Director Kooner's memo dated November 12, 2024 identifies concerns regarding capital projects, allocation of revenue from DCCs, and governance and presents seven additional questions (Attachment 2).

The Board has committed to both a governance review and an independent performance audit for the North Shore Wastewater Treatment Plant Program. As a result, this report directs some of the

concerns raised to these existing processes where appropriate, answers questions, and identifies a number of policy areas that the Board could choose to discuss at future meetings.

Capital Projects
Concern is expressed about the flow of information regarding multi-year capital projects for water and liquid waste services. This issue will be brought through the governance review.

There are the seven major projects being delivered through the Project Delivery Department. All projects use the Board-approved stage gate system to ensure oversight by the Board.

For the North Shore Wastewater Treatment Plant Program, over 40 reports were provided to the Board; the past Chair struck a task force that reviewed all aspects of the project; an external expert panel reviewed all decision points and provided input to the Board; and three independent cost estimates were developed to support the recommendation to the Task Force and Board.

The North Shore Wastewater Treatment Plant Program has a project website at www.metrovancouver.org/nswwtp, with a special page (North Shore Wastewater Treatment Plant Program Timeline | Metro Vancouver) that provides links to Board reports and decision points. The program backgrounder provides the information referenced in Director Kooner's memo (North Shore Wastewater Treatment Plant Project: Background Paper (metrovancouver.org).

Details and Board engagement for the Iona Wastewater Treatment Plant Projects are provided below in response to question 4.

DCC Allocation
Concern is expressed regarding the GVS&DD Cost Apportionment Bylaw (in terms of equity) and the decision to apply the same allocation of costs to the DCC framework. Concern is also expressed about the population and dwelling unit projections used.

A task force comprised of Regional Administrators Advisory Committee (RAAC) members, and led by Don Lidstone, was established to develop the Cost Allocation Bylaw. In 1993, the Metro Vancouver Board gave the task force principles to be used in establishing any allocation split. The work took two and a half years.

The GVS&DD Cost Apportionment Bylaw was established in 1995 (see Table 1). It introduced the 70/30 split for Tier II costs where 70% of applicable project costs are borne by the region, and 30% of the costs are borne by the sewerage area in which the project is located. This allocation was chosen by the Board to: a) recognize that secondary treatment has a regional benefit in that it makes the region's waterways healthier for everyone; and b) to share the financial impacts anticipated for the Annacis and Lulu secondary upgrades (these were not growth projects). Prior to 1993, 100% of project costs were funded by the serviced sewerage area with no regional contribution.

Liquid Waste DCCs came into effect in January 1997. The Cost Apportionment Bylaw was used to establish how DCC revenues would be apportioned; the same 70/30 split was used for growth

related portions of Tier II projects funded from DCC revenues. The split by sewerage area is only for Liquid Waste DCCs; water and park acquisition DCCs have one rate for the whole region.

This is current Board policy. The Board is welcome to discuss / revisit the apportionment bylaw at any time, and can also reconsider the application of the same apportionment to growth related projects funded by DCC revenues.

Table 1. Description of Tiers and Allocation for GVS&DD capital projects

Year	Tier	Description	Allocation
<1993		No Tiers for capital projects	100% of project costs allocated to the host sewerage area
1995	Tier 1	Any project costs where the host sewerage area is the beneficiary (e.g. community benefits, and local serving infrastructure)	100% of project costs paid by the host sewerage area
1995	Tier II	Any project costs for secondary treatment + WWTPs	70% of costs paid by the region; 30% of costs paid by the host sewerage area
1997	I & II	GVS&DD DCCs introduced	Same cost apportionment framework for Tier I and Tier II used
2014	Tier III	Any project costs for tertiary treatment; cost associated with resource recovery	100% of costs paid by the region; for both growth and non-growth portions

Note: DCCs for GVS&DD are subject to Cost Apportionment Bylaw; DCCs for water and parks acquisition are one rate for the region.

The current DCC rates are based on 2021 population and dwelling unit projections using 2016 Census data. The Board received updated population projections based on the 2021 Census this past summer, and Metro Vancouver will update the DCC bylaws to include revised rates for the 2027 budget process using updated projections and updated housing types that reflect new provincial legislation. The best available data at the time was used, and the population and dwelling unit projections continue to be updated as new data becomes available.

Governance
The memo expresses concern that staff are undertaking initiatives in the absence of Board direction or picking and choosing initiatives from the Board Strategic Plan. By necessity, staff use Board-approved plans and resolutions as direction for their work. The Board Strategic Plan actions are all advanced through standing committees and the Board.

Metro Vancouver's suite of management plans are adopted by the Board, and the initial actions in the draft Board Strategic Plan are actions from those management plans that are possible to achieve during the Board's four-year mandate. Using this draft plan, the Board can add to or change any of those actions at its discretion. This process was undertaken between January and May 2022 as part of the current Board's orientation. The actions in the Board Strategic Plan are activated through standing committee workplans and the budget process. The overarching directions for the Board Strategic Plan are developed through engagement with the Board.



For example, the current Board Strategic Plan contains an action to 'introduce regulatory requirements to reduce greenhouse gas emissions from large and small buildings'. This action is in the Board adopted *Clean Air Plan* (2021), the *Climate 2050 Strategic Framework* (2019), and the *Climate 2050 Buildings Roadmap* (2022). In 2024, staff advanced this work and sought Committee and Board direction to engage on a potential regulatory approach for existing large buildings. The Board defeated the motion to:

> *endorse a second phase of engagement on the proposed approach to develop a regulation to reduce greenhouse gas emissions from existing large buildings as described in the report dated December 15, 2023, titled Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings: Phase 2 Engagement,*

noting that the Board had yet to agree on a proposed regulatory approach. Given the discussion at the Board, staff returned with a report providing information on best practices in energy and emissions benchmarking and reporting for existing large buildings rather than proposing engagement on a regulatory approach. The Board provided clear direction not to proceed with the work. This Board decision was reflected in the 2024 Climate 2050 Annual Report. No further work will continue unless the Board provides alternate direction.

A second example is the *Metro 2050* Climate Policy Enhancement Study. *Metro 2050* was adopted by the MVRD Board on February 24, 2023. Climate change was a major policy focus area in the development of *Metro 2050,* which led to stronger climate change policies as compared to *Metro 2040*. Notwithstanding these stronger climate-related policies, at its meeting on March 25, 2022, while considering first and second readings of the *Metro 2050* bylaw, the MVRD Board passed the following resolution:

> *Given the urgent need to respond to climate change and prepare for extreme weather events, direct staff to undertake work and engagement with an aim to proposing an early amendment to Metro 2050 post-adoption to strengthen climate action language and policy including the intent to improve integration of climate action into other Metro 2050 priorities.*

Staff undertook the following process to seek Board direction on the above:

- At its May 27, 2022 meeting, the MVRD Board received a report titled "Process to Consider Stronger Climate Action Language and Policy for Metro 2050". That report set out a high-level process for how staff would respond to the March 25, 2022 Board direction.
- Following the local election in October 2022, the Regional Planning Committee, Climate Action Committee, and MVRD Board received a report titled "Metro 2050 Climate Policy Enhancement Study – Project Initiation" at its February 24, 2023 meeting. This report provided greater detail on a proposed scope of work and the engagement process for the study.
- At its November 2, 2023 meeting, the Climate Action Committee hosted a Joint Discussion with the Regional Planning Committee. Participants of this session received a backgrounder on the *Metro 2050* Climate Policy Enhancement Study. The workshop session provided committee members an opportunity to provide feedback and comments on the policy areas being considered, and their input was used to help inform the final project recommendations.
- At its May 10, 2024 meeting, the Regional Planning Committee received a report titled "Metro 2050 Climate Policy Enhancement Study – Recommendations". The Committee supported the majority of recommendations that had been developed, but referred two of the six recommendations back to staff to consider adjustments to address concerns raised by committee members. This approach was supported by the Board.
- At its September 6, 2024 meeting, the Regional Planning Committee received a report titled "Metro 2050 Climate Policy Enhancement Study – Revised Recommendations". This report addressed the comments raised by the committee and the updated recommendations were supported by the Regional Planning Committee. The final recommendations were approved by the MVRD Board on September 27, 2024, and direction has been given to prepare an amendment bylaw that will be coming back to the Board in early 2025 for consideration.

In summary, all policy actions and work listed in approved management plans and the Board Strategic Plan are owned by the Board, and staff do not advance work without approval for workplans, scope of work, budget, etc., for these activities. If and when the Board provides alternative direction to that approved in those plans, staff proceed as directed.

DIRECTOR KOONER'S NOVEMBER 12, 2024 MEMO 7 QUESTIONS AND RESPONSES

1. **Issue a) Metro Vancouver has indicated that 91% of sewage flow at Iona is solely for the City of Vancouver. The 8% growth rate allocated to the Iona project does not accurately reflect growth in the City of Vancouver (VSA). The 8% relates to 'excess treatment plant capacity' after 2052 based on the projections used at the time this was brought forward to the Metro Vancouver Board. As the City of Vancouver is currently switching from a combined sewer and storm system to a singular storm and singular sewer, the cost associated with the 'excess capacity' is unfairly impacting the residents of the region. The residents of Vancouver will be further paying additional costs as they fund switching their sewer system. While I understand the desire to overbuild infrastructure and the amount might be small at 8%; however, at a capital cost of $10B this 8% represents around $800M in additional costs being allocated to the region.**

Response:

- DCCs can be imposed for the growth component of infrastructure projects.
- The Province's best practices guide defines what can be classified as 'growth' related. Staff follow the best practices guide in determining the percentage of capital works required to accommodate such population growth.
- As an example, the Liquid Waste Development Cost Charges webpage lists GVS&DD's 2023 projects and identifies how much of the capital cost of each project is growth related.
- The component of the Iona Island Wastewater Treatment Plant Projects (IIWWTP) required to accommodate population growth is currently estimated to be 8%. In other words, 8% of the IIWWTP costs are attributable to population growth. This 8% growth component was approved as part of the 2022 IIWWTP Project Definition Report.
- For clarity, for 2023-2024, the City of Vancouver contributed approximately 87.4% of liquid waste flowing into the Iona Wastewater Treatment Plant. This number changes each year.

Issue b) There is another oversight in regards to the 8%. Metro Vancouver Growth Projections Report, provided to the Board for approval in 2024, indicates between 25.6% and 35% population growth / dwellings in the City of Vancouver and as such the growth component of Iona WWTP should be closer to 25% to 35%.

Response:

- There is not a direct line relationship between population growth percentages and the proportion of an infrastructure project that is required to accommodate that population growth, which is often referred to as the "growth component" or "growth related".
- There are some components of the project that are the same irrespective of growth, (e.g. an O&M building that is required when replacing a facility; it will service growth, but won't be any larger because of growth).
- The Province's best practices guide defines what can be classified as 'growth' related. Staff follow the best practices guide in determining the percentage of capital works required to accommodate such population growth.

- Staff are integrating updated population and dwelling unit projections into Metro Vancouver's capital plan based on 2021 Census data and updated modelling, and this will amend the percentage of projects that are allocated to growth. Updated percentages will then be integrated into updates to the DCC rates and the 2027 budget. Staff have been conducting sensitivity analysis on updated population projections, and the Iona project could move from 8% to about an 18% growth share.
- Vancouver is providing some growth capacity through sewer separation.
- The Vancouver Sewerage Area is comprised of more than Vancouver. It includes UBC, the University Endowment Lands, and parts of Burnaby and Richmond.

Issue c) A further compounding issue is that Metro Vancouver's Cost Apportionment Bylaw splits the growth costs 70/30 for Tier 2 costs, meaning growth in the region, particularly those municipalities in the FSA, will be subsidizing the VSA and Iona project. The financial impact results in the residents' household portion decreasing significantly if correct allocations are utilized.

Response:

- See pages 2 and 3 above.

Conclusion: Introducing Tier II was built on the principle that all residents benefit from healthier waters. Surrey residents benefit from a cleaner Fraser River, Salish Sea and Burrard Inlet just as much as Vancouver residents. The past two Board Strategic Plans identified the exploration of moving toward one sewerage area and fully shared costs. Board members have acknowledged the challenges associated with this approach in terms of determining when it would apply and how past equity issues could be addressed. The addition of Tier III to the GVS&DD Cost Apportionment Bylaw in 2019 was a movement toward one sewerage area, where the Board determined that tertiary treatment is a region-wide benefit and should be fully funded by the entire region.

This is current Board policy. The Board is welcome to reconsider the apportionment bylaw at any time, and it can also reconsider the application of the same apportionment to growth related projects and portions of projects funded by DCC revenues.

2. **The current GVS&DD Cost Apportionment 70/30 growth funding model, per the bylaw is inadvertently punitive to those cities outside the NSA and VSA for their growth, and does not align with the true spirit and intent of 'growth paying for growth' as it is growth in the FSA paying for growth in the MV region. For example, the FSA dwelling unit projections are 3 times the VSA; therefore growth DCCs collected from FSA municipalities that are growing will be funding Tier II and III projects in areas where the growth in units is not equal. This unfairly penalizes growing regions to fund projects where there is no direct benefit, and at the same time funding a vast majority of the projects and creates an inequitable DCC balance in the region. Based on the 2027 DCC rates and unit projections to 2052; the VSA contributions to sewerage areas is just over $1B, as compared to the FSA who fill fund approximately $3.7B (Exhibit 3). This 70/30 application of the DCC rates was not a prior issue, as the FSA has been historically charged double the DCC rate and was the area producing the majority of the units which was to fund the FSA's Annacis treatment plant. However, as the $15 Billion combined**

treatment plants in the North Shore and Vancouver region are to be completed the growth allocation must be re-evaluated, particularly because those municipalities / areas are not growing proportionately to fund their own projects. This results in residents from the FSA region contributing over 3 times the funds as VSA in the Iona example.

Response:

- The Board always has the option to revisit the GVS&DD Cost Apportionment Bylaw.
- Liquid Waste DCCs came into effect in January 1997. The GVS&DD Allocation Bylaw (now Cost Apportionment Bylaw) sets out how the DCC rates / revenues are apportioned. The same 70/30 cost share was used for Tier II growth projects.
- In terms of how liquid waste DCCs are allocated by sewerage area, the process is as follows:
    - Each project is assigned a percentage allocated to growth based on the provincial best practices guide.
    - This includes Tier 1 growth projects that are allocated to a given sewerage area, Tier II components which are allocated 30% to the host sewerage area and 70% regionally, and Tier III components which are allocated 100% regionally. For Tier II and Tier III components, the regional portion is allocated by sewerage area (See figure at top of page 13 for Iona example).
    - Based on projected dwelling unit growth, DCC rates are set for each sewerage area.
    - DCC per unit rates are lower in the FSA as there is a higher dwelling unit growth projected.
    - Each sewerage area has a DCC reserve.
    - If growth is proceeding faster or slower than projected in a particular sewerage area, DCC rates are adjusted. A sewerage area will not be charged more than the percentage and amount allocated for the project.
    - A sewerage area that 'undercollects' will have increased levy rates. Other sewerage areas will not contribute more DCCs to make up for another sewerage area's 'shortfall'.
    - In summary, the collection of DCC revenues for a particular sewerage area must be aligned with a project's growth costs that have been allocated to that sewerage area. When determining future DCC rate updates, the DCC reserve balance for each sewerage area must be accounted for, and therefore rate updates account for the actual DCCs collected.

c) The City of Surrey is requesting further information for total capital costs of Annacis, the DCC's collected to date by Sewerage Area, and the allocation of the funds collected for payment of Annacis growth by Tier.

Response:

- The total cost of the completed works for Annacis Wastewater Treatment Plan primary and secondary treatment was approximately $465M, and was largely due to the regulatory requirements for secondary treatment.

- This project was not growth related and therefore DCC could not be collected for the project. The current Capital Plan does include expansion and growth related work at the Anancis plant.
- Over the past 20 years (2004–2023), the total DCC revenue collection is $547M for the FSA for the growth components of all liquid waste capital projects.

3. **The Cost Apportionment Bylaw also states each sewerage area must produce a certain number of housing units and if the growth in a sewerage area is not realized / achieved, then the municipalities within that sewerage area will be levied the "undercollected" DCC portion regardless of whether an individual municipality achieved their growth/housing targets. This could unfairly punish cities that achieve growth targets and have contributed their portion of the DCC's. Furthermore, the 70/30 allocation discussion above could further exacerbate this potential situation and having inconsistent approach to DCC's and waivers across sewerage areas and municipalities could cause further inequity. Another issue with this Cost Apportionment approach is that the Bylaw does not have reciprocal language to provide "financial credits" to municipalities who provide excess growth / housing units.**

Response:

- The question seems to be pointing to a process set out in Section 4.6 of the 2014 Cost Apportionment Bylaw, which is no longer in effect. That section speaks about what is done in the case of a DCC "shortfall". That section was repealed on July 26, 2019 by GVS&DD Cost Apportionment Amending Bylaw No. 328, 2019 (metrovancouver.org) (see para. 3 q. of amending bylaw which repealed and replaced).
- The accompanying report discussion at the time is here: GVSDD Board Meeting Agenda Package - July 26, 2019 (metrovancouver.org) starting at page 53 of the PDF.
- Section 4 of the Cost Apportionment Bylaw sets out the apportionment of growth costs. Growth costs are apportioned to each sewerage area based on the relative population growth projected for each sewerage area and the DCC revenues are applied to each sewerage area consistently. The DCCs that are raised by each sewerage area stay within the sewerage area to fund their allocated growth capital projects. If there is an under-collection of DCCs for a particular sewerage area, the liquid waste levy for that specific sewerage area is the funding source, and will be allocated based on population growth in accordance with Section 4.5.
- As per the Province's Best Practices Guide, DCCs can pay up to 99% of growth costs where the remaining 1% must be funded from existing ratepayers. Section 4.5 also sets out the allocation for the 1% of growth costs that are not funded from DCCs which is based on the relative population growth of the member jurisdiction divided by the sewerage area population growth.

4. The City of Surrey is concerned about the Capital Cost of the Iona project, specifically but not limited to:

a) The unexplained cost escalations from $2 Billion a few years ago to $10 Billion, which have not adequately been defined, presented, discussed and deliberated with the Board.

Response:

- The $1.9 billion cost estimate was established in 2009 with a concept. The estimate did not reflect the design activity, risk reserve, or cost escalation.
- In early 2020, Metro Vancouver established a project delivery department to review best practices for major projects:
    - April 15, 2020 – Finance and Intergovernment Committee: "Capital Projects and Project Delivery"
        - Report: https://metrovancouver.org/boards/IntergovernmentFinance/FIC_2020-Apr-15_AGE.pdf
        - Presentation: https://metrovancouver.org/boards/IntergovernmentFinance/FIC_2020-Apr-15_PPT.pdf
    - April 24, 2020 – Board: "Capital Projects and Project Delivery" (https://metrovancouver.org/boards/meeting/1938)
    - September 11, 2020 – Finance and Intergovernment Committee: "Capital Infrastructure Project Governance (Verbal Update)"
        - Video: https://metrovancouver.org/boards/meeting/1992
    - October 2, 2020 – Board: "Capital Infrastructure Project Governance"
        - Report: https://metrovancouver.org/boards/GVSDD/SDD_2020-Oct-2_AGE.pdf
        - Videos: https://metrovancouver.org/boards/meeting/1942
- On July 31, 2020, the Board endorsed the Design Concept for the Iona Island Wastewater Treatment Plant Project.
- As part of best practices review, in late 2020, Metro Vancouver updated the Project Estimating Framework, and rolled it out over several meetings, including:
    - November 18, 2020 – Finance and Intergovernment Committee: "Project Delivery Best Practice Response – Project Estimating Framework"
        - Report: https://metrovancouver.org/boards/IntergovernmentFinance/FIC_2020-Nov-18_AGE.pdf
        - Video: https://metrovancouver.org/boards/meeting/2004
    - November 27, 2020 – Board: "Project Delivery Best Practice Response – Project Estimating Framework"
        - Report: https://metrovancouver.org/boards/GVSDD/SDD_2020-Nov-27_AGE.pdf
        - Video: https://metrovancouver.org/boards/meeting/1945
    - January 14, 2021 – Performance and Audit Committee: "Project Delivery Best Practice Response – Project Estimating Framework"

        - Report
        - Presentation
        - Video
- On July 14, 2021, a report was provided to the Board to update on challenges related to constructability and schedule constraints that contributed to higher cost estimates. At this point, staff alerted the Board that when applying the new Cost Estimating Framework, the total project costs for the design concept were estimated at a present value of $6.7 billion. When escalation and a risk reserve were included, the estimated total cost would be $10.4 billion, at this time ranked as an AAECI Class 3 cost estimate.
    - July 14, 2021 – Liquid Waste Committee: "Iona Island Wastewater Treatment Plant Projects – Project definition Update"
        - Report: https://metrovancouver.org/boards/LiquidWasteCommittee/LWA_2021-Jul-15_AGE.pdf
        - Video: https://metrovancouver.org/boards/meeting/2154
    - July 30, 2021 – Board: "Iona Island Wastewater Treatment Plant Projects – Project Definition Update"
        - Report: https://metrovancouver.org/boards/GVSDD/SDD_2021-Jul-30_AGE.pdf
        - Video: https://metrovancouver.org/boards/meeting/2086
- At a May 4, 2022 tour of the Iona Island Wastewater Treatment Plant and Iona Beach Regional Park for members of the Liquid Waste Committee, Regional Parks Committee and Climate Action Committee, participants expressed interest in receiving more information on what is being done to address the effects of climate change on the Iona Island Wastewater Treatment Plant and Iona Island as a whole. A report was made to the July 13, 2022 – Liquid Waste Committee: "Climate and Seismic Resilience Planning at Iona Island".
    - Report: https://metrovancouver.org/boards/LiquidWasteCommittee/LWA_2022-Jul-13_AGE.pdf
- In 2022, the project was moved by the Board into the Preliminary Design phase. At this point, there was a special Board meeting held prior to it going to Liquid Waste Committee and Board for discussion and approval.
    - February 3, 2022 Special Board Meeting – This 3-hour workshop-style meeting included select Metro Vancouver committees and councilors from the VSA member jurisdictions. Agenda topics included: Project background, needs and benefits; Treatment plant upgrades; Ecological restoration projects; Project schedule and cost estimates; and, Accountability: funding and governance
        - The revised cost of $9.9 billion was discussed at this meeting ($6.4B Design & Construction + $1.9B Escalation +$1.6B Risk Reserve)
        - Video
        - Conceptual Design Backgrounder: https://metrovancouver.org/services/liquid-waste/ConstructionDocuments/iiwwtp-projects-backgrounder-standalone-May2022.pdf

- March 9, 2022 – Liquid Waste Committee: "Iona Island Wastewater Treatment Plant Upgrade Projects – Project Definition and Conceptual Design Approval (Stage Gate 1)"
  - Committee Report: https://metrovancouver.org/boards/LiquidWasteCommittee/LWA_2022-Mar-9_AGE.pdf
  - Project Definition Report Summary included:
    - The conceptual design for upgrading the WWTP, including resource recovery opportunities, and ecological restoration projects consistent with the endorsed revised design concept;
    - A plan to construct the WWTP to meet the federal Wastewater Systems Effluent Regulations (WSER) by 2035, based on a Level 3 schedule for the endorsed revised design concept;
    - An AACEI Class 4 cost estimate using Metro Vancouver's Best Practice Cost Estimating Framework; and
    - A recommended delivery strategy that is intentionally flexible to address some of the complex program challenges and to allow for refinement as the design is further advanced, a funding and financing strategy is finalized, and project funding agreements are developed.
  - Video: https://metrovancouver.org/boards/meeting/2285
- March 25, 2022 Board Meeting – $9.9 Billion cost estimate approved by Board
  - Report: ""Iona Island Wastewater Treatment Plant Upgrade Projects – Project Definition and Conceptual Design Approval (Stage Gate 1)" https://metrovancouver.org/boards/GVSDD/SDD_2022-Mar-25_AGE.pdf
  - Presentation: https://metrovancouver.org/boards/GVSDD/SDD_2022-Mar-25_PPT.pdf
  - Video: https://metrovancouver.org/boards/meeting/2223

b) The apportionment of costs between Tier I / II / III, and potential audits of allocations, particularly because VSA is required to fund all costs associated with Tier I.

Response:

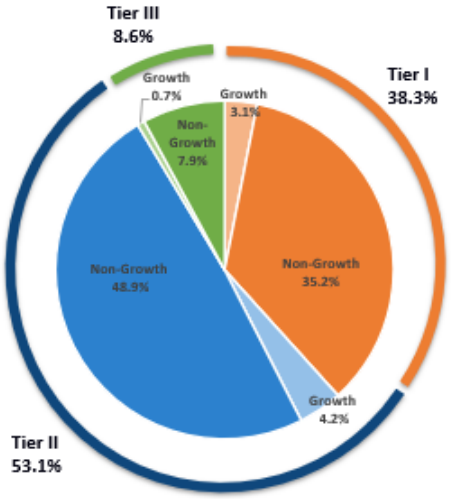
- The determination of costs to Tier I / II / III for the Iona Island WWTP is based on the Province's Best Practices Guide and the Cost Apportionment Bylaw (See Table 1 on page 3).
- The estimated costs for the plant, based on the Project Definition estimate, including cost escalation and contingencies were broken down into process units. Costs that could be attributed to specific process units were identified (ground improvements, concrete structures, piping, equipment, mechanical, electrical, instrumentation, etc.).
- Costs for plant-wide services (operations and maintenance facilities, electrical power distribution, water utilities, control systems, etc) were proportioned to each process unit based on the directly attributable costs for each process unit.
- These costs were then split into process groups that aligned with the Tier I / II / III definitions included in the Cost Apportionment Bylaw (Preliminary Treatment, Primary

Treatment, Secondary Treatment, Solids Management, and Tertiary Filtration / Resource Recovery).

- The allocation of the Tier I / II / III costs are distributed to the sewerage areas as per the Cost Apportionment Bylaw, in proportion to flow generated by each sewerage area as measured at the regional treatment plants (See Figure 1).

Figure 1.

IONA WWTP PROJECT COST ALLOCATION (%)



	VSA	NSSA	LIWSA	FSA	Total
Tier 1	3.1% G	-	-	-	3.1% G
	35.2% NG	-	-	-	35.2% NG
Tier II (30%)	1.3%G	-	-	-	1.3%G
	14.7% NG	-	-	-	14.7% NG
Tier II (70%)	0.6% G	0.2% G	0.2% G	1.9% G	2.9% G
	13.1% NG	2.2% NG	2.4% NG	16.5% NG	34.2% NG
Tier III	0.2% G	0.0% G	0.0% G	0.5% G	0.7% G
	3.0% NG	0.5% NG	0.6% NG	3.8% NG	7.9% NG
Total	5.2% G	0.2% G	0.2% G	2.4% G	8.0% G
	66.0% NG	2.7% NG	3.0% NG	20.3% NG	92.0% NG
	71.2%	2.9%	3.2%	22.7%	100%

c) The apportionment of costs to the Vancouver Airport, including their direct contributions to this project and how their growth component is being allocated.

Response:

- YVR is a customer of the City of Richmond. Richmond collects sewerage fees for YVR.
- The Ferguson Road re-alignment on Sea Island was presented at the GVS&DD Board on April 2022 and adopted on consent.
- The Ferguson Road upgrades were delivered through the Vancouver Airport Authority with Metro Vancouver responsible for 50% of the capital costs and 50% of the maintenance costs until commissioning of the new IIWWTP.
- The Board authorized the Commissioner to execute a Road Corridor Construction and Cost Sharing Agreement with Vancouver Airport Authority in April 2022. The cost to Metro Vancouver was $13 million.
- The cost of the cycling infrastructure was $4M (16% of total costs) and funds from the Vancouver Airport Authority were allocated to that work.
- Ferguson Road is the only vehicle access point to Iona Island and the Iona Island Wastewater Treatment Plant. The road cannot accommodate expected construction traffic volumes due to poor pavement conditions, and it does not have separation of cyclists and pedestrians from vehicular traffic which was identified as a safety risk and potential for conflict between construction vehicles and cyclists as Ferguson Road is a popular

destination for road cyclists. To ensure transportation safety, separation was required between different road users including cyclists and vehicles.

- The road also did not meet servicing requirements for the construction of the upgraded plant. The realigned and upgraded western section of Ferguson Road was required to address the existing road condition, separation between different road users, and servicing issues. These upgrades are part of critical works needed prior to commencement of ground improvement work for the new treatment plant.
- These upgrades are in alignment with Metro Vancouver's Regional Recreation Greenway Network as outlined in *Metro 2050*, City of Richmond's Official Community Plan mobility and access objectives, and TransLink's Regional Transportation Strategy goals.

d) The Iona Conceptual Design Report indicates ground improvements alone are estimated to be 20% ($2 Billion) and there is no information as to how this cost allocated across the Tiers. Additionally, the Report includes the 80,000 tonnes of steel will be needed to support the weight of this project. As these projects are extremely costly, Board members have not been updated as to whether other options, including other locations, have been fully re-analyzed.

Response:

- The ground improvements are allocated across the footprint of the different project components (primary treatment, secondary treatment, tertiary treatment, resource recovery, etc.) and their associated tiers. The cost for steel and piling were directly allocated to each component based on estimated amount required.
- Regarding the site selection:
    - A 2009 study evaluated site options for Iona including:
        - Centralized plant at the existing Iona Island site (Recommended)
        - Central plant at Iona with three new decentralized plants in Vancouver
        - Treatment in highly distributed system (~60 small WWTPs)
    - A 2021/2022 review confirmed that a centralized plant on Iona Island was preferred. An alternate site was not viable due to cost, complexity, schedule, and permitting. A decentralized model or highly distributed model would not be viable due to challenges related to public acceptance, regulatory compliance and permitting, land tenure, complexity, and schedule.

e) Added costs, above regulatory requirements, and their benefits and funding allocations to individual municipalities for the Tier III components of the Iona project. This includes items such as: tertiary treatment, park amenities, road and cycling upgrades, welcome centers and bus parking areas. The scope of these works is broad and beyond sewage costs and based on Metro Vancouver's Project Definition Report could range between 8% and 15% of total costs, equating to around $800 Million to $1.5 Billion in potential scope creep and potential improper allocation of sewage funds (DCC and levy) towards non-sewage assets.

Response:

- At the July 2024 Board Meeting, staff were directed to pursue opportunities to phase the Iona Projects to address cost sustainability. This assessment will include an evaluation of all components of the project.
- As background, in March 2022, the GVS&DD Board approved the Project Definition Report for the Iona Projects. Since that time, planning has progressed and the project's schedule continues to target achieving secondary treatment (and regulatory compliance) by 2035 (~5 years after the regulatory deadline of December 31, 2030). Risks to meeting this timeframe remain as a result of several factors, including increased population forecasts and general market capacity constraints and cost escalations. The next phase of the treatment plant upgrade is preliminary design.
- The Board-approved Project Definition Report includes three core goals — to meet regulatory requirements for secondary treatment, to reduce GHGs through integrated resource recovery, and to advance park and community integration.
- Iona Beach Regional Park surrounds the Iona Island Wastewater Treatment Plant. The park protects sensitive ecosystems and provides opportunities to connect with nature on trails, viewpoints, and beach areas. The existing treatment plant site is constrained with limited land holdings on Iona Island in the Lower Fraser estuary. Upgrading the plant will likely require development of some infrastructure in the City of Richmond's Environmentally Sensitive Areas (ESA).
- The only park improvements included in the current phase of the Iona Projects are compensation projects that are required to secure permitting approval including the City of Richmond ESA requirements. These projects are located in the park because all available GTVS&DD land is required for plant development.
- The optional park improvements that were included in the Project Definition Report are not advancing at this time. This includes habitat restoration and the development of basic park amenities to compensate for community and park visitor impacts of plant construction. These projects will be brought forward for consideration by the Board before inclusion in future phases of the project.

f) Metro Vancouver Financial Budgets, including DCC budgets, are predicated on a $12.1 Billion Iona project, ($6.4 Billion project + $4 Billion risk/escalation/contingency + $1.7B interest). There has been no analysis, nor discussion with the Board, as to what the rates should be predicated for DCC collection, as Metro Vancouver appears to be pre-assuming the risk/escalation/contingency will be fully utilized. In essence, there is a potential for significant overcollection of funds (levy and DCCs) which would then be carried forward inaccurately beyond 2052.

Response:

- The Iona Projects have an estimated project cost of $9.9B.
- DCC rates were set *including interest* in accordance with the provincial Best Practices Guide. The best practices guide currently lists recoverable DCC costs under the following scope:
    - planning;
    - public consultation;
    - engineering design;
    - right-of-way or parkland acquisition;

- legal costs;
- interim financing;
- contract administration;
- construction; and,
- contingencies.

- As defined above, contingencies are eligible to be included in accordance with the Best Practices Guide. The Iona Projects are currently being re-assessed for phasing options and overall cost sustainability of the project as directed by the Board. The risk reserve and contingency would only be used when risk or other factors outside of the project's control materialize. As directed by the Board, Metro Vancouver is committed to regularly reviewing and updating the DCC program, which will take into account DCC reserve balances and collections when setting rates. Over-collection will not occur.

5. In response to my motion and question #1, Metro Vancouver provided dwelling unit forecasts per sewerage area (Table 1). Metro Vancouver's calculations for "Residential Lot Development Unit" raise further questions. For example, the projected "residential single-family lot" increase for VSA is 17,006 and for the FSA is 72,812. The City of Surrey is concerned that this increase in single-family residential lots is not accurate, and possibly reflects rebuilds of residential lots where the sewerage and water DCCs have already been paid, which would result in double collection. Per provincial legislation, only new residential lots or residential homes that have not been charged any DCCs for sewer or water should be charged for these DCCs as this would be growth paying for growth. We request further clarity on this item.

Table 1. Breakdown of costs and residential growth by unit type over a 30-year time horizon

	Residential Growth by Unit Type (2023-2052)				**Growth Capital Costs (2023-2052)***
	Residential Lot Development Unit	**Townhouse**	**Apartment**		
VSA	17,006	3,480	71,043		$1,161,118,733
NSSA	6,569	2,346	16,470		$302,189,107
LIWSA	(136)	8,386	18,477		$212,060,561
FSA	72,812	56,534	139,833		$3,899,727,823
GVS&DD Total	96,251	70,746	245,823		$5,575,096,224
GVWD Total	90,313	69,941	229,618		$7,836,125,000
Parks Total	92,362	70,798	246,520		$802,900,000

**Growth capital costs for GVS&DD and GVWD include interest and GVS&DD growth capital costs are allocated as per the GVS&DD Cost Apportionment Bylaw.*

Response:

- Residential Lot Development Unit includes single-detached house; semi-detached house; apartment or flat in a duplex; other single-attached house; mobile home; and other movable dwelling. This definition comes from Statistics Canada.
- The projections used are from 2021 using 2016 Census data. It was the best information available at the time, and staff are in the process of integrating updated projections received by the Board in July 2024 based on 2021 Census data into the capital program for the planned 2027 DCC bylaw update for Board consideration.

- Projections used for Residential Lot Development Unit for VSA and FSA:

Sewerage Area	**2016**	**2024**	**2040**	**2050**
VSA	112,305 actual	121,197	131,211	135,269
FSA	264,156 actual	298,303	345,434	363,727

- The projections reflect a set of assumptions based on legislation prior to the Province's recent legislative updates. Vancouver was projected to replace more single detached homes with multi-plex units, which fall under another category (townhouse or apartment) and therefore the growth in the RSL category is lower, whereas Surrey was projected to build on raw lots or replace more single detached units with single detached homes, perhaps with a secondary suite.
- There is no double counting. The legislation is clear about when DCCs apply for a rebuild, and where they are not payable. This is in section 561 of the *Local Government Act*. In addition, Metro Vancouver does not collect DCCs directly. Member jurisdictions do that on Metro Vancouver's behalf and implement the *Local Government Act* requirements.

6. Metro Vancouver is seeking to introduce a new DCC charge for Parkland Acquisition. This new charge will further burden on the development industry, at a time of fiscal uncertainty and need for housing affordability. Furthermore, Metro Vancouver has not established a framework or criteria on how the collected parkland DCCs would be expensed. Metro Vancouver would be seeking to collect over $523 Million in parkland DCC's from municipalities within the FSA alone. Analysis has identified the following questions.

Response:

- On March 22, 2024, the Board passed DCC bylaws for Liquid Waste, Water, and Parks Acquisition. The bylaws came into effect on January 1, 2025, and will be phased in over three years. The table below provides the Parkland Acquisition DCC rates. The rates were calculated based on assessed values of identified future parkland acquisitions. A total of 1,797 hectares were identified with an average assessed value in 2023 of $446,900 per hectare, which determined the total amount to be DCC recoverable to be $803 million.

Assist Factor	Existing	75% Jan 1, 2025	50% Jan 1, 2026	1% Jan 1, 2027
Residential Lot Development Unit	-	$491	$981	$1,943
Townhouse Dwelling Unit	-	$442	$884	$1,751
Apartment Dwelling Unit	-	$303	$606	$1,199
Non-Residential (per square foot)	-	$0.24	$0.48	$0.94

a) Was there Board direction that it is Metro Vancouver's mandate to fund regional parks, or conservation lands, when these types of properties should potentially be funded by higher levels of government?

Response:

- The Regional Parks service was established in 1967 to address an identified need to provide large natural parks within easy access of a growing population. The MVRD Board has approved various plans and policy regarding the role of Regional Parks and funding of Regional Parks. The service celebrated its 50th anniversary in 2017.
- In 1993, a Regional Parks Land Acquisition Fund was established by the GVRD Board at $3.5 million per annum, which equated to about $2 per capita at the time. The fund remained static until 2003 when it was increased to $3.77 million. In 2017, the MVRD Board approved an increase to the land acquisition fund to bring it to $7.57 million per annum to accelerate the implementation of the land acquisition program.
- In 2018, the MVRD Board approved the Regional Parks Land Acquisition Strategy 2050. One of the actions identified in the strategy is to explore options for sustainable funding to support the acquisition of regional parkland in the region.
- 2019 – October 4, 2019 MVRD Board Agenda
    - The Regional Parks Committee put forth a recommendation to increase the funding for regional park land acquisition. The MVRD approved a phased implementation program of +$4.0 million per year for five years resulting in an increase of $20 million over five years to be funded from the tax levy.

      That the MVRD Board:
      - *direct staff to include in the Regional Parks 2020 budget an additional contribution of $4 million to advance the Regional Parkland Acquisition Reserve Fund and include an additional $4 million increase annually until 2024; and*
      - *prepare an amendment to the Greater Vancouver Regional District Bylaw 735, the bylaw that established a Regional Parkland Acquisition Reserve Fund, to enable capital funding provisions for both land acquisition and park development for Board approval.*

- The 2019-2022 and 2022-2026 Board Strategic Plans have actions to explore opportunities to use development cost charges for the acquisition of regional parks with the aim of

aligning with the principle of growth paying for growth, and the intent to offset or reduce the impacts of expansion on existing ratepayers.

- 2019-2022 Board Strategic Plan (Page 26)
  Explore and evaluate potential new revenue sources and their impacts, including:
  - ***Development cost charges***
  - *Park fees and parking fees*
  - *Increased private donations*
  - *Revenue opportunities and development opportunities associated with greenways*
- 2022-2026 Board Strategic Plan (Page 27)
  Priority Actions
  Update existing financial tools and investigate additional financial mechanisms to support service provision, land acquisition, and operations and maintenance of park land ***including development cost charges****, grant opportunities, and philanthropic endeavours.*

- At a Special Joint Meeting April 19, 2023 the Board gave staff direction on pursuit of a DCC to support regional parks:
  That the MVRD/MVHC/GVS&DD/GVWD Board at the April 19 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, including financial analysis and economic testing:*
     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*
     iii. *Implementation of a Development Cost Charge for Regional Parks and move to a 1% assist factor within the 2024-2028 Financial Plan.*
- DCCs, including the parkland acquisition DCC, were built into the endorsed 2025-2029 Financial Plan with the following parameters:
  - DCC to commence in 2025 and are phased in over three years, with full charge starting in 2027.
  - Reduction in HHI starting in 2026 to correspond with the implementation of DCCs for parkland acquisition.
  - Since the adoption of the Regional Parks Land Acquisition Catalogue, approximately 327 hectares (785 acres) have been added to the regional parks system through

acquisitions. An approximate additional 233 ha (575 ac) were transferred from municipalities. In total, the regional parks system has grown by 560 ha (1,344 ac) since 2018.

- The Regional Parks Land Acquisition 2050 Strategy was adopted by the Board on June 22, 2018. The strategy contains a public strategy document and a confidential catalogue of lands. The strategy (Page 18) identifies criteria for how land is identified for inclusion into the land acquisition catalogue. This includes a series of criteria. The lands identified complete existing regional parks, connect parks to other important protected areas, enable better access or provide staging or operations facilities. Each property is evaluated based on the acquisition criteria (page 31) which indicate what contribution the parcel makes to the park, its level of threat, stewardship implications, as well as partnership or other considerations.
- The approval of the catalogue allows staff to act quickly when properties come on to the market. As per the *Real Estate Authority Policy* (2024), all acquisitions over $10 million come to the MVRD Board for consideration. Offers are based on market value as determined by third party appraisals. Changes to the Land Acquisition Catalogue are approved by the Board.

b) If lands within the region are owned by another level of government (federal, provincial, municipal etc.) individual governments have limitations and/or processes by which they can dispose of lands, including referrals / priority to other agencies over Metro Vancouver. Has Metro Vancouver taken this into consideration when determining priority parkland DCC rate?

Response:

- No public lands are to be funded from DCCs, as public lands are provided to Metro Vancouver at a nominal administrative cost. (e.g. through sponsored Crown Grants.)
- Resolution approved by the MVRD Board on September 27, 2024:
  That the MVRD Board approve the updated Regional Parks Land Acquisition Catalogue 2024, Attachment 1 to the report dated July 29, 2024, titled "Regional Parks Land Acquisition – Update to Land Acquisition Strategy Catalogue".
- The Regional Parks Land Acquisition Catalogue – the most recent update of the catalogue (a parcel-based list of candidate properties) was approved by the MVRD Board September 2024. It includes both private (68% by area) and public land (32% by area). The DCC program identified 146 privately owned parcels totaling 1,787 hectares of land. This is a subset of the entire Land Acquisition Catalogue.

c) If the mandate is for 'growth to pay for growth', will the allocation of parkland DCCs being spent in the individual municipalities be as collected from, or population projections, or dwelling units or geography (e.g. South of the Fraser vs. North of the Fraser) or proximity to residents / population or based on a similar approach to liquid waste (i.e. VSA, FSA, etc.)?

Response:

- Regional parks attract visitation from across the region.
- The principle for regional parks is that they are a regional asset and serve all residents in the region; they are not allocated by municipality or sub-region. The Regional Parks Land

Acquisition Strategy identifies the basis for protection as regional park land as being where there are unprotected sensitive and modified ecosystems, to complete existing regional parks in ways that will improve access, and other criteria. Unprotected and important natural areas of the region are not distributed equally, and are protected where they exist.

- The catalogue identifies specific parcels. Land acquisition for regional parks generally follows the principle of willing seller willing buyer in the open real estate market. Land will be acquired where it is available and when it is available. The Regional Parks Land Acquisition Strategy is a long-term 30-year plan designed to create a system of parks and greenways that are protected and resilient, connecting people to nature.
- The Regional Parks Plan, approved in 2022, reiterates that the role of regional parks is to protect the region's important natural areas and connect people from across the region to them. Resolution passed by the MVRD Board on July 29, 2022.

POLICY AREAS FOR BOARD CONSIDERATION

Director Kooner has raised concerns with the following policy areas. If the Board wishes to discuss any of these items, staff would support Board discussions as directed.

- Cost apportionment bylaw and allocations for Tier I, Tier II, and Tier III components / movement to one sewerage area;
- Using the same cost apportionment for growth portions of Tier I, Tier II, and Tier III components in DCC bylaws;
- Length of amortization for large infrastructure projects;
- The acquisition of regional park land; and
- The use of DCCs to acquire regional park land.

ALTERNATIVES

This is an information report responding to Director Kooner's memo to the Finance Committee. No alternatives are provided.

FINANCIAL IMPLICATIONS

This is an information report responding to Director Kooner's memo to the Finance Committee. There are no financial implications associated with the report.

CONCLUSION

This report responds to Director Kooner's November 12, 2024 memo to the Finance Committee as directed by the Finance Committee. The report responds to concerns listed about capital projects, development cost charge allocation, and governance, answers the seven questions in the memo and draws out policy issues regarding existing Board policy where the Board may choose to focus future discussions.

ATTACHMENTS

1. Response to Director Kooner's first 4 questions posed at the October 16, 2024 Board Meeting.
2. Director Kooner's November 12, 2024 Memo to the Finance Committee.

Attachment 1

Responses to Director Kooner's questions posed at the October 16th, 2024 Board Budget Workshop

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

Growth capital costs and their allocation are provided by Utility Planning by project. Population and dwelling unit data is provided by Regional Planning (2016 Census data was utilized, and work is underway to update the DCCs based on updated population projections and new housing legislation). The Province provides a Best Practices Guide on how DCCs are calculated and established including what qualifies as a 'growth' component. The growth capital costs to be recovered by DCCs are divided by the total population to establish a DCC amount per person. This amount is then multiplied by the number of people per unit for each housing type by sewerage area which equals the DCC amount. See Table 1.

Table 1. Breakdown of costs and residential growth by unit type over a 30 year time horizon

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GVS&DD Total	96,251	70,746	245,823		$5,575,096,224		
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Parks Total	92,362	70,798	246,520		$802,900,000		

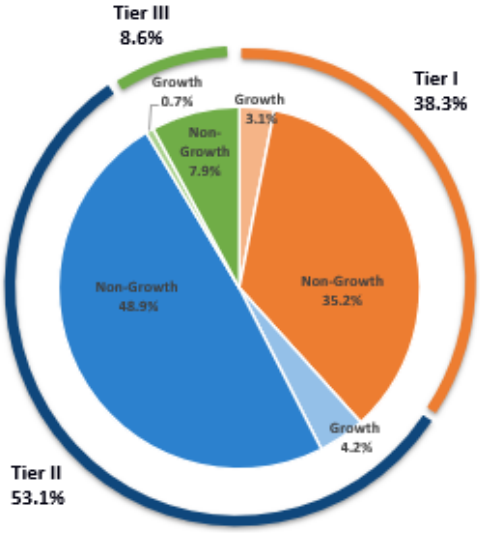
*Growth capital costs for GVS&DD and GVWD include interest and GVS&DD growth capital costs are allocated as per the GVS&DD Cost Apportionment Bylaw.

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 it is 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.**

- The growth portion of the Iona Wastewater Treatment Plant project (IWWTP) is currently estimated to be 8%. This was approved as part of the 2022 IWWTP Project Definition Report. The Liquid Waste Development Cost Charges webpage includes a list of 2023 growth projects for the future DCC rates - effective January 1, 2025.
- The Metro Vancouver webpage also includes the growth assumptions for *current* DCC rates expiring at the end of this year. These were set prior to the 2022 Project Definition Report, and at that time, the growth component of the IWWTP was estimated to be 0.8%.
- Work is underway to integrate updated population projections into the capital program, which will likely amend the growth portion for IWWTP and other projects.

The image below shows how growth is calculated for Tier I, Tier II and Tier III projects – specifically for Iona.

IONA WWTP PROJECT COST ALLOCATION (%)



	VSA	NSSA	LIWSA	FSA	Total
Tier 1	3.1% G	-	-	-	3.1% G
	35.2% NG	-	-	-	35.2% NG
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	14.7% NG	-	-	-	14.7% NG
Tier II (70%)	0.6% G	0.2% G	0.2% G	1.9% G	2.9% G
	13.1% NG	2.2% NG	2.4% NG	16.5% NG	34.2% NG
Tier III	0.2% G	0.0% G	0.0% G	0.5% G	0.7% G
	3.0% NG	0.5% NG	0.6% NG	3.8% NG	7.9% NG
Total	5.2% G	0.2% G	0.2% G	2.4% G	8.0% G
	66.0% NG	2.7% NG	3.0% NG	20.3% NG	92.0% NG
	71.2%	2.9%	3.2%	22.7%	100%

- There is not a direct line relationship between the identified growth component of an infrastructure project and population growth in a city.
    a) The Province's best practices guide defines what can be classified as 'growth' related and eligible for DCCs.
    b) There are some components of the project that are the same with or without growth and they cannot be classified as growth (e.g. O&M building).
    c) Staff are working to integrate updated population and dwelling unit projections into Metro Vancouver's capital plan and what they mean to the percentage of projects allocated to growth. This will be integrated into the 2027 budget. Staff have been conducting sensitivity analysis on additional population plans, and the Iona project could move to about an 18% growth share.
    d) Vancouver is providing some growth capacity through sewer separation.
    e) The Vancouver Sewerage Area is comprised of more than Vancouver. It includes parts of Burnaby and Richmond.

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?**

    - There is no discrepancy. Development cost charges are established by bylaw with the approval of the Inspector of Municipalities. The Inspector of Municipalities has approved the Metro Vancouver DCC program.
    - The *GVS&DD Act* notes that "the purpose for which development cost charges may be imposed is to provide funds to assist in paying the capital cost of providing, constructing, altering or expanding sewerage facilities *to service development within the area of the Corporation*". It permits application to the whole area of the corporation.

4. **The City of Surrey would like to know how the 70/30 cost share ratio for Tier II projects was derived and in what year? The City of Surrey is also requesting in which year did Metro Vancouver introduce sewer DCCs? Accordingly, was a resolution or bylaw adopted to apply the 70/30 cost share ratio to DCCs and what year was it adopted?**

    - The GVS&DD Allocation Bylaw was established in 1995. It introduced the 30/70 split to: a) recognize that secondary treatment makes the region's waterways healthier for everyone - we all benefit from cleaner waters, and b) share the financial impacts anticipated for the Annacis and Lulu secondary upgrades (not growth related projects). The split was based on flows.
    - Prior to 1993, ***all*** costs were funded by the serviced sewerage area.
    - A Task Force comprised of Regional Administrators Advisory Committee (RAAC) members, and led by Don Lidstone, was established to develop the Cost Allocation Bylaw. In 1993, the Metro Vancouver Board gave the Task Force principles to be used in establishing any allocation split. The work took two and a half years.
    - The Rawn Report (1953) was used as the basis for the current regional sewer system. It mentioned a 30/70 option for cost apportionment.
    - Liquid Waste DCCs came into effect in January 1997. The GVS&DD Allocation (now Apportionment) Bylaw established how the DCCs are apportioned. The same 30/70 cost share was utilized for Tier II projects.

Attachment 2

MEMO

To: Finance Committee

From: Director, Pardeep Kooner

Date: November 12, 2024

Re: Metro Vancouver Financial Concerns and Questions

Purpose:

The purpose of this memo is to address the concerns that I, Director Kooner, and fellow Directors from the City of Surrey have in regards to Metro Vancouver's recently approved 2025 Financial Plan / Budget, Development Cost Charges, and allocations, and overall governance of Metro Vancouver's major capital projects.

Executive Summary:

Capital Projects:

Over the next 10 years, Metro Vancouver is seeking to embark on delivering significant infrastructure projects, of particular concern are the Major Water and Liquid Waste Capital projects that total billions of dollars. These include projects such as Iona and North Shore Wastewater Treatment Plants, Coquitlam Water Intake and Tunneling projects, all currently being delivered by a newly formed Project Delivery Office at Metro Vancouver.

These Major Capital Projects have significant financial implications on the region, including residents, businesses and future growth. With these Major Projects being delivered over a decade, they will require decisions being made that span multiple terms of Board Members / Directors. Information provided to Directors at time of decision making is often limited in nature, does not discuss past decisions nor are they forward looking, has inadequate financial forecasts and consequences / trade-off discussions. Thus, as Directors we are unable to engage in adequate and meaningful dialogue and debate before, we make significant decisions on behalf of the region.

For example, the top 7 Major Capital Projects are being managed by one department, who answers solely to the CAO, with no independent third-party engineering and financial auditor to provide transparency, accountability and evaluate cost-benefit of integrated design-based principles / assumptions. Moreover, in the case of the $14 Billion Iona and North Shore Wastewater Treatment Plants there are insufficient details, and no audit, of how the primary treatment costs are calculated nor cost-benefit evaluation of community enhancement components that total an estimated 15% or $2 Billion of capital costs. Directors need to be fully apprised as to the breakdown and allocations of what make up these costs, who is verifying the costs, that costs are accurate and what is the consequence if community benefits are de-scoped. I believe there must be additional board oversight and decisions made on the costing of these Major Capital projects at a minimum.

DCC allocations:

I have a huge concern about the DCC cost apportionment bylaw and how the population and dwelling forecasts were determined, not only for Liquid Waste but for Water and Parks. I have been told that there are many factors that are considered; however, these other factors have not been provided. The current population and dwelling unit projects drive DCC rates and the levy rates in the future and it is the Boards duty to ensure these numbers are accurate as there are significant costs associated with these decisions.

The current Liquid Waste DCC cost apportionment bylaw lacks fairness and equity not just amongst the sewerage areas but also individual cities within each sewerage area. This inequity exists because not all sewerage areas have the same levels of service, have historical inconsistencies to wet-weather management and primarily because regional municipalities are not growing equally.

The Board has been advised that Metro Vancouver staff are seeking to make significant changes to the DCC allocations and apportionment in the 2025 work plan, including staff desire to introduce DCC waivers for rental housing or transit-orientated housing around SkyTrain. While these DCC / land-use policies are notional, they are only equitable if all municipalities have standardized rental policies, standardized DCC rates and a consistent, and equal, SkyTrain rapid transit service level. Without consistent policies and rapid transit service levels, a potential DCC waiver in one municipality will result in other municipalities having to overfund DCC and subsidize development across municipal borders. As it stands, the current growth forecasts appear inaccurate and DCC apportionment inequitable, and the proposed Metro Vancouver DCC Work Plan will exacerbate the situation and DCC changes will manifest increased inequity.

Governance:

All the above leads to one of, if not the biggest, issue the Metro Vancouver Board faces is in regards to lack of governance and oversight on Metro Vancouver staff and their independent staff led initiatives, decisions and interpretation of policy or strategy directions. The way the current Board is operating has many gaps in information, lacks sufficient details to make the decisions we need to and the full financial impacts or options are not being provided. For instance, the board is often asked to approve or endorse a very broad strategy that has a suite of staff led sub action items and staff driven priorities. There is often little or no discussion on the broad strategy let alone no consultation is provided on the sub action items. This results in a lack of crystal-clear strategies and policies which enables staff to make their own interpretations and significant decisions without Board consideration. I have found that staff has been using the strategic plan to pick and choose areas of focus with no clear direct board resolution which is affecting the information we are provided. I believe that the current governance model is not sufficient to ensure the Board is fully prepared and knowledgeable.

For example, for the DCC calculations the Board was not provided with information on how population and dwelling units were projected, nor was sufficient information provided to municipal staff through REAC and RFAC, nor has there been Board decision to move towards “one sewerage area”, although staff recommendations are leading to this. This begs the question, if municipal staff are not provided this information, nor with adequate review time, nor can they ask the questions then how can municipal staff provide the Board

members with sufficient advice on the billions of dollar projects and policies that the Board is deciding and the impact it has on member municipalities, and elected officials, who are ultimately the point of contact for residents.

Conclusion:

Enclosed please find Appendix I which reiterates the questions I raised at the October 16, 2024 Metro Vancouver Special Board Meeting and the subsequent questions (Appendix II) being raised, after more information and meetings were arranged with Metro Vancouver Staff.

Given the concerns raised, it is my belief that the 2025 budget methodologies and information provided to the Board is not accurate/insufficient and does not portray the true impact on the decisions that have been brought to the Board. Consideration should be given to the Finance Committee to request deferral motion on the 2025 Budget to address the following:

1. Details on the contingency allocations for the NSWWTP and the impact on the 2025 budget, and the financial effect by removing these contingencies to the region HHI for 2025

2. Repeal the sewer DCC bylaw and bring forward a new bylaw that freezes the Liquid Waste and Water DCC rates at the 2025 rate, but cancels increase for 2026 and onwards

3. Repeal the introduction of a new Parks DCC for 2025, and no further consideration of introducing a Parks DCC until sufficient information is provided and discussed at the Finance Committee, including analysis on the usage of the funds collected by region

4. Full review of the Iona project scope where the cost escalations, usage of DCC funds are reviewed and approved by the Board. For example, review of the Liquid Waste DCCs collected to pay for a non-Liquid Waste infrastructure such as regional parks, roads, bike paths etc. as currently stipulated

5. Full cost breakdowns and DCC funds collected, by sewerage area, over the past 20 years and the component that each sewerage area has contributed to the Annacis Island Wastewater Treatment Plant

6. Review by external advisory group or committee on the financial decisions made by staff in regards to the Iona and North Shore Waste Water Treatment Plants

As a Director of Metro Vancouver and Councillor of the City of Surrey, I strive for the best interest of the public, both current and future looking, and both a regional and municipal perspective. I value transparency, accountability, fiscal responsibility, non-downloading of services from higher levels of government and a balanced approach when facing the challenges, and sometimes conflicting priorities, of our region face.

Regards,

Director Pardeep Kooner

Appendix I - At the October 16, 2024 at the Metro Vancouver Special Board Meeting the City of Surrey posed the following four questions for the Metro Vancouver staff:

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% for the DCC's. Furthermore, MV planning forecasts 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 the Provincial legislation and guidelines preclude Metro Vancouver to fund DCC projects across the various 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.

Appendix II – Further questions being raised to Metro Vancouver staff to address these questions on October 23, 2024, which are being provided to the Finance Committee on November 13, 2024.

During those conversations the following additional items are being brought forward as a concern.

1. Metro Vancouver has indicated 91% of sewage flow at Iona is solely for the City of Vancouver. The 8% growth rate allocated to the Iona project does not accurately reflect growth in the City of Vancouver (VSA). The 8% relates to "excess treatment plant capacity" after 2052 based on the projections used at the time this was brought forward to Metro Vancouver board members. As the City of Vancouver is currently switching from a combined sewer and storm system to a singular storm and singular sewer, the cost associated with the "excess capacity" is unfairly impacting the residents of the region. The residents of Vancouver will be further paying additional costs as they fund switching their sewer system. While I understand the desire to overbuild infrastructure and the amount may seem small at 8%; however, at a capital cost of $10B this 8% represents around $800 Million in additional costs being allocated to the region.

   There is another oversight in regards to the 8%. Metro Vancouver Growth Projections Report, provided to the Board for approval in 2024, indicates between 25.6% and 35% population growth / dwellings in the City of Vancouver and as such the growth component of Iona WWTP should be closer to 25% to 35%. Regardless of whether growth was 8% or 35%, a further compounding issue is that Metro Vancouver's Cost Apportionment Bylaw splits the growth costs 70 / 30 for Tier 2 costs, meaning growth in the region, particularly those municipalities in the FSA, will be subsidizing the VSA and Iona project. The financial impact results in the residents household portion decreasing significantly, if correct allocations are utilized. (Exhibit 1 (MV) vs Exhibit 2)

2. The current GVS&DD Cost Apportionment 70 / 30 growth funding model, per the bylaw, is inadvertently punitive to those cities outside the NSA and VSA for their growth, and does not align with the true spirit and intent of "growth paying for growth" as it is growth in the FSA paying for growth in the MV region. For example, the FSA dwelling unit projections are 3 times the VSA; therefore, growth DCC's collected from FSA municipalities that are growing will be funding Tier II and III projects in areas where the growth in units is not equal. This unfairly penalizes growing regions to fund projects where there is no direct benefit, and at the same time funding a vast majority of the projects and creates an inequitable DCC balance in the region. Based on the 2027 DCC rates and unit projections to 2052; the VSA contributions to sewerage areas is just over $1B, as compared to the FSA who fill fund approximately $3.7B (Exhibit 3). This 70/30 application of the DCC rates was not a prior issue, as the FSA has been historically charged double the DCC rate and was the area producing the majority of the units which was to fund the FSA's Annacis treatment plant. However, as the $15 Billion combined treatment plants in the North Shore and Vancouver region are to be completed the growth allocation must be re-evaluated, particularly because those municipalities / areas are not growing proportionately to fund their own projects. This results in residents from the FSA region contributing over 3 times the funds as VSA in the Iona example.

   The City of Surrey is requesting further information for total capital costs of Annacis, the DCC's collected to date by Sewerage Area, and the allocation of the funds collected for payment of Annacis growth by Tier.

3. The Cost Apportionment Bylaw also states each sewerage area must produce a certain number of housing units and if the growth in a sewerage area is not realized / achieved, then the municipalities within that sewerage area will be levied the "under collected" DCC portion regardless of whether an individual municipality achieved their growth/housing targets. This could unfairly punish cities that achieve growth targets and have contributed their portion of the DCC's. Furthermore, the 70/30 allocation discussion above could further exacerbate this potential situation. Having an inconsistent approach to DCC's and waivers across sewerage areas and municipalities could cause further inequity. Additionally, the Cost Apportionment approach is that the Bylaw does not have reciprocal language to provide "financial credits" to municipalities who provide excess growth / housing units or how excess funds collected will be allocated within the region.

4. The City of Surrey is concerned about the Capital Cost of the Iona project, specifically but not limited to:

   a. The unexplained cost escalations from $2 Billion a few years ago to $10 Billion, which have not adequately been defined, presented, discussed and deliberated with the Board.

   b. The apportionment of costs between Tier I / II / III, and potential audits of allocations, particularly because VSA is required to fund all costs associated with Tier 1.

   c. The apportionment of costs to the Vancouver Airport, including their direct contributions to this project and how their growth component is being allocated.

d. The Iona Conceptual Design Report indicates ground improvements alone are estimated to be 20% ($2 Billion) and there is no information as to how this cost allocated across the Tiers. Additionally, the Report includes the 80,000 tonnes of steel will be needed to support the weight of this project. As these projects are extremely costly, Board members have not been updated as to whether other options, including other locations, have been fully re-analyzed.

e. Added costs, above regulatory requirements, and their benefits and funding allocations to individual municipalities for the Tier III components of the Iona project. This includes items such as: tertiary treatment, park amenities, road and cycling upgrades, welcome centers and bus parking areas. The scope of these works are broad and beyond sewage costs and based on Metro Vancouver's Project Definition Report could range between 8% and 15% of total costs, equating to around $800 Million to $1.5 Billion in potential scope creep and potential improper allocation of sewage funds (DCC and levy) towards non-sewage assets.

f. Metro Vancouver Financial Budgets, including DCC budgets, are predicated on a $12.1 Billion Iona project, ($6.4 Billion project + $4 Billion risk/escalation/contingency + $1.7B interest). There has been no analysis, nor discussion with the Board, as to what the rates should be predicated for DCC collection, as Metro Vancouver appears to be pre-assuming the risk/escalation/contingency will be fully utilized. In essence, there is a potential for significant overcollection of funds (levy and DCCs) which would then be carried forward inaccurately beyond 2052.

5. In response to my motion and question #1, Metro Vancouver provided dwelling unit forecasts per sewerage area (refer to Appendix 1). Metro Vancouver's calculations for "Residential Lot Development Unit" raise further questions. For example, the projected "residential single-family lot" increase for VSA is 17,006 and for the FSA is 72,812. The City of Surrey is concerned that this increase in single-family residential lots is not accurate and possibly reflects rebuilds of residential lots where the sewerage and water DCC's have already been paid, which would result in double collection. Per Provincial legislation, only new residential lots or residential homes that have not been charged any DCC's for sewer or water should be charged for these DCC's as this would be growth paying for growth. We request further clarity on this item.

6. Metro Vancouver is seeking to introduce a new DCC charge for Parkland Acquisition. This new charge will further burden on the development industry, at a time of fiscal uncertainty and need for housing affordability. Furthermore, Metro Vancouver has not established a framework or criteria on how the collected parkland DCC's would be expensed.

   Exhibit 3 summarizes projected cash flows for water/sewer/park, derived from Metro Vancouver's dwelling projections and 2027 DCC rates. As shown in this exhibit, Metro Vancouver would be seeking to collect over $523 Million in parkland DCC's from municipalities within the FSA region alone. This analysis has identified the following questions:

   a. Was there Board direction that it is Metro Vancouver's mandate to fund regional parks, or conservation lands, when these types of properties should potentially be funded by higher levels of government?

b. If lands within the region are owned by another level of government (Federal, Provincial, Municipal, etc.), individual governments have limitations and/or processes by which they can dispose of lands, including referrals / priority to other agencies over Metro Vancouver. Has Metro Vancouver taken this into consideration when determining priority parkland acquisition and the associated costs when deriving their parkland DCC rate.

c. If the mandate is for "growth to pay for growth", will the allocation of Parkland DCC's being spent be in the individual municipalities it was collected from, or population projections, or dwelling units, or geography ("South of Fraser" vs "North of Fraser") or proximity to residents/population or based on a similar approach to liquid waste (i.e. VSA, FSA, etc.).

d. These questions speak to a need for an equitable framework before any further DCC's are introduced into the region, because the growth in the FSA has already been contributing at minimum double the funds to Metro Vancouver.

7. The City of Surrey is also requesting additional information for the North Shore Wastewater Treatment Plant:

a. Per the 2025 Liquid Waste Budget / Financial Plan, Metro Vancouver is portraying the 2025 annual sewage levy increase as a 9% increase however this is not entirely accurate as mid-year 2024 amended NSWWTP HHI numbers was "baked in" to calculate the 2025 increase. The actual increase from 2024 for the City of Surrey is 37.6% (Exhibit 4) which is approximately a $27 million dollar increase. Therefore, please change your financial plans and reporting to reflect the actual rate increase for each individual sewage area and municipality.

b. As part of the 2024 mid-year HHI impact for the NSWWTP, Metro Vancouver did not provide Board members with sufficient information on the cost coverage of the North Shore treatment plant, and specifically the individual costs per Tier I, II, III components, which now upon retrospect could have cascading impacts on other sewerage area DCC and levy. Based on initial review, this could amount to an incorrect allocation of $500 Million to $1.2 Billion.

Exhibit 1: Iona WWTP Project Cost Allocation % per Metro Vancouver

		VSA	NSSA	LIWSA	FSA	Total
Tier 1	G	3.1%				3.1%
	NG	35.2%				35.2%
Tier 2 30%	G	1.3%				1.3%
	NG	14.7%				14.7%
Tier 2 70%	G	0.6%	0.2%	0.2%	1.9%	2.9%
	NG	13.1%	2.2%	2.4%	16.5%	34.2%
Tier 3	G	0.2%	0.0%	0.1%	0.5%	0.7%
	NG	3.0%	0.5%	0.6%	3.8%	7.9%
	G	5.2%	0.2%	0.3%	2.4%	8.0%
	NG	66.0%	2.7%	3.0%	20.3%	92.0%
		71.2%	2.9%	3.3%	22.7%	100.0%
Cost of Project per MV		$ 8,579,565,763	$ 353,172,101	$ 395,881,509	$ 2,733,727,526	$ 12,051,187,500
	Growth	$ 626,661,750	$ 29,416,949	$ 31,212,576	$ 289,228,500	$ 964,095,000
	Non Growth	$ 7,952,904,013	$ 323,755,152	$ 364,668,934	$ 2,444,499,026	$ 11,087,092,500

Exhibit 2: Iona WWTP Project Cost Allocation %

		VSA	NSSA	LIWSA	FSA	Total
Tier 1	EC	3.08%				3.08%
	G	8.45%				8.45%
	NG	26.77%				26.77%
Tier 2 30%	EC	1.28%				1.28%
	G	3.51%				3.51%
	NG	11.13%				11.13%
Tier 2 70%	EC	1.14%	0.19%	0.21%	1.44%	2.99%
	G	3.14%	0.52%	0.57%	3.95%	8.20%
	NG	9.94%	1.66%	1.82%	12.51%	25.96%
Tier 3	EC	0.26%	0.04%	0.06%	0.33%	0.69%
	G	0.72%	0.12%	0.15%	0.91%	1.90%
	NG	2.29%	0.38%	0.48%	2.91%	6.04%
	EC	5.77%	0.23%	0.26%	1.77%	8.04%
	G	15.82%	0.64%	0.73%	4.86%	22.06%
	NG	50.13%	2.04%	2.30%	15.42%	69.90%
		71.72%	2.92%	3.29%	22.06%	100.00%
Cost of Project per MV		$ 8,642,609,984.06	$ 352,042,422.56	$ 396,584,093.61	$ 2,658,112,109.07	$ 12,051,187,500
	EC	$ 694,907,263.28	$ 28,292,090.85	$ 31,866,955.11	$ 213,617,903.48	$ 968,794,963.13
	G	$ 1,906,443,752.67	$ 77,646,765.16	$ 87,466,313.76	$ 586,272,677.14	$ 2,658,130,426.88
	NG	$ 6,041,258,968.12	$ 246,103,566.56	$ 277,250,824.74	$ 1,858,221,528.45	$ 8,424,141,598.13

EC = Excess Capacity

G = Growth Portion

NG = Non-Growth Portion

Exhibit 3: Proposed Rates 2027 Estimated Cash Flows by Region

	Projected Units	Sewer	**Total Sewer**	Water	**Total Water**	Parks	**Total Park**	**TOTAL**
Vancouver Sewerage Area								
Single Family	17,006	$12,476.00	$212,166,856	$19,714.00	$335,256,284	$1,943.00	$33,042,658	$580,465,798
Townhouse	3,480	$11,400.00	$39,672,000	$17,710.00	$61,630,800	$1,751.00	$6,093,480	$107,396,280
Apartment	71,043	$7,484.00	$531,685,812	$12,223.00	$868,358,589	$1,199.00	$85,180,557	$1,485,224,958
Non Residential	50,036,921	$6.30	$315,232,602	$9.54	$477,352,226	$0.94	$47,034,706	$839,619,534
			$1,098,757,270		**$1,742,597,899**		**$171,351,401**	**$3,012,706,570**
North Shore Sewerage Area								
Single Family	6,569	$11,557.00	$75,917,933	$19,714.00	$129,501,266	$1,943.00	$12,763,567	$218,182,766
Townhouse	2,346	$10,652.00	$24,989,592	$17,710.00	$41,547,660	$1,751.00	$4,107,846	$70,645,098
Apartment	16,470	$7,111.00	$117,118,170	$12,223.00	$201,312,810	$1,199.00	$19,747,530	$338,178,510
Non Residential	12,422,082	$5.92	$73,538,725	$9.54	$118,506,662	$0.94	$11,676,757	$203,722,145
			$291,564,420		**$490,868,398**		**$48,295,700**	**$830,728,519**
Lulu Island Sewerage Area								
Single Family	-136	$6,855.00	-$932,280	$19,714.00	-$2,681,104	$1,943.00	-$264,248	-$3,877,632
Townhouse	8,386	$5,943.00	$49,837,998	$17,710.00	$148,516,060	$1,751.00	$14,683,886	$213,037,944
Apartment	18,477	$4,241.00	$78,360,957	$12,223.00	$225,844,371	$1,199.00	$22,153,923	$326,359,251
Non Residential	19,106,232	$3.08	$58,847,195	$9.54	$182,273,453	$0.94	$17,959,858	$259,080,506
			$186,113,870		**$553,952,780**		**$54,533,419**	**$794,600,069**
Fraser Sewerage Area								
Single Family	72,812	$13,613.00	$991,189,756	$19,714.00	$1,435,415,768	$1,943.00	$141,473,716	$2,568,079,240
Townhouse	56,534	$11,914.00	$673,546,076	$17,710.00	$1,001,217,140	$1,751.00	$98,991,034	$1,773,754,250
Apartment	139,833	$8,686.00	$1,214,589,438	$12,223.00	$1,709,178,759	$1,199.00	$167,659,767	$3,091,427,964
Non Residential	122,865,549	$6.43	$790,025,480	$9.54	$1,172,137,337	$0.94	$115,493,616	$2,077,656,434
			$3,669,350,750		**$5,317,949,004**		**$523,618,133**	**$9,510,917,888**
TOTAL			**$5,245,786,310**		**$8,105,368,082**		**$797,798,653**	**$14,148,953,046**



Response to the MVRD Board's January 31 Resolution

COST APPORTIONMENT FOR WASTEWATER TREATMENT PLANTS, REGIONAL PROJECTIONS & DCC COLLECTION AND APPLICATION

Harji Varn
Chief Financial Officer
General Manager, Financial Services

Heather McNell
Deputy Chief Administrative Officer,
Policy and Planning

Peter Navratil
General Manager, Liquid Waste Services

metrovancouver

April 17, 2025

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AGENDA

1. Cost Components and Allocation
   - GVS&DD Cost Apportionment Bylaw Overview
   - Iona Wastewater Treatment Plant
   - North Shore Wastewater Treatment Plant
   - Difference in Cost Allocation between both Projects
2. Regional Planning Projections
   - Projection Process Overview
   - Key Assumptions for Data Inputs in DCC Projections
   - How Growth Projections are used for Growth Capital Planning
3. Development Cost Charge
   - How Growth Projections are used for Cost Allocation
   - How Growth Projections Impact DCC Rates
   - Sewerage Area and Boundaries
   - DCC Collection and Usage 2004 - 2024
   - Key Growth Projects 2004 - 2024

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BOARD RESOLUTION FROM JANUARY 31, 2025

Responds to the January 31, 2025 MVRD Board resolution requesting additional information on:

- *Cost components and allocation of the Iona Island and North Shore Wastewater Treatment Plant projects;*
- *Assumptions and data for population, dwelling unit and employment projections; and*
- *An accounting of DCC revenues by sewerage area for the past two decades.*

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COST COMPONENTS AND ALLOCATION

GVS&DD Cost Apportionment Bylaw Overview

Category	Expenditure	Costs Allocated to Serviced Sewerage Area	Costs Allocated Regionally
Operating	All Operating Costs	100%	N/A
Tier I Capital	Conveyance System Capital Costs (Primary Treatment portion of NSWWTP & Iona upgrades)	100%	N/A
Tier II Capital	Treatment Plant Capital Costs (Preliminary / Secondary Treatment portion of NSWWTP & Iona upgrades)	30%	70%
Tier III Capital	Tertiary Filtration and Resource Recovery Capital Costs	N/A	100%

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COST COMPONENTS AND ALLOCATION

Iona Island Wastewater Treatment Plant Projects

PFC Group	Item	Total	Tier I	Tier II	Tier III
1	General Siteworks / Ground Improvements	$4,107.9	$1,981.8	$1,959.2	$166.9
2	Preliminary / Primary	$1,404.3	$1,401.0	-	-
4	Secondary	$1,069.7	-	$1,069.7	-
5	Disinfection	$134.5	-	$134.5	-
6	Tertiary Filtration / Effluent Pumping	$198.1	$35.0	$34.7	$128.4
7	Solids Management	$773.3	-	$773.3	-
8	Site-Wide Utilities / Services	$2,232.3	$378.1	$1,292.7	$561.5
	Total Project Cost	$9,920.1	$3,795.9	$5,264.2	$856.7
		100.0%	38.3%	53.1%	8.6%

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COST COMPONENTS AND ALLOCATION

North Shore Wastewater Treatment Plant Program

PFC Group	Item	Total	Tier I	Tier II	Tier III
1	General Siteworks / Ground Improvements	$525.2	$46.2	$432.7	$46.3
2	Preliminary / Primary	$976.3	$691.7	$284.7	-
4	Secondary	$1,086.8	-	$1,086.8	-
5	Disinfection	$16.0	-	$16.0	-
6	Tertiary Filtration	$65.0	-	-	$65.0
7	Solids Management	$679.5	-	$679.5	-
8	Site-Wide Utilities / Services	$439.2	$6.0	$427.1	$6.0
9	District Energy	$69.9	-	-	$69.9
	Total Project Cost	$3,857.9	$743.9	$2,926.8	$187.2
		100.0%	19.3%	75.8%	4.9%

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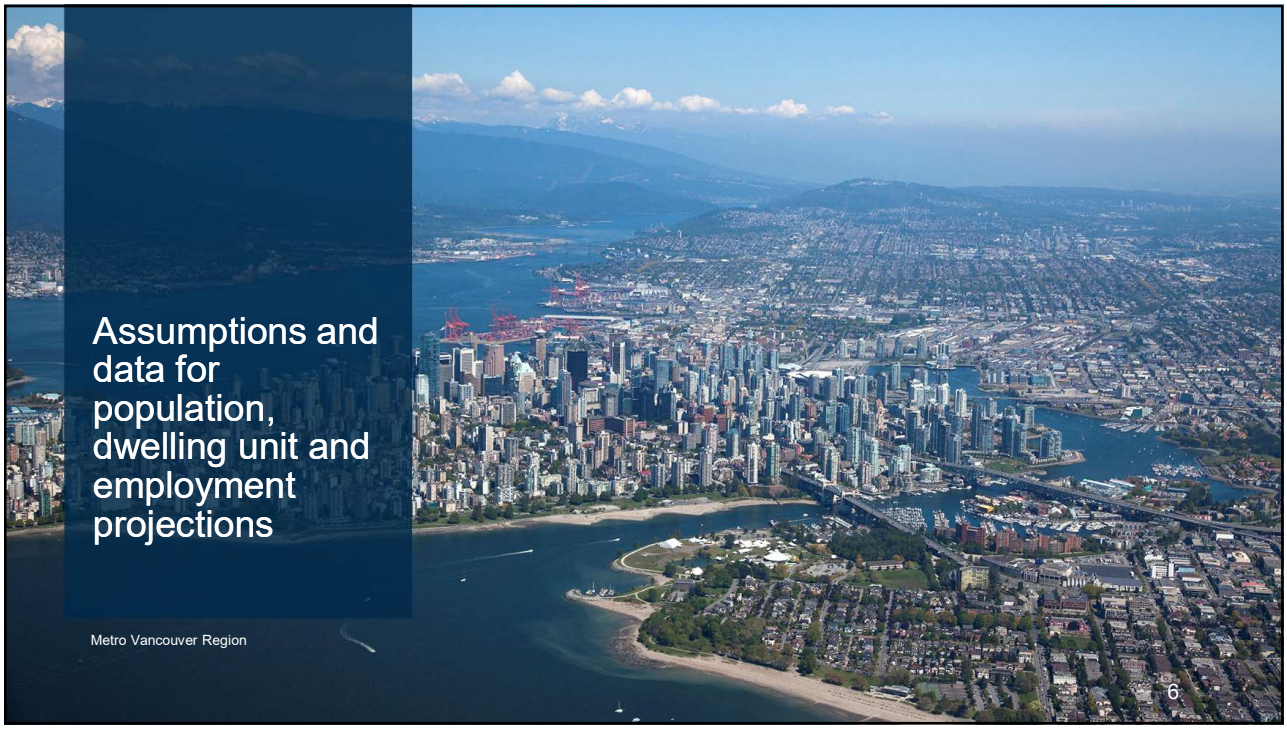
COST COMPONENTS AND ALLOCATION

Difference in Cost Allocation Methodology

- **IIWWTP:** Allocation of site-wide utilities, siteworks and ground improvements based on plant footprint (m^2)
- **NSWWTP:** Allocation of site-wide utilities/siteworks and ground improvements based on cost of process equipment and structures

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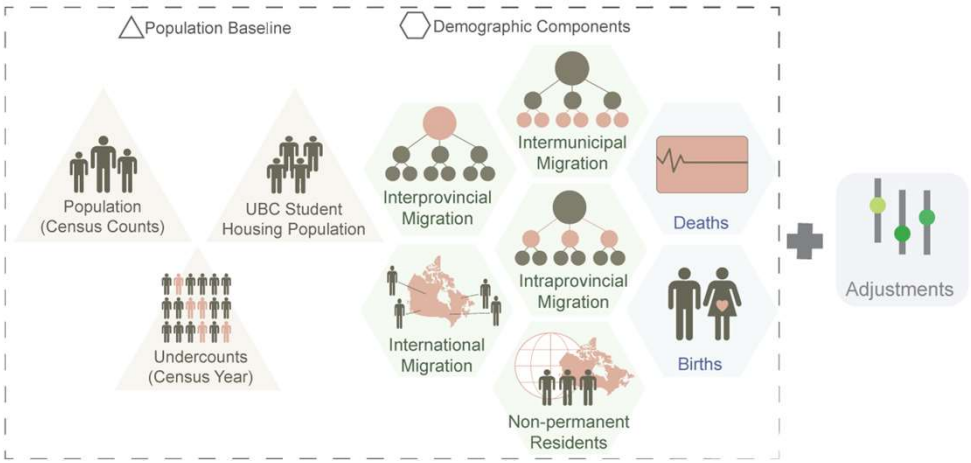
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AGE-COHORT MODEL

Population by age, gender, and municipality



Source: Metro Vancouver

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ENGAGEMENT WITH MEMBER JURISDICTIONS

- **Projections developed using a 'top down / bottom up' approach**
  - Top down is the regional model considering the factors on previous slide
  - Bottom up component involves input from municipalities. This input reflects local assessments of land development capacity and articulated growth aspirations.
  - Also includes triangulation with other modellers – e.g. BC Stats, Statistics Canada
- **Initial**: Metro Vancouver formulates and distributes draft projections to member jurisdictions
- **Collaborative Consultation**: Dedicated meetings with staff at member jurisdictions to discuss underlying assumptions and local growth objectives (policies) / plans
- **Final Review:** Revised projections provided to member jurisdictions for final review and comments

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ASSUMPTIONS

- 2016 Census count adjusted upward by 4.6% to account for Statistics Canada-estimated undercount for the region
- **Immigration** is the primary driver of projected population growth, with an anticipated annual net inflow of 30,000 to 40,000 individuals
- Projections include a declining **natural increase** (births minus deaths), reaching zero in the early 2030s, and subsequently becoming negative
- **Interprovincial migration** is projected to have an estimated annual net gain of 2,000 to 4,000 individuals
- **Intra-provincial migration** within British Columbia is projected to result in a net loss of approximately 9,900 individuals annually
- Projected migration patterns within Metro Vancouver anticipate a migration to eastern member jurisdictions

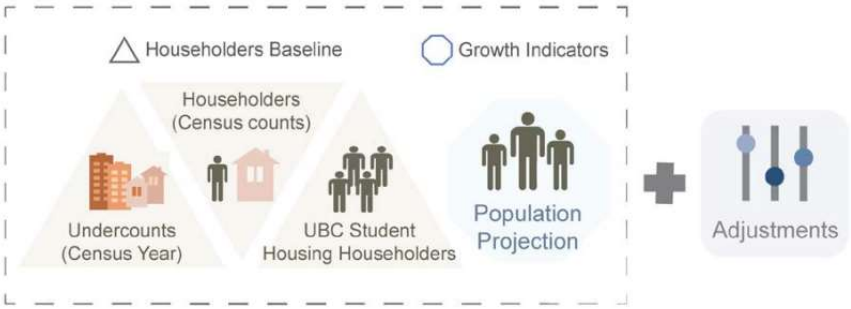
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DWELLING UNITS PROJECTIONS

Householder Rate Modelling Method

FIGURE 4 A Householder Rate Model and Dwelling Unit Growth Adjustments



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HOW PROJECTIONS ARE USED TO DEVELOP DCC RATES

Regional Planning

Population, dwelling unit (number of units, type of unit, size of household) and employment projections (Regional, municipal, sewerage area, traffic zone, Urban Centre)

Liquid Waste

Liquid Waste Supply and Demand model (Sub-catchment)

Capital Infrastructure Plan (growth projects and cost)

Water

Water Transmission Model (Nodal Supply Area)

Capital Infrastructure Plan (growth projects and cost)

Finance

DCC rates for each sewerage area and region developed considering:

- population
- number of units,
- type of unit,
- size of household
- employment projections
- growth capital expenditures

- DCC per person x people per unit = DCC rate per unit/ DCC rate per sq foot

* Provincial Best Practices sets the methodology
dcc_best_practices_guide_2025.pdf

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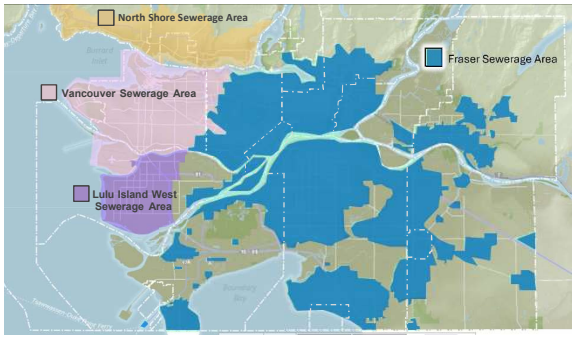
SEWERAGE AREA AND BOUNDARIES

Vancouver Sewerage Area:
- Vancouver
- Burnaby (portion)
- Richmond (portion)

North Shore Sewerage Area:
- City of North Vancouver
- District of North Vancouver
- West Vancouver

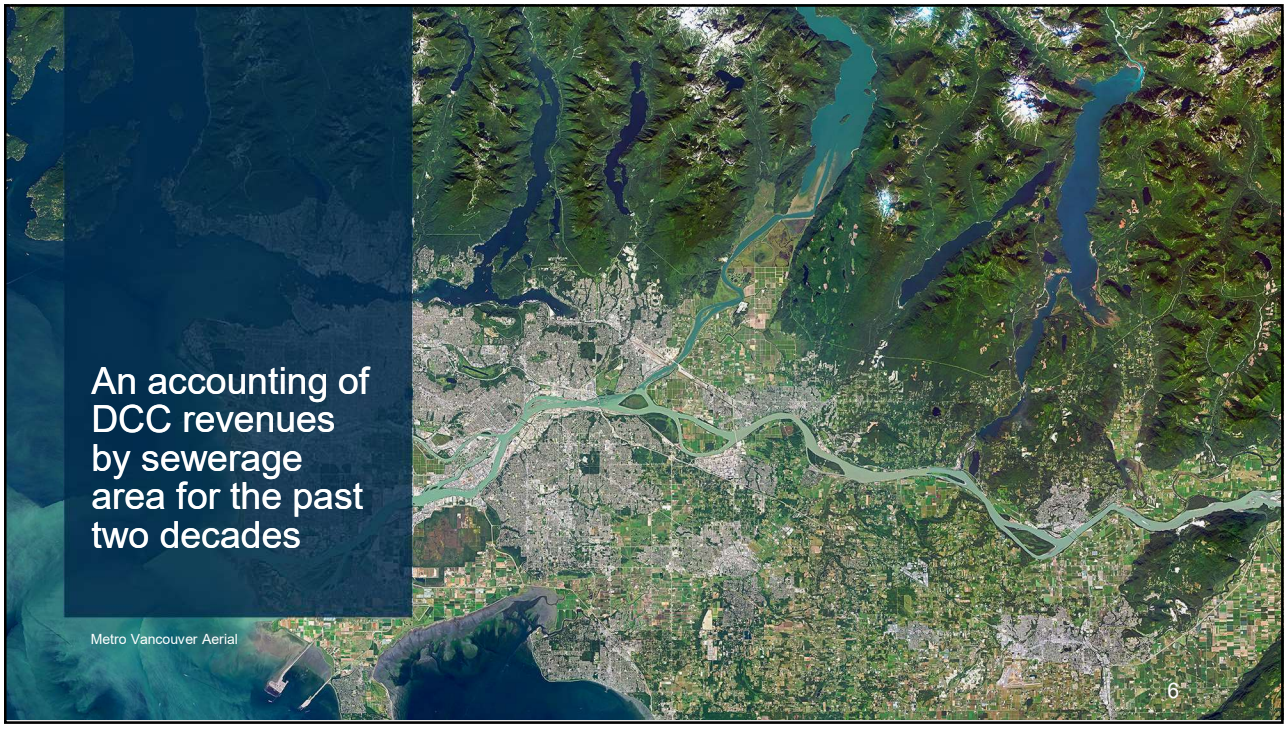
Lulu Island West Sewerage Area:
- Richmond

Fraser Sewerage Area:
- Burnaby (portion)
- Coquitlam
- Delta
- City of Langley
- Township of Langley
- Maple Ridge
- New Westminster
- Pitt Meadows
- Port Coquitlam
- Port Moody
- Richmond (portion)
- Surrey
- Vancouver (portion)
- White Rock
- Anmore (portion)



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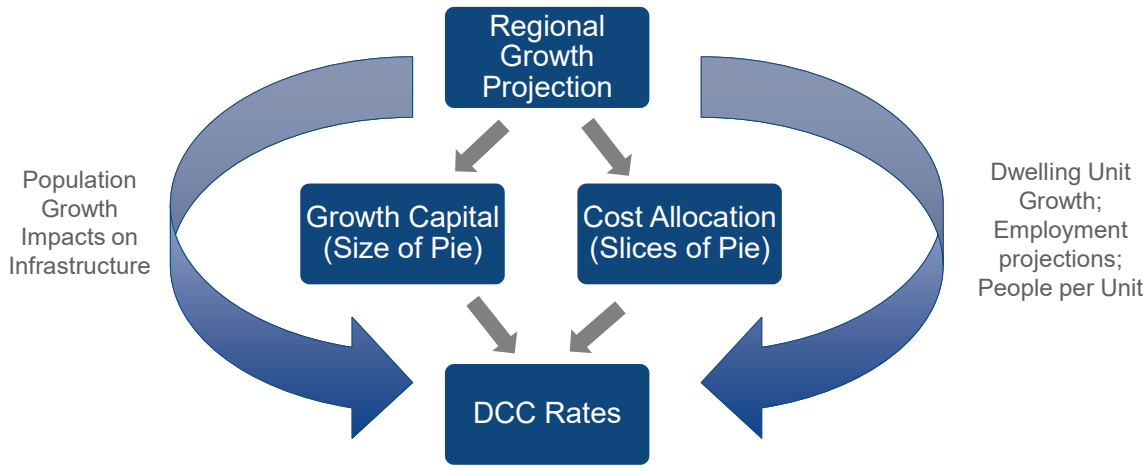
HOW GROWTH PROJECTIONS ARE USED FOR COST ALLOCATION FOR DCCs

Portion of Population Growth by Sewerage Area used for Cost Allocation of Tier 2 and Tier 3 Growth Capital Costs for DCC purpose

Sewerage Area	Portion of Growth		Estimated 2023 Population	Estimated 2053 Population	Estimated Growth
VSA	20.0%		785,688	981,392	195,704
NSSA	5.8%		207,506	263,631	56,125
LISA	6.7%		221,219	286,657	65,437
FSA	67.5%		1,556,991	2,216,308	659,317
Total	100.0%		2,771,404	3,747,988	976,853

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HOW GROWTH PROJECTIONS IMPACT DCC RATES



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DCC COLLECTION AND USAGE FROM 2004 TO 2024

$ in Millions

	VSA	NSSA	LIWSA	FSA	Total
Collection	$115	$23	$32	$641	$811
Usage*	$106	$21	$24	$512	$663

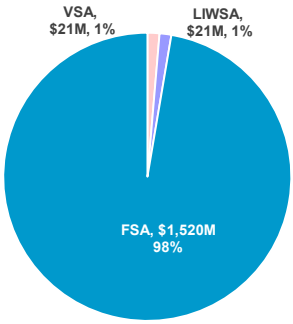
(Applied to Debt Servicing or Directly to Capital)

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KEY GROWTH PROJECTS 2004 - 2024

$ in Millions



Key Growth Projects	Allocation	Sewerage Area	2004-2024 Expenditure
AIWWTP Stage 5 Expansion/ Annacis Outfall	Tier 2	FSA	818
Northwest Langley Wastewater Treatment Program	Tier 2 / Tier 3	FSA	406
Sapperton Pump Station	Tier 1	FSA	91
Burnaby Lake North Interceptor Winston Section	Tier 1	FSA	89
South Surrey Interceptor Johnston Section	Tier 1	FSA	67
SSI - King George Section - Odor Control Facility (OCF) and Grit Chamber	Tier 1	FSA	18
North Road Trunk Sewer	Tier 1	FSA	16
Annacis Influent System Surge Control Refurbishment	Tier 2	FSA	15
Hastings Sanitary Trunk Sewer	Tier 1	VSA	21
Lulu WWTP-Stage 4(a) Expansion	Tier 2	LIWSA	21
Total			**$1,562**

Tier II and III costs are regionally allocated

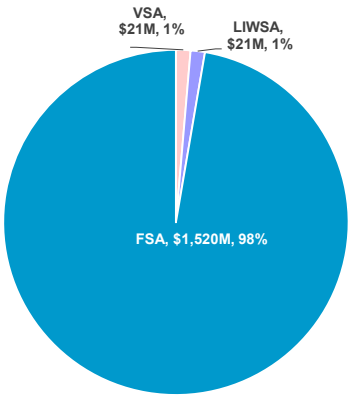
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KEY GROWTH PROJECTS 2004 - 2024

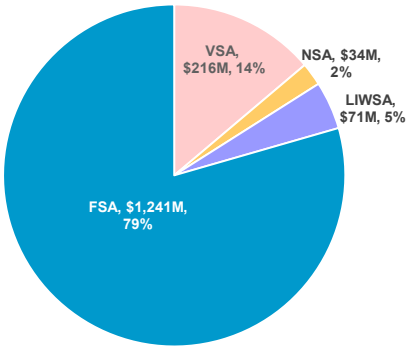
$ in Millions

Capital Expenditure by Sewerage Area



Cost Allocation based on GVS&DD Cost Apportionment Bylaw

Cost Allocation by Sewerage Area



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Annacis Wastewater Treatment Plant

QUESTIONS

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Laurel Cowan, Division Manager, Regional Land Use Planning, Regional Planning and Housing Services

Date: March 21, 2025 Meeting Date: April 17, 2025

Subject: **Proposed Criteria for Water Development Cost Charge Reduction and Parks Development Cost Charge Waiver Bylaws for Agricultural Development Designed to Result in a Low Environmental Impact**

RECOMMENDATION

That the GVWD/MVRD Board direct staff to develop Development Cost Charge Reduction/Waiver Bylaws for Agricultural Development Designed to Result in a Low Environmental Impact as described in the report dated March 21, 2025, titled "Proposed Criteria for Water Development Cost Charge Reduction and Parks Development Cost Charge Waiver Bylaws for Agricultural Development Designed to Result in a Low Environmental Impact."

EXECUTIVE SUMMARY

In February 2025, the Finance Committee and GVWD/GVS&DD/MVRD Board directed staff to advance work to propose a Development Cost Charge (DCC) Reduction Bylaw for agriculture developments designed to result in a low environmental impact (Attachment 1). This work was identified as a priority to resolve unintended consequences of Metro Vancouver's new water and regional parks DCCs on the agricultural sector. Metro Vancouver is committed to resolving these issues over the short- and long-term. This will be addressed in the interim through Water DCC Reduction and Parks DCC Waiver Bylaws for agriculture developments designed to result in low environmental impact, and over the long-term through the 2027 DCC Bylaw update that will create sub-categories for non-residential, including a specific category for agricultural development based on further data analysis.

This report provides an overview of considerations and proposes a definition, criteria, and reduced rates for a Water DCC Reduction Bylaw and Parks DCC Waiver Bylaw. Should an agricultural development applicant meet the definition and eligibility criteria to demonstrate the proposed development is designed to result in a low environmental impact, a 98% reduction from current Water DCC rate of $5.30/sf and a complete waiver of the Parks DCC $0.24/sf is recommended. The total number of agricultural developments is quite low; over the past 5 years, the number of building permits related to agricultural development ranged from 0 – 24 per year across the region, and based on feedback from the agriculture sector, under current DCC rates without a reduction, no applications would move forward as they would not be financially viable. If supported by the Finance Committee and Boards, staff will return with the relevant DCC Reduction and Waiver Bylaws for endorsement in Spring 2025.

PURPOSE

To seek Finance Committee and GVWD/MVRD Board direction to develop a Water DCC Reduction Bylaw and Regional Parks DCC Waiver Bylaw for agricultural developments that are designed to result in a low environmental impact, based on the content proposed in this report, and bring back for Committee and Board endorsement.

BACKGROUND

In November 2024, Metro Vancouver met with agriculture sector representatives including the Greenhouse Growers Association and Metro Vancouver's Agriculture Advisory Committee over concerns regarding the impacts of Metro Vancouver's DCC costs on agriculture developments. Before regional water and regional parks DCCs were introduced, DCCs generally did not apply to agricultural development as most agricultural lands are outside of the regional sewerage areas. Metro Vancouver staff committed to addressing any unforeseen implications of the DCC program as soon as possible and brought a report to the Finance Committee and GVWD/MVRD in February 2025 outlining proposed short- and long-term solutions.

In February 2025, the Finance Committee and GVWD/MVRD Board approved the proposed approach and directed staff to advance work to propose relevant content to create a Development Cost Charge (DCC) Reduction Bylaw for agriculture developments that are designed to have a low environmental impact and bring back for Committee and Board consideration (Attachment 1).

OVERVIEW OF APPLICABLE LEGISLATION: DCC EXEMPTIONS VS. WAIVERS & REDUCTIONS

There is an important distinction in the *Local Government Act* (LGA) about what may be exempted from DCCs versus what may qualify for a waiver/reduction:

- **Exemptions** may be granted on a case by case basis where the applicant is able to prove that the proposed development will not result in any additional capital burden on the regional infrastructure that is the subject of the DCC.
- **Waivers or reductions**, pursuant to a waiver/reduction bylaw, are permitted for developments that are in the category of not-for-profit rental housing, for-profit affordable rental housing, or developments that are designed to result in a low environmental impact. For a waiver/reduction to be applied, a local government, as per *LGA* section 563, must establish:
  - A definition of what constitutes an eligible development or class of eligible developments for the purposes of one or more of those categories;
  - the requirements or criteria to be met; and
  - the reduced rate (e.g., amount or percentage of DCCs to be waived).

In the case of agricultural developments in Metro Vancouver, DCCs must be exempted where a proposed development does not impose new capital cost burdens on the regional infrastructure for which DCCs are being charged. Otherwise, any building permit or subdivision approval within the area of the GVWD (or MVRD, or GVS&DD) triggers a requirement to pay DCCs as set out in the respective DCC bylaws. Staff are proposing a significant reduction to regional water DCCs and a full waiver of regional park DCCs for agricultural developments that are designed to result in a low

environmental impact. Liquid Waste DCCs are generally not relevant for agriculture as most agricultural lands are outside of the regional sewerage area.

CONSIDERATIONS FOR CRITERIA, ELIGIBILITY AND REDUCED RATES

Approach & Considerations

To determine the best approach for the proposed DCC Reduction/Waiver Bylaws for agriculture, staff undertook the following:

- Review of approaches to agriculture in DCC Bylaws for municipalities in and outside the region, and other adjacent regional districts;
- Consideration for limiting DCC reductions to different crop types in response to questions and comments from the Finance Committee February 2025 meeting – for example, if reductions could only be applied to food production versus cannabis cultivation (Attachment 2);
- Assessment of water consumption by the agriculture sector, based on available data;
- Consideration of the relevant benefits provided to the region by the agricultural sector; and
- Engagement with key representatives from the agricultural sector to better understand challenges and concerns, and obtain feedback on proposed interim measures (Attachment 3).

Given the significant impact the current DCC rates will have on the agricultural sector, there is a need to create an interim solution and adopt a DCC Reduction Bylaw as soon as possible to ensure that any active applications in the region are not negatively impacted before a longer-term solution can be implemented through the 2027 DCC Bylaw review and update. Additional analysis and ongoing engagement with the agriculture sector will be undertaken as part of the longer-term solution.

Summary of Municipal and Regional Approaches

An initial review of DCC programs across the province revealed that approaches vary, but the majority of municipalities and regional districts surveyed do not charge DCCs on agricultural development approvals. Much of this is related to the local context, for example, whether the jurisdiction has agricultural lands and whether it is possible for those agricultural properties to connect to potable water.

The following provides some high-level findings:

- **Agriculture DCC rates vary but are quite low compared to other non-residential land uses:** municipalities and regional districts with agricultural lands vary in terms of whether they explicitly define agriculture in their DCC bylaws and if so, whether they charge DCCs for agricultural development approvals. Within the region, only two municipalities charge for water DCCs: Delta at $1.67m2 per gross floor area and Pitt Meadows at $1.82m2 per development area.
- **Applicable DCCs include water but not parks:** For jurisdictions that do charge DCCs on agricultural development approvals, categories generally include water, sometimes roads and drainage, but not sewer or parks.

- **Agriculture definitions include non-farm commercial:** For jurisdictions with a category of DCCs applicable to agricultural development approvals, definitions focus on buildings on agricultural lands that require a water connection, including non-farm commercial businesses related to agricultural operations as permitted by the *Agricultural Land Commission Act* (e.g., small retail spaces or breweries).
- **Do not include complex requirements:** some municipalities, such as Abbotsford, used to request detailed information about water storage capacity for greenhouses, but noted this became too challenging to manage and eventually moved away from this approach, stressing the importance of keeping requirements or criteria as simple as possible.

Agricultural Water Use and Access

When considering appropriate rates and reductions for agricultural water DCCs, it is important to explore the relative demand for water use for various agricultural operations and structures (such as greenhouses). However, this is a complex matter given a lack of data availability as well as inconsistency in terms of access to potable and non-potable water sources in member jurisdictions. The following summarizes some of the key factors:

- The estimated use of potable water by the agriculture sector in Metro Vancouver is approximately 1.4% of total water use annually (2021 data self-reported by member jurisdictions). This includes all metered water use on agricultural lands and not solely agricultural production in structures or buildings. The potable water used by agricultural developments like greenhouses makes up a portion of this amount.
- Limited data is currently available to understand the specific water use of the agricultural sector, and its impact on regional water infrastructure. Implementing universal water metering could help provide data to best determine water use by various sectors. Most member jurisdictions currently require meters for Industrial, Commercial and Agricultural Users. While Metro Vancouver can require water metering for agricultural developments to be eligible for the DCC Reduction/waiver Bylaw, it cannot require universal metering, which includes the residential sector. Implementing universal water metering, to compare water use of different land uses, would need to be done at the member jurisdiction level across the region. Several members throughout the region currently require water metering and others are actively exploring.
- As the use of potable water is expensive for the agricultural sector, most producers actively use non-potable alternatives wherever possible, such as rainwater or river/stream water, and supplement with water storage and re-use systems. Representatives from the greenhouse sector noted their priority would be for non-potable freshwater sources such as Fraser, Serpentine, Nickomekl, and Pitt Rivers, and from ground water and rainwater, access to which is not consistent nor guaranteed depending on the time of the year and location-specific climate-related challenges, creating inequity throughout the region. Wherever possible, agricultural developments such as greenhouses will find ways to source non-potable water and utilize water re-use systems.
- The demand for potable water use in greenhouses is hard to predict and fluctuates depending on the season, crops grown and rounds of production applied on a yearly basis. Access to fresh water is also becoming less predictable, largely due to climate change

challenges such as changes in rainfall, increased infiltration of the salt wedge into local rivers, the reduction in water flow in streams, creeks and rivers, and the dropping water table in groundwater aquifers typically used for irrigation. This could result in an increased demand for the potable water system.

Given the limited data availability, estimated small proportion of regional water used by agriculture, and general trends for the agricultural sector to seek to limit potable water use and apply water re-use systems, it is recommended that a significant reduction be applied to the current non-residential rate for agricultural development where regional DCCs would apply. Further details are provided in the recommendations section.

It is also recommended that further analysis be undertaken over time, using water metering to better understand specific water use by the agricultural sector and impacts to regional water infrastructure, and use evidence-based data to adjust rates as appropriate in the future.

Engagement with the Agriculture Sector

Staff led an engagement process to hear from the agricultural sector and gather feedback on the proposed interim measures. A more significant engagement process is planned for the larger DCC Bylaw update process (2025-2027), and ongoing engagement with the agricultural sector will be undertaken.

Members of Metro Vancouver's Agricultural Advisory Committee and representatives from key sectors were involved including: Greenhouse Growers Association, BC Landscape & Nursery Association, United Flower Growers Co-op, Delta Farmer's Institute, and the BC Agriculture Council. Regular touch points were also made with staff from the Ministry of Food and Agriculture and Agricultural Land Commission.

Key themes heard throughout the engagement included:

- DCC rates that are too high will impact viability of agricultural development and expansion
- It's very hard to predict how much potable water a greenhouse might use at the Building Permit stage so request that criteria be as simple as possible
- Non-potable water sources are the preferred option for agriculture as potable water is expensive; wherever possible, agricultural operators will seek to use non-potable water, capture rainwater, and re-use water for efficiency
- Water supply sources vary by municipality so access is not consistent across the region
- Climate change is impacting the availability of non-potable water sources and increasing the need for the agricultural sector to use potable water
- Need to acknowledge the ecosystem benefits of agriculture to the region (clean air and water, flood management, invasive species management, ecosystem services) as well as the contribution to local economy and food security, and public recreation/events
- Regional Parks DCCs should not apply to agriculture
- Do not like the term 'intensive agriculture' – prefer just using the term 'agriculture' for DCCs
- All municipalities and land uses should require water metering to promote conservation, effectively measure use and price accordingly, and identify and address leaks in the system

Further details on the engagement process and feedback are provided in Attachment 3.

RECOMMENDATIONS

The following provides a summary of the proposed definition, approach, and criteria for a Water DCC Reduction and a Regional Parks DCC Waiver for agricultural developments that have been designed to have a low environmental impact.

Proposed Definition & Criteria of Agricultural Development Designed to Result in a Low Environmental Impact

The following proposed definition and eligibility criteria would be applicable to both the proposed Water DCC Reduction Bylaw and Regional Parks DCC Waiver Bylaw:

> **"agricultural development"** — means any non-residential building or structure used for agricultural production and/or located on agricultural land that will connect to and use potable water. This includes, but is not limited to, greenhouses, retail nurseries, manufacturing and processing facilities for agriculture-related products, intensive indoor livestock operations, and non-farm commercial businesses related to agriculture as permitted by the *Agricultural Land Commission Act*.
>
> **Criteria for eligibility are**:
>
> - The proposed development meets the definition for ''agricultural development";
> - The design plans submitted demonstrate that potable water consumption will be metered, and billed according to the metering by the member jurisdiction delivering the water; and
> - The applicant provides a water management plan outlining how the proposed development will minimize potable water consumption and maximize conservation, particularly during peak demand season (May to September).

A DCC is not payable if the development is authorized by a Building Permit and the value of the work does not exceed $50,000. A person may also apply to be exempted where the person is able to demonstrate that a proposed development will not impose new capital cost burdens on regional water infrastructure.

Proposed Water DCC Reduction

The proposed Water DCC Reduction Bylaw would provide a 98% reduction for eligible agricultural developments as follows. This is, on average, commensurate with the rates of member jurisdictions in the region where agricultural water connections are relevant.

Year	Assist Factor	Current Water DCC Rates		Proposed – 98% Reduction	
		Per Square Foot (floor area)	Per Square Meter (floor area)	Per Square Foot (floor area)	Per Square Meter (floor area)
2025	45%	$5.30	$57.05	$0.11	$1.14
2026	15%	$8.19	$88.16	$0.16	$1.76
2027	1%	$9.54	$102.69	$0.19	$2.05

Proposed Regional Parks DCC Waiver

The proposed Regional Parks DCC Waiver Bylaw would provide a 100% waiver for eligible agricultural developments as follows. This aligns with the approach taken by other regional districts and municipalities surveyed who do not charge Parks DCCs for agricultural development.

Year	Current		Proposed – 100% Waiver	
	Per Square Foot (floor area)	Per Square Meter (floor area)	Per Square Foot (floor area)	Per Square Meter (floor area)
2025	$ 0.24	$ 2.58	$ 0.00	$ 0.00
2026	$ 0.48	$ 5.17	$ 0.00	$ 0.00
2027	$ 0.94	$ 10.12	$ 0.00	$ 0.00

ALTERNATIVES

1. That the GVWD/MVRD Board direct staff to develop Development Cost Charge Reduction/Waiver Bylaws for Agricultural Development Designed to Result in a Low Environmental Impact as described in the report dated March 21, 2025, titled "Proposed Criteria for Development Cost Charge Reduction/Waiver Bylaws for Agricultural Development Designed to Result in a Low Environmental Impact."
2. That the MVRD Board receive for information the report dated March 21, 2025, titled "Proposed Criteria for Development Cost Charge Reduction/Waiver Bylaws for Agricultural Development Designed to Result in a Low Environmental Impact."

FINANCIAL IMPLICATIONS

DCC rates are established to recover the cost of growth infrastructure from the development industry and reduce the impact on existing rate payers. The non-residential category was calculated following the provincial best practices guide and largely focused on industrial and commercial growth impacts.

Should an agricultural development applicant meet the criteria to be eligible, the current Water DCC rate of $5.30/sf will be reduced by 98% and Parks DCC rate of $0.24/sf will be waived. Over the past 5 years, the number of building permits under this category ranged from 0 – 24 per year across the region with development sizes ranging from 150m^2 to up to 100,000m^2. This indicates significant variability in agricultural developments, and staff will continue to monitor the development applications and collection of DCCs and report back to the Finance Committee.

Should the Board choose alternative one, staff will proceed with creating a DCC Reduction Bylaw for Water at 98% of current rates and a DCC Waiver Bylaw for Regional Parks to waive 100% of charges. Further analysis will be undertaken through the full DCC Bylaw update process for 2027 to identify a long-term rate for agricultural development that is appropriate.

CONCLUSION

Metro Vancouver is proposing Development Cost Charge (DCC) Reduction/Waiver Bylaws for agriculture developments that are designed to result in a low environmental impact. This work was identified as a priority to resolve unintended consequences of Metro Vancouver's new water and regional parks DCCs on the agricultural sector. This report summarizes analysis undertaken, feedback from engagement, and proposes draft content to create a DCC Reduction Bylaw for Water (98% reduction) and DCC Waiver Bylaw for Regional Parks (100% waiver). Staff recommend alternative 1, to proceed with creating the bylaws. If supported by the Finance Committee and Boards, staff will return with the relevant DCC Reduction and Waiver Bylaws for endorsement in Spring 2025.

ATTACHMENTS

1. "Consideration of a Development Cost Charge Reduction for Intensive Agriculture", dated, February 5, 2025.
2. Consideration of Agriculture Categories: Food-production vs. Non-food Production.
3. What We Heard – Summary of Engagement.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: February 5, 2025 Meeting Date: February 13, 2025

Subject: **Consideration of a Development Cost Charge Reduction for Intensive Agriculture**

RECOMMENDATION

That the GVWD/GVS&DD/MVRD Board direct staff to advance work to analyze and propose a Development Cost Charge reduction for Intensive Agricultural developments that have a low environmental impact for Board consideration.

EXECUTIVE SUMMARY

This report outlines a proposed approach to address concerns raised by the agriculture industry about the impacts of Metro Vancouver Development Cost Charges (DCCs) on Intensive Agriculture. Metro Vancouver's DCC framework currently only has one non-residential rate, which may not be suitable for Intensive Agriculture developments given the small demand on infrastructure relative to their size of buildable area. There are four member jurisdictions that have an Intensive Agriculture rate for municipal DCCs, and these are relatively lower in comparison to the other non-residential categories.

In January 2025, a DCC work plan was endorsed by the Finance Committee that includes an update to residential and non-residential definitions, including consideration of Intensive Agriculture developments, for the next regional DCC bylaw update in 2027. As an interim measure, this report is seeking direction to develop a reduced DCC rate for Intensive Agriculture developments that meet criteria for low environmental impact. This could be achieved through a DCC reduction bylaw, which is permitted through the *Local Government Act*. If approved, staff will provide further analysis and draft a DCC reduction bylaw for Committee and Board discussion for approval Spring 2025.

PURPOSE

To seek Finance Committee and GVWD/GVS&DD/MVRD Board direction to undertake further analysis to develop a DCC reduction for Intensive Agricultural developments that have a low environmental impact and bring this back for Committee and Board consideration.

BACKGROUND

In November 2024, Metro Vancouver met with agriculture industry representatives including Metro Vancouver's Agricultural Advisory Committee and the Greenhouse Growers Association over their concerns regarding the impacts of Metro Vancouver's DCC costs on Intensive Agriculture developments. Intensive Agriculture refers to development such as greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, facilities used for intensive livestock purposes, and commercial businesses located within agricultural zones. Representatives

expressed gratitude for the meetings, but were disappointed to have not been consulted during the development of the DCC rate update last year, noting the new DCC rates are significantly impacting the viability of agricultural development in the region. Metro Vancouver staff committed to addressing any unforeseen implications of the DCC program as soon as possible. This report provides an overview of the proposed short- and long-term solutions to address Intensive Agriculture through Metro Vancouver's DCC waiver/reduction bylaw and DCC program update.

ADDITIONAL CONTEXT

Metro Vancouver DCC Program Update

In January 2025, the Finance Committee endorsed a workplan to review and update Metro Vancouver's DCC program. This includes work in 2025 to review DCC rate categories, analyze differences in infrastructure demand and use, and propose updates to DCC rates based on new categories as well as new population projections and capital program costs. This work would inform the 2026 budget process to implement changes to the DCC program in 2027, with new rates taking effect in 2028. This work will provide a long-term solution to develop fair DCC rates for Intensive Agriculture development in the region that adequately captures the costs of infrastructure demand for this type of development. As an interim measure, Metro Vancouver staff propose an update to the DCC Waiver/Reduction Bylaw to provide a reduction for Intensive Agriculture development that has a low environmental impact. This will help to address the immediate needs of the agricultural sector for Intensive Agriculture developments that are not already exempt from regional DCCs (e.g., developments that have some impact on water or sewer infrastructure).

DCC Considerations for Intensive Agriculture

In conversations with Metro Vancouver, the agricultural industry has raised concerns around how Metro Vancouver's non-residential DCC rate is broadly applied to all commercial activity while the impact on growth infrastructure from agricultural uses can vary greatly. This variation is amplified based on the particulars of agricultural structures, such as greenhouses or nurseries that cover a large area of land and primarily use rainwater collection for operations, which do not use a commensurate amount of water as would other non-agricultural developments of a similar size. The regional DCC rate per square foot is currently based on an average of all non-residential groups which does not appropriately capture Intensive Agriculture's impact on infrastructure. This is resulting in a significant financial impact on new/expanded greenhouses to the point that this DCC rate could prevent intensive agricultural development within the region. As one of the key strategies in *Metro 2050* is to protect and strengthen agricultural viability, it is important to address this unintended consequence of the regional DCC program in the immediate term (through expanding the waiver/reduction bylaw), and to find an appropriate long-term solution and appropriate rate through the review and update of the DCC program.

In addition, the employment projections used for developing the Metro Vancouver non-residential rate did not include agriculture, and Metro Vancouver Water Services estimates that agriculture comprises a small percentage of projected growth for non-residential uses. More data is needed to quantify the impact of Intensive Agriculture on growth infrastructure, and this work will be completed as part of the DCC Program update, in addition to further refining non-residential categories and definitions. Given that any update to the regional DCC bylaw will require review by

the Provincial Inspector, this is a lengthy process and is best addressed through the comprehensive update in 2027.

In the meantime, an interim solution is needed to address Intensive Agriculture developments that occur before the new DCC rates are implemented in 2028.

Interim Solution: Expand the DCC Waiver/Reduction Bylaw to Include Intensive Agriculture with Low Environmental Impact

The *Local Government Act* outlines two situations where DCCs may not apply or fully apply: exemptions and waivers/reductions. DCC exemptions can apply in specific circumstances. For example, when a development does not impact or add an additional burden on infrastructure, or a building permit value is below $50,000. Metro Vancouver was able to work with one Intensive Agriculture applicant who was able to prove, with a Qualified Professional report, that the proposed greenhouse development would not place an additional burden on infrastructure as all water used was from collected rainwater and was therefore exempt from regional DCCs. However, for future applications that may have some impact on infrastructure, it is important for Metro Vancouver to have a solution to ensure that the viability of agricultural development is not impacted before the DCC Bylaw is updated in 2027. This could be done in the interim through a partial waiver/reduction.

Waivers/reductions are permitted, pursuant to a waiver/reduction bylaw, only for developments that are not-for-profit rental housing, for-profit affordable rental housing, or designed with a low environmental impact. The only applicable category for Intensive Agriculture would be for developments designed with a low environmental impact. To create a reduced DCC for Intensive Agriculture developments that have a low environmental impact, staff would need to establish the following as per the *Local Government Act* section 563:

- a definition of what constitutes an eligible Intensive Agriculture development or class of eligible developments;
- the requirements or criteria to be met (such as lower water use measures); and
- the reduced rate (e.g., amount or percentage of DCC fees to be waived).

Staff propose to work with member jurisdictions with Intensive Agriculture developments, and to analyze potential impacts to regional infrastructure, to develop these criteria and bring back a proposed DCC waiver/reduction bylaw for Committee and Board consideration in Q2 of 2025.

ALTERNATIVES

1. That the GVWD/GVS&DD/MVRD Board direct staff to develop a Development Cost Charge reduction for Intensive Agricultural developments that have a low environmental impact for Board consideration.

2. That the Finance Committee receive for information the report dated February 5, 2025, titled "Consideration of a Development Cost Charge Reduction for Intensive Agriculture."

FINANCIAL IMPLICATIONS

In the Metro Vancouver region there are four municipalities that have a specific Intensive Agriculture DCC rate; Richmond, Surrey, Delta and Pitt Meadows, and rates range from $0 to $9.24 per square metre based on 2025 rates. Metro Vancouver's non-residential rate for water and parks combined is $59.63 per square metre based on 2025 rates, which would encompass Intensive Agriculture developments. Further, over the past 5 years, the number of building permits under this category can range from zero to over 4 per year with a development size range of just over 150 square meters of buildable area to over 101,000 square meters of gross floor area. This indicates significant variability in Intensive Agriculture developments, which creates difficulty in assessing future foregone DCC revenues and financial implications.

Should the Board choose alternative one, further analysis is required to determine the criteria and the applicable DCC rate for Intensive Agriculture development that would be eligible for a DCC reduction. Further analysis of financial implications will be provided should the Board direct staff to pursue the development of DCC partial waiver/reduction for Intensive Agriculture development.

CONCLUSION

Metro Vancouver has met with agricultural industry representatives over their concerns regarding the impacts of Metro Vancouver's DCC costs on Intensive Agricultural developments (such as greenhouses) who noted the current rates are threatening the viability of agricultural development in the region. While Metro Vancouver is undertaking a work plan to update its DCC program, the changes will not take effect until 2028. In the meantime, an interim solution is proposed for Board consideration. Staff propose undertaking further analysis to develop criteria for a DCC partial waiver/reduction for Intensive Agriculture developments that can be shown to have a low environmental impact, that is, a low impact in terms of water use. Staff recommend Alternative 1 to direct staff to undertake the work to develop a DCC reduction for Intensive Agriculture for Board consideration.

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Attachment 2 - Consideration of Agriculture Categories: Food-production vs. Non-food production

A question was raised at the Finance Committee February 2025 meeting as to whether DCC reductions could be applied to food production development, but not to cannabis cultivation development. Staff explored applicable legislation and engaged with the agricultural sector, Ministry of Food and Agriculture, and staff from the Agricultural Land Commission.

It was generally advised not to base a DCC reduction on what is proposed to be grown within an agriculture structure for the following reasons:

- **Logistical:**
  - What is grown in a greenhouse can change over time. The cannabis sector is changing and is challenged with remaining as viable as it was previously during the early days of legalization. As noted in the City of Delta's Agricultural Plan, "Since the legalization of cannabis in 2018, there have been expansions and contractions within that industry locally. Some existing greenhouses have converted to cannabis production and new greenhouses have been constructed for cannabis production, while conversely more recently some cannabis greenhouses have reverted back to growing fruit and vegetables. This fluctuation points to the fluidity of these commodities and the ability of Delta operators to shift production with market demand."
  - Cannabis is essentially a horticulture product and also used in a variety of food and medicinal products. This would make it challenging to value certain food products or horticultural products over others and may unintentionally impact other agricultural sectors in the region.
  - Given that DCCs are collected at the Building Permit stage, it would be challenging to demonstrate what crops would be grown over time. While it may be possible to receive referrals of federal licenses to produce cannabis, this may not be available at the Building Permit stage. Additionally, any review of referrals and monitoring and maintaining information on crop production would need to be conducted at the municipal level, requiring time and resources.
  -
- **Impact on Agricultural Producers:**
  - Given the fluidity of market demand and the challenges of maintaining viable agricultural operations, the agricultural sector has consistently stressed the need for all agricultural crops to be treated equally. The Ministry of Agriculture and Food has supported this approach and reflected this in Provincial legislation.
  - Restricting DCC reductions solely to agricultural operations that are currently dedicated to food production would negatively impact other key regional agricultural producers, such as landscaping nurseries, flower growers, and medicinal plant growers.

Given the complex nature of this topic, it is advisable to keep requirements simple, acknowledging that agricultural products benefit our region, whether fresh food, food additives, medicinal products, landscaping material, or other industrial/specialty crops. As a reduction in current DCC rates is critical to support the viability of any agricultural business in the region, it is recommended that it apply to all eligible agricultural applications, regardless of what is produced, as long as they are designed to result in a low environmental impact.

Attachment 3: What We Heard – Summary of Engagement

Audience	Input and Feedback
Metro Vancouver Agricultural Advisory Committee (AAC)	**November 2024** **Presentation and Discussion**
Discussion and Comments:	• Members voiced disappointment at not being consulted during the last DCC update consultation period. • Metro Vancouver acknowledges the introduction of the Water and Regional Parks DCCs have impacts on the agricultural sector. • Identified this as a time sensitive matter as producers are currently preparing building permits for expansion applications and greenhouses can only be built at certain times of the year. • Metro Vancouver recognizes the urgency and implications of the issue and commits to addressing the issue as soon as possible, however, this will require guidance and confirmation from the MVRD Board. • Provincial legislation determines what can be exempted in a DCC bylaw – agriculture is not eligible. Metro Vancouver Next Steps: ○ gather data on how agriculture was included in growth assumptions for the capital program; and ○ work with municipalities to understand how they are considering agriculture in their respective DCC program.
Metro Vancouver Agricultural Advisory Committee (AAC)	**February 2025** **Update Presentation and Discussion**
Discussion and Comments:	• Committee members generally felt the definition of Intensive Agriculture was problematic as all agriculture is intensive, and felt it was more appropriate to refer to water as potable water given how it is used for many different types of applications • Concern that climate change is impacting water access and driving the need for utility upgrades. Noted that using universal water metering would support all users to pay their fair share. • Concerned about local ability to compete with California, Mexico and overseas with rising costs and with increasing climate change challenges and how that affects access to non-potable water • Participants felt all agricultural products should be treated the same particularly with the application of any DCC reductions • Reiterated that farmland provides ecosystem services for the region that are not factored into contributions made to supplement regional and local infrastructure

General Public / Agricultural Sector	March 6 – 20, 2025 Metro Vancouver Public Survey
	Total responses: 20 Total responses from individuals: 13 Total responses on behalf of an organization: 7 Respondent farm locations: Maple Ridge, Delta, Richmond, Burnaby, Township of Langley, Surrey
General responses to Question 1: What are your thoughts on the draft definition of intensive agriculture?	• Overall respondents found the definition acceptable but felt the use of the word “intensive” should be removed.
General responses to Question 2: What are your thoughts on Metro Vancouver draft criteria?	• There was a split between respondents who found the criteria acceptable and those that felt it needed to be simplified so as not to overly burden farmers. Respondents identified that water is needed for many types of farming activities, but highlighted that rainwater collection is a current practice that reduces the need for potable water for most of the year. • Comments also identified that federal regulations on food and safety require a certain level of treated water for washing vegetables and dairy milking equipment and farmers are audited to make sure these standards are being applied and met. • Respondents supported water meters for all water users.
General responses to Question 3: What feedback do you have on this proposed approach?	• Some respondents felt the interim measure should be extended to provide more time to research and understand implications. • One respondent felt that soil-based agriculture should be located on farmland and non-soil-based production onto rooftops of industrial buildings and residential and commercial development to boost food security; indicated there is enough land for agriculture, the challenge is there is no irrigation to bring the land into production. • Several respondents were in favour of a significant reduction or full waiver of DCCs for agricultural production questioning the degree to which agriculture impacts regional water infrastructure. • Other respondents expressed concern about the viability of local farming and felt support was necessary for farms to conduct business and provide food for the local population. • Concerned that a water DCC would create additional financial burden or limitations on farmers needing to build, for example, a produce grading room that requires some water.

	• Concern that farmers in the Metro Vancouver region are facing additional tax burdens and costs compared to other areas/regions and the effect this has on food security and farm business livelihood. • Concern about increased costs to farmers in general, particularly small farms, and the overall challenge to produce food in this region including with the current geopolitical economic challenges facing Canadians.
Agricultural Sector	**March 13, 2025** **Metro Vancouver Agriculture DCC Webinar**
Discussion and Comments:	• Webinar participants generally felt the term "Intensive Agriculture" was problematic as all agriculture is intensive and felt it was more appropriate to refer to "water" as "potable water" given how it is used for many different types of applications • It was noted that agricultural production needs to hit a certain level of intensity in order to keep the business operating • Concern that climate change is impacting water access and driving the need for utility upgrades. Noted that using universal water metering would support all users to pay their fair share. Concerned about local ability to manage rising costs associated with increasing climate change challenges and how that affects access to non-potable water • Participants felt all agricultural products should be treated the same particularly with the application of any DCC reductions (e.g., should not distinguish between food production vs. cannabis or other horticultural products). • Reiterated that farmers look after a lot of land in Metro Vancouver (approx. 22%) including removing invasive species and supporting other ecosystem services such as clean air, water. • Webinar participants confirmed the presence of a municipal water line on an agricultural property doesn't mean there's a lot of water being used; the agricultural sector avoids using potable water as much as possible given it is fairly costly; seeking equity in use of water meters across the region so they can be charged for what they use rather than simply being charged for a water connection
City of Abbotsford	**March 2025** **Telephone Correspondence**
General Discussion with Planning staff	• Abbotsford does charge DCCs to the agriculture sector but only for water supply; distribution DCCs are not charged to the agricultural sector • Abbotsford has a comprehensive potable water system, including extensive infrastructure, to provide potable water to the agricultural sector; it is widely prescribed • To prevent overflow to local creeks and streams, stormwater ponds are required on site which double for rainwater retention; rainwater and other non-potable sources of water are a priority use for agriculture due to the cost of potable water use

	• In the past, Abbotsford has used various types of restrictions and reporting requirements to confirm low potable water use; however, these have been cumbersome to administer and have been removed
Fraser Valley Regional District	**March 2025 Telephone and Email Correspondence**
General Discussion with Planning Staff	• Confirmed their "non-residential" DCC category does not include agriculture
Township of Langley	**February and March 2025 Telephone and Email Correspondence**
General Discussion with Planning Staff	• Confirmed most greenhouses would never connect to potable water because the infrastructure doesn't go far enough to allow for connections • Langley Waterworks Bylaw defines Intensive Agriculture • Confirmed their DCC bylaw does not include agriculture • Residential uses on agricultural land are high water users (e.g., lawn watering)
Capital Regional District (CRD)	**February 2025 Email Correspondence**
General Discussion with Planning Staff	• Confirmed that the CRD does not charge DCC for agricultural uses

Reference Items:
The following items were referenced to support engagement outreach:

1. City of Pitt Meadows Development Cost Charges Bylaw, No. 2995, 2024
2. City of Richmond Development Cost Charges Bylaw, No. 9499, 2017
3. City of Surrey Development Cost Charges Bylaw, No., 21174, 2024
4. City of Maple Ridge Development Cost Charges Bylaw, No. 7863, 2022
5. Township of Langley Development Cost Charges Bylaw, 5897, 2024
6. City of Abbotsford Development Cost Charges Bylaw, 3174, 2021
7. City of Chilliwack Development Cost Charges Bylaw, 2689, 2024
8. Fraser Valley Regional District Development Cost Charges Bylaw, 1096, 2011
9. Squamish Regional District Development Cost Charges Background Study, February 2025
10. Capital Regional District Proposed Regional Water Supply Development Cost Charges Program

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Finance Committee

From: Harji Varn, Chief Financial Officer / General Manager, Financial Services

Date: March 31, 2025 Meeting Date: April 17, 2025

Subject: **Manager's Report**

RECOMMENDATION
That the MVRD Board receive for information the report dated March 31, 2025, titled "Manager's Report".

WORKPLAN
The Finance Committee's Work Plan for 2025 is attached to this report (Attachment 1). The status of work program elements is indicated as pending, in progress, or complete. The listing is updated as needed to include new issues that arise, items requested by the committee, and changes to the schedule.

REGIONAL CULTURAL PROJECT GRANTS – ADDITION TO THE FINANCE COMMITTEE WORKPLAN
Announced at the February 28, 2025 MVRD Board meeting, the Regional Culture Committee has been folded into the Finance Committee. There is no change to the Terms of Reference for the Finance Committee, but this item is added to the annual workplan. These grants are funded by interest earned from a Cultural Grant Reserve Fund established in 1991. As such, they do not draw from annual tax revenues and do not currently impact residents' utility bills or tax requisitions. MVRD Board authorization is required to distribute funds from this reserve as external contributions. The 2025 intake for project applications from local arts and culture non-profit organizations is open until April 28 (Reference 1).

At the June Finance Committee meeting, staff will provide an information report describing the process for application intake, review and recommendation.

At the July meeting, the Finance Committee will review staff's recommendation for grant awards to a cap of $10,000 per project and a total distribution of $300,000, and provide recommendations to the MVRD Board.

Following final approval by the MVRD Board, grants will be distributed in August to fund programming beginning in September 2025. Project selection is based on established criteria assessing organizations' and proposed projects' regional impact, merit, and budget plan, among other considerations such as demonstrated success of previous projects and resilience. Regional funding assists project delivery throughout the region, in many cases enabling programming to expand or tour outside of the municipality organizations are based in, or to benefit audiences drawn across municipal borders within Metro Vancouver.

RESPONSE TO DIRECTOR KOONER REGARDING SURREY DCC REFUNDS REQUEST

On February 28, 2025, at the MVRD Board meeting Director Kooner requested that three specific DCC fees within the City of Surrey be refunded. She noted three developments were charged in Surrey for a total of $12,000, however there were two developments in total and one was charged both the Water and Sewer DCC (see below). After careful review with City of Surrey staff it is confirmed that two of three fees were applied appropriately and one will require a refund as the property was on a septic system and is not connected to Metro Vancouver infrastructure.

Metro Vancouver is not involved in the administration of the fee, so any refund would be processed by the member jurisdiction. Surrey has confirmed they are looking into a refund and based on local authority, only City of Surrey can action the refund from their end.

1. **Canadian Border Services Agency (CBSA) - 28 176 St, Surrey BC**
   This land is partly a) Zoned Commercial and b) Agricultural Land Reserve (ALR). The development is not considered agricultural.

   Conclusion: The Metro Vancouver DCC's were applied appropriately. It is a commercial development. This is the position of both City of Surrey and Metro Vancouver.

2. **Fruit Stand as an Accessory to a Residential Property - 3322 168 St, Surrey BC**
   This land received both GVS&DD fees of $3,280.20 and GVWD fees of $3,369.66.

   Sewerage: The City of Surrey has informed us that the property is on a septic system and is **not** connected to the City of Surrey or Metro Vancouver services. Surrey applied their DCC (of $0) and the GVS&DD fee. GVS&DD fee should be refunded.

   Water: The owner is connected to municipal water. The GVWD fee was correctly applied.

In summary, one of the three DCCs charged for a total of ($3,280) at 3322 168 Street will be refunded as City of Surrey staff have confirmed that Property 3322 168 Street is on septic. They do not front a City Sewer, they are in the ALR, outside of Urban Containment Boundary and outside Fraser Sewerage Area.

ATTACHMENTS

1. Finance Committee 2025 Work Plan.

REFERENCES

1. Metro Vancouver Regional Cultural Project Grants

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Finance Committee 2025 Work Plan

Report Date: March 28, 2025

Priorities

1st Quarter	**Status**
2025-2027 DCC Workplan	Completed
Review and Endorse Committee 2025 Priorities and Work Plan	Completed
Municipal Finance Authority Items/New Borrowing & Updates (if applicable)	Completed
Development Cost Charge Workplan Scope of Work Updates (as required)	Completed
TransLink Revised GVRF/CCBF Policy and Application Guide	Pending
2026 Budget Engagement Timeline and Approach	In Progress
Regional Culture Project Grants	In Progress
Financial Policy & Practices Review (as required)	Pending
2nd Quarter	**Status**
Board Budget Workshop: 2026-2030 Financial Plan Direction	In Progress
2024 Final Year End Financial Performance Results Review	In Progress
2024 Audited Financial Statements	In Progress
2024 External Audit Findings Report	In Progress
2024 Statement of Financial Information (SOFI)	Pending
2025 Financial Performance Report	Pending
Development Cost Charge Workplan Progress Updates (as required)	Pending
Municipal Finance Authority Items/New Borrowing & Updates (if applicable)	Pending
TransLink Greater Vancouver Regional Fund – Annual Report	Pending
Regional Culture Project Grants	In Progress
Financial Policy & Practices Review (as required)	Pending
3rd Quarter	**Status**
Development Cost Charge Workplan Progress Updates (as required)	Pending
Municipal Finance Authority Items/New Borrowing & Updates (if applicable)	Pending
2025 - 2027 DCC Scope of Work Progress	Pending
2026 - 2030 Draft Capital Plan	Pending
Regional Culture Project Grants	In Progress
Financial Policy & Practices Review (as required)	Pending
4th Quarter	**Status**
2026 - 2030 Five Year Financial Plan and 2026 Budget & Annual Rates	Pending
2025 External Audit Plan	Pending
2025 Financial Performance Report	Pending
Development Cost Charge Workplan Progress Updates (as required)	Pending
Long Term Financial Plan (draft)	Pending
TransLink Federal Gas Tax/CCBF Application	Pending
Regional Culture Project Grants	In Progress
Financial Policy & Practices Review (as required)	Pending

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Maria Luisa Barroga, Program Manager - Quality Management
Project Management Office, Project Delivery

Date: April 9, 2025 Meeting Date: April 25, 2025

Subject: **Engineers and Geoscientists (EGBC) Initial Compliance Audit Results**

RECOMMENDATION
That the MVRD Board of Directors receive for information the report dated April 9, 2025, titled "Engineers and Geoscientists BC (EGBC) Initial Compliance Audit Results.

EXECUTIVE SUMMARY
As a regulating body, EGBC conducts compliance audits of registrant firms to assess overall compliance with regulatory requirements. Metro Vancouver was audited in January this year and successfully passed the audit with a compliance rating of 94 per cent. The success of the audit was attributed to the collaborative effort of Metro Vancouver staff.

The BC *Professional Governance Act* (PGA) came into effect on February 5, 2021. The Act provides a consolidated framework for professional regulators in the natural and built environment, which includes Engineers and Geoscientists BC and the regulators for forestry, agrology, biology and applied science.

As a result of the PGA, Engineers and Geoscientists BC (EGBC) started regulating firms that engage in the practice of professional engineering or geoscience on July 1, 2021. Metro Vancouver is one of the largest public sector engineering and geoscience firms in BC with over 400 EGBC Registrants and this resulted in significant changes for the organization. Metro Vancouver leveraged organization-wide efforts to comply with BC's PGA to improve organizational quality management and continuous improvement across the organization.

PURPOSE
To update the MVRD Board of Directors on the results of the EGBC Initial Compliance Audit.

BACKGROUND
The BC *Professional Governance Act* came into effect in February 2021, replacing the *Engineers and Geoscientists Act* and in response, EGBC amended its bylaws accordingly. In accordance with the EGBC bylaws, Metro Vancouver became a regulated firm and received its Permit to Practice from EGBC in October 2021 with an annual renewal requirement.

As a regulated firm, Metro Vancouver designated a Responsible Officer (RO) and 18 Responsible Registrants (RRs) from seven departments. The Chief Administrative Officer (CAO), Jerry Dobrovolny, is the RO for Metro Vancouver. The RO is accountable for ensuring that Metro Vancouver meets its obligations under the PGA and EGBC bylaws, while the RRs are responsible for ensuring that regulated

practice carried out by Metro Vancouver staff under their responsibility meets the three pillars of professional practice: quality management, ethics, and continuing education.

In order to help Metro Vancouver EGBC Registrants (professional engineers/geoscientists and Engineers-in-Training/Geoscientists-in-Training) comply with the PGA/EGBC requirements and make Metro Vancouver "audit-ready", Metro Vancouver embarked on a continuous improvement journey in 2021 that enhanced the way engineering practice is being carried out by staff. Numerous employees across Metro Vancouver worked collaboratively in getting Metro Vancouver "audit-ready". Below are a few of the notable achievements:

- Established the Quality Management System (QMS) to support and sustain compliance
- Developed and launched the corporate Lean Six Sigma Training Program to better enable continuous improvement across the organization (a core component of an effective QMS) – over 200 staff have participated in the program to date.
- Established communities of practice working groups with large public sector peers in BC (BC Hydro, Ministry of Transportation and Infrastructure, TransLink and City of Vancouver) as well as with senior staff from Metro Vancouver member jurisdictions through the Regional Engineers Advisory Committee.
- Delivered nine live webinars to Metro Vancouver EGBC Registrants on the PGA/EGBC requirements, with over 150 to 250 participants per session as well as an intranet site with links to relevant information and materials.
- Developed and/or updated procedures and policies to support EGBC Registrants compliance with the PGA/EGBC requirements.

EGBC INITIAL COMPLIANCE AUDIT

As part of its due diligence in enforcing its bylaws, EGBC regularly audits regulated firms to identify and communicate gaps and opportunities for a regulated firm to improve. The City of Vancouver was audited in 2023, BC Hydro was audited in 2024, and Metro Vancouver was audited by EGBC in January of this year. The Auditees were the Responsible Officer and Responsible Registrants.

Audit Objectives

The main objectives of the audit were to:

a) assess the adequacy of Metro Vancouver's Professional Practice Management Plan (a requirement of the EGBC Bylaws);
b) determine compliance with the PGA, regulations under the PGA, and the bylaws of EGBC; and
c) confirm the level of understanding of the requirements of holding an EGBC Permit to Practice.

Results

Metro Vancouver received an impressive 94 per cent compliance rating based on EGBC's risk assessment. This is a high score, compared with other large organizations that have recently been audited and is a testament to the professionalism of all MV staff who deliver such vital and critical services across this region every day. Two minor non-conformances and five opportunities for improvement were issued by EGBC for appropriate action by Metro Vancouver and all related actions have now been addressed.

Subsequent Compliance Audit by EGBC
The Subsequent Compliance Audit by EGBC will be scheduled in 2028, three years after the Initial Compliance Audit. For the next audit, 20 percent of MV EGBC Registrants (approximately 85 staff) will be randomly selected, in addition to RRs who are newly designated or have not been audited previously.

Lessons Learned (as shared by the Responsible Registrants)

- *"It was a positive experience to be audited as the preparation also served as a refresher on the requirements."*
- *"It was helpful to have examples ready for the audit."*
- *"Preparing for the audit helped in identifying improvements that could improve staff's understanding of the requirements."*

Next Steps
Metro Vancouver will sustain compliance with professional practices by continuing the Annual Internal Quality Audit Program and continually improving business processes. This will enable Metro Vancouver not only to be "audit-ready" for the next EGBC audit cycle, but also to continue to demonstrate that protection of the public and the environment is paramount to both professional engineering practice and the delivery of our critical services.

ALTERNATIVES
This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS
Continued compliance to PGA/EGBC requirements will help mitigate professional, regulatory and safety risks in the delivery of services by Metro Vancouver staff that could result in financial impacts.

CONCLUSION
Metro Vancouver is committed to ensuring continued compliance with the *Professional Governance Act,* Engineers and Geoscientists Regulations, and EGBC Bylaws by sustaining a Quality Management System that focuses on continuous improvement of business processes, maintaining a well-trained workforce, and checking compliance though annual internal quality audits.

REFERENCES
1. *Professional Governance Act*, SBC 2018, c 47
2. *Engineers and Geoscientists Regulation*, BC Reg 14/2021
3. Engineers and Geoscientists British Columbia, *Bylaws of Engineers and Geoscientists BC*

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Dorothy Shermer, Corporate Officer

Date: April 11, 2025 Meeting Date: April 25, 2025

Subject: **Adoption of Revised Meeting Minutes for February 28, 2025**

RECOMMENDATION

That the MVRD Board:

a) rescind the adoption of the minutes of its regular meeting held on February 28, 2025; and
b) adopt the revised minutes of its regular meeting held on February 28, 2025 as attached to the report dated April 11, 2025, titled "Adoption of Revised Meeting Minutes for February 28, 2025".

At its regular meeting of February 28, 2025, the MVRD Board considered item G1.2 – Metro 2050 Amendment Bylaw to Strengthen Climate Action Policy Language. A motion to give three readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1408, 2025* required a two-third majority to pass. The motion to give three readings to MVRD Bylaw No. 1408 received 79 votes in favour and 60 votes in opposition. This motion was incorrectly noted as carried in the February 28, 2025 minutes. The minutes were adopted at the March 28, 2025 regular meeting of the MVRD Board.

This error has been corrected in the revised minutes provided in Attachment 1. All resolutions related to readings and adoptions of *MVRD Regional Growth Strategy Bylaw No. 1339, 2022* and all amending bylaws have been reviewed and confirmed to have passed with no errors.

Staff recommend rescinding the adoption of the minutes of its regular meeting held on February 28, 2025, and adopting the revised minutes of its regular meeting held on February 28, 2025 as attached to the report dated April 11, 2025, titled "Adoption of Revised Meeting Minutes for February 28, 2025".

ATTACHMENTS

1. Revised Metro Vancouver Regional District Board Meeting Minutes, February 28, 2025.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
BOARD OF DIRECTORS

Revised Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:43 am on Friday, February 28, 2025, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Burnaby, Chair, Director Mike Hurley
Anmore, Vice Chair, Director John McEwen
Belcarra, Director Jamie Ross
Bowen Island, Director Andrew Leonard
Burnaby, Director Pietro Calendino
Burnaby, Director Sav Dhaliwal
Coquitlam, Director Craig Hodge
Coquitlam, Director Teri Towner
Delta, Director Rod Binder
Delta, Director Dylan Kruger
Electoral Area A, Director Jen McCutcheon
Langley City, Director Paul Albrecht
Langley Township, Director Steve Ferguson
Langley Township, Director Eric Woodward
(departed at 11:38 am)
Lions Bay, Director Ken Berry
Maple Ridge, Director Dan Ruimy
New Westminster, Alternate Director Jaimie McEvoy for Director Nadine Nakagawa
North Vancouver City, Director Linda Buchanan
North Vancouver District, Director Lisa Muri
Pitt Meadows, Director Nicole MacDonald
Port Coquitlam, Director Brad West*
Port Moody, Director Meghan Lahti
Richmond, Director Chak Au
Richmond, Director Malcolm Brodie
Richmond, Director Bill McNulty
Surrey, Director Harry Bains*
Surrey, Director Doug Elford
Surrey, Director Gordon Hepner
Surrey, Director Pardeep Kooner
Surrey, Director Brenda Locke*
Surrey, Director Rob Stutt
Vancouver, Director Rebecca Bligh*
Vancouver, Director Lisa Dominato
Vancouver, Director Sarah Kirby-Yung
Vancouver, Director Mike Klassen
Vancouver, Director Peter Meiszner
Vancouver, Alternate Director Brian Montague for Director Ken Sim
Vancouver, Director Lenny Zhou
West Vancouver, Director Mark Sager
White Rock, Director Megan Knight

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

MEMBERS ABSENT:

sc̓əw̓aθən məsteyəxʷ (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

A. ADOPTION OF THE AGENDA

1. February 28, 2025 Meeting Agenda

That the MVRD Board adopt the revised agenda for its meeting scheduled for February 28, 2025 as circulated.

Director Kooner provided the following Notice of Motion for consideration at the March 28, 2025 MVRD Board Meeting:

That the MVRD Board direct staff to bring forward a bylaw to repeal *Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*.

B. ADOPTION OF THE MINUTES

1. January 23, 2025 Special Meeting Minutes

That it was MOVED and SECONDED
That the MVRD Board adopt the minutes for its special meeting held January 23, 2025 as circulated.

CARRIED

2. January 31, 2025 Meeting Minutes

It was MOVED and SECONDED
That the MVRD Board adopt the minutes for its meeting held January 31, 2025 as circulated.

CARRIED

C. DELEGATIONS

No items presented.

D. INVITED PRESENTATIONS

No items presented.

E. CONSENT AGENDA

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

1.3 Pilot Program to Permit Alcohol Consumption in Regional Parks
2.3 Regional Food System Strategy – Engagement Update and Next Steps
4.2 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units
4.3 Development Cost Charge Work Program Update – Proposed Scope of Work for Project 2: DCC Categories and Definitions
4.4 Consideration of a Development Cost Charge Reduction for Intensive Agriculture
4.6 Funding from the Canada Housing Infrastructure Fund
6.1 Electoral Area A Barge Clean-up Events

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations presented in the following items as presented in the February 28, 2025 MVRD Consent Agenda:

1.1 Metro Vancouver Outdoor Recreation Needs and Trends Survey 2024
1.2 2024 Regional Parks Visitor Survey
2.1 Metro 2050 Regional Affordable Rental Housing Target – Baseline Data
2.2 Planning Analytics 2024 Report
3.1 Metro Vancouver's Air Quality Management and Regulation Service
4.1 2025 Finance Committee Meeting Schedule and Work Plan
4.5 2026 Budget: Public Engagement Approach
5.1 Invest Vancouver Management Board Meeting Schedule, Work Plan and Invest Vancouver 2025 Annual Plan
6.2 2025 Electoral Area and Small Communities Committee Meeting Schedule and Work Plan
7.1 Adoption of Outstanding Committee Minutes from 2023 and 2024

CARRIED

The items and recommendations referred to above are as follows:

1.1 Metro Vancouver Outdoor Recreation Needs and Trends Survey 2024

Report dated December 11, 2024 from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, sharing the results of the 2024 Metro Vancouver Outdoor Recreation Needs and Trends Survey.

Recommendation:
That the MVRD Board receive for information the report dated December 11, 2024, titled "Metro Vancouver Outdoor Recreation Needs and Trends Survey 2024."

Adopted on Consent

1.2 2024 Regional Parks Visitor Survey

Report dated December 13, 2024 from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, sharing the results of the 2024 Metro Vancouver Regional Parks Visitor Survey.

Recommendation:
That the MVRD Board receive for information the report dated December 13, 2024, titled "2024 Regional Parks Visitor Survey."

Adopted on Consent

2.1 Metro 2050 Regional Affordable Rental Housing Target – Baseline Data

Report dated January 17, 2025 from Diana Jeliazkova, Regional Planner, Regional Planning and Housing Services, providing the MVRD Board with baseline data for Metro 2050 Regional Affordable Rental Housing Target.

Recommendation:
That the MVRD Board:

a) receive for information the report dated January 17, 2025 titled "*Metro 2050* Regional Affordable Rental Housing Target – Baseline Data"; and
b) direct staff to forward a copy of the report dated January 17, 2025, titled "Metro 2050 Regional Affordable Rental Housing Target – Baseline Data" to member jurisdictions with an offer of a presentation to Council upon request.

Adopted on Consent

2.2 Planning Analytics 2024 Report

Report dated January 16, 2025 from Sinisa Vukicevic, Program Manager, Regional Planning Analytics, Regional Planning and Housing Services, providing the MVRD Board with an update on the work by the Regional Planning's Analytics team in 2024.

Recommendation:
That the MVRD Board receive for information the report dated January 16, 2025, titled "Planning Analytics 2024 Report".

Adopted on Consent

3.1 Metro Vancouver's Air Quality Management and Regulation Service

Report dated January 16, 2025 from Conor Reynolds, Director, Air Quality and Climate Action Services, and Kathy Preston, Director, Environmental Regulation and Enforcement, informing the Air Quality and Climate Committee and MVRD Board about Metro Vancouver's responsibility and activities related to its air quality management and regulation service in the region.

Recommendation:
That the MVRD Board receive for information the report dated January 16, 2025, titled "Metro Vancouver's Air Quality Management and Regulation Service".

Adopted on Consent

4.1 2025 Finance Committee Meeting Schedule and Work Plan

Report dated February 5, 2025 from Harji Varn, Chief Financial Officer/General Manager, Financial Services, providing the Finance Committee with the 2025 Work Plan, Terms of Reference, and the Annual Meeting Schedule.

Recommendation:
That the MVRD Board amend the 2025 Finance Committee Work Plan, from February 5, 2025, with the additional items endorsed by the Committee below:

- Review of Metro Vancouver capital project budgeting practices;
- Review of Financial Management Policy;
- Provide a more detailed Financial Performance Report;
- Review of the Corporate Allocation Policy; and
- Review of Procurement Policy.

Adopted on Consent

4.5 2026 Budget: Public Engagement Approach

Report dated February 5, 2025 from Sonu Kailley, Director Financial Planning, Financial Services, and Lucy Duso, Division Manager Engagement & Collaboration, External Relations, providing the MVRD Board an overview of public engagement related to the creation of the 2026 budget and Five-Year Financial Plan.

Recommendation:
That the MVRD Board receive for information the report dated February 5, 2025 titled "2026 Budget: Public Engagement Approach.

Adopted on Consent

5.1 Invest Vancouver Management Board Meeting Schedule, Work Plan and Invest Vancouver 2025 Annual Plan

Report dated January 21, 2025 from Jacquie Griffiths, President, Invest Vancouver, providing the Board with Invest Vancouver Management Board's Terms of Reference, Work Plan, Invest Vancouver 2025 Annual Plan, and the 2025 Annual Committee Meeting Schedule; and to provide the MVRD Board the Invest Vancouver 2025 Annual Plan for endorsement.

Recommendation:
That the MVRD Board endorse the Invest Vancouver 2025 Annual Plan as attached to the report dated January 21, 2025, and titled "2025 Invest Vancouver Management Board Meeting Schedule, Work Plan and the Invest Vancouver 2025 Annual Plan".

Adopted on Consent

6.2 2025 Electoral Area and Small Communities Committee Meeting Schedule and Work Plan

Report dated January 29, 2025 from Marcin Pachcinski, Division Manager, Implementation and Electoral Area Services, Regional Planning and Housing Services, providing the Electoral Area and Small Communities Committee with the 2025 Work Plan, Terms of Reference, and the Annual Meeting Schedule.

Recommendation:
That the MVRD Board direct staff to engage with Village of Anmore, Village of Belcarra, Village of Lions Bay, Electoral Area A, Bowen Island Municipality, and Tsawwassen First Nation to gauge interest in developing a business case regarding the formalization of sharing resources and services between those member jurisdictions and Metro Vancouver.

Adopted on Consent

7.1 Adoption of Outstanding Committee Minutes from 2023 and 2024

Report dated February 10, 2025 from Catherine Grosson, Legislative Services Coordinator, Board and Information Services, presenting outstanding Metro Vancouver standing committee and task force minutes for adoption.

Recommendation:
That the MVRD Board adopt the following minutes, as attached to and recommended in the report dated February 10, 2025, titled "Adoption of outstanding Committee Minutes from 2023 and 2024":

a) Financial Plan Task Force meeting held March 22, 2023;
b) Special Joint Caucus of Committee Chairs Committee and Financial Plan Task Force meeting held September 15, 2023;
c) North Shore Wastewater Treatment Plant Program Task Force meeting held March 15, 2024;
d) George Massey Crossing Task Force meeting held September 13, 2024;
e) Climate Action Committee meeting held October 3, 2024;
f) Electoral Area Committee meeting held October 9, 2024; and
g) Climate Action Committee meeting held November 7, 2024.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

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

1.3 Pilot Program to Permit Alcohol Consumption in Regional Parks

Report dated January 15, 2025 from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking Metro Vancouver Regional District (MVRD) Board approval for an extension of the pilot program to permit seasonal alcohol consumption in designated areas of six regional parks during 2025.

It was MOVED and SECONDED

That the MVRD Board:

a) approve an extension of the Pilot Program to permit alcohol consumption in designated areas of select regional parks in 2025, as proposed in the report dated January 15, 2025, titled "Pilot Program to Permit Alcohol Consumption in Regional Parks"; and

b) direct staff to report back with an amended "*Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*" to designate areas within regional parks as places where liquor may be legally consumed during 2025.

CARRIED

Directors Au, Dhaliwal, Kooner, Leonard, and Stutt voted against.

2.3 Regional Food System Strategy – Engagement Update and Next Steps

Report dated January 16, 2025, from Carla Stewart, Senior Planner, Regional Planning and Housing Services, providing the Regional Planning Committee with information on the Regional Food System Strategy update process, feedback to date, and next steps.

Members discussed the Province's responsibility regarding food systems in the region and whether Metro Vancouver should continue its ongoing work in this area while it formally requests action from the Province.

It was MOVED and SECONDED

That the MVRD Board direct staff to discontinue work on the Regional Food System Strategy, and request that the Board Chair send a letter to the Ministry of Agriculture and Food to ask them to fulfill their obligations with regard to food systems in the region.

DEFEATED

It was MOVED and SECONDED

That the MVRD Board request that the Board Chair send a letter to the Ministry of Agriculture and Food to ask them to fulfill their obligations with regard to food systems in the region.

CARRIED

4.2 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units

Report dated February 5, 2025 from Jessica Hayes, Program Manager, Housing Policy and Planning, Regional Planning and Housing Services, providing the GVS&DD/GVWD/MVRD Board with an opportunity to provide feedback Metro Vancouver's Development Cost Charge (DCC) Waiver Framework, and to request direction to conduct further financial analysis to mitigate any potential impacts of foregone DCC revenue.

It was MOVED and SECONDED

That the MVRD Board:

a) receive for information the report dated February 5, 2025, titled "Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units", and;

b) direct staff to bring back additional financial analysis to the Finance Committee, including options to mitigate impacts of foregone Development Cost Charge (DCC) revenue on ratepayers and critical infrastructure, while maximizing affordable housing benefits of the DCC waiver framework.

CARRIED

4.3 Development Cost Charge Work Program Update – Proposed Scope of Work for Project 2: DCC Categories and Definitions

Report dated February 5, 2025 from Laurel Cowan, Division Manager, Regional Planning Land Use Policy and Planning, providing the MVRD Board with an opportunity to endorse the proposed scope to review and update the Development Cost Charge (DCC) categories and definitions, as part of the larger DCC workplan of five projects to review and update Metro Vancouver's DCC program.

10:34 Director Locke left the meeting at this point.

It was MOVED and SECONDED

That the MVRD Board endorse the scope of work as presented in the report dated February 5, 2025, titled "Development Cost Charge Work Program Update – Proposed Scope of Work for Project 2: DCC Categories and Definitions."

CARRIED

4.4 Consideration of a Development Cost Charge Reduction for Intensive Agriculture
Report dated February 5, 2025 from Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, providing the GVWD/GVS&DD/MVRD Board with an opportunity to provide direction to undertake further analysis to develop a Development Cost Charge reduction for Intensive Agricultural developments that have a low environmental impact and bring this back for Committee and Board consideration.

It was MOVED and SECONDED
That the MVRD Board direct staff to advance work to analyze and propose a Development Cost Charge reduction for Intensive Agricultural developments that have a low environmental impact for Board consideration.

CARRIED

4.6 Funding from the Canada Housing Infrastructure Fund
Report dated February 5, 2025 from Jean Lawson, Program Manager, Intergovernmental Relations, and Harji Varn, Chief Financial Officer/General Manager, Financial Services, providing the GVWD/GVS&DD/MVRD Board with information on opportunities to pursue funding from the Canada Housing Infrastructure Fund and subsequently requesting lengthening of the in-stream protection period to a maximum of 24 months.

It was MOVED and SECONDED
That the MVRD Board receive for information the report dated February 5, 2025, titled "Funding from the Canada Housing Infrastructure Fund".

CARRIED

6.1 Electoral Area A Barge Clean-up Events
Report dated January 20, 2025 from Marcin Pachcinski, Division Manager, Implementation and Electoral Area Services, Regional Planning and Housing Services, seeking direction from the MVRD Board on budgeting and delivery of future Electoral Area A barge clean-up events.

It was MOVED and SECONDED
That the MVRD Board direct staff to:
a) set limits on the total volume of items picked up per household as part of the Electoral Area A barge clean-up events;
b) explore the feasibility of additional alternate disposal events; and
c) bring back information on options to create a fee for service or tax service area, as described in the report dated January 20, 2025, titled "Electoral Area A Barge Clean-up Events."

CARRIED

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 Metro 2050 Type 2 Proposed Amendment – City of Delta (4800 and 5133 Springs Boulevard)

Report dated January 15, 2025 from Mark Seinen, Senior Planner, and Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the MVRD Board with an opportunity to consider *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1406, 2025* for first, second, and third readings.

It was MOVED and SECONDED

That the MVRD Board:

a) initiate the *Metro 2050* amendment process for the City of Delta's requested regional land use designation amendment from Agricultural to General Urban for the lands located at 4800 and 5133 Springs Boulevard;
b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1406, 2025";
c) notify affected local governments and the Agricultural Land Commission and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*; and
d) direct staff to notify in region First Nations via referral offices to provide an opportunity for comment on the proposed amendment.

CARRIED

1.2 Metro 2050 Amendment Bylaw to Strengthen Climate Action Policy Language

Report dated December 5, 2024 from Edward Nichol, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with an opportunity to consider *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1403, 2025* for first, second, and third readings.

10:49 am the meeting was recessed.
10:58 am the meeting was reconvened.

It was MOVED and SECONDED

That the MVRD Board:

a) initiate the *Metro 2050* amendment process for a Type 2 Minor Amendment to the Regional Growth Strategy to strengthen climate action policy language;
b) give first, second and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1408, 2025" as attached to the report dated February 6, 2025, titled "Metro 2050 Amendment Bylaw to Strengthen Climate Action Policy Language" as Attachment 3; and
c) direct staff to notify affected local governments, in region First Nations, appropriate agencies, and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*.

A member requested that a recorded vote be conducted.

Name	For	Against
Albrecht. P		2
Au. C		3
Bains. H	5	
Berry. K		1
Binder. R	3	
Bligh. R		5
Brodie. M		4
Buchanan. L		3
Calendino. P		4
Dhaliwal. S		4
Dominato. L		5
Elford. D	4	
Ferguson. S	3	
Hepner. G	5	
Hodge. C	4	
Hurley. M		5
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M	2	
Kooner. P	5	
Kruger. D	3	
Lahti. M		2
Leonard. A		1
MacDonald. N		1
McCutcheon. J		1
McEvoy. J		4
McEwen. J	1	
McNulty. W		4
Meiszner. P	4	
Montague. B	5	
Muri. L		5
Ross. J		1
Ruimy. D		5
Sager. M	3	
Stutt. R	5	
Towner. T	4	
West. B	4	

Woodward. E	4	
Zhou. L	5	
Total Votes	**79**	**60**

DEFEATED

Members discussed the desire to bring forward the remaining four climate action policies that were not endorsed at the February 6, 2025 meeting of the Regional Planning Committee for Board consideration.

It was MOVED and SECONDED
That the MVRD Board direct staff to bring forward a bylaw to amend *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022* to add the four climate action policies endorsed by the Board on September 27, 2024 but were not endorsed by the Regional Planning Committee at their meeting of February 6, 2025.

A member requested that a recorded vote be conducted.

Name	For	Against
Albrecht. P	2	
Au. C	3	
Bains. H		5
Berry. K	1	
Binder. R	3	
Bligh. R	5	
Brodie. M	4	
Buchanan. L	3	
Calendino. P	4	
Dhaliwal. S	4	
Dominato. L	5	
Elford. D	4	
Ferguson. S		3
Hepner. G		5
Hodge. C		4
Hurley. M	5	
Kirby-Yung. S		5
Klassen. M	5	
Knight. M		2
Kooner. P		5
Kruger. D		3
Lahti. M	2	
Leonard. A	1	

MacDonald. N		1
McCutcheon. J	1	
McEvoy. J	4	
McEwen. J		1
McNulty. W	4	
Meiszner. P		4
Montague. B		5
Muri. L	5	
Ross. J	1	
Ruimy. D	5	
Sager. M		3
Stutt. R		5
Towner. T		4
West. B		4
Woodward. E		4
Zhou. L		5
Total Votes	**71**	**68**

CARRIED

2.1 Sasamat Volunteer Fire Department Service Conversion Bylaw No. 1402, 2024 – Administrative Change

Report dated February 18, 2025 from Dorothy Shermer, Corporate Officer, Board and Information Services, presenting the corrected *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024* for third reading and referral to the Inspector of Municipalities for approval.

It was MOVED and SECONDED

That the MVRD Board:

a) rescind third reading of *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024*; and

b) give third reading to *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024*, as amended and presented in Attachment 1 in the report dated February 18, 2025, and forward it to the Inspector of Municipalities for approval.

CARRIED

2.2 Metro 2050 Type 3 Proposed Amendment – City of Surrey (15238 - 64 Avenue)

Report dated February 10, 2025 from Dorothy Shermer, Corporate Officer, and Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, providing the MVRD Board with a summary of comments received as a result of the notification to affected local governments and agencies, as well as an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024*.

It was MOVED and SECONDED

That the MVRD Board:

a) receive for information the comments from affected local governments and agencies as presented in the report dated February 10, 2025, titled "Metro 2050 Type 3 Proposed Amendment – City of Surrey (15238 - 64 Avenue)";
b) adopt Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024; and
c) accept the City of Surrey's amended, and corresponding, Regional Context Statement showing 15238 - 64 Avenue amended from an Agricultural to an Industrial regional land use designation and extending the Urban Containment Boundary.

CARRIED

2.3 MVRD Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, 2025

Report dated February 18, 2025 from Mikayla Tinsley, Senior Policy and Planning Analyst, Regional Planning and Housing Services, seeking adoption of MVRD Development Cost Charge (DCC) Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, which establishes a waiver or reduction for not-for-profit rental housing for the recently introduced Regional Parkland Acquisition DCC.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw, No. 1409, 2025*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board adopt *Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw, No. 1409, 2025.*

CARRIED

11:26 am Director Locke returned to the meeting.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

The following Notice of Motion was submitted by Director West at the January 31, 2025 MVRD meeting:

That the MVRD Board direct staff and/or request the Chair, where applicable, to give effect to the following:

1) propose changes to the remuneration bylaw to:
   a) reduce the Metro Vancouver meeting stipend by 50%.
   b) eliminate any additional stipend for meetings longer than 4 hours.
   c) create a total limit on Director remuneration.
   d) eliminate regional median-based automatic adjustments to meeting per diem and Chair/Vice Chair remuneration.
   e) eliminate additional meeting stipends payable to Chair/Vice Chair.
   f) consider alternatives to meeting stipend model of remuneration and any further changes as desired by the board.

2) reduce the total number of Metro Vancouver committees by a minimum of 50%.

3) reduce the total number of Metro Vancouver meetings for which a stipend is paid by a minimum of 50% from 2024 totals.

4) initiate a full-scale, external core service review of the Metro Vancouver Regional District, the Greater Vancouver Sewerage & Drainage District, the Greater Vancouver Water District and the Metro Vancouver Housing Corporation with a mandate to identify savings, efficiencies and reductions by examining all departments and service areas, staffing levels, use of contracted services and consultants and any other areas as identified by the board, as well as reviewing Metro Vancouver's role as a regulator, identifying areas of duplicatory or overlapping municipal, regional, provincial and federal regulation and delegated authorities from the provincial and federal governments which may be uploaded back.

11:38 am Director Woodward left the meeting.

It was MOVED and SECONDED
That the above notice of motion be referred to the April 25, 2025 Regular MVRD Board meeting.

A member requested that a recorded vote be conducted.

Name	For	Against
Albrecht. P		2

Au. C	3	
Bains. H	5	
Berry. K		1
Binder. R	3	
Bligh. R	5	
Brodie. M	4	
Buchanan. L	3	
Calendino. P		4
Dhaliwal. S		4
Dominato. L	5	
Elford. D	4	
Ferguson. S	3	
Hepner. G	5	
Hodge. C	4	
Hurley. M	5	
Kirby-Yung. S		5
Klassen. M	5	
Knight. M	2	
Kooner. P	5	
Kruger. D	3	
Lahti. M	2	
Leonard. A		1
Locke. B	5	
MacDonald. N	1	
McCutcheon. J		1
McEvoy. J		4
McEwen. J	1	
McNulty. W	4	
Meiszner. P	4	
Montague. B	5	
Muri. L	5	
Ross. J	1	
Ruimy. D	5	
Sager. M		3
Stutt. R	5	
Towner. T	4	
West. B	4	
Zhou. L	5	
Total Votes	**115**	**25**

CARRIED

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

J. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED
That the MVRD Board close its meeting scheduled for February 28, 2025 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

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

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;

(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;

(m) a matter that, under another enactment, is such that the public may be excluded from the meeting; 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 February 28, 2025.

CARRIED
(Time: 11:41 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

Mike Hurley, Chair

75668890

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development

Date: April 11, 2025 Meeting Date: April 25, 2025

Subject: **TransLink's 2025 Investment Plan and Borrowing Limit**

RECOMMENDATION

That the MVRD Board:

a) support TransLink's proposed 2025 Investment Plan as aligned with *Metro 2050*, as presented in the report dated April 11, 2025, titled "TransLink's 2025 Investment Plan and Borrowing Limit";
b) receive for information the materials regarding TransLink's required increase to its borrowing limit as presented in the report dated April 11, 2025, titled "TransLink's 2025 Investment Plan and Borrowing Limit"; and
c) send a letter to the Provincial Minister of Transportation and Transit, Parliamentary Secretary for Transit, TransLink Board, and Mayors' Council on Regional Transportation noting that the 2025 Investment Plan is aligned with *Metro 2050*.

EXECUTIVE SUMMARY

TransLink is required to consult with the MVRD Board prior to the approval of an Investment Plan. The 2025 Investment Plan is intended to reduce TransLink's structural funding deficit while delivering key early investments from the *Access for Everyone Plan*. It includes significant bus investments (five percent service expansion, extension of the R2 RapidBus, and design work for three Bus Rapid Transit Corridors), a renewal of local government cost-share funding for active transportation, and increased funding for the Major Road Network. It proposes increases to property taxes, transit fares, and off-street parking sales taxes to support regional transportation investments. TransLink also proposes an increase to its borrowing limit from $8.5 billion to $10.7 billion to support these investments. The next Investment Plan, planned for 2027, is anticipated to fully close TransLink's structural funding deficit.

The proposed 2025 Investment Plan aligns with *Metro 2050*'s policy actions and the Board's support is recommended.

PURPOSE

The purpose of this report is to provide the MVRD Board with the opportunity to review the projects and programs and the proposed increase to TransLink's borrowing limit associated with TransLink's 2025 Investment Plan.

BACKGROUND

TransLink is required by the *South Coast British Columbia Transportation Authority Act* to consult with the MVRD Board prior to the approval of an Investment Plan that proposes an increased borrowing limit. On April 10th, 2025, the Mayors Council submitted a letter of engagement to the MVRD Board (Attachment 1). TransLink has initiated a concurrent public consultant process for the draft 2025 Investment Plan.

2025 INVESTMENT PLAN

The proposed 2025 Investment Plan (Attachment 1) is intended to reduce TransLink's structural funding deficit while delivering key early investments from the *Access for Everyone Plan*.

Projects

Some of the more significant investments in the 2025 Investment Plan include:

- Expand bus service by five percent to all parts of the region beginning in September 2025;
- Extend the R2 RapidBus from Phibbs Exchange to Metrotown;
- Advance design work for three future Bus Rapid Transit Corridors (King George Boulevard, Metrotown to North Shore, and Langley-Haney Place); and
- Invest in local government cost-sharing programs for the Major Road Network and active transportation.

Financing

Some of TransLink's key proposed revenue sources include:

- A $44 million (eight percent) increase to the property tax requisition in 2025 and a $160 million (22 percent) increase in 2027;
- Fare increases of five percent in 2026 and approximately two percent from 2027 to 2033;
- An increase in the off-street parking sales tax from 24 percent to 29 percent;
- A one-time grant of $312 million from the Province of British Columbia; and
- Continued contributions from the Canada Community-Building Fund via the Metro Vancouver Regional Fund.

The Province has also committed, subject to approval of the Legislature, to enable additional revenue source(s) in 2027 that would generate at least $112 million per year in new revenue once fully implemented in 2028. The next Investment Plan, planned for 2027, is expected to fully close TransLink's structural funding deficit.

Alignment with Metro 2050

Metro 2050 is closely coordinated with *Transport 2050*, the Regional Transportation Strategy. *Metro 2050* emphasizes the coordination of land use and transportation (e.g. Centres and Corridors framework, transit-oriented development, transportation demand management), while *Transport 2050* focuses on expanding regional transit service, investing in active transportation and supporting the growth vision of *Metro 2050*.

Metro Vancouver staff have reviewed the investments in the proposed 2025 Investment Plan and have concluded that it aligns with *Metro 2050*'s policy actions in several notable ways, including:

- Supporting growth in the region's transit-oriented Urban Centre and Frequent Transit Development Areas (1.2.2, 1.2.7 and 1.2.25 of *Metro 2050*);
- Emphasizing corridor-based Major Transit Network projects (e.g. investing in Bus Rapid Transit and the R2 Extension) that support the regional land use framework and priority transit networks (5.1.2(a) and 5.1.3);
- Expanding bus services to reduce greenhouse gas emissions (5.1.2(b)) and improve access to employment lands (5.2.7(d)) and Regional Parks (3.1.2); and
- Renewing local government cost-share programs through 2026 to support active transportation and streets projects (5.1.7 and 5.1.14(a) of *Metro 2050*).

ALTERNATIVES

1. That the MVRD Board:
   a) support TransLink's proposed 2025 Investment Plan as aligned with *Metro 2050*, as presented in the report dated April 11, 2025, titled "TransLink's 2025 Investment Plan and Borrowing Limit";
   b) receive for information the materials regarding TransLink's required increase to its borrowing limit as presented in the report dated April 11, 2025, titled "TransLink's 2025 Investment Plan and Borrowing Limit"; and
   c) direct staff to send letters to the Provincial Minister of Transportation and Transit, Parliamentary Secretary for TransLink, TransLink Board, and Mayors' Council on Regional Transportation noting that the 2025 Investment Plan is aligned with *Metro 2050*.

2. That the MVRD Board receive for information the report dated April 11, 2025, titled "TransLink's 2025 Investment Plan and Borrowing Limit".

FINANCIAL IMPLICATIONS

The 2025 Investment Plan requires an increase to TransLink's established borrowing limit by $2.2 billion (from $8.5 billion to $10.7 billion). The increase will support delivery of the regional share of capital expenditures in the plan. The additional borrowing limit may result in additional liability and borrowing costs that must be serviced by ratepayers in the region; however, it is not anticipated to have financial implications for Metro Vancouver.

The 2025 Investment Plan assumes continued funding contributions from the Canada Community-Building Fund via the Metro Vancouver Regional Fund (MVRF). The MVRD Board has approval authority, on a project-by-project basis, over the distribution of funds from the MVRF. The 2025 Investment Plan includes some changes to planned MVRF bus procurement schedules to better align with depot capacity and replacement schedules. The 2025 Investment Plan also commits to no longer use MVRF funding for fossil-fueled non-revenue vehicles. This commitment is in addition to TransLink's existing commitment to not use MVRF funding for fossil-fueled transit fleet.

CONCLUSION

TransLink is required by the *South Coast British Columbia Transportation Authority Act* to consult with the MVRD Board prior to the approval of an investment plan that proposes an increased borrowing limit. After the completion of the required consultation period, the TransLink Board and the Mayors' Council will be considering the 2025 Investment Plan for approval at a joint meeting on April 30, 2025.

To advance the shared regional goals of *Metro 2050*, it is essential to support that growth with transportation investments that shift travel modes and reduce GHGs. The 2025 Investment Plan supports much-needed transportation infrastructure in the region by addressing TransLink's structural funding gap and advancing key projects in phase 1 of the *Access for Everyone* plan. Support for the Investment Plan is recommend.

ATTACHMENTS

1. TransLink 2025 Investment Plan Memoranda and Discussion Guide

MAYORS' COUNCIL
On Regional Transportation

400 – 287 Nelson's Court
New Westminster, BC V3L 0E7
info@mayorscouncil.ca

TRANSLINK

April 10, 2025

Mayor Mike Hurley
Chair, Board of Directors Metro Vancouver Regional District
Metrotower III,
4515 Central Boulevard
Burnaby BC V5H 0C6

Dear Chair Hurley:

TransLink has initiated the public consultation process for its draft *2025 Investment Plan*. This *2025 Investment Plan* will significantly reduce TransLink's structural funding deficit, keeping TransLink's operations fully funded through 2027, while delivering early investments for the *Access for Everyone Plan*. This includes extending the R2 RapidBus, preparing for BRT, enhancing transit service, funding Major Road Network rehabilitation, and extending active transportation and road safety programs.

Consultation on this proposed 2025 Investment Plan will begin on April 10 and conclude on April 24, 2025.

In addition to the required TransLink consultation with the Metro Vancouver Regional District (MVRD) regarding the Draft Plan, legislation requires the Mayors' Council on Regional Transportation (Mayors' Council) to formally consult with the MVRD Board regarding any increase to TransLink's borrowing limit proposed in a draft investment plan. Specifically, Section 31(1.1) of the South Coast British Columbia Transportation Act (SCBCTA Act) states:

> *Before the Mayors' Council on Regional Transportation approves an investment plan that proposes an increase in the amount the authority may borrow, the Mayors' Council on Regional Transportation must consult with the Greater Vancouver Regional District Board of Directors.*

In accordance with this provision, and to fulfill the consultation obligations with respect to the amount TransLink may borrow, I am writing to inform the MVRD Board of Directors that the Mayors' Council plans to consider approval of a 2025 Investment Plan that would

increase TransLink's established borrowing limit. A response to this letter from the MVRD Board is requested by April 25, 2025 with any feedback you may wish to provide.

TransLink currently has an established borrowing limit of $8.5 billion. The Draft Plan proposes an increase of $2.2 billion to the amount TransLink may borrow so that the revised borrowing limit, in accordance with Section 31(1) of the SCBCTA Act, becomes $10.7 billion. The increase in the borrowing limit is required to accommodate the growing size of TransLink's capital program, reflect changes in funding mix, and increased capital costs due to inflation and construction costs escalation.

If you have any questions, please do not hesitate to contact me, or to have your staff liaise with TransLink staff. We look forward to Metro Vancouver's continued support for investment in transit and transportation in the region.

Sincerely,



Mayor Brad West
Chair, TransLink Mayors' Council on Regional Transportation
Enclosure

cc: Jerry Dobrovolny, Chief Administrative Officer, Metro Vancouver
Harji Varn, Chief Financial Officer, Metro Vancouver
Lorraine Cunningham, Chair, TransLink Board of Directors
Kevin Quinn, Chief Executive Officer, TransLink
Mike Buda, Executive Director, TransLink Mayors' Council on Regional Transportation

ATTACHMENTS:

A. Letter from Kevin Quinn, CEO, TransLink to Jerry Dobrovolny, CAO, Metro Vancouver
B. 2025 Investment Plan Discussion Guide for Public Consultation

TransLink
400 – 287 Nelson's Ct
New Westminster, BC V3L 0E7
Canada
778.375.7500

South Coast British Columbia
Transportation Company

April 10, 2025

Jerry Dobrovolny, CAO
Metro Vancouver Regional District
Metrotower III,
4515 Central Boulevard
Burnaby BC V5H 0C6

Re: Consultation on the Draft 2025 Investment Plan

Dear Jerry:

This letter is to advise the Metro Vancouver Regional District (MVRD) of the proposed revenue and scope parameters for a 2025 Investment Plan. As per the *South Coast British Columbia Transportation Authority (SCBCTA) Act*, TransLink is required to consult with MVRD on the proposed investment plan.

Investment Plan

The 2025 Investment Plan Discussion Guide (Attachment B) outlines the proposed parameters of the draft 2025 Investment Plan. As a result of the compressed timelines to develop and prepare this Investment Plan, MVRD will have until April 25, 2025, to provide feedback to TransLink on the proposed investment plan as described in the attached Discussion Guide, and this will constitute consultation with the MVRD on the draft 2025 Investment Plan.

Public consultation on the 2025 Investment Plan will be held from April 10 to April 24, 2025, on www.translinklistens.ca. Upon completion of the required consultation period, on April 30th we will bring forward a final 2025 Investment Plan seeking approval from the TransLink Board of Directors and the Mayors' Council.

Greater Vancouver Regional Fund Projects

New capital investments proposed in the 2025 Investment Plan are limited to those fully funded by regional contributions. With respect to the projects earmarked for GVRF funding, these are the changes proposed in the 2025 Investment Plan, as compared to the 2024 Investment Plan:

- GVRF funding will not be used to procure additional fossil-fueled non-revenue vehicles for 2025 onward.
- Procurement of 7 replacement Battery Electric Buses (BEBs) in 2027 has been added to projects proposed to be funded from GVRF. These replacement buses were previously planned as 2025 bus replacement, to be funded from Zero Emission Transit Fund (ZETF). However, due to constraints of depot space and charging infrastructure, the retirement of existing buses has been delayed until 2027. Accordingly, these buses will no longer qualify for ZETF funding. In addition, 31 replacement BEBs previously scheduled for 2025 that were to be funded from GVRF have been delayed to 2027 due to the constraints of depot space and charging infrastructure.
- Timing of certain bus procurements has been adjusted to better align with the replacement schedule.
- Costs were adjusted to reflect most recent estimates.

Borrowing Limit

Note that, the Mayors' Council on Regional Transportation is required to consult with MVRD on the proposed increase to TransLink's borrowing limit. A separate letter on this matter (see Attachment A) has been sent from the Chair of the Mayors' Council to the Chair of the Metro Vancouver Board.

***

If you have any questions, please do not hesitate to contact me.

Sincerely,



Kevin Quinn
CEO, TransLink
Enclosure

cc: Harji Varn, Chief Financial Officer, Metro Vancouver
Lorraine Cunningham, Chair, TransLink Board of Directors
Mike Buda, Executive Director, Mayors' Council on Regional Transportation



2025 Investment Plan Consultation Discussion Guide

Consultation Period: April 10 – April 24, 2025

translink.ca

TRANSLINK

We are seeking your feedback on TransLink's proposed *2025 Investment Plan*

TransLink is seeking public feedback on its *2025 Investment Plan*, the strategic plan that outlines the transportation services and investments we propose to deliver and how we propose to fund them.

The public consultation period outlined in this Discussion Guide is open from **April 10 to 24, 2025**. Your input will be reported on and considered by the Mayors' Council on Regional Transportation and the TransLink Board of Directors. A Consultation Summary report will be posted to the Investment Plan website following the consultation.

HOW YOU CAN PROVIDE FEEDBACK

Public **online feedback form**

Project e-mail: **investmentplan@translink.ca**

Project voice mailbox: **(778) 375-7377**





TransLink respects the Indigenous Nations within Metro Vancouver and acknowledges all First Nations, Inuit, and Métis Peoples for their continued resilience, sustainable stewardship, and as active members of the community for generations to come.

We recognize that in planning and managing the region's transportation system, we have a role to play in supporting reconciliation with Indigenous Peoples.

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About TransLink

Regional multi-modal transportation mandate

TransLink (*South Coast British Columbia Transportation Authority*) provides a regional transportation system in Metro Vancouver that moves people and goods. We plan, fund and manage the region's transportation system in support of the regional growth strategy, and provincial and regional economic, environmental, and emission reduction objectives.

TransLink operates the region's transit system, including an extensive bus network, HandyDART, SkyTrain, West Coast Express, and SeaBus service. More than just transit service, TransLink owns and maintains five bridges, bike parkades, and active transportation infrastructure, funds the operation and maintenance of the region's Major Road Network, and partners with municipalities to invest in cycling, walking and road safety infrastructure.

TransLink governance structure

As set out in the South Coast British Columbia Transportation Authority Act (*SCBCTA Act*), TransLink is overseen by:

- The **Mayors' Council on Regional Transportation** which is made up of the 21 mayors in Metro Vancouver, the Chief of the Tsawwassen First Nation, and the elected representative of Electoral Area "A" (which includes UBC and the University Endowment Lands). The Mayors' Council collectively represents the viewpoints and interests of Metro Vancouver residents as they develop and approve TransLink's investment plans and long-term strategies.
- The **TransLink Board of Directors** which is made up of seven independent directors, the Chair and Vice-Chair of the Mayors' Council, and up to two individuals appointed by the Government of British Columbia. The Mayors' Council also appoints three Mayors' Council designates to the Board. The Board supervises the management of TransLink, and develops long-term strategies and 10-year investment plans in collaboration with the Mayors' Council.

How TransLink plans the regional transportation network

Under the *SCBCTA Act*, TransLink is required to regularly update two planning documents: a 30-year regional transportation strategy, and a 10-year Investment Plan. Investment plans must set out TransLink's anticipated operating and capital expenditures and how they will be paid for with established revenue sources over a 10-year period.

The *Access for Everyone Plan* is a bridge between these two legislatively required planning documents and identifies priority investments that are ultimately confirmed and funded via investment plans.



Introduction

This Investment Plan addresses critical transit and transportation needs, while reducing TransLink's structural funding gap.

Transportation is a powerful economic driver – connecting people to jobs, businesses to customers, and communities to opportunities.

Each week, one third of Metro Vancouver's population relies on TransLink's network of transit, major roads, and active transportation infrastructure to move them through the region. A robust transportation system is critical to supporting a resilient economy, and a thriving region. It also helps grow businesses and productivity, address housing affordability challenges by supporting complete communities, and is an essential contributor to reducing GHG emissions.

However, a significant gap has emerged over the past several years between how much it costs to fund the regional transportation system, and how much revenue TransLink brings in. The three largest contributors to the funding gap are a regional shift toward electric and more fuel-efficient vehicles causing a decline in fuel tax revenue, fare increases held below inflation during the pandemic and structural changes in ridership, and overall higher costs due to inflation.

Temporary operating relief funding from the Governments of Canada and British Columbia, along with property tax and fare increases enabled in the *2022 and 2024 Investment Plans* ensured that TransLink could continue to operate through the end of 2025, while also adding bus service to address overcrowding and other priorities.

However, there remains an over $600 million annual structural deficit beginning in 2026, and with it, a risk of significant transit service cuts if unaddressed.

TransLink has implemented $90 million in annual cost efficiency initiatives to help address the structural deficit. These measures included reducing head count by eliminating unfilled corporate roles, reducing contract work and training budgets, implementing debt management optimization measures and increasing fare evasion enforcement. These efficiency measures alone are not enough to solve our financial challenge – a long term, sustainable funding solution is required.

This proposed *2025 Investment Plan* makes significant progress on resolving the structural deficit. The Plan reduces the deficit by nearly half and keeps TransLink financially stable through to the end of 2027. This ensures that we can continue delivering reliable service to customers.

In addition, starting in September 2025 and continuing into 2027, this plan proposes to increase bus service by five per cent over today – the largest expansion approved since 2018 – helping to alleviate overcrowding on our busiest routes as well as improving transit to parks, industrial employment areas, and some underserved neighbourhoods. The plan also extends the R2 RapidBus from Phibbs Exchange to Metrotown, and advances design work for three future Bus Rapid Transit corridors. Investments in the Major Road Network and active transportation infrastructure will keep all road users moving.

Transit users, property owners, motor vehicle users, and the broader economy all benefit from a well-connected and maintained transportation system. This investment plan proposes, everyone who benefits from an effective regional transportation system helps to fund it, with increases to transit fares, property tax, and parking tax, and contributions from the Government of B.C.], to address the structural deficit and fund essential transportation investments to meet the needs of our growing region now and into the future.

Now more than ever, transit is a strategic investment in B.C.'s future. We recognize and appreciate the investment of our government partners to support these critical initiatives, ensuring that effective regional transit and transportation continue to be a catalyst for growth, resilience, and long-term prosperity.

WHAT'S THE *ACCESS FOR EVERYONE PLAN*?

The Mayors' Council's *Access for Everyone Plan* outlines critical transportation investments to build towards our vision of Transport 2050. The plan commits to:

- Doubling bus service
- Nine Bus Rapid Transit Corridors
- Rapid transit for the North Shore, Burnaby Mountain Gondola, UBCx
- Building 450km of the Major Bikeway Network
- And many other investments

Access for Everyone will be delivered through a series of investment plans, including early investment in BRT, more bus service, and increased funding for the Major Road Network proposed in this *2025 Investment Plan*.



New Investments in the *2025 Investment Plan*

The *2025 Investment Plan* funds early priorities from the *Access for Everyone Plan*, including preparing for future BRT, increasing bus service, and extending streets and roads programs. Figure 1 outlines the new investments proposed in this Plan.

These investments are *in addition* to the services and infrastructure already being delivered or are committed to being delivered, including the Broadway Subway Project, Surrey-Langley SkyTrain, new SkyTrain cars, improved service to First Nations communities, continued improvements to state of good repair, and transit service increases approved in the *2024 Investment Plan*:

- Additional bus service hours to address overcrowding
- Earlier morning trips on the SeaBus
- Improved late evening service on HandyDART

Figure 1. New investments proposed in the 2025 Investment Plan.



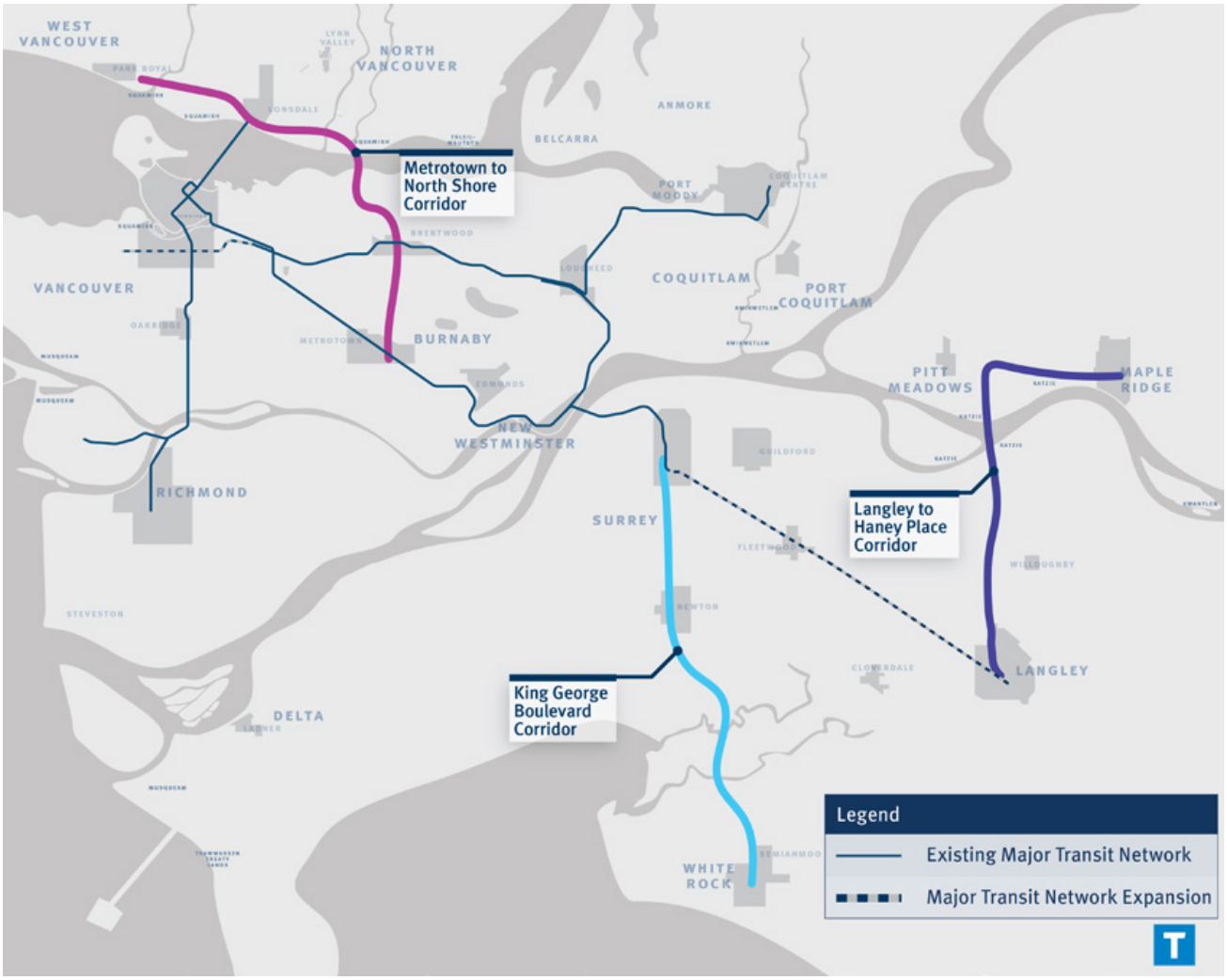
Preparing for Bus Rapid Transit

TransLink is currently developing the region's first Bus Rapid Transit Program, which will feature fast, frequent and reliable service, with dedicated lanes, transit signal priority, and comfortable stations. In October 2023, the Mayors' Council selected the first three corridors to build out Bus Rapid Transit (BRT) in the region:

- **King George Blvd** in Surrey to White Rock
- **Metrotown to North Shore**, to run from Park Royal in West Vancouver to Metrotown in Burnaby
- **Langley-Haney Place**, connecting Maple Ridge, Township of Langley and the City of Langley

This Plan funds the next steps to make progress on delivering BRTs as soon as possible.

Figure 2. Three bus rapid transit corridors in planning & development.



Bus Rapid Transit Design

This Plan proposes funding the design for BRT corridors. Construction and service would be funded in a subsequent investment plan, once contributions from senior governments are confirmed.

R2 Extension to Metrotown

This Plan proposes funding the construction of the R2 RapidBus extension from its current terminus at Phibbs Exchange to Metrotown, a precursor to a future rapid transit connection to and from the North Shore. This extension will improve connections to the North Shore, provide access to SkyTrain, and build ridership in advance of BRT along the corridor. The R2 Extension is expected to open in 2027.

New bus service on current routes to build ridership

This Plan proposes additional bus service hours on the R1, 321, and 501 to support customer demand and build ridership in preparation for King George Blvd and Langley-Haney Place BRT.

More Transit Service to Alleviate Overcrowding and Improve Convenience

More bus service to transit oriented communities, industrial areas, underserved neighbourhoods, and parks

Transit-Oriented Communities

For transit-oriented communities, the proposed increase includes a new peak-only route along 68th Avenue in Surrey, as well as extended hours of operation on route 231 in North Vancouver and route 388 in Surrey.

Industrial Employment Areas

New or enhanced service would be provided to the Gloucester, Tilbury, and Campbell Heights industrial employment areas and 10 additional routes (80, 116, 128, 159, 301, 310, 405, 407, 501, 791) will receive improvements to better serve industrial workers. The R2 extension will also provide better connectivity to industrial jobs on the North Shore.

Underserved Communities

This Plan proposes new service to the underserved community of Central Royal Oak as well as improvements to 23 routes (33, 102, 103, 105, 106, 109, 119, 147, 148, 152, 153, 155, 156, 157, 312, 322, 325, 341, 342, 371, 373, 375, N10) to serve other underserved communities.

Parks And Beaches

New or enhanced seasonal service on summer weekends would be provided to seven regionally significant parks and beaches (Belcarra, Campbell Valley, Centennial Beach, Golden Ears, Minnekhada, Stanley Park, Terra Nova) and one new specialized service (building off the success of our Bike Bus) will be introduced. Access to nature will also be enhanced through improvements to 10 existing routes (211, 212, 227, 228, 232, 236, 262, 280, 281, 282). Access to Tynehead Park will also be enhanced as part of other improvements to route 388.

Alleviate bus overcrowding

This Plan proposes additional service on approximately 50 routes to reduce overcrowding. Overcrowding on buses causes delays, pass-ups, and a less comfortable experience, especially for those who may need additional space to travel safely and comfortably.

Improving convenience with more frequent service

This Plan would increase service on the Frequent Transit Network (FTN)[1]. This includes one new FTN route (route 335) and increasing frequencies to every 12 minutes on seven existing FTN routes (3, 8, 10, 16, 17, 19, 20).

Seven additional routes (68, 112, 123, 128, 191, 250, 601) would receive additional frequency improvements.

More service on HandyDART

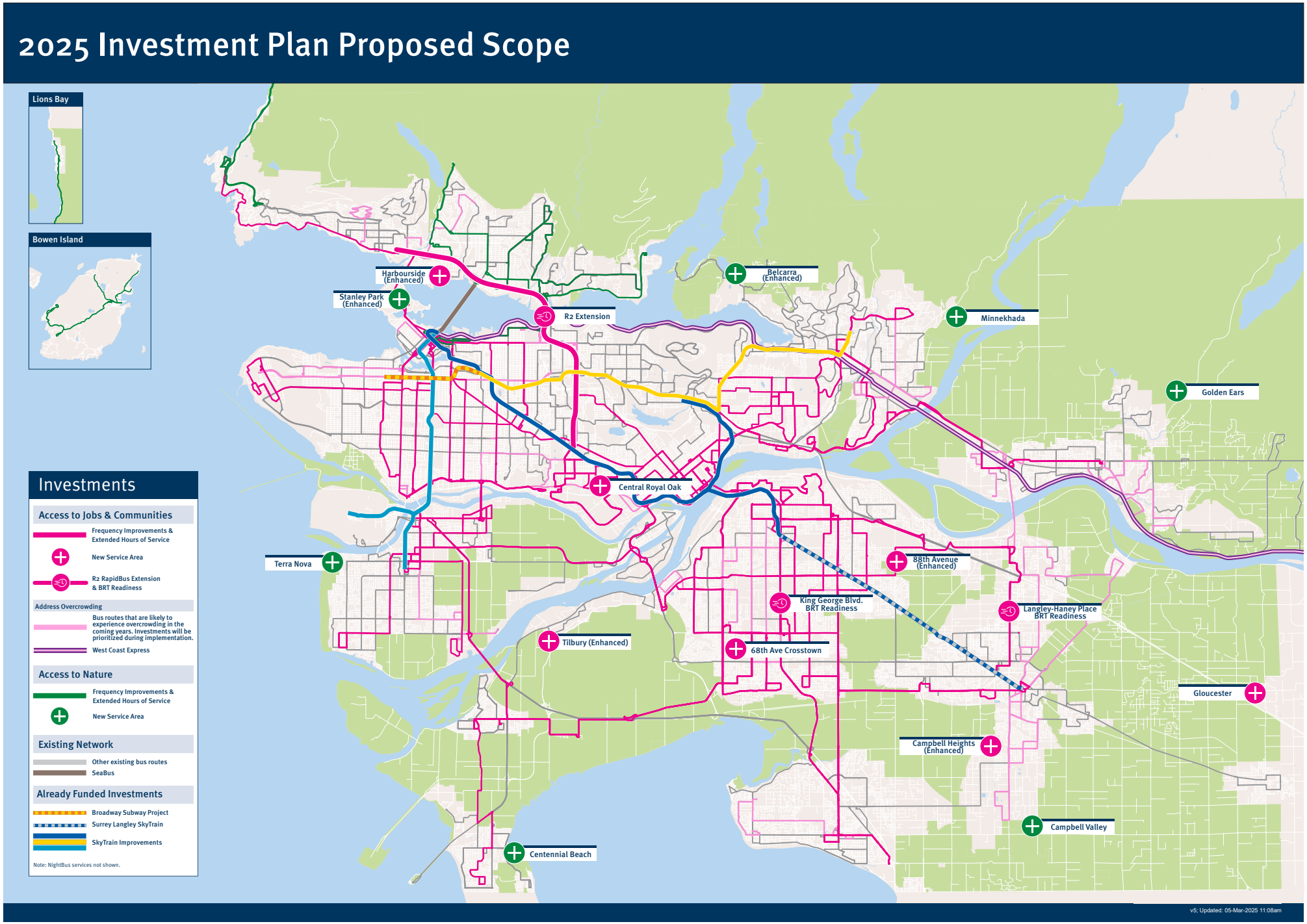
This Plan would increase the number of available HandyDART trips to meet the anticipated increase in requests for rides on HandyDART.

Add cars on the West Coast Express

This Plan proposes to add capacity to existing West Coast Express trips as demand grows.

[1] The Frequent Transit Network is a network of corridors with 15-minute service throughout the day, everyday.

Figure 3. Map of proposed transit service improvements





Extending Streets and Roads Investments

Increase funding for pavement rehabilitation on the Major Road Network by 70 per cent

Every year TransLink provides local governments with funding to operate, maintain and rehabilitate the Major Road Network to ensure people and goods can keep moving along these key regional arteries.[2] Not only do these roads support personal vehicle travel, they are also critical for goods movement and bus service. Seventy per cent of the Major Road Network are our busiest transit corridors. Recognizing the increasing cost to maintain roads and increasing disrepair of pavement conditions, this Plan proposes increasing the annual amount that TransLink provides to municipalities by 70 per cent, a nearly $50 million annual increase.

[2] The Major Road Network is made up of over 2,600 km of regional roads that connect urban centres across the region. TransLink currently delivers $65 million per year for Major Road Network Operations, Maintenance and Pavement Rehabilitation.

Extend local government funding programs for one more year

This Plan proposes continuing investments in walking, biking, rolling, and road safety infrastructure for another year – with nearly $90 million of funding in 2026 through the following programs:

- Walking Infrastructure to Transit (WITT)
- Bicycle Infrastructure Capital Cost Sharing (BICCS)
- Major Road Network and Bike (MRN-B)
- Major Road Network Structures (MRN-S)

This funding will help local governments and First Nations build accessible sidewalks near transit stations and stops, expand walking and biking networks, and implement other road safety improvements, including investments that improve seismic and climate resiliency.

More reliable bus service, less time stuck in traffic

Traffic congestion results in delays for bus customers and makes delivering bus service more costly for TransLink.[3] Bus priority measures like dedicated lanes, queue jumps, and signal priority keep buses moving smoothly, improving travel times and cost efficiency.

This plan would extend TransLink's Bus Speed and Reliability Program for one more year, an additional $13 million in program funding in 2026. Investment would be directed towards high-delay corridors and hotspot areas, to keep buses moving as quickly and reliably as possible.

[3] More congestion on any given route means that buses are moving more slowly, and that more buses must be added to the schedule to deliver the same service.

Funding the *2025 Investment Plan*

Current Funding Model and Structural Deficit

TransLink's current funding model relies primarily on transit fares, property tax, and motor fuel tax

TransLink's operations are primarily funded through transit fares, property tax, and motor fuel tax on gasoline and diesel sold in the region. TransLink also receives revenue from an off-street parking sales tax, a small levy on residential electricity, commercial revenues from system advertising, investment income, and other minor sources. Later this decade, TransLink anticipates modest distributions from the newly established real estate development program. Although not a fixed revenue source, TransLink has received operating emergency relief funding from the Governments of Canada and B.C. through the pandemic and during post-pandemic recovery.

Capital funding is shared between the region, the Government of B.C., and the Government of Canada. TransLink funds its regional share of capital projects through borrowing, a regional development cost charge, and the other sources.

Our current funding model is not sustainable

TransLink is currently facing a significant operating funding shortfall beginning in 2026, averaging more than $600 million annually. Three of the largest contributors to the structural deficit are:

- **Declining fuel tax revenue** due to increasingly fuel-efficient cars and trucks and the accelerating transition to zero-emissions vehicles. With less gas- and diesel-powered vehicles on the road, this main revenue source will continue to decline. Revenue from the regional fuel tax peaked in 2022 and by 2024 was already $50 million lower than at the peak. This decline in fuel tax revenues has been happening faster than previously forecast and has contributed about $1 billion dollars to the ten-year deficit relative to the *2018 Investment Plan*.
- **Lower transit fare revenues** due to structural changes in ridership and fare increases held below the rate of inflation during the pandemic. While transit ridership overall has returned, the make-up of riders and pass products on the system has changed, which has resulted in less revenue from transit fares.
- **Higher costs** due to rising inflation that emerged over the past few years. This has impacted nearly all facets of TransLink's business, including labour, fuel, materials, and construction costs.

This structural deficit has emerged since the outset of the pandemic. The *2022 and 2024 Investment Plans* ensured that TransLink remained financially stable through 2025, with emergency relief operating contributions from the Governments of B.C. and Canada and property tax increases, balancing transit fare increases with affordability constraints, while allowing time for the Mayors' Council, TransLink Board of Directors, and the Government of B.C. to develop a longer-term funding solution.

Building on these previous plans, the proposed *2025 Investment Plan* makes significant progress in building towards a more sustainable funding model, as outlined in the following section.

TRANSLINK IS COMMITTED TO FISCAL RESPONSIBILITY

TransLink has long been an efficient and cost-effective organization. In response to the structural deficit, TransLink initiated an independent review in 2024 to help enhance our operational efficiency and find any additional cost savings. This review found that TransLink has lower administrative costs than other comparable authorities and that there are limited opportunities to further reduce costs without cutting transit service. TransLink identified a series of efficiency measures to save approximately $90 million per year, including corporate cost and staffing reductions, additional revenues, and debt management optimizations. As a result, in the 2025 budget, 86 per cent of TransLink's expenses are service related. Administrative expenses make up the remaining 14 per cent, lower than the 17 to 20 per cent average for Canadian and U.S. transit agencies.

To support funding this Investment Plan, TransLink commits to finding further efficiencies and cost-saving measures.

Proposed Updates to Funding Sources in the *2025 Investment Plan*

Everyone benefits from a robust transportation system, and everyone should contribute to it

A strong transportation system supports the economy by connecting people to jobs, students to work, and goods to market. It reduces traffic congestion, ensures safety for users across all modes of travel, and improves overall wellbeing. Even people that do not use transit still benefit from a well-functioning transit system because it keeps our whole economy moving and gets people to jobs that we all rely on everyday, from hospitals, construction sites, grocery stores, and so on.

TransLink's current funding model is based on the premise that those that benefit from the transportation system help pay for it: transit users, motor vehicle users, and property owners.

In the long-term, we envision building on this existing model by:

- Recognizing that an additional beneficiary of a well functioning transportation system is the broader economy. The regional and provincial economies benefit from a strong transportation system in Metro Vancouver.
- Increasing the contributions from each group to collectively address the structural deficit, aligned with the value they receive from the transportation system.
- Recognizing that every level of government does, and should continue, to invest in transportation: regional, provincial and federal.
- Continuing to make efficient use of public dollars.

Several changes proposed in this Investment Plan will make significant progress towards this funding solution: transit fare increase, property tax increase, and parking tax increase. In addition, a one-time grant of $312 million from the Province of British Columbia to protect services through 2027 that will also help ease the transition to a new revenue tool(s) introduced in 2027 with full implementation in 2028. More information on each of these revenue sources is outlined in the following section.

Table 1. TransLink's current funding sources and proposed revenue changes in this investment plan.

Beneficiary Group	What contributions are already being made?	What's proposed to change in this Investment Plan?
Transit users	• Transit fares • Commercial revenues	• Transit fare increase
Motor vehicle users	• Motor vehicle fuel tax • Off-street parking sales tax	• Off-street parking sales tax increase
Property owners	• Property tax • Levy on residential electricity	• Property tax increase
Broader economy	• Capital contributions from senior governments • Temporary operating emergency relief	• An operating grant for 2025-2027

This funding proposal reduces the structural deficit and establishes a foundation to achieve long-term financial sustainability

The funding included in this *2025 Investment Plan* reduces our structural deficit by about half and ensures that we are fully funded until the end of 2027.

In addition, the Province has committed, subject to approval of the Legislature, to enable additional revenue source(s) in 2027. If passed, the new source(s) is intended to begin in 2027 with full implementation in 2028 generating at least $112 million per year in new revenue when fully implemented. The new source(s), when combined with the utilization of other existing revenue sources, is also intended to help TransLink fix the remaining deficit and make further progress on the *Access for Everyone Plan*. TransLink and the Province will work together to develop the parameters and options for the new revenue source(s) to be introduced in 2027.

A new investment plan, drawing on increases to existing and the new revenue tool(s) will be required in 2027 to ensure that TransLink can fix the remaining deficit and make further progress on the *Access for Everyone Plan*.

What is proposed to change in the *2025 Investment Plan?*

Transit Fares

Transit users contribute to TransLink's largest amount of funding in the form of transit fares. Annual increases to fare products ensure that fares keep pace with inflation.

In response to the pandemic and to support the Government of B.C.'s affordability and pandemic recovery objectives, TransLink cancelled a planned 4.6 per cent fare increase in 2020 and kept fare increases below inflation in 2021-2024, at 2.3 per cent per year. As a result of these smaller increases since 2020, fares increases have remained low, while extraordinary inflation in recent years was driving up the cost of everything else (Figure 4).

To fund urgent service expansion and to allow fares to catch up after being held below inflation for five years, the *2024 Investment Plan* approved a fare increase of four per cent in 2025, three per cent in 2026 and approximately two per cent annually from 2027 to 2033.

What Are The Proposed Changes To Transit Fares In The *2025 Investment Plan*?

There are three proposed changes to transit fares: an overall increase to fares, adjustments to standardize discounted products, and an increase to the YVR AddFare (Table 2).

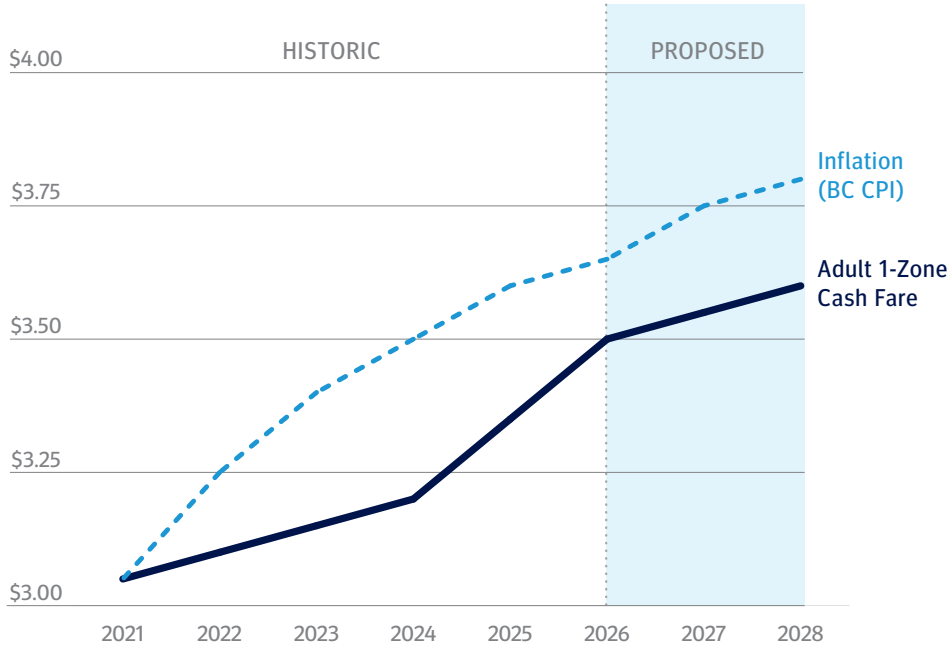
Collectively, when these adjustments are implemented in July 2026, they are expected to raise an additional $26 million by the end of 2027. The combined impact of these changes on individual fare products are detailed in Appendix 1.

Increasing fares by five per cent in 2026

The Plan proposes increasing fares by approximately five per cent in 2026, two per cent more than was approved in the *2024 Investment Plan*. Between 2027-2034, fare increases will continue to be held at approximately two per cent annually, in line with the *2022 and 2024 Investment Plans*.

This increase in transit fares works out to approximately $0.14 for an average trip but provides critical added revenues to ensure we can continue to provide safe and reliable service to customers.

Figure 4. Transit fares compared to inflation since 2021.



Simplifying fares by standardizing discounts

The Plan would also make fares fairer and more consistent by making the percent discount on products the same across all zones, relative to cash and stored value fares. This will be implemented gradually over a three-year period for most products; some products will increase slightly more or less than others. A more detailed table of all the fare products is included in Appendix 1.

For conventional transit fare products, these changes will mean that by 2028:

- Adult stored value products will be discounted 15 per cent off the relevant cash fare;
- Concession stored value products will be discounted 20 per cent off the equivalent adult stored value fare;
- Concession Day Passes will be discounted 20 per cent off the adult Day Pass rate; and,
- Concession monthly passes will be 40 per cent off the adult 1 zone monthly pass.

For West Coast Express fare products, these changes will mean that by 2030:

- Single journey adult stored value products will be discounted 15 per cent off the relevant cash fare;
- Single journey concession stored value products will be discounted 15 per cent off the equivalent concession cash fare;
- Concession monthly passes will be 40 per cent off the equivalent adult monthly pass; and,
- Concession fare single journey products will be 20 per cent off the equivalent adult product.

Increasing the Canada Line YVR AddFare

The Canada Line YVR AddFare is a fee added to certain trips leaving from YVR Airport, Sea Island Centre, and Templeton SkyTrain stations to support the cost of the Canada Line.

This Plan proposes an increase of $1.50 to the Canada Line YVR AddFare in 2026, and by 2 per cent annually thereafter. The YVR AddFare has been unchanged since it was introduced at $5 more than fifteen years ago. Increasing the AddFare will mean TransLink is able to meet its debt obligation associated with the 'YVR Funding Agreement' by March 31, 2040.

Table 2. Summary of proposed transit fare changes to fares.

What we are proposing in this Investment Plan	Why we are proposing it
1. 2026 fares to increase by an additional two per cent (from a planned three per cent to five per cent).	• Increased revenue will fill a portion of the structural deficit and help pay for an expansion of transit service.
2. Gradually standardize the discount rates between stored-value, concession and cash-equivalent products.	• Make fares fairer and more consistent; • Makes it easier to communicate prices to customers.
3. Increase the Canada Line YVR AddFare by $1.50 (for a total of $6.50) in 2026, then by two per cent annually from 2027 onwards.	• The Canada Line YVR AddFare has not been increased since it was introduced in 2009; • Ensure the debt obligation for construction of the Canada Line to YVR can be fully funded through the Canada Line YVR AddFare, as originally intended.

Property Tax

Like other regions in Canada and internationally, a **portion** of property taxes collected in the region are used to support TransLink's investments in transit, roads, bridges, and walking and cycling infrastructure.

These investments create local benefits, such as facilitating access to employment, education, and other opportunities. The benefits that transportation investments generate can also increase underlying land values to the financial benefit of nearby property owners.

The TransLink portion of property tax is relatively small, making up approximately seven per cent of a household's property tax bill (or $250 dollars on a median $3,500 residential property tax bill).

What is the Proposed Change to Property Tax in the *2025 Investment Plan*?

This Plan proposes to make two changes to TransLink's property tax revenue, in addition to the continuation of 2024 tax levels approved in the *2024 Investment Plan*:

- In 2025, TransLink is proposing to raise an additional $44 million in property tax revenue (an increase of eight per cent).
- In 2027, an additional increase of $160 million in property revenue (an increase of 22 per cent).

In 2025, the impact of the $44 million equates to $20 for the median-value residential property in the region ($909,000 property value). This increase represents approximately a 0.5 per cent rise in the total median-value residential property tax bill for 2025 compared to what they would have paid otherwise.

TransLink's total property tax revenues grow by 4.15 per cent annually, plus an amount based on Annual Development Growth.

Parking Tax

TransLink currently administers a 24 per cent parking sales tax on all off-street paid parking (hourly, monthly, and annually) within TransLink's service area in Metro Vancouver. The 2025 BC Budget announced upcoming amendments to the *SCBCTA Act* to allow TransLink's parking tax to be increased from 24 per cent to 29 per cent through an investment plan.

What is the Proposed Change to Parking Tax in the *2025 Investment Plan*?

This Investment Plan proposes to increase the off-street parking sales tax from 24 per cent to 29 per cent, as allowable through upcoming amendments to the *SCBCTA Act* identified in 2025 BC Budget.

This change will raise approximately $20 million in new revenue per year in 2026.

Table 3 outlines the additional amount of tax paid under the proposed park tax increase. Tax amounts are expected to increase by approximately forty cents on a $10 parking fee.

Table 3. Parking tax increase impact.

Off-Street Parking Price *(tax inclusive)*	Previous Parking Sales Tax Paid *(24 per cent tax rate)*	Estimated Additional Parking Sales Tax *(with 29 per cent tax rate)*	Potential New off-street Parking Price* *(tax inclusive)*
$5	$0.92	+$0.19	$5.20
$10	$1.84	+$0.38	$10.40
$15	$2.76	+$0.58	$15.60

** Parking prices are ultimately set by parking vendors, estimates assume taxes are perfectly passed through to customers.*

Senior Government Contributions

Over the past decade, the Governments of British Columbia and Canada have invested billions in capital investment to ensure transit is maintained and expanded in Metro Vancouver to support a growing economy and region. In recent years, senior governments have also provided over $1.3 billion in temporary operating relief in response to TransLink's structural deficit.

This plan also recognizes $66 million per year over ten years in capital funding from the Government of Canada's Canada Public Transit Fund Baseline Stream. This funding will help keep the transportation system in a state of good repair.

What is Proposed to Change in the *2025 Investment Plan*?

The Province of British Columbia will provide an operating grant of $312 million, to reflect an annual contribution of $100 million per year, starting in 2025. A subsequent investment plan is required to identify capital investments from all levels of government to fund the implementation of the *Access for Everyone Plan*.



Looking Ahead to the Next Investment Plan

This *2025 Investment Plan* would significantly reduce TransLink's structural funding deficit, keeping TransLink's operations fully funded through 2027, while delivering early investments for the *Access for Everyone Plan*. This includes extending the R2 RapidBus, preparing for BRT, enhancing transit service, funding Major Road Network rehabilitation, and extending active transportation and road safety programs.

While this is important progress, the next investment plan, expected in 2027, will need to:

1. Address the remaining structural deficit in 2028 and beyond.

To make progress on this objective, the Mayors' Council and TransLink Board will continue to work with the Government of B.C. on the new revenue source(s) (which will begin in 2027) and existing revenue sources to address TransLink's remaining deficit.

2. Advance a significant portion of the *Access for Everyone Plan*.

The *Access for Everyone Plan* commits to:

- A doubling of bus service
- Up to 9 Bus Rapid Transit Corridors
- Rapid transit for the North Shore, Burnaby Mountain, and UBCx
- Build out the Major Bikeway Network
- And many more investments

These investments will have a transformative impact in making transportation more convenient, reliable, and safe. While this *2025 Investment Plan* proposes to make early progress on some investments, the bulk of the *Access for Everyone Plan* remains unfunded, including Bus Rapid Transit implementation.

In late March 2025, the Government of Canada announced up to $1.529 billion in capital funding over 10 years through the Canada Public Transit Fund Metro Region Agreement Stream. This falls short of what is required to fully fund the *Access for Everyone Plan*. We encourage our senior government partners to partner with TransLink to **fully** fund the *Access for Everyone Plan* in upcoming investment plans.

PROVIDE YOUR FEEDBACK BETWEEN APRIL 10 – APRIL 24

We are seeking your feedback on the proposed new investments and revenues in the *2025 Investment Plan*. There are three ways to share your comments:

Complete our **online feedback form**

Send us an e-mail: **investmentplan@translink.ca**

Leave a voice message voice mailbox: (778) 375-7377

Appendix 1: Proposed Fares

CONVENTIONAL TRANSIT FARES 2025–2034

Transit Fare Rates			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Short Term Fare Products												
Adult	Cash	1-Zone	$3.35	$3.50	$3.55	$3.60	$3.65	$3.70	$3.75	$3.85	$3.95	$4.05
		2-Zone	$4.85	$5.10	$5.20	$5.30	$5.40	$5.50	$5.60	$5.70	$5.80	$5.90
		3-Zone	$6.60	$6.70	$6.85	$7.00	$7.15	$7.30	$7.45	$7.60	$7.75	$7.90
Concession	Cash	1-Zone	$2.25	$2.30	$2.40	$2.45	$2.50	$2.55	$2.60	$2.65	$2.70	$2.75
		2-Zone	$3.30	$3.40	$3.50	$3.60	$3.65	$3.70	$3.80	$3.90	$4.00	$4.10
		3-Zone	$4.50	$4.60	$4.70	$4.75	$4.85	$4.95	$5.05	$5.15	$5.25	$5.35
Adult Day Pass		All zones	$11.95	$12.55	$12.80	$13.05	$13.30	$13.55	$13.80	$14.10	$14.40	$14.70
Concession Day Pass		All zones	$9.40	$9.75	$10.10	$10.45	$10.65	$10.85	$11.05	$11.25	$11.50	$11.75
Discounted or Non-Short Term Products												
Adult	Stored Value	1-Zone	$2.70	$2.85	$3.00	$3.05	$3.10	$3.15	$3.20	$3.30	$3.35	$3.40
		2-Zone	$4.00	$4.20	$4.40	$4.50	$4.60	$4.70	$4.80	$4.90	$5.00	$5.10
		3-Zone	$5.10	$5.40	$5.70	$5.95	$6.05	$6.15	$6.25	$6.40	$6.55	$6.70
	Monthly Pass	1-Zone	$111.60	$117.20	$119.55	$121.55	$124.40	$126.90	$129.45	$132.05	$134.70	$137.40
		2-Zone	$149.25	$156.70	$159.85	$163.05	$166.30	$169.65	$173.05	$176.50	$180.05	$183.65
		3-Zone	$201.55	$211.65	$215.90	$220.20	$224.60	$229.10	$233.70	$238.35	$243.10	$247.95
Concession	Stored Value	1-Zone	$2.25	$2.30	$2.40	$2.45	$2.50	$2.55	$2.60	$2.65	$2.70	$2.75
		2-Zone	$3.30	$3.40	$3.50	$3.60	$3.65	$3.70	$3.80	$3.90	$4.00	$4.10
		3-Zone	$4.50	$4.60	$4.70	$4.75	$4.85	$4.95	$5.05	$5.15	$5.25	$5.35
	Monthly Pass	All Zones	$63.80	$66.95	$70.10	$73.15	$74.60	$76.10	$77.60	$79.15	$80.75	$82.35

Appendix 1: Proposed Fares

WEST COAST EXPRESS FARES 2025–2034

Transit Fare Rates – West Coast Express			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Short Term Fare Products												
Adult	Cash, one-way	1/2-Zone	$6.60	$6.95	$7.10	$7.25	$7.40	$7.55	$7.70	$7.85	$8.00	$8.15
		3-Zone	$8.60	$9.05	$9.25	$9.45	$9.65	$9.85	$10.05	$10.25	$10.45	$10.65
		4-Zone	$10.50	$11.05	$11.25	$11.50	$11.75	$12.00	$12.25	$12.50	$12.75	$13.00
		5-Zone	$14.25	$14.95	$15.25	$15.55	$15.85	$16.15	$16.45	$16.80	$17.15	$17.50
	Cash, return ticket	1/2-Zone	$12.50	$13.15	$13.40	$13.65	$13.90	$14.20	$14.50	$14.80	$15.10	$15.40
		3-Zone	$16.55	$17.40	$17.75	$18.10	$18.45	$18.80	$19.20	$19.60	$20.00	$20.40
		4-Zone	$20.25	$21.25	$21.70	$22.15	$22.60	$23.05	$23.50	$23.95	$24.45	$24.95
		5-Zone	$27.05	$28.40	$28.95	$29.55	$30.15	$30.75	$31.35	$32.00	$32.65	$33.30
Concession	Cash, one-way	1/2-Zone	$4.00	$4.35	$4.70	$5.05	$5.55	$6.00	$6.10	$6.20	$6.30	$6.45
		3-Zone	$5.05	$5.60	$6.15	$6.65	$7.30	$7.90	$8.05	$8.20	$8.35	$8.50
		4-Zone	$6.55	$7.05	$7.55	$8.05	$8.85	$9.60	$9.80	$10.00	$10.20	$10.40
		5-Zone	$8.85	$9.55	$10.25	$10.90	$11.95	$12.95	$13.20	$13.45	$13.70	$13.95
	Cash, return ticket	1-Zone	$7.90	$8.45	$9.00	$9.55	$10.45	$11.35	$11.60	$11.85	$12.10	$12.35
		3-Zone	$10.20	$11.00	$11.80	$12.65	$13.85	$15.05	$15.35	$15.65	$15.95	$16.25
		4-Zone	$12.80	$13.70	$14.60	$15.50	$17.00	$18.45	$18.80	$19.20	$19.60	$20.00
		5-Zone	$17.30	$18.45	$19.60	$20.70	$22.65	$24.60	$25.10	$25.60	$26.10	$26.60

Appendix 1: Proposed Fares

WEST COAST EXPRESS FARES 2025–2034

Transit Fare Rates – West Coast Express			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Discounted or Non-Short Term Products												
Adult	Stored value, one-way	1/2-Zone	$5.50	$5.70	$5.95	$6.15	$6.30	$6.40	$6.55	$6.70	$6.85	$7.00
		3-Zone	$7.25	$7.55	$7.85	$8.05	$8.20	$8.35	$8.50	$8.65	$8.80	$9.00
		4-Zone	$8.90	$9.20	$9.50	$9.80	$10.00	$10.20	$10.40	$10.60	$10.80	$11.00
		5-Zone	$11.95	$12.40	$12.85	$13.20	$13.50	$13.75	$14.05	$14.35	$14.65	$14.95
	Stored value, return pass	1/2-Zone	$12.20	$12.80	$13.05	$13.30	$13.55	$13.80	$14.10	$14.40	$14.70	$15.00
		3-Zone	$15.65	$16.45	$16.80	$17.15	$17.50	$17.85	$18.20	$18.55	$18.90	$19.30
		4-Zone	$19.35	$20.30	$20.70	$21.10	$21.50	$21.95	$22.40	$22.85	$23.20	$23.75
		5-Zone	$25.90	$27.20	$27.75	$28.20	$28.85	$29.45	$30.05	$30.65	$31.25	$31.90
	Monthly Pass	1/2-Zone	$180.80	$189.85	$193.65	$197.50	$201.45	$205.50	$209.60	$213.80	$218.10	$222.45
		3-Zone	$236.90	$248.75	$253.75	$258.85	$264.05	$269.35	$274.75	$280.25	$285.85	$291.55
		4-Zone	$285.90	$300.20	$306.20	$312.30	$318.55	$324.90	$331.40	$338.05	$344.80	$351.70
		5-Zone	$390.40	$409.90	$418.10	$426.45	$435.00	$443.90	$452.55	$461.60	$470.85	$480.25

Appendix 1: Proposed Fares

WEST COAST EXPRESS FARES 2025–2034

Transit Fare Rates – West Coast Express			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Discounted or Non-Short Term Products												
Concession	Stored value, one-way	1/2-Zone	$3.30	$3.65	$4.00	$4.30	$4.70	$5.10	$5.20	$5.30	$5.40	$5.50
		3-Zone	$4.50	$4.90	$5.30	$5.65	$6.20	$6.70	$6.85	$7.00	$7.15	$7.30
		4-Zone	$5.40	$5.90	$6.40	$6.85	$7.50	$8.15	$8.30	$8.45	$8.60	$8.75
		5-Zone	$7.35	$8.00	$8.65	$9.25	$10.10	$11.00	$11.20	$11.40	$11.65	$11.90
	Stored value, return pass	1/2-Zone	$7.65	$8.20	$8.75	$9.30	$10.20	$11.05	$11.25	$11.50	$11.75	$12.00
		3-Zone	$9.65	$10.45	$11.25	$12.00	$13.15	$14.30	$14.60	$14.90	$15.20	$15.50
		4-Zone	$12.20	$13.05	$13.90	$14.75	$16.15	$17.55	$17.90	$18.25	$18.60	$18.95
		5-Zone	$16.55	$17.65	$18.75	$19.80	$21.70	$23.55	$24.00	$24.50	$25.00	$25.50
	Monthly Pass	1/2-Zone	$110.55	$113.20	$115.85	$118.50	$120.85	$123.30	$125.75	$128.25	$130.80	$133.40
		3-Zone	$146.35	$149.35	$152.35	$155.30	$158.45	$161.60	$164.85	$168.15	$171.50	$174.95
		4-Zone	$180.25	$182.65	$185.05	$187.40	$191.15	$194.95	$198.85	$202.85	$206.90	$211.05
		5-Zone	$252.05	$253.35	$254.65	$255.85	$261.00	$266.20	$271.50	$276.95	$282.50	$288.15

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor and Operations Services

Date: February 7, 2025 Meeting Date: April 2, 2025

Subject: **MVRD Regional Parks Regulation Bylaw No. 1420, 2025**

RECOMMENDATION

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025*; and
b) adopt *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025.*

EXECUTIVE SUMMARY

The Regional Parks Regulation Bylaw sets out prohibitions and a system for permitted use designed to regulate park visitor behaviour and activities.

This report brings forward for MVRD Board's consideration, a new *Metro Vancouver Regional District Board Regional Parks Regulation Bylaw, No. 1420, 2025* (Attachment 1) to repeal and replace the existing *Metro Vancouver Regional District Regional Parks Regulation Bylaw, No. 1177, 2012* (MVRD Bylaw 1177, 2012).

The new *Metro Vancouver Regional District Board Regional Parks Regulation Bylaw, No. 1420, 2025* (Regional Parks Regulation Bylaw) will achieve a number of objectives, including:

- provide greater clarity by reorganization of the bylaw under new headings, and in a consistent fashion as other MVRD bylaws;
- reduce redundancies, and facilitate improved interpretation through the use of plain language;
- introduce a number of new definitions to promote better application;
- ensure greater alignment with Provincial legislation;
- imbed bylaw language related to homelessness, and temporary sheltering;
- ensure powers provided to RCMP and local police are captured in bylaw language;
- address emerging activities including the use of e-bikes, e-scooters; and
- establish campground rules in the bylaw so they can be more effectively enforced at Edgewater Bar, Derby Reach Regional Park.

PURPOSE

To repeal *Metro Vancouver Regional District Regional Parks Regulation Bylaw, No. 1177, 2012* and replace with *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025.*

BACKGROUND

The Regional Parks Regulation Bylaw sets out prohibitions and a system for permitted use designed to regulate park visitor behaviour and activities.

The *Metro Vancouver Regional District Regional Parks Regulation Bylaw, No. 1177, 2012,* was enacted in 2012 and has been amended 12 times since then to update with any recommended regulatory changes and to amend existing, or introduce new, fees and charges. The bylaw was last amended in 2024. Further amending of this bylaw would make it increasingly difficult to consolidate all of the changes that have been made over the years.

Staff commenced a review of the existing bylaw over a year ago and identified a number of objectives for a new bylaw that would replace *Metro Vancouver Regional District Regional Parks Regulation Bylaw, No. 1177, 2012*.

On February 28, 2025, the MVRD Board endorsed the 2025 Work Plan for the Regional Parks Committee that included the item "Repeal and Replace Regional Parks Bylaw".

This project was guided by the Regional Parks Plan (2022) goals that include:

Goal 1 The region's important natural areas are protected in perpetuity.
Goal 2 Everyone has the opportunity to benefit from exceptional experiences in nature.
Goal 3 Regional parks are sustainably managed and well-maintained for the safety of visitors and the integrity of ecosystems.

This new bylaw will strengthen the regulatory framework for regional parks and provide staff with better tools to protect the regional parks system and connect visitors to nature.

RECOMMENDED BYLAW CHANGES

General Format and Definitions

The *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025* introduces a new format, consistent with the updated MVRD template, and ensures that all replacement language in the new bylaw is required, relevant, and consistent with current policy direction and is enforceable by appointed *park officers*.

The bylaw has been reorganized with new headings to ensure the bylaw is easier to follow for both members of the public and *park officers*. For example, public behaviours that are prohibited in regional parks are assembled under a new section entitled "Public Conduct".

The definition of *park officer* has been amended to include RCMP and municipal police, aligning the bylaw with the authorities already provided to RCMP and police in the *GVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1117, 2010* and *GVRD Ticket Information Utilization Bylaw No. 1050, 2006*. This change will provide opportunities for local police in member municipalities to enforce the bylaw when necessary, and if they choose. This could be a useful tool for scenarios where police respond to regional parks after hours.

An update to section 416 of the *Local Government Act*, established a new maximum fine of $50,000. The maximum fine a person can receive for contravening any provision of this bylaw has now been increased from $10,000 to $50,000, to align with the provincial update.

Definitions
New or reworded definitions are included in the new bylaw for a number of defined terms including:

- *authorized person* to define those that have some authority related to campgrounds
- *contaminant* to provide greater clarity for any substances introduced that may potentially impact persons, animals or natural park features
- *cycle* to discern between a human powered device and an electric powered device
- *e-bike* to mirror the new Provincial Motor Assisted Cycle (E-Bike) Regulation
- *e-scooter* to reference the new Provincial Electric Kick Scooter Pilot Project Regulation
- *guardian* to broaden definition that was previously limited to a parent
- *homelessness* definition required related to new *temporary shelter* definition and section, addressing the absence of reference in the current bylaw
- *leash* size to reduce from maximum 5.0m to 2.5m to provide owners with more control
- *motorized device* to summarize devices that are not permitted given new definitions for e-bikes and e-scooters
- *park director* to replace 'park manager' as the Regional Parks staff member with identified delegated authorities under the new bylaw
- *person* is an important definition to include, as for legal purposes, it includes an individual, corporation, partnership or party
- *portable campfire apparatus* introduces a definition for an increasingly popular piece of equipment, typically fueled by propane, used in parks and campgrounds including during times of campfire prohibitions
- *temporary shelter* introduces definition for a permitted tent, overhead tarp or other temporary means to provide shelter for a person experiencing *homelessness*

General
There is no new bylaw language introduced in these sections; this is simply a re-organization of these sections under this new heading. In this section, section 7 delegates the authority to designate *park officers* to the *park director,* defined as the Director, Regional Parks.

Administration of Bylaw and Enforcement Powers
All sections of the bylaw related to the enforcement powers of a *park officer* are provided under this heading. There is no new bylaw language introduced in these sections; this is simply a re-organization of these under this new heading.

Public Conduct
Public behaviours that are typically prohibited in regional parks are assembled under this new heading.

In a new section 29, bylaw language is introduced regarding the use or operation of an *e-bike* or *e-scooter*. There has been a significant increase in the use of motorized personal mobility devices such as electric bicycles and kick scooters in Metro Vancouver, including regional parks. While motorized wheelchairs and mobility scooters have been permitted in regional parks anywhere pedestrians can travel, the bylaw has not addressed the use of motorized personal mobility devices, with only human-powered bicycles permitted on designated trails and greenways.

The proposed bylaw includes authorization for motorized mobility devices that are permitted on public roads only. The sections regarding motorized devices were re-written to address both the electric cycle (*e-bike*) and the electric kick scooter (*e-scooter*). As a result of introduction of these definitions and new section, *e-bikes* will be permitted on any trails or greenways that are currently designated by posted notice as allowing human-powered cycles. The use of electric kick scooters on designated roads is being piloted in participating municipalities in the lower mainland and across the province, and these devices will also be permitted on trails and greenways in regional parks where designated by posted notice. New definitions have been added for these devices and existing definitions have been amended to clarify all other prohibited motorized devices.

In a new section 31, the bylaw addresses the legal precedent (see below) that provides a person with the right to erect a *temporary shelter* in a regional park, if that person is experiencing *homelessness*. The section places the following limitations on this access:

(a) the temporary shelter is erected:
    (i) only between one hour before park closing and 7 a.m.,
    (ii) in grassy areas and not on a trail, bridge or boardwalk,
    (iii) not in an ecological conservancy area or park reserve, or any other ecologically sensitive area with posted notice prohibiting access, and
(b) the person is otherwise complying with this bylaw.

This inclusion brings Regional Parks in line with the BC Court of Appeal decision, *Victoria (City) v. Adams*, 2009 BCCA 563, which found that prohibitions of temporary sheltering violated the section 7 of the *Canadian Charter of Rights and Freedoms*.

Protection of Natural Park Features and Wild Animals
This heading gathers all sections related to the protection of natural park features, and the activities of fishing and harvesting of shellfish. There are no changes to the bylaw language, but a re-organization of these sections has occurred in the new bylaw.

Fire and Fire Protection
Bylaw enforcement, especially during fire season, has become increasingly more important to help ensure there is public compliance with restrictions put in place to protect our parks from wildfire risks. The new bylaw gathers all sections related to managing these risks under this new heading.

Waste, Littering, and Attractants
This heading includes all sections related to the management of waste in regional parks. The prohibitions related to illegal dumping on regional park property are included. Littering, leaving dead vegetation and abandoning of any dead animals is included. The section related to the disposal of animal waste has been moved to this section from the section that pertains to animals.

Animals in Regional Parks
This new heading includes all sections related to the management of domestic animals in regional parks. Many of the sections have been updated to make interpretation easier.

Section 48 introduces a new prohibition that makes Codd Wetland Ecological Conservancy Area a regional park location where dogs will not be permitted. The MVRD Board previously established Widgeon Marsh Regional Park as the first regional park that excludes dogs given the high ecological values of this new park. The new bylaw adds this additional park prohibited to domestic animals.

Further revisions under this heading were minor, as the current bylaw already provides a *park officer* the ability to deal effectively with disruptive or aggressive animals, namely dogs. A change to the definition of "leash" was previously noted under definitions. The current bylaw establishes a leash length of 5 metres (16 feet) which is a significant distance from the person in care and control of the animal and may influence that person's ability to restrain their animal from jumping or lunging towards another person or animal on a trail. An examination of other regional district bylaws found that most of the allowable leash lengths are between two and three metres. The new proposed bylaw establishes a maximum leash length of 2.5 metres.

Water Activities
No changes were made under this heading that had been part of the existing bylaw.

Motor Vehicles and Motorized Devices
Under this heading, all sections related to the restrictions regarding motor vehicles and motorized devices are included. A revised definition of *motorized device* was required so that sections under this heading did not apply to the new allowances for *e-bikes* and *e-scooters*.

New powers have been provided to other staff and contractors to tow, or cause to be towed, vehicles that are parked illegally. Previously, only *park officers* were provided this authority in the bylaw which has proven to be impractical given a need from time to time to have vehicles towed immediately that are blocking emergency access.

Park Permits
Sections relevant to permits have been reorganized by permit type. A "Park Permits – General" section authorizes the park director to establish a system of park permits, and sets out common criteria that apply to all park permits, removing redundant language from other permitting sections that created confusion in MVRD Bylaw 1177, 2012. Efforts were made to examine the language in all permits to ensure the language is consistent with the bylaw and other permits, and enforceable if necessary.

Other headings are provided for "Commercial Use Permits", "Special Use and Special Event Permits", "Facility Use Permits", "Establishment of Fees and Charges / Refunds / Fee Exemptions".

Schedule A – Camping Regulations
Campground regulations for Edgewater Campground in Derby Reach Regional Park are now set out in Schedule A of the proposed bylaw. Previously, campground rules were only found in an informational brochure (online and paper), or as a link in the reservation confirmation for the campsite and did not have the same authority as a bylaw provides. The inclusion of the campground regulations in the proposed bylaw will strengthen Metro Vancouver's ability to enforce violations of the regulations when necessary at this campground.

Schedule B – Fees and Charges
This schedule includes the Fees and Charges that were approved by the MVRD Board in November, 2024, and that took effect on January 1, 2025. No changes to this schedule are being made at this time as part of this repeal and replace project. Later this year, it is proposed that this new bylaw will be amended and this Schedule B will be severed from this bylaw by amendment, and moved into a new corporate Fees and Charges bylaw.

ALTERNATIVES
1. That the MVRD Board:
   a) give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025*; and
   b) adopt *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025.*

2. That the MVRD Board receive for information the report dated February 7, 2025 titled "MVRD Regional Parks Regulation Bylaw No. 1420, 2025".

FINANCIAL IMPLICATIONS
There are no significant financial implications for either alternative. Ticketing penalties and fines are not intended to provide an expected revenue stream but do help to offset costs for in-house Notice of Bylaw Violation dispute adjudications and Municipal Ticket Information court costs.

CONCLUSION
Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012 has served the park system well since it was enacted in 2012. The bylaw has been amended 12 times since then to update with any recommended regulatory changes and to amend existing, or introduce new, fees

and charges. Further amending of this bylaw would make it increasingly difficult to consolidate all of the changes that have been made over the years.

Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025 introduces a new format, consistent with the updated MVRD template, and ensures that all replacement language in the new bylaw is required, relevant, and consistent with current policy direction and is enforceable by appointed *park officers*.

Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025 includes bylaw language for the first time that affirms the right for persons to erect a temporary shelter in a regional park, if that person is experiencing homelessness. In addition, the new bylaw provides persons with authorization to use or operate e-bikes or e-scooters in regional parks on trails that currently allow human-propelled cycling.

The re-organization of the bylaw will make it easier to follow for both members of the public and *park officers*. This new bylaw will strengthen the Regional Parks Regulation Bylaw and provide staff with better tools to protect the regional park system and connect visitors to nature.

ATTACHMENTS

1. *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025.*

69699927

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1420, 2025
A bylaw to regulate the use of regional parks

WHEREAS:

A. By Supplementary Letters Patent dated January 13, 1972, and bylaws adopted pursuant to the *Local Government Act*, R.S.B.C. 2015, c. 1, the Metro Vancouver Regional District operates the service of *regional park*s in areas outside and within the regional district;

B. The *Local Government Act* authorizes the Metro Vancouver Regional District to, by bylaw, impose fees and charges payable in respect of a service of the regional district and the use of regional district property and to, by bylaw, regulate, and prohibit in relation to a regional district service; and

C. It is deemed desirable to establish rules and regulations for the management, maintenance, operation, enforcement, control, and use of *regional park*s and property in *regional park*s.

NOW THEREFORE the Board the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is the "Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025".

Repeal of Bylaw

2. "Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012", as amended, is repealed.

Schedules

3. The following Schedules are attached to and form part of this bylaw:
   - Schedule "A", Camping Regulations; and
   - Schedule "B", Fees and Charges.

Definitions

4. In this bylaw:

"**activated e-cigarette**" has the same meaning as in the *Tobacco and Vapour Products Control Act*, RSBC 1996, c. 451;

"**adult**" means a *person* 18 years of age or older;

"**all-terrain vehicle**" means an "**all-terrain vehicle**," "**snowmobile**" and an "**off-road side-by-side vehicle**" each as defined in the *Off-Road Vehicle Regulation* under the *Off-Road Vehicle Act*, SBC 2014, c. 5;

"**animal**" means a mammal, reptile, amphibian, bird, insect, fish, and marine life, whether domestic or wild;

"**approved facility**" refers to public areas with picnic tables, picnic shelters, group camps, and *campground*s where fire rings exist;

"**attractant**" means any substance or material, with or without an odour, that attracts or is likely to attract *animal*s, including birds, and without limitation includes:

(a) food, other edibles, or a part or whole carcass of an *animal*;

(b) refuse, compost *waste*, recyclable material or grease; or

(c) barbeques, stoves or other cooking devices;

"**authorized person"** means a *MVRD* parks staff *person*, a *park officer* or *MVRD* emergency management personnel;

"**campfire**" means any outdoor fire started, maintained, or gathered around or near by a *person* for warmth, enjoyment, or cooking;

"**campground**" means one or more *campsite*s designated as a *campground* and managed by the Metro Vancouver Regional District or a contractor on its behalf;

"**campsite**" means a space in a *campground* designated for camping;

"**child**" means a *person* less than 12 years of age;

"**Clean Energy discounted rate**" means a discounted filming fee rate, as prescribed in Schedule B, that applies to no more than two days of the total number of filming fee days authorized by a filming permit, upon the permittee demonstrating that it has substituted at least one 400 ampere (or greater) portable diesel generator with a *Clean Energy source* for the duration of the filming permit period;

"**Clean Energy source**" means a tie-in to an existing electrical power connection, a battery technology or other non-fossil fuel source of energy;

"**commercial photography**" means the use of a camera or other device to capture images that are intended to be sold or used for a commercial purpose, including but not limited to for-hire photography, wedding photography, or photography using props;

"**contaminant**" means any substance that is introduced into water or onto land and:

(a) that injures or is capable of injuring the health or safety of a *person*;

(b) that injures or is capable of injuring property or any *animal* or *natural park feature*;

(c) that interferes with or is capable of interfering with visibility;

(d) that causes or is capable of causing material physical discomfort to a *person*;

(e) damages or is capable of damaging the environment; or

(f) the release into the environment of which is prohibited, regulated or controlled under a federal or provincial law, regulation or order;

"**cycle**" means a device having any number of wheels that is propelled by human power only and upon which a *person* may ride, but does not include a skateboard, roller skates, or in-line roller skates;

"**dangerous device**" means any device that is dangerous, potentially dangerous or otherwise harmful to *person*s, *natural park feature*s, *regional park property*, or *animal*s and includes but is not limited to a knife, sword, slingshot, bow, cross-bow, rifle, shotgun, handgun, spring gun or other device that propels a projectile by means of an explosion, compressed gas or spring;

"**drone" or "remotely piloted aircraft**" means any remotely piloted or controlled aircraft, regardless of weight or size;

"**e-bike**" means a *cycle* with an electric motor (or motors) and attached pedals or hand cranks that allow for the *cycle* to be propelled by human power, and meet all the requirements set out for "motor assisted *cycle*s" in the *Motor Vehicle Act,* RSBC 1996, c. 318 and further prescribed in the Motor Assisted Cycle (E-Bike) Regulation, BC Reg 64/2024;

"**e-cigarette**" has the same meaning as in the *Tobacco and Vapour Products Control Act*, RSBC 1996, c. 451;

"**e-scooter**" means a device that meets all of the criteria for an electric kick scooter set out in section 3 of the Electric Kick Scooter Pilot Project Regulation under the *Motor Vehicle Act,* RSBC 1996, c. 318;

"**e-substance**" has the same meaning as in the *Tobacco and Vapour Products Control Act*, RSBC 1996, c. 451;

"**guardian**" means a *person*, including but not limited to a parent, who, in respect of a *child* or *young person*, is under a legal duty to support, maintain, or care for the *child* or *young person*, or has, in law or fact, the custody or control of the *child* or *young person*;

"**holiday**" has the same meaning as in the *Interpretation Act,* RSBC 1996, c. 238;

"**homelessness**" means the state of having no access to permanent, temporary or predictable housing, accommodation or shelter;

"**interpretive program**" means an activity, program or event that is partly or wholly sponsored and organized by the *MVRD* and is either made available to the public or *private group*s on a pre-registration or drop-in basis;

"**late checkout**" means every hour or portion of an hour, that use of a *regional park facility* or occupation of *regional park property* continues, after the expiry of the rental period in a park use permit;

"**leash**" means a rope, chain, cord, leather strip, or other similar physical tether, no more than 2.5 metres in total length, which is designed or used to restrain an *animal*, where one end is secured to the *animal* and the other end is held by a *person*;

"**motor vehicle**" has the same meaning as in the *Motor Vehicle Act*, RSBC 1996, c. 318, and includes motorcycles and limited speed motorcycles as those terms are defined in the *Motor Vehicle Act* and regulations under that Act;

"**motorized device**" means any motorized personal transportation device, but does not include an *e-scooter, e-bike*, *motor vehicle*, or motorized wheelchairs and scooters used by *person*s with limited mobility;

"**MVRD**" means the Metro Vancouver Regional District;

"**natural park feature**" includes any tree, shrub, herb, flower, grass, turf, or other similar vegetation, any fungus or other similar matter, any soil, sand, silt, gravel, rock, mineral, wood, or other similar matter, or a *waterbody*;

"**night**" or "**overnight**" means the period of time during which the *regional park* is closed according to the *posted notice* designating the hours of operation or as otherwise designated in the *park permit*;

"**non-profit organization**" means a society organized for a purpose other than profit or gain that is duly incorporated and registered under the *Societies Act*, S.B.C. 2015, c. 18;

"**on-site garbage**" means cans, bottles, papers, charcoal, rubbish, food, and other similar matter or things that originate in connection with or during a *person*'s authorized conduct or activities within a *regional park* or the use or occupation of *regional park property*;

"**organized activity**" includes any sports, golf, war games, role play and other games and physical activities that are organized as a tournament, series, competition, challenge, or other similar manner of contest;

"**park director**" means the *person* employed by MRVD as the Director, Regional Parks and includes any *person* designated to act in their place from time to time;

"park officer" means any *person* employed by *MVRD* and appointed by the *park director* as a *park officer*, or any police or RCMP officer;

"**park permit**" means a written authorization issued in accordance with this bylaw;

"**person**" means any individual, corporation, partnership or party, and the personal or other legal representatives of an individual to whom the context can apply according to law;

"**portable campfire apparatus**" refers to a Canadian Standards Association (CSA) or Underwriters Laboratories of Canada (ULC) approved free standing fireplace that burns liquid or gaseous fuel designed to provide ambiance and heat, a maximum flame of 15 centimetres is permitted;

"**posted notice**" means any written sign, pictograph, notice, brochure, or map in a *regional park*, or on *MVRD* website, giving notice of uses, activities, prohibitions, restrictions, regulations, terms, or conditions on conduct or activities within a *regional park* or the use or occupation of *regional park property*;

"**private group**" means a group of two or more *person*s that rent a facility or conduct an activity that is not open for the public to attend;

"**regional park**" means lands acquired, dedicated, held or occupied as park, including lands dedicated as *regional park*s or regional trails under the *Park (Regional) Act,* RSBC 1996, c. 345, and continued under the *Local Government Act*, RSBC 2015, c. 1, lands dedicated by *MVRD*, water lot areas leased or otherwise held by *MVRD*, and all trails, greenways, ecological conservancy areas, park reserves and any other sites acquired, dedicated, held, occupied, managed, or designated as park land under the jurisdiction or administration of *MVRD*;

"**regional park event**" means an event that is sponsored and organized by parks staff and either made available to the public or *private group*s on a pre-registration or drop-in basis;

"**regional park facility**" means a facility located within a *regional park*;

"**regional park property**" means any movable or immovable property of *MVRD*;

"**senior**" means an *adult person* who is 65 years of age or older;

"**slackline or highline**" means to walk, stand or balance on or along a suspended line, rope, webbing, wire or similar device secured between two objects, or to secure the line or device to a *natural park feature* or *regional park property*;

"**smoke or vape**" means to burn, use, hold or carry a lighted cigarette, cigar, pipe, or hookah pipe, or to use an *e-cigarette*, or hold an *activated e-cigarette* or any other *vapour product* that actively heats or vapourizes an *e-substance* and includes to *smoke or vape* cannabis;

"**smoke or vape cannabis**" has the same meaning as in the *Cannabis Control and Licensing Act*, SBC 2018, c. 29;

"**temporary shelter**" means a tent, overhead tarp or other temporary means of shelter that is capable of being moved, not including a vehicle;

"**under control**" means, in respect of any *animal*, leashed or unleashed, such circumstances where the *animal*:

(a) when on a *leash* optional trail or off-*leash* area, is within 10 metres and in sight of the *person* who has care and control of the *animal*;

(b) when called or signalled, immediately returns to the *person* who has care and control of the *animal*;

(c) is not annoying, harassing or attacking any *person* or *animal*; and

(d) is not running off-trail.

"**vapour product**" has the same meaning as in the *Tobacco and Vapour Products Control Act*, RSBC 1996, c. 451;

"**waste**" includes refuse, rubbish, debris, trash of any kind, including household, commercial, agricultural, industrial, *animal* feces and organic *waste*, and other similar matter or things that are not *on-site garbage*;

"**waterbody**" includes any lake, stream, spring, or other similar body of water in, or that is accessed to and from, a *regional park* or *regional park property*;

"**watercraft**" means any craft or device that is capable of being used for navigation in, on, through or immediately above water;

"**young person**" means a *person* 12 years of age or older but less than 18 years of age; and

"**youth group**" means a group of *person*s consisting of:

(a) *young person*s or children; and

(b) a maximum of 1 *adult* for every 4 *young person*s or children.

General

5. References in this bylaw to an enactment or bylaw include the enactment or bylaw, as it may be amended or replaced from time to time.

6. This bylaw applies to every *person* in a *regional park* and every *person* using or occupying *regional park property*, except staff, agents, contractors or volunteers of *MVRD* when engaged in the performance of their duties or functions.

7. The *park director* is delegated the authority to designate *park officer*s and to exercise administrative powers of the regional district relating to the management and use of *regional park*s and *regional park property*.

8. In this bylaw, words in the singular include the plural, and words in the plural include the singular. Gender specific terms include all genders and include corporations.

Administration of Bylaw and Enforcement Powers

9. A *park officer* may enter onto any property in accordance with section 284 of the *Local Government Act*, RSBC 2015, c. 1 and section 16(1) to (5) of the *Community Charter*, SBC 2003, c. 26, in order to inspect and determine whether all regulations, prohibitions and requirements of this bylaw or a *park permit* are being met, including entering:

    (a) any area, including a *campsite* or other facility in a *regional park*; or

    (b) any *temporary shelter* or structure erected in a *regional park*.

10. Where a *person* contravenes this bylaw or a *park permit*, a *park officer* or an *authorized person* may remove or order the immediate removal of any matter or thing from a *regional park*, and any fees or charges that *MVRD* incurs will be a debt due to *MVRD* payable immediately upon *MVRD*'s demand.

11. If a *park officer* has reasonable grounds to believe that a *person* has contravened or is contravening this bylaw, or a *park permit*, the *park officer* may order the *person* to do anything the *park officer* deems necessary or reasonable to stop the contravention or prevent another contravention, including, without limitation, making an order prohibiting the *person* from entering, re-entering, being, or remaining in any *regional park*.

12. If a *park officer* has reasonable grounds to believe that a *child* or *young person* has contravened or is contravening this bylaw or a *park permit*, the *park officer* may order the *guardian* of the *child* or *young person*, to do anything necessary or reasonable to stop the contravention or prevent another contravention.

13. A *person* must give a *park officer* all reasonable assistance to enable the *park officer* to ensure compliance with this bylaw and exercise any power conferred by this bylaw. Without limiting the generality of the foregoing, a *person* must:

    (a) provide, immediately upon request, that *person*'s correct name, address, and proposed or actual activities in the *regional park*;

    (b) provide, within a reasonable time, identification verifying that *person*'s correct name and address;

    (c) produce, immediately upon request, a *park permit* if the *person*'s use, activity or conduct is authorized by a *park permit*; and

    (d) comply with any order issued by a *park officer* pursuant to this bylaw.

14. A *person* must not obstruct or hinder a *park officer* who is carrying out the *park officer*'s duties or functions under this bylaw.

15. A *person* must not make a false or misleading statement, whether orally or in writing, to a *park officer* who is carrying out the *park officer*'s duties or functions under this bylaw.

Public Conduct

16. A *person* must comply with all *posted notice*s regulating, prohibiting, or imposing requirements on uses, activities or conduct in a *regional park* or the use or occupation of *regional park property*.

17. A *person* must not, except with a *park permit* authorizing that activity, enter, be, or remain in a *regional park*, or use or occupy *regional park property*:

    (a) during hours when the *regional park* is closed;

    (b) in any area or facility of a *regional park*, that is closed to public access; or

    (c) in a park or area of a park, that is closed temporarily,

    as indicated by *posted notice*.

18. A *person* must not possess or consume liquor within a *regional park* unless the *person* is a registered camper or a guest of a registered camper, at the registered *person*'s *campsite*, or the possession or consumption of liquor is authorized under, and in compliance with:

    (a) a license issued under the *Liquor Control and Licensing Act*, SBC 2015, c. 19,

    (b) a *park permit*; or

    (c) a *MVRD* bylaw designating public places where liquor may be consumed, in accordance with section 73(2) of the *Liquor Control and Licensing Act*, SBC 2015, c. 19.

19. A *person* must not obstruct or interfere with any *person*'s use, activity or conduct that is authorized by and carried out in compliance with a *park permit*.

20. A *guardian* of a *child* or *young person* must reasonably supervise the *child* or *young person* at all times and make reasonable efforts to prevent or discourage the *child* or *young person* from engaging in any activity that contravenes this bylaw.

21. A *person* must not:

    (a) act or engage in disorderly, dangerous or violent conduct, or act or engage in any conduct or activity that may endanger, or otherwise harm *person*s, *animal*s, *natural park feature*s, or *regional park property*; or

    (b) act or engage in lewd, sexual or offensive conduct.

22. A *person* must not possess, use or discharge any *dangerous device* while in a *regional park*.

23. A *person* must not defecate or urinate except in a designated washroom facility.

24. A *person* must not, except with a *park permit* authorizing that activity, make or cause a sound, including by operating or playing a musical instrument or device, or a radio, smartphone, speaker, amplifier, or other electronic equipment that a *park officer* has reasonable grounds to believe:

    (a) is causing a disturbance or potential disturbance to the peace, enjoyment or comfort of other *person*s in the vicinity;

    (b) is causing a disturbance or potential disturbance to a wild *animal*; or

    (c) is attracting or potentially attracting a wild *animal*, or is intended to attract a wild *animal*.

25. A *person* must not, except with a *park permit* authorizing that activity, operate equipment, machinery, generators, power tools, or anything having a motor, in a *regional park* that a *park officer* has reasonable grounds to believe:

    (a) is causing a disturbance or potential disturbance to the peace, enjoyment or comfort of other *person*s in the vicinity; or

    (b) is causing a disturbance or potential disturbance to a wild *animal*.

26. A *person* must not travel within a *regional park* except on and within roadways and parking lots, or on trails or greenways designated by *posted notice* as allowing that use.

27. A *person* must not cause, construct, erect, or create an obstruction on a roadway, trail, or greenway.

28. A *person* must not conduct or engage in any procession, parade, march, drill, performance, ceremony, concert or other similar group gathering except in accordance with a *park permit* authorizing that activity.

29. A *person* must not:

    (a) use or operate a model, unmanned or remote-controlled car, boat or similar device unless in compliance with all applicable federal or provincial enactments and regulations, and in compliance with all applicable *posted notice*s restricting, regulating or prohibiting specific uses or activities within a designated area;

    (b) play, or cause, permit or allow the playing of a sport except in an area designated by *posted notice* as a playing field and only if in compliance with the *posted notice* regulating, prohibiting, or imposing requirements on the playing of sports;

    (c) play, or cause, permit or allow the playing of geocaching or other location-based gaming activities unless in compliance with *MVRD*'s Geocaching and Augmented Reality Gaming in Regional Parks policy;

    (d) hit a golf ball;

(e) use a *cycle*, long boards, skateboards, roller skates, in-line roller skates, or other similar human-propelled or unpowered devices except in an area designated by *posted notice* as allowing that activity;

(f) use or operate an *e-bike* or *e-scooter* except on and within a roadway or parking lot or in an area designated by *posted notice* as allowing that activity;

(g) except with a *park permit* authorizing that activity, use land in a *regional park* for the take-off or landing of a *drone* or *remotely piloted aircraft*; or

(h) *slackline or highline* in a *regional park*.

30. A *person* must not:

(a) subject to subsection 31(b), *smoke or vape* except in an area designated by *posted notice* as allowing smoking or vaping, or except at the registered camper's *campsite*, if that *person* is a registered camper or is the guest of a registered camper;

(b) *smoke or vape* cannabis except if that *person* is a registered camper or a guest of a registered camper, at the registered camper's *campsite*.

31. A *person* must not erect a *temporary shelter* in a *regional park*, except if:

(a) the *person* is experiencing *homelessness*;

(b) the *temporary shelter* is erected:

(i) only between one hour before park closing and 7 a.m.,

(ii) in grassy areas and not on a trail, bridge or boardwalk, and

(iii) not in an ecological conservancy area or park reserve, or any other ecologically sensitive area with *posted notice* prohibiting access; and

(c) the *person* is otherwise complying with this bylaw.

Protection of Natural Park Features and Wild Animals

32. A *person* must not:

(a) cut, trim, dig up, excavate, rake, deface, remove, damage, log or prune any *natural park feature*s, or engage in any other similar activity that is harmful or potentially harmful to *natural park feature*s;

(b) construct, clear, or otherwise create trails or pathways, or modify, damage, move, or otherwise change trails or pathways that have been designated by *posted notice*;

(c) damage, deface, vandalize, tamper with, or destroy *regional park property*;

(d) subject to section 31, build, place, erect, install, use, or occupy any permanent or temporary buildings, structures, improvements, facilities, jumps or playground structures including a bouncy castle or similar inflatable;

(e) introduce any *contaminant* in, on, or under a *regional park*, *regional park property*, or *natural park feature*, including any body of water, water system or watercourse;

(f) remove *regional park property*;

(g) leave or abandon any non-*regional park property* in a *regional park*;

(h) harvest or possess a *natural park feature*; or

(i) plant any tree, shrub, herb, flower, grass, turf, or seed of any kind, except in accordance with a *park permit* authorizing that activity.

33. A *person* must not, except in accordance with a *park permit*, enter or travel within areas of a *regional park* designated as conservancy areas, wetlands, or areas of ecological sensitivity that are designated by *posted notice* as no public access.

34. A *person* must not fish or harvest shellfish in an area in which a *posted notice* prohibits that activity, or in a way that could endanger *person*s or impede public or parks staff use of any boat launch, spit, beach, or waterfront in a park.

Fire and Fire Protection

35. A *person* must not throw, discard, or litter a lit match, cigar, cigarette, tobacco, or other similar flammable matter or thing.

36. A *person* must not light or use any stove, barbeque, or other cooking device, or any flame-producing device, including a *portable campfire apparatus*, except:

(a) in an *approved facility* allowing that activity;

(b) at a time and in compliance with any applicable local government, provincial or federal regulation, order, or *posted notice* implementing, regulating, restricting or prohibiting use of a stove, barbeque, or other cooking device, or any flame-producing device or *portable campfire apparatus*; and

(c) the *person* attends to the stove, barbeque, cooking, or flame-producing device while it is lit or turned on.

37. A *person* must not light any fire unless it is an authorized *campfire*, and a *person* must not light, burn or gather around any *campfire* unless:

(a) the *campfire* is in an *approved facility* allowing that activity;

(b) at a time and in compliance with any applicable local government, provincial or federal regulation, order or *posted notice* implementing a fire ban, or regulating, restricting or prohibiting *campfire*s or burning;

(c) the *person* attends to the *campfire* at all times; and

(d) the *person* does not burn contaminating materials such as *waste*, *on-site garbage*, pressure treated or painted wood, plastics, Styrofoam, particleboard, medium density fibreboard (MDF), plywood, saltwater driftwood, cardboard, fasteners or joinery.

38. A *person* must not bring in, use or ignite any fireworks or other explosive material or combustible device.

Waste, Littering, and Attractants

39. A *person* must not deposit or leave *on-site garbage* in a *regional park* except in a receptacle designated by label or *posted notice* as being for deposits of that kind of *on-site garbage* or recyclable material.

40. Subject to section 44(e) of this bylaw, a *person* must not bring in, deposit, dump, or leave *waste* in a *regional park* or on *regional park property*.

41. A *person* must not litter any matter or thing.

42. A *person* must not:

(a) bring, leave, or abandon dead or living vegetation;

(b) bring, leave, or abandon any dead *animal*, in or into a *regional park*.

43. A *person* must not leave garbage or an *attractant* of any kind unattended or accessible to an *animal*.

Animals in Regional Parks

44. A *person* who has care and control of an *animal* must:

(a) have the *animal under control* at all times;

(b) subject to section 47, have the *animal* on a *leash* at all times;

(c) carry one *leash* and one collar for each *animal* at all times;

(d) immediately *leash* the *animal* when the *animal* is within the vicinity of a horse;

(e) immediately remove and dispose of the *animal*'s feces, with the exception of horse manure, in a designated *waste* receptacle or remove the feces from the park;

(f) not feed any *animal*, except the *animal* in that *person*'s care and control;

(g) not leave or abandon any *animal* in a *regional park*.

45. A *person* who has care and control of an *animal* must not cause, permit, or allow the *animal* to:

(a) dig up, damage, deface, destroy, or otherwise injure any *natural park feature* or *regional park property*;

(b) disrupt, disturb, frighten, or intimidate a *person* or other *animal*, including by licking, jumping, snarling, growling, or pursuing the *person* or *animal*; or

(c) travel off-trail or anywhere that may cause damage to a *natural park feature* or *regional park property*.

46. A *person* who has care and control of an *animal* must not cause, permit, or allow the *animal* to engage in any conduct that endangers, harms or injures *person*s or other *animal*s.

47. A *person* who has care and control of a dog may unleash the dog within an area designated by *posted notice* as "off-*leash* area" or "*leash* optional", provided the *person*:

(a) carries a *leash*;

(b) keeps the dog *under control* at all times; and

(c) maintains a clear line of sight to the dog at all times.

48. Subject to the *Guide Dog and Service Dog Act*, SBC 2015, c. 17, a *person* who has care and control of an *animal* must not cause, permit or allow the *animal* to enter upon or remain in any of the following:

(a) in any part of a *regional park*, or on *regional park property*, where *animal*s are prohibited by *posted notice*;

(b) upon opening of these *regional park*s, within the boundaries of Widgeon Marsh Regional Park and Codd Wetland Ecological Conservancy Area.

49. Where a *person* who has care and control of an *animal* contravenes this bylaw or a *park permit*, a *park officer* may:

(a) order the *person* to *leash*, muzzle, or put a similar physical tether or protective guard on the *animal* when the *animal* is in a *regional park*. Without limiting the generality of the foregoing, the *park officer* may make this order despite the *animal* being in an area designated by *posted notice* as an "off-*leash*" or "*leash* optional" area;

(b) remove, or order the immediate removal of, the *animal*; or

(c) prohibit the *animal* from entering, re-entering, being, or remaining in any *regional park*.

50. A *park officer* may require a *person* who has care and control of an *animal* in a *regional park* to remove that *animal* from the *regional park* if in the opinion of the *park officer*, the *animal* is:

(a) potentially dangerous;

(b) disruptive to other *regional park* users; or

(c) by its actions, demeanour or lack of control by the *person* who has care and control of the *animal*, causing alarm or concern to other *regional park* users, including without limitation, *children*, elderly or disabled *person*s.

51. A *person* must not ride or walk a horse except in an area designated by *posted notice* as allowing horses. The driving or use of horse-drawn vehicles is prohibited, except as authorized by *park permit*.

52. A *person* must not molest, disturb, frighten, injure, kill or trap any *animal*, except for fishing or shellfish harvesting done in accordance with all enactments.

Water Activities

53. A *person* must not swim in a *waterbody* where swimming is designated by *posted notice* as prohibited.

54. A *person* must not remove, damage, deface, or tamper with any float, wharf, buoy, piling, or similar equipment, or any equipment designed or used for navigation, safety, or life-saving purposes.

55. A *person* must not tie up, attach, or moor *watercraft* to *regional park property* except in an area or to *regional park property* designated by *posted notice* as allowing mooring, but:

(a) not *overnight* or when the *regional park* is closed; and

(b) not at a time when the area or *regional park property* is closed according to hours of operation designated by *posted notice* for the area or *regional park property*.

56. A *person* must not use or operate *watercraft*:

(a) in a manner that could endanger *person*s or *animal*s;

(b) in a manner that is destructive or could damage *natural park feature*s or *regional park property*;

(c) in a manner that obstructs or interferes with the safe and free use of a *regional park* or *regional park property* by other *person*s; or

(d) on a *waterbody* where a *posted notice* prohibits that activity.

Motor Vehicles and Motorized Devices

57. Except as authorized by a *park permit*, a *person* must not operate a *motor vehicle* in a *regional park*, except on and within a roadway or parking lot.

58. A *person* must not use or operate an *all-terrain vehicle* or *motorized device* anywhere in a *regional park*.

59. Where a *posted notice* requires payment for parking, a *person* must not park a *motor vehicle* without obtaining a parking permit.

60. A *person* must not park a *motor vehicle* in a *regional park*:

(a) anywhere other than in a location designated for the parking of *motor vehicle*s;

(b) anywhere that parking is prohibited by *posted notice*;

(c) *overnight*, or leave the *motor vehicle* in a *regional park* when it is closed according to the *posted notice* designating the hours of operation;

(d) in an area, lot or a stall designated by *posted notice* as accessible parking without a valid accessible parking permit displayed on the *motor vehicle*;

(e) anywhere designated by *posted notice* as service or emergency vehicle parking or access; or

(f) at an electric vehicle charging station, except if the *motor vehicle* is an electric vehicle and it is parked for no more than four consecutive hours.

61. An *authorized person*, or authorized parking management contractor may:

(a) tow, cause to be towed, or order the immediate towing of an *all-terrain vehicle* or a *motor vehicle;* or

(b) remove, cause to be removed, or order the immediate removal of a *cycle*, *e-bike* or *e-scooter*,

that is in a *regional park* in contravention of this bylaw, and any costs *MVRD* incurs will be a debt due and payable immediately upon *MVRD*'s demand.

62. A *person* must not wash, clean, polish, repair, grease, tune-up, or do any maintenance or other similar mechanical work on a *motor vehicle*, *motorized device* or *watercraft*.

Park Permits - General

63. Without limiting section 7 of this bylaw and despite the prohibited uses, conduct, and activities in this bylaw, the *park director* is authorized to establish a system of *park permit*s

allowing, regulating, and imposing conditions on any use, conduct, or activity, including doing any one or more of the following:

(a) establishing terms and conditions of, or terms and conditions that must be met for obtaining, continuing to hold, or renewing a *park permit*;

(b) granting, refusing, suspending, amending, or cancelling a *park permit*;

(c) providing for the effective period of a *park permit*;

(d) limiting the number of *park permit*s that may be issued;

(e) authorizing temporary exclusive use or occupation of a *regional park*, *regional park property*, or portions thereof, which may include the temporary closure of a *regional park*, *regional park facility*, *regional park property*, or portions thereof;

(f) regulating and imposing conditions of use, conduct, or activities that the *park director* deems reasonable.

64. A *person* issued a *park permit* under this bylaw must:

(a) comply with the terms and conditions stated in the *park permit*;

(b) comply with all other laws, enactments, bylaws and regulations applicable to the use, conduct or activity for which the *park permit* is issued;

(c) have the permit available for review and inspection when exercising the privileges granted by the permit;

(d) produce the *park permit* upon request of an *authorized person*; and

(e) obtain any applicable permits and approvals from federal, provincial, local government, and regulatory authorities.

65. Without limiting any other rights or remedies available by law, the *park director* may require a *person* who is issued a *park permit* to pay for any costs, damages, restoration, clean-up, or repairs arising out of or in connection with any breach or non-compliance with the terms and conditions of the *park permit* or this bylaw.

Commercial Use Permits

66. Except in compliance with a valid commercial use permit issued to the *person*, a *person* must not carry on any business, trade, profession, commercial activity or occupation, including activities on a non-profit basis, by:

(a) selling, bartering, or displaying for sale any goods, services, food, refreshments, or other similar services, matter or things;

(b) using a *regional park* or *regional park property*, whether that business, trade, profession, commercial activity, or occupation is conducted or carried out within or outside of a *regional park*, or paid for in advance of, during or after the activity;

(c) posting, delivering, painting, publishing, or distributing any advertisement, sign, placard, or handbill in connection with a business, trade, profession, commercial activity, or occupation;

(d) operating or parking a *motor vehicle*, equipment, or machinery for the purpose of advertising or promoting in connection with a business, trade, profession, commercial activity, or occupation; or

(e) operating equipment, machinery, or other device that is capable of visual projection or amplified sound for the purpose of advertising or promoting in connection with a business, trade, profession, commercial activity, or occupation.

67. A *person* applying for a commercial use permit must apply for the commercial use permit in the prescribed form and pay the application fee upon approval of the application.

68. The *park director, or designate,* may require a *person* who is issued a commercial use permit to:

(a) reimburse *MVRD* for any expenses *MVRD* incurs in providing additional or specialized services; and

(b) pay *MVRD* for the use of additional *regional park property*;

if the *park director* determines that specialized services or additional *regional park property* need to be deployed in connection with the *person*'s commercial use permit.

Special Use and Special Event Permits

69. Except in compliance with a valid special use permit or special event permit issued to the *person*, a *person* must not carry on any activity, event, or other *organized activity* that involves or is intended to involve any one or more of the following:

(a) exclusive use of a *regional park property*;

(b) building, placing, erecting or installing a temporary building, structure, improvement, facility, or shelter;

(c) a license for the possession or consumption of liquor under the *Liquor Control and Licensing Act*, R.S.B.C. 1996, c. 267;

(d) research, survey, or data collection or educational or not-for-profit purpose;

(e) more than 50 *person*s, including personnel, participants, spectators, and invited guests;

(f) use or occupation of a *regional park facility* or *regional park property* when it is closed;

(g) use or occupation of a portion of a *regional park*, *regional park facility*, or *regional park property* that is not open to the public;

(h) charging a fee to or collecting money from participants, spectators, or invited guests;

(i) travel along a specific route for the purposes of an organized walk or race;

(j) driving or use of a horse-drawn vehicle;

(k) public advertising or promotion of the activity, event or *organized activity*;

(l) use or operation of powered equipment or machinery;

70. A *person* applying for a special use permit or special event permit must apply for the special use permit or special event permit in the prescribed form.

Facility Use Permits

71. A *person* must not camp except at a *campsite* and in accordance with a facility use permit authorizing that activity, and a *person* camping at Edgewater Bar *Campground* located in Derby Reach Regional Park must comply with the *campground* regulations set out in Schedule A to this bylaw.

72. A *person* must not assume temporary exclusive use or occupation of *regional park facilities* except as authorized by a valid *regional park facility* use permit issued under this bylaw.

73. A *person* applying for a *regional park facility* use permit must apply for the *regional park facility* use permit in the prescribed form.

74. The *park director* may require a *person* who is issued a *regional park facility* use permit to pay a staff assistance fee if, upon expiry of the term of the *regional park facility* use permit, the *regional park facility* is not in substantially the same state of cleanliness as at the start of the term of the *regional park facility* permit.

Agreements

75. The prohibitions on use, conduct, and activities in this bylaw are modified to the extent of any agreement entered into by the *MVRD*.

Establishment of Fees and Charges / Refunds / Fee Exemptions

76. General fees, application fees, permit fees, and cancellation fees are prescribed and payable as set out in Schedule B.

77. The *park director* is delegated the authority to establish and charge seasonal program and event registration fees based on established cost recovery principles.

78. A *person* must fully pay all fees and charges, plus applicable taxes except as otherwise specified as tax included, before the commencement of the use, conduct, or activity for which the fee or charge is required; a permit is automatically cancelled and invalid if any fee or charge required to be paid is not paid.

79. The *park director* or designate may require a *person* who is issued a *park permit* under this bylaw to do one or more of the following:

    (a) obtain insurance and to indemnify *MVRD*, its elected or appointed officers, employees, servants, agents, contractors, licensees or representatives, for any injury or damage to property or loss or injury to *person*s that may result from an activity or use carried out under the *park permit*;

    (b) pay a security deposit in addition to paying the fees otherwise applicable.

80. Fees paid under this bylaw, except as otherwise stated, are not refundable.

81. The following *person*s are exempt from payment of fees to attend *interpretive program*s and *regional park events* open to the public:

    (a) *person*s under 3 years of age; and

    (b) one attendant that is required to assist a *person* with a disability.

82. A *person* who is issued a *park permit* and cancels the *park permit* before the start of the term of the *park permit* must pay the cancellation fee according to the applicable notification period set out in section 5.0 of Schedule "B".

83. A *person* who has paid a fee to attend an *interpretive program* or event may apply for a refund for all of the fee if the *person* provides at least 7 days advance notice cancelling the *person*'s attendance in the *interpretive program* or event.

84. A *person* who has paid a fee or charge may apply in writing for a refund of all or a portion of the fee or charge if, in the discretion of the *park director*, the *person* establishes that the *person* no longer:

    (a) requires the service for which the fee or charge was paid; or

    (b) carries out the use or activity for which a *park permit* was required.

85. A *person* who is required to pay a special event permit fee under this bylaw may apply in writing for an exemption from the fee if, in the discretion of the *park director*, the *person* establishes that:

    (a) the services of a *person* to plan, coordinate, or organize the activity, event, or *organized activity* are not for or in expectation of a fee;

(b) the primary purpose of the activity, event, or *organized activity* is to fundraise for a charity registered in Canada; and

(c) all of the net proceeds from the activity, event, or *organized activity* are or are intended to be donated to that registered charity.

86. A *person* who applies for an exemption under section 85 must submit any documents, information and records that the *park director* requires to evaluate their eligibility for the exemption.

87. Any member jurisdiction of *MVRD* required to pay a fee or charge under this bylaw may apply for an exemption from the fee or charge if, in the discretion of the *park director*, the member establishes that the use, activity, or conduct will result in a substantial benefit to the community or any aspect of the community.

88. Primary, middle, and secondary educational institutions are waived from the requirement to pay a special event permit fee under Schedule B section 4.0.

Offences

89. A *person* who fails or refuses to provide reasonable assistance to a *park officer* or gives false information required under this bylaw commits an offence and is liable on conviction to one or more of:

(a) a minimum fine of $50;

(b) a maximum fine not exceeding $50,000; and

(c) imprisonment for not more than 6 months.

90. A *person* who contravenes any provision of this bylaw commits an offence and is liable on conviction to one or more of:

(a) a minimum fine of $50;

(b) a maximum fine not exceeding $50,000; and

(c) imprisonment for not more than 6 months.

91. A *person* who contravenes any provision of this bylaw in a continuing nature commits an offence and is liable on conviction, for each day the offence is continued, to either or both of:

(a) a minimum fine of $50; and

(b) a maximum fine not exceeding $50,000.

92. Nothing in this bylaw limits the *park director* or *MVRD* from utilizing any other provision of this bylaw or remedy available at law.

Severability

93. If any part or provision of this bylaw is for any reason held to be invalid or unenforceable by a decision of a court of competent jurisdiction, that decision of the court will not affect the validity or enforceability of the remaining portions of this bylaw.

Read a first, second and third time this _____ day of _____, _____.

Passed and finally adopted this _____ day of _____, _____.

_____
Mike Hurley, Chair

_____
Dorothy Shermer, Corporate Officer

Schedule A

Camping Regulations

Edgewater Bar – Derby Reach Regional Park

1. Applicability

These camping regulations apply only to the Edgewater Bar Campground in Derby Reach Regional Park.

2. Campground Registration and Reservations

a. A camping group must have a valid camping permit to occupy a campsite overnight. Camping permits are not transferable.
b. A camping group may register for a camping permit online or by telephone to rent a campsite, reserve a campsite, and park an additional vehicle at a campsite. Additional administrative fees may apply to change or cancel reservations.
c. Only persons 19 years of age or older may register a campsite. The person who registers a campsite assumes responsibility for all members of the camping group and any non-registered visitors to their campsite.
d. A person who registers a campsite must occupy the site overnight.
e. Minors must be accompanied by an adult.

3. Number of Registered People and Vehicles per Campsite

a. A maximum of one camping group is permitted per campsite.
b. A camping group may consist of up to a maximum of eight people, and must include a minimum of one to a maximum of four adults (19 years or older) per campsite.
c. A maximum of two licensed vehicles or units are permitted on a campsite, of which only one may be an RV, camper or trailer.
d. Vehicles or units must be parked on the gravel portion of the site. Tents must be set up on the designated gravel pad at the campsite.
e. Any additional overnight vehicles/units are subject to an additional fee and must be parked in the overflow parking lot.

4. Length of Stay

a. The maximum stay per registrant is ten (10) consecutive days and a camper may not exceed thirty (30) total days from July 1 through September 30 annually.
b. The use of designated campsites for the day is not permitted from March 1 to October 31 each year.
c. Check-in time is between 1:00 pm and 10:00 pm and check-out by 11:00 am. No late checkouts permitted.

d. Only registered campers are permitted in the campground during the hours between 10:00 pm and 6:00 am. Visitors to registered campsites are not allowed to enter or stay in the campground when the campground is closed.
e. Except for emergencies, registered campers may not enter or exit the campground between 10:00 pm and 6:00 am.
f. A camping group must leave a registered campsite free and clear when checking out, and is not permitted to leave any vehicles, trailers, RVs, campers or items at the campsite for another camping group.

5. Noise, Waste and Dogs

a. A camping group must be quiet during the hours between 10:00 pm and 6:00 am.
b. The use of generators is only permitted between 9:00 am and 11:00 am, and between 6:00 pm and 8:00 pm, and must be well muffled.
c. Amplified music is not permitted.
d. Behaviour at one campsite must not disturb campers at neighbouring sites regardless of time. Amplified music is not permitted.
e. Animals must be leashed and under control at all times while in the campground.
f. Campsites must be kept clean and all refuse must be placed in designated waste bins provided.
g. Food containers and coolers must be stored in a manner that prevents access by animals, whether domestic or wild.

Schedule B

Fees and Charges

(Effective January 1, 2025)

Section 1.0 GENERAL FEES				
1.1 Staff Assistance Fees				
	Staff Time			
	Staff time – Regular Hours			$95/hour
	Staff time – Overtime			$190/hour
	Pre-event Site Visit			$100/visit
1.2 Parking Permits/Reservation Fees				
	Regional park	**Date**	**Fee, per hour**	**Fee, per day**
	Pacific Spirit (Fraser Lot)	Year Round	$3.50	$17.50
	təmtəmíxʷtən/Belcarra	April 1 – September 30 only	$3.25	$18.50
	Lynn Headwaters	April 1 – September 30 only	$3.25	$18.50

Section 2.0 COMMERCIAL USE PERMIT FEES		
2.1 Commercial Use Permit Fees		**Fee**
	Commercial use permit application fee (one time)	$200
	Annual *Commercial use permit* application fee for *non-profit organization*	$100
	Annual *Commercial use permit* fee for general commercial activities	$200
	Annual *Commercial use permit* fee for general commercial activities of a *non-profit organization*	$100
	Annual *Commercial use permit* fee for *commercial photography*	$200
	Daily *Commercial use permit* fee for *commercial photography*	$75
	Annual *Commercial use permit* fee for dog walking, up to 4 dogs	$500
	Annual *Commercial use permit* fee for dog walking, more than 4 dogs	$800
	Annual *Commercial use permit* fee for equestrian usage	$2,100

Section 2.0 COMMERCIAL USE PERMIT FEES (Continued)		
2.2 Commercial Use Permit Specialized Fees		**Fees**
	Locker storage of commercial-use related equipment at Wreck Beach, where the maximum rental period permitted is April 1 to September 30 of each year	$105 per small bin per rental period (non- refundable) $210 per medium bin per rental period (non- refundable) $315 per large bin per rental period (non- refundable)
	Replacement key for locker storage at Wreck Beach	$15 per replacement
	Vest	$50 per vest
	Equestrian ID cards	$35 per ID card
	Daily or Annual Parking Permit for buses and other *motor vehicle*s that enter a *regional park* in connection with a commercial use	11 or fewer seats: $21 per vehicle per day or $775 annually per vehicle
		12 to 24 seats: $32 per vehicle per day or $1,100 annually per vehicle
		25 seats or more: $53.50 per vehicle per day or $1,600 annually per vehicle

Section 3.0 REGIONAL PARK FACILITY PERMIT FEES				
3.1 Outdoor Facilities – Picnic Shelters				
	Regional park	**Facility**	**Fee on weekends and *holiday*s (per day)**	**Fee on weekdays (per day)**
	Aldergrove	Blacktail Picnic Shelter	$160	$79
	təmtəmíxʷtən/Belcarra	Belcarra 1 Picnic Shelter	$160	$79
	təmtəmíxʷtən/Belcarra	Belcarra 2 Picnic Shelter	$160	$79
	Boundary Bay	Cattail Picnic Shelter	$160	$79
	Boundary Bay	Sandpiper Picnic Shelter	$160	$79
	Campbell Valley	Old Orchard Picnic Shelter	$160	$79
	Crippen	Crippen 1 Picnic Shelter	$160	$79
	Crippen	Crippen 2 Picnic Shelter	$160	$79
	Crippen	Crippen 3 Picnic Shelter	$160	$79
	Deas Island	Deas Picnic Shelter	$160	$79
	Deas Island	Muskrat Meadows Picnic Shelter	$160	$79
	Derby Reach	Marpole Picnic Shelter	$160	$79
	Surrey Bend	Hawk Picnic Shelter	$160	$79
	Surrey Bend	Warbler Picnic Shelter	$160	$79
	Surrey Bend	Wren Picnic Shelter	$160	$79

Section 3.0 REGIONAL PARK FACILITY PERMIT FEES (Continued)

3.2 Outdoor Facilities – Fields

	Regional park	Facility	Fee per day
	All	Small Field	$100
	All	Large Field	$300

3.3 Outdoor Facilities – Miscellaneous

	All	Parking Lot (that is not a pay parking lot)	$100
	Campbell Valley	Campbell Downs Equestrian Riding Rings	$160
	Campbell Valley	McLean Pond	$43
	Pacific Spirit	Lily Site – *Private group*	$100
	Pacific Spirit	Lily Site – Commercial Use Permit Holder or Primary, Middle, or Secondary Educational Institution (Monday to Friday only)	$10
	Pacific Spirit	Heron Site – *Private group*	$100
	Pacific Spirit	Heron Site – Commercial Use Permit Holder or Primary, Middle, or Secondary Educational Institution (Monday to Friday only)	$10
	Pacific Spirit	Salish Site – *Private group*	$100
	Pacific Spirit	Salish Site – Commercial Use Permit Holder or Primary, Middle, or Secondary Educational Institution (Monday to Friday only)	$10

3.4 Outdoor Facilities – Camping

			Fee, per *night*	***Youth group* fee, per *night***
	Campbell Valley	Camp Coyote Group Camp	$240	$120
	Deas Island	Muskrat Meadows Group Camp	$240	$120
	Tynehead	Raven's Nest Group Camp	$240	$120
	Camping outside of designated campsites	$6 per *person*	$6 per *person*	$6 per *person*
			Fee, per *night*	***Seniors*/*Persons* with disabilities fee, per *night***
	Derby Reach	Edgewater Bar *Campground* Site	$30	$27
		Reservation Fee (via phone)	$5	$5
		Additional Vehicle	$12	$11

Section 3.0 REGIONAL PARK FACILITY PERMIT FEES (Continued)					
3.5 Indoor Facilities					
				Fee	***Youth group* Fee**
	Capilano River	Camp Capilano	*Overnight* Rental	$1,200 per *night*	$520 per *night*
			Day use, from 9am to 5pm	$600 per day	$260 per day
			Late Checkout	$200 per hour	$200 per hour
			Lifeguarding Service	$45 per hour	$45 per hour
			Security Deposit (0-2 nights) – Youth		$250
			Security Deposit (0-2 nights) – *Adult*		$500
			Security Deposit (3-6 nights)		$500
	Boundary Bay	Cammidge House	Facility rental (Limit 50 *person*s)	$100 per hour	N/A
			Late checkout	$200 per hour	N/A
			Security Deposit		$500
	Deas Island	Inverholme Schoolhouse	Facility rental	$80 per hour	N/A
			Security Deposit		$500
	Minnekhada	Minnekhada Lodge	Facility rental (Monday – Thursday)	$175 per hour	N/A
			Facility rental (Friday – Sunday)	$225 per hour	N/A
			Late checkout	$200 per hour	N/A
			Security Deposit		$500

Section 4.0 SPECIAL USE AND SPECIAL EVENT PERMIT FEES		
Type of Permit	**Fee per day – *Private group***	**Fee per day – *Non-profit organization***
Special Use Permit	NIL	NIL
Special Event Permit	**Fee per day – *Private group***	**Fee per day – *Non-profit organization***
Up to 100 *person*s	$260	$130
101 to 500 *person*s	$450	$225
501 to 1500 *person*s	$670	$335
Over 1500 *person*s	$1,020	$510
Prep and Wrap Days	$100	$50
Security Deposit	$250	$250
Date Change Fee	$25	$25

Section 5.0 CANCELLATION FEES		
Park permit	**Cancellation Notification Period**	**Fee**
Outdoor Facilities, See Schedule A, Section 3.1	More than 2 months prior to the rental date	$25
	2 months or less prior to the rental date	100% of fee paid
Indoor Facilities, See Schedule A, Section 3.2	More than 3 months prior to the rental date	50% of security deposit
	3 months or less prior to the rental date	100% of security deposit
Special Events, See Schedule A, Section 4.0	More than 2 months prior to the event date	$25
	2 months or less prior to the event date	100% of security deposit
Edgewater Bar Camping, See Schedule A, Section 3.1	At any time	$6
	Fewer than 7 days prior to the arrival date	$6 + 1 *night* of camping fees
	During stay (after arrival)	100% of fee paid
Note: If Metro Vancouver initiates the cancellation of any facility rental or event, a full refund will be given.		

Section 6.0 FILMING FEES	
Location	**Fee**
Application Fee	$250
MVRD Staff: Regular /Management	$95/hr
Parkland – Reserves & Greenways – Film Day	$1,000
Parkland – Reserves & Greenways – Film Day – Clean Energy discounted rate (2 days maximum)	$500
Parkland – Reserves & Greenways – Still Shoot Day	$500
Parkland – Reserves & Greenways – Prep/Wrap/Hold Day	$500
Parkland – Reserves & Greenways – Crew/Circus Staging Area Day	$420
Parkland – Reserves & Greenways – Crew/Circus Staging Area Day – Clean Energy discounted rate (2 days maximum)	$210
Parkland – Reserves & Greenways – Minor Shoot Day (crews of 25 people or fewer)	$500
Parkland – Reserves & Greenways – Minor Shoot Day (crews of 25 people or fewer) Clean Energy discounted rate (2 days maximum)	$250
BC Mills House Houston House/Karr Mercer Barn Inverholme Schoolhouse	$1,100/film day
Clean Energy discounted rate (2 days maximum): BC Mills House Houston House/Karr Mercer Barn Inverholme Schoolhouse	$610/film day
BC Mills House Houston House Inverholme School House	$610/film day prep/wrap/hold day
Burvilla Cammidge House Camp Capilano Delta Heritage Airpark Kanaka Creek Stewardship Centre Louck's House Minnekhada Lodge	$1,875/film day

Section 6.0 FILMING FEES (Continued)	
Clean Energy discounted rate (2 days maximum): Burvilla Cammidge House Camp Capilano Delta Heritage Airpark Kanaka Creek Stewardship Centre Louck's House Minnekhada Lodge	$1,375/film day
Burvilla Cammidge House Camp Capilano Delta Heritage Airpark Kanaka Creek Stewardship Centre Louck's House Minnekhada Lodge	$1,125/film day prep/wrap/hold day
Administration Fee – Electrical Supply/Tie In Agreement	$25 [*cost of electrical supply is in addition to Administration Fee*]
Security Deposit (Certified Cheque) **Note:** Security Deposits can be amended subject to impact, risk to the facilities and *Regional park*s.	$12,500

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: David Leavers, Division Manager, Visitor and Operations Services, Regional Parks

Date: April 11, 2025 Meeting Date: April 25, 2025

Subject: **MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025**

REGIONAL PARKS COMMITTEE RECOMMENDATION

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025*; and

b) adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025.*

At its April 2, 2025, meeting, the MVRD Regional Parks Committee considered the attached report titled "MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025", dated March 2, 2025. The report provided the Committee with a proposed amendment to "Schedule A" of *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* (GVRD Bylaw No. 1117, 2010), and a summary of the proposed amendments. After publication, it was noted that references to the new *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025* were incorrectly cited as "MVRD Bylaw No. 1417, 2025". These bylaw numbers have subsequently been corrected and red-lined in the attached report. In addition to the bylaw numbers, in the Background section of the report, the reference to the Air Quality and Climate Committee was noted incorrectly and has been amended to reflect its proper name.

This matter is now before the Board for its consideration.

ATTACHMENTS

1. "MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025", dated, March 2, 2025.

75560344

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor and Operations Services, Regional Parks

Date: March 3, 2025 Meeting Dates: April 2, 2025

Subject: **MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025**

RECOMMENDATION

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025*; and

b) adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025.*

EXECUTIVE SUMMARY

A range of tools, including notices of bylaw violation and municipal tickets, can be used to encourage compliance with Metro Vancouver Regional District's bylaws. The *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* (GVRD Bylaw No. 1117, 2010) allows contraventions to be addressed through a Notice of Bylaw Violation (NBV) where an initial enforcement measure is needed.

Regional Parks is recommending that Schedule A of GVRD Bylaw No. 1117, 2010 be replaced to align with the new *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. ~~1417~~ 1420, 2025* (MVRD Bylaw No. ~~1417~~ 1420, 2025), should the MVRD Board approve its repeal and replacement.

A job title change for one authorized Screening Officer is recommended. Administrative changes to Schedule A are required to ensure that the sections of the new MVRD Bylaw No. ~~1417~~ 1420, 2025 are cited accurately in GVRD Bylaw No. 1117, 2010. Additional changes include the introduction of new authorized words or expressions to describe illegal public behaviours, with new penalties for each, as well as amended penalties for some existing authorized words or expressions.

PURPOSE

To consider amendments to the *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* that will help further protect Regional Parks natural resources and assets, and better promote bylaw compliance by the public.

BACKGROUND

GVRD Bylaw No. 1117, 2010 sets Notice of Bylaw Violation penalty amounts for the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. ~~1417~~ 1420, 2025*, as well as for a number of other MVRD regulatory bylaws that have violations listed in Schedules A through L.

Penalty amounts for such violations related to MVRD Bylaw No. ~~1417~~ 1420, 2025 are set out in Schedule A of GVRD Bylaw No. 1117, 2010.

The proposed amendments to GVRD Bylaw No. 1117, 2010 are described in this report and are required to ensure that the schedule of penalties aligns accurately with the new bylaw.

As GVRD Bylaw No. 1117, 2010 and its amendments also set out violations related to the Air Quality and Climate Action function of Metro Vancouver, a separate report seeking Board adoption of amendments regarding Schedule B will be considered by the ~~Climate Action Committee~~ Air Quality and Climate Action Committee on April 4, 2025.

REGULATORY CHANGES

Regional Parks staff are recommending that a position title be changed in the bylaw to reflect a new position title that will oversee the regulations and compliance function in Regional Parks, and should therefore be designated as a Screening Officer. In Section 7.2, the position Division Manager, Visitor and Operations Services, is replaced with the new job title of Division Manager, Regional Parks Services.

Regional Parks staff are recommending that Schedule A of GVRD Bylaw No. 1117, 2010 be replaced to align with the new MVRD Bylaw No. ~~1417~~ 1420, 2025.

Administrative changes to Schedule A are required to ensure that the sections of the new MVRD Bylaw No. ~~1417~~ 1420, 2025 are cited accurately in GVRD Bylaw No. 1117, 2010.

Further substantive changes to GVRD Bylaw 1117, 2010 are summarized as follows.

a) Section 18 – Open liquor outside of designated public place

The alcohol in regional parks pilot project will continue for another year. To better support Park Officers in enforcing possession or consumption of liquor outside of the designated areas, a section has been added to provide park officers with a more specific violation to refer to "failure to obey posted notice" and "fail to obey bylaw".

b) Section 29 – Unauthorized activity

The short form language used to write an NBV for 30 (g) unauthorized drone take-off or landing, and 30 (h) slacklining or highlining have been eliminated. While these activities remain illegal, these penalties for all unauthorized activities are consistent with each other. To reduce redundancy these activities will be included under the "Unauthorized activity" short form in the amended bylaw. Each of the activities not authorized under this section are unique, and Park Officers will need to use the appropriate subsection for the activity when writing an NBV.

c) Section 32 – Prohibited introduction of contaminant and Unauthorized planting

While not new to the Regulations Bylaw, the introduction of contaminants is a new short form expression regarding section 33 (e) that better represents the nature of the offence. A penalty of $500 has been assigned to this infraction.

The Regulations Bylaw has not previously designated "Unauthorized planting" for an NBV process. The amendment proposes to designate section 32 so that Park Officers may more easily enforce the provisions of 32 (i) that prohibits the planting of any tree, shrub, herb, flower, grass, turf, or seed of any kind (except in accordance with a park permit authorizing that activity). An associated penalty for this NBV of $250 is proposed for this offence.

d) Section 33 – Unauthorized entry

A person must not, unless under the authority of a park permit, enter or travel within areas of a regional park designated as conservancy areas, wetlands, or areas of ecological sensitivity and designated by posted notice as no public access. The amendment proposes to designate this offence so that Park Officers may use the NBV process to address this offence. An associated penalty of $250 has been assigned to this infraction.

e) Section 34 – Fishing or harvesting where or how prohibited

A new short form expression will help Park Officers enforce those fishing in areas where posted notice prohibits fishing. Posted notices are typically erected where the waterbody is listed in Provincial fishing regulations as not open to fishing. Park Officers do not have authority regarding the activity of fishing (Provincially or Federally regulated), and while they cannot request a fishing license or check for fishing compliance, they do require the authority to enforce where fishing is prohibited. There may be a need to install posted notices on regional park facilities, such as boardwalks, to prevent fishing activity from impeding the safe use of the facility. There is no change to the penalty of $250.

f) Section 37 – Unauthorized fires

This authorized word or expression is recommended to replace its previous descriptor of 'Open Fire'. The new short form is more representative of the distinctive types of infractions associated with a campfire and replaces a term that was more difficult to define.

g) Section 39 – On-site garbage in non-designated receptacle

The word waste has been replaced by the word on-site garbage because the definition for waste excludes on-site garbage.

h) Section 44 – Consolidation of animal provisions

In an effort to be more efficient and reduce repetition, provisions for the care and control of animals have been consolidated into a new section.

An increased penalty for all paragraphs included in this section is recommended to assist staff deal more effectively with an increase in dog management issues across the parks system. The penalty is proposed to increase from $125 to $250.

The short form expression for an "unleashed animal" has been changed to "animal not leashed or non-compliant leash" to align better with similar short form expressions.

i) Section 45 – Disorderly animal

This section is to cover some of Regional Parks' more egregious dog management concerns. A person who has care and control of an animal must not cause, permit, or allow the animal to:

(a) dig up, damage, deface, destroy, or otherwise injure any natural park feature or regional park property;
(b) disrupt, disturb, frighten, or intimidate a person or other animal, including by licking, jumping, snarling, growling, or pursuing the person or animal; or
(c) travel off-trail or anywhere that may cause damage to, a natural park feature or regional park property.

It is proposed that the fine for these infractions be increased from $250 to $500.

j) Section 46 – Animal injured a person or animal
The short form language used to write an NBV for "Dangerous Animal" has been replaced. Park Officers do not have the authority to declare a dog a dangerous animal, and this new language describes the violation without making a declaration about whether a dog should be considered dangerous.

k) Section 47 – Animal not leashed or non-compliant leash
This is a new short form that replaces "Unleashed Animal".

l) Section 52 – Disturbing or killing animal
The short form language used to write an NBV for replaces "Disturbing an animal" and carries with it a fine increase from $250 to $500. This fine will be used for the most serious of cases.

m) Section 59 – Parking without required permit and Section 60 – Unauthorized parking
Fine reduction recommended for "parking without permit" and "unauthorized parking" to better align with member municipalities, regional district and parking contractors. Parking contractors for MVRD can ticket vehicles for the same violations, but with lesser penalties than those in MVRD Bylaw No. 1417, 2025. The penalty has been reduced from $125 to $100.

n) Section 69 and Section 72 – Carrying on event without a permit
This is the first designation of this offence, with an associated fine for the NBV of $250 for a person that carries on any activity, event, or other organized activity without a valid special use permit. Or this would apply to a person who occupies a regional park facility without a facility use permit and claims exclusivity. Proceeding by NBV will be a helpful tool for Park Officers to gain compliance with the Regulation Bylaw's permitting requirements.

o) Section 71 – Failing to obey campground regulations
The campground regulations for Edgewater Bar, Derby Reach Regional Park are being recommended to become part of MVRD Bylaw No. ~~1417~~ 1420, 2025, and a new charging section and new penalty of $250 will be used to gain compliance with a person who registers at a campsite and does not obey the campground rules.

ALTERNATIVES

1. That the MVRD Board:
   a. give first, second, and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025*; and
   b. adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025.*

2. That the MVRD Board receive for information the report dated March 3, 2025 titled "MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025".

FINANCIAL IMPLICATIONS

There are no significant financial implications for either alternative. Notice of Bylaw Violation and Municipal Ticket Information ticketing penalties and fines are not intended or expected to provide a significant revenue stream but do help to offset costs for in-house Notice of Bylaw Violation dispute adjudications and Municipal Ticket Information court costs.

CONCLUSION

Metro Vancouver requires the ability to manage and enforce public behaviours on regional park land to protect natural resources, and to enhance public safety and visitor experiences. GVRD Bylaw No. 1117, 2010 sets Notice of Bylaw Violation penalty amounts for MVRD Bylaw ~~1417~~ 1420, 2025 as well as for a number of other ~~MRVD~~ MVRD regulatory bylaws.

The proposed bylaw amendment, subject to MVRD Board approval, is required to ensure that the administrative sections of the new MVRD Bylaw No. ~~1417~~ 1420, 2025 are cited accurately in GVRD Bylaw No. 1117, 2010. In addition, the amended bylaw introduces new authorized words or expressions, new penalties for any new authorized words or expressions, and amends penalties for a number of existing authorized words or expressions, as described in the report.

ATTACHMENTS

1. "*Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw 1417, 2025*".

73289663

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1417, 2025
A bylaw to amend Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District ("the Board") has adopted "Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010", a bylaw to respect the enforcement of Notices of Bylaw Violation and establish a Bylaw Violation Dispute Adjudication System; and

B. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010."

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 Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1417, 2025".

Schedule

2. The following Schedule is attached to and forms part of the bylaw:
    - Schedule "A", Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025

Amendment of Bylaw

3. "Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010" is amended as follows:

    (a) Section 7.2 is deleted in its entirety and is replaced with the following:

        7.2 The following are designated titles of persons that are appointed as Screening Officers:

            (a) Division Manager, Regional Parks Services;

            (b) Supervisor, Parks Regulations and Compliance System;

            (c) Environmental Control Officer;

            (d) Director, Environmental Regulation and Enforcement;

            (e) Program Manager, Regulation and Enforcement – Air Quality;

(f) Director of Regional Planning and Electoral Area Services; and

(g) Director, Regional Parks.

(b) Schedule A is deleted and replaced by the Schedule A which is attached to and 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 Regional Parks Regulation Bylaw No. 1420, 2025

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	**Authorized Words or Expressions**	**Discounted Penalty**	**Penalty**	**Late Payment Penalty**	**Compliance Agreement Available**
13	Failing to assist park officer	$190	$250	$310	No
13 (d)	Failing to obey order	$190	$250	$310	No
14	Obstructing park officer	$375	$500	$500	No
15	Misleading park officer	$190	$250	$310	No
16	Failing to obey posted notice	$190	$250	$310	No
17	In park when closed	$190	$250	$310	Yes
18	Open liquor outside of designated area	$95	$125	$155	No
19	Interfering with park permit	$190	$250	$310	No
20	Inadequately supervising a child or young person	$95	$125	$155	No
21 (a)	Disorderly, dangerous or violent conduct	$375	$500	$500	No
21 (b)	Lewd, sexual or offensive conduct	$375	$500	$500	No
22	Possessing or using a dangerous device	$375	$500	$500	No
23	Defecating or urinating where not allowed	$95	$125	$155	No
24, 25	Undue noise or disturbance	$190	$250	$310	No

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	**Authorized Words or Expressions**	**Discounted Penalty**	**Penalty**	**Late Payment Penalty**	**Compliance Agreement Available**
26	Travelling off road or trail	$375	$500	$500	No
27	Obstructing road or trail	$375	$500	$500	No
28	Unauthorized group gathering	$95	$125	$155	No
29 (a), (b), (c), (d), (e), (f), (g), (h)	Unauthorized activity	$95	$125	$155	No
30 (a)	Smoking or vaping in unauthorized area	$375	$500	$500	No
30 (b)	Unauthorized smoking or vaping of cannabis	$375	$500	$500	No
32 (a), (b), (c)	Destroying or damaging park property	$375	$500	$500	No
32 (d)	Prohibited structure	$95	$125	$155	No
32 (e)	Prohibited introduction of contaminant	$375	$500	$500	No
32 (f)	Removing park property	$375	$500	$500	No
32 (g)	Abandoning non-park property	$95	$125	$155	No
32 (h)	Harvesting or possessing natural park feature	$190	$250	$310	No
32 (i)	Unauthorized planting	$190	$250	$310	No
33	Unauthorized entry	$190	$250	$310	No
34	Fishing or harvesting where or how prohibited	$190	$250	$310	No

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	**Authorized Words or Expressions**	**Discounted Penalty**	**Penalty**	**Late Payment Penalty**	**Compliance Agreement Available**
35	Discarding burning substance	$375	$500	$500	No
36 (a), (b), (c)	Using flame-producing device where not allowed	$375	$500	$500	No
37 (a), (b), (c), (d)	Unauthorized fire	$375	$500	$500	No
38	Prohibited fireworks or combustible	$375	$500	$500	No
39	On-site garbage in non-designated receptacle	$95	$125	$155	No
40	Depositing waste	$375	$500	$500	No
41	Littering	$95	$125	$155	No
42 (a), (b)	Abandoning dead or living vegetation or animal	$190	$250	$310	No
43	Unattended or accessible garbage or attractant	$375	$500	$500	No
44 (a)	Animal not under control	$190	$250	$310	No
44 (b)	Animal not leashed or non-compliant leash	$190	$250	$310	Yes
44 (c)	Failing to carry a leash	$95	$125	$155	No
44 (d)	Animal not leashed near horse	$190	$250	$310	No
44 (e)	Animal feces left	$95	$125	$155	No
44 (f)	Feeding an animal	$95	$125	$155	No

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	**Authorized Words or Expressions**	**Discounted Penalty**	**Penalty**	**Late Payment Penalty**	**Compliance Agreement Available**
44 (g)	Abandoning an animal	$95	$125	$155	No
45 (a), (b), (c)	Disorderly animal	$375	$500	$500	No
46	Animal injured a person or animal	$375	$500	$500	No
48 (a), (b)	Animal where not allowed	$190	$250	$310	No
51	Horse or horse-drawn vehicle where prohibited	$190	$250	$310	No
52	Disturbing or killing animal	$375	$500	$500	No
53	Swimming where not allowed	$190	$250	$310	No
54	Tampering with float or lifesaving device	$375	$500	$500	No
55	Unauthorized mooring	$375	$500	$500	No
56 (a), (b), (c), (d)	Unauthorized use of watercraft	$190	$250	$310	No
57	Unauthorized use of motor vehicle	$375	$500	$500	No
58	ATV or motorized device in park	$190	$250	$310	No
59	Parking without required permit	$75	$100	$125	No
60 (a), (b), (c), (d), (e), (f)	Unauthorized parking	$75	$100	$125	No
62	Cleaning or repairing vehicle	$95	$125	$155	No
64	Failing to comply with permit	$375	$500	$500	No

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	**Authorized Words or Expressions**	**Discounted Penalty**	**Penalty**	**Late Payment Penalty**	**Compliance Agreement Available**
66	Commercial activity without permit	$375	$500	$500	Yes
69, 72	Carrying on event without permit	$190	$250	$310	No
71	Failing to obey campground regulations	$190	$250	$310	No
78	Failing to pay permit fees or charges	$190	$250	$310	No

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: David Leavers, Division Manager, Visitor and Operations Services, Regional Parks

Date: April 9, 2025 Meeting Date: April 25, 2025

Subject: **MVRD Ticket Information Utilization Amendment Bylaw No. 1416, 2025**

REGIONAL PARKS COMMITTEE RECOMMENDATION

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Ticket Information Utilization Amendment Bylaw No. 1416, 2025*; and
b) adopt *Metro Vancouver Regional District Ticket Information Utilization Amendment Bylaw No. 1416, 2025.*

At its April 2, 2025, meeting, the MVRD Regional Parks Committee considered the attached report titled "MVRD Ticket Information Utilization Amendment Bylaw No. 1416, 2025" dated March 2, 2025. The report provided the Committee with a proposed amendment to "Schedule B" of *Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006* (GVRD Bylaw No. 1050, 2006) and a summary of the proposed amendments. After publication, it was noted that references to the new *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025* were incorrectly cited as "MVRD Bylaw No. 1416, 2025". These bylaw numbers have subsequently been corrected and red-lined in the attached report.

This matter is now before the Board for its consideration.

ATTACHMENTS

"MVRD Ticket Information Utilization Amendment Bylaw No. 1416, 2025", dated, March 2, 2025.

75548318

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor and Operations Services, Regional Parks

Date: March 2, 2025 Meeting Date: April 2, 2025

Subject: **MVRD Ticket Information Utilization Amendment Bylaw No. 1416, 2025**

RECOMMENDATION

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Ticket Information Utilization Amendment Bylaw No. 1416, 2025*; and
b) adopt *Metro Vancouver Regional District Ticket Information Utilization Amendment Bylaw No. 1416, 2025.*

EXECUTIVE SUMMARY

This is a proposed amendment to *Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006* (GVRD Bylaw 1050, 2006) that follows the proposed repeal and replace of *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* with the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. ~~1416~~ 1420, 2025* (Parks Regulation Bylaw). If the latter bylaw is approved, both the *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* (GVRD Bylaw 1117, 2010) and the GVRD Bylaw 1050, 2006 will require amendments to their respective "designated contraventions" or "designated offences" to reflect the new organization and updated content of the new Parks Regulation Bylaw.

Regional Parks is recommending that Schedule B of GVRD Bylaw 1050, 2006 be updated and replaced to align all designated offences and fines listed in the schedule with the appropriate section numbers in the proposed new Parks Regulation Bylaw, should the MVRD Board approve the repeal and replacement of the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*.

Additional proposed changes include the designation, by authorized words or expressions, of offences that describe illegal public behaviours, with new fines for each, as well as amended fines for some existing authorized words or expressions.

PURPOSE

To consider amendments to GVRD Bylaw 1050, 2006 that will help further protect Regional Parks' natural resources and assets, and better promote bylaw compliance by the public.

BACKGROUND

A range of tools, including notices of bylaw violation and municipal tickets, can be used to encourage compliance with Metro Vancouver Regional District's bylaws. GVRD Bylaw 1050, 2006 allows contraventions of various MVRD bylaws, including the Parks Regulation Bylaw, to be

addressed by Municipal Ticket Information (MTI), through their designation under GVRD Bylaw 1050, 2006. Designations are made in the schedules to GVRD Bylaw 1050, 2006, by referencing the section numbers, and authorizing the use of "any word or expression" on a ticket issued for the purposes of laying an information in respect of the contravention.

Park officers can consider the use of an MTI where the enforcement matter is serious and where a more expedited prosecution is desirable.

Metro Vancouver Regional Parks requires the ability to manage and enforce public use of regional park land to enhance public safety and visitor experiences. This amendment to GVRD Bylaw 1050, 2006 proposes to replace Schedule B, which designates offences under the existing Parks Regulation Bylaw, with new designations under the new proposed Parks Regulation Bylaw. Many of the offences are the same, but the sections now have new numbers as a result of the reorganization of the new bylaw. A few designations and associated fines are new, to more easily address these offences and better protect Regional Parks; most of the designations are in the existing Parks Regulation Bylaw and have simply been renumbered. In a few cases, the words or expressions have been updated to better capture the nature of the offence.

This bylaw is amended as often as required when changes occur within the Parks Regulation Bylaw that regulates public behaviour and activities. In this case, as the existing Parks Regulation Bylaw is being proposed to be repealed and replaced, a new Schedule B is required to align appropriately with the organization of the new bylaw and to add additional changes including the introduction of new authorized words or expressions to describe illegal public behaviours, with new fines for each, as well as amended fines for some existing authorized words or expressions.

REGULATORY CHANGES
Further substantive changes to GVRD Bylaw 1050, 2006 are summarized as follows.

a) Section 18 – Open liquor outside of designated public place
The alcohol in regional parks pilot project will continue for another year. To better support Park Officers in enforcing the consumption of alcohol outside of the designated areas, a section has been added to address the absence of language speaking to the conduct. Prior to the addition, park officers could only refer to more general sections such as failure to obey posted notice and fail to obey bylaw.

b) Section 29 – Unauthorized activity
The short form language used to write an MTI for paragraph 29 (g) unauthorized drone take-off or landing, and 29 (h) slacklining or highlining have been eliminated. While these activities remain illegal, these penalties for all unauthorized activities are consistent with each other. To reduce redundancy these activities will be included under the "Unauthorized activity" short form in the amended bylaw. Each of the activities not authorized under this section are unique, and Park Officers will need to use the appropriate subsection for the activity when writing an MTI.

c) Section 32 – Prohibited introduction of contaminant and Unauthorized planting

While not new to the Parks Regulations Bylaw, the introduction of Contaminants is a new short form expression under section 32 (e) that better represents the nature of the offence. A fine of $500 has been assigned to this offence.

The Parks Regulations Bylaw has not previously designated Unauthorized planting for an MTI process. The amendment proposes to designate section 32 so that Park Officers may more easily enforce the provisions of 32 (i) that prohibit the planting of any tree, shrub, herb, flower, grass, turf, or seed of any kind (except in accordance with a park permit authorizing that activity). An associated fine for this MTI of $500 is proposed for this offence.

d) Section 33 – Unauthorized entry

A person must not, unless under the authority of a park permit, enter or travel within areas of a regional park designated as conservancy areas, wetlands, or areas of ecological sensitivity and designated by posted notice as no public access. The amendment proposes to designate this offence so that Park Officers may use the MTI process to address this offence. An associated fine for this MTI of $500 is also proposed.

e) Section 34 – Fishing or harvesting where or how prohibited

The proposed new Parks Regulation Bylaw clarifies Metro Vancouver's scope of authority with respect to fishing. Park Officers do not have authority to regulate compliance with federal or provincial laws, but may enforce a prohibition in certain areas of the regional park, where the reasons for the prohibition fall within our jurisdiction (such as to ensure public access to park facilities, or public safety within the park). The designation of this offence permits Parks Officers to proceed with enforcement under the MTI process.

f) Section 37 – Unauthorized fire

This Authorized Word or Expression is recommended to replace its previous descriptor of 'Open Fire'. The new short form is more descriptive and replaces a term that was more difficult to define.

g) Section 39 – On-site garbage in non-designated receptacle

The word waste has been replaced by the word on-site garbage because the definition for waste excludes on-site garbage.

h) Section 44(a) – Animal not under control

An increased fine for this MTI offence is recommended to assist staff to deal more effectively with the increase in dog management issues across the park system. The fine is proposed to increase from $250 to $500.

i) Section 45 – Disorderly animal

This section is to cover some of Regional Parks' most egregious dog management concerns. A person who has care and control of an animal must not cause, permit, or allow the animal to:

(a) dig up, damage, deface, destroy, or otherwise injure any natural park feature or regional park property;

(b) disrupt, disturb, frighten, or intimidate a person or other animal, including by licking, jumping, snarling, growling, or pursuing the person or animal; or

(c) travel off-trail or anywhere that may cause damage to, a natural park feature or regional park property.

It is proposed that the fine for these infractions be increased from $500 to $1000.

j) Section 46 – Animal injured a person or animal
This is a new short form that replaces "Dangerous Animal". As Park Officers do not have the authority to declare a dog a dangerous animal, this new short form describes the action rather than making a declaration about whether the dog should be considered dangerous.

k) Section 47 – Animal not leashed or non-compliant leash
This is a new short form that replaces "Unleashed Animal".

l) Section 52 – Disturbing or killing animal
This is a new short form that replaces "Disturbing an animal" and carries with it a fine increase from $500 to $1000. This fine will be used for the most serious of cases.

m) Section 59 – Parking without required permit and Section 60 – Unauthorized parking
Fine reduction recommended for "parking without permit" and "unauthorized parking" to better align with member municipalities, regional district and parking contractors. Parking contractors for MVRD can ticket vehicles for the same violations, but with lesser penalties than those in the Parks Regulation Bylaw. The fine for this MTI is proposed to be reduced from $250 to $200.

n) Section 69 and Section 72 – Carrying on event without a permit
This is the first designation of this offence, with an associated fine for the MTI of $500 for a person that carries on any activity, event, or other organized activity without a valid special use permit. Or this would apply to a person who occupies a facility without a facility use permit and claims exclusivity. Proceeding by MTI will be a helpful tool for Park Officers to gain compliance with the Parks Regulation Bylaw's permitting requirements.

o) Section 71 – Failing to obey campground regulations
As the campground regulations for Edgewater Bar, Derby Reach Regional Park are being recommended to become part of the Parks Regulation Bylaw (see that bylaw's Schedule A), the designation of this offence for an MTI process with an associated fine for the MTI of $500 will be used to gain compliance with a campsite occupier who is not obeying the campground regulations.

ALTERNATIVES

1. That the MVRD Board:
   a) give first, second, and third reading to *Metro Vancouver Regional District Ticket Information Utilization Amendment Bylaw No. 1416, 2025*; and
   b) adopt *Metro Vancouver Regional District Ticket Information Utilization Amendment Bylaw No. 1416, 2025.*

2. That the MVRD Board receive for information the report dated March 2, 2025 titled "MVRD Ticket Information Utilization Amendment Bylaw No. 1416, 2025".

FINANCIAL IMPLICATIONS

There are no significant financial implications for either alternative. Notice of Bylaw Violation and Municipal Ticket Information ticketing penalties and fines are not intended or expected to provide a significant revenue stream but do help to offset costs for in-house Notice of Bylaw Violation dispute adjudications and Municipal Ticket Information court costs.

CONCLUSION

Metro Vancouver requires the ability to manage and enforce public behaviours on regional park land to protect natural resources, and to enhance public safety and visitor experiences. GVRD Bylaw 1050, 2006 designates MVRD regulatory bylaw offences which may be addressed using the Municipal Ticket Information process, together with associated fines for the MTIs.

The proposed amendment to GVRD Bylaw 1050, 2006 is required to ensure that offences under the regulatory sections of the new *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. ~~1416~~ 1420, 2025* are accurately designated in GVRD Bylaw 1050, 2006. In addition, the proposed amendments designate for the MTI process a few offences that were not previously authorized for the MTI process, together with associated fines, and amend fines for a number of existing designated offences, as described in the report.

ATTACHMENTS

1. "*Metro Vancouver Regional District Ticket Information Utilization Amendment Bylaw No. 1416, 2025*".

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1416, 2025
A bylaw to amend "Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006"

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District (the "Board") has adopted "Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006", a bylaw to authorize the use of the municipal ticket information for the enforcement of certain bylaws, to designate persons as bylaw enforcement officers, to authorize the use of certain words or expressions to designate certain bylaw offences and to set certain fine amounts; and

B. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006."

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 Ticket Information Utilization Amendment Bylaw No. 1416, 2025".

Schedule

2. The following Schedules are attached to and form part of this bylaw:
    - Schedule "A"; and
    - Schedule "B", Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025.

Amendment of Bylaw

3. "Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006" is amended as follows:

    (a) Schedules A and B are deleted in their entirety and replaced by the Schedules A and B which are attached to and form 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

	Column 1 **Designated Bylaws**	Column 2 **Designated Bylaw Enforcement Officers**
1	Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025	Park Officer Royal Canadian Mounted Police Officer Municipal Police Officer British Columbia Provincial Conservation Officer
2	Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008	Any person appointed by the MVRD Board to be an officer pursuant to section 31(2) of the *Environmental Management Act*
3	Greater Vancouver Regional District Concrete and Concrete Products Industries Emission Regulation No. 1084, 2008	Any person appointed by the MVRD Board to be an officer pursuant to section 31(2) of the *Environmental Management Act*
4	Greater Vancouver Regional District Gasoline Distribution Emission Regulation No. 1085, 2008	Any person appointed by the MVRD Board to be an officer pursuant to section 31(2) of the *Environmental Management Act*
5	Greater Vancouver Regional District Automotive Refinishing Emission Regulation Bylaw No. 1086, 2008	Any person appointed by the MVRD Board to be an officer pursuant to section 31(2) of the *Environmental Management Act*
6	Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008	Any person appointed by the MVRD Board to be an officer pursuant to section 31(2) of the *Environmental Management Act*
7	Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008	Any person appointed by the MVRD Board to be an officer pursuant to section 31(2) of the *Environmental Management Act*
8	Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011	Division Manager Electoral Area Building Inspector Regional Planner

		Division Manager Corporate Safety Emergency Preparedness & Security Coordinator Local Assistant to the Fire Commissioner Security and Crime Prevention Officer
9	Greater Vancouver Regional District Electoral Area A Building Administration Bylaw No. 1043, 2006	Division Manager Electoral Area Building Inspector Regional Planner Division Manager Corporate Safety Emergency Preparedness & Security Coordinator Local Assistant to the Fire Commissioner Security and Crime Prevention Officer
10	Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021	Any person appointed by the MVRD Board to be an officer pursuant to section 31(2) of the *Environmental Management Act*
11	Greater Vancouver Regional District Electoral Area "A" Unsightly Premises and Nuisance Bylaw No. 1198, 2014	Division Manager Electoral Area Building Inspector Regional Planner Division Manager Corporate Safety Emergency Preparedness & Security Coordinator Local Assistant to the Fire Commissioner Security and Crime Prevention Officer
12	Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020	Any person appointed by the MVRD Board to be an officer pursuant to section 31(2) of the *Environmental Management Act*
13	Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022	Any person appointed by the MVRD Board to be an officer pursuant to section 31(2) of the *Environmental Management Act*

Schedule B
Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025

Column 1	Column 2	Column 3
Authorized Words or Expressions	**Section**	**Fine**
Failing to assist park officer	13	$500
Failing to obey order	13 (d)	$500
Obstructing park officer	14	$1000
Misleading park officer	15	$500
Failing to obey posted notice	16	$500
In park when closed	17	$500
Open liquor outside of designated area	18	$250
Interfering with park permit	19	$500
Inadequately supervising a child or young person	20	$250
Disorderly, dangerous or violent conduct	21 (a)	$1000
Lewd, sexual or offensive conduct	21 (b)	$1000
Possessing or using a dangerous device	22	$1000
Defecating or urinating where not allowed	23	$250
Undue noise or disturbance	24, 25	$500
Travelling off road or trail	26	$1000
Obstructing road or trail	27	$1000
Unauthorized group gathering	28	$250
Unauthorized activity	29 (a), (b), (c), (d), (e), (f), (g), (h)	$250
Smoking or vaping in unauthorized area	30 (a)	$1000
Unauthorized smoking or vaping of cannabis	30 (b)	$1000
Destroying or damaging park property	32 (a), (b), (c)	$1000
Prohibited structure	32 (d)	$250
Prohibited introduction of contaminant	32 (e)	$1000
Removing park property	32 (f)	$500
Abandoning non-park property	32 (g)	$250
Harvesting or possessing natural park feature	32 (h)	$500
Unauthorized planting	32 (i)	$500
Unauthorized entry	33	$500
Fishing or harvesting where or how prohibited	34	$500
Discarding burning substance	35	$1000
Using flame-producing device where not allowed	36 (a), (b), (c)	$1000
Unauthorized fire	37 (a), (b), (c), (d)	$1000
Prohibited fireworks or combustible	38	$1000
On-site garbage in non-designated receptacle	39	$250
Depositing waste	40	$1000
Littering	41	$250

Abandoning dead or living vegetation or animal	42 (a), (b)	$500
Unattended or accessible garbage or attractant	43	$1000
Animal not under control	44 (a)	$500
Animal not leashed or non-compliant leash	44 (b)	$500
Failing to carry a leash	44 (c)	$250
Animal not leashed near horse	44 (d)	$500
Animal feces left	44 (e)	$250
Feeding an animal	44 (f)	$250
Abandoning an animal	44 (g)	$250
Disorderly animal	45 (a), (b), (c)	$1000
Animal injured a person or animal	46	$1000
Animal where not allowed	48 (a), (b)	$500
Horse or horse-drawn vehicle where prohibited	51	$500
Disturbing or killing animal	52	$1000
Swimming where not allowed	53	$500
Tampering with float or lifesaving device	54	$1000
Unauthorized mooring	55	$1000
Unauthorized use of watercraft	56 (a), (b), (c), (d)	$500
Unauthorized use of motor vehicle	57	$1000
ATV or motorized device in park	58	$500
Parking without required permit	59	$200
Unauthorized parking	60 (a), (b), (c), (d), (e), (f)	$200
Cleaning or repairing vehicle	62	$250
Failing to comply with permit	64	$1000
Commercial activity without permit	66	$1000
Carrying on event without permit	69, 72	$500
Failing to obey campground regulations	71	$500
Failing to pay permit fees or charges	78	$500

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor and Operations Services, Regional Parks

Date: March 3, 2025 Meeting Date: April 2, 2025

Subject: **MVRD Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025**

RECOMMENDATION

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025*; and
b) adopt *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025.*

EXECUTIVE SUMMARY

On February 28, 2025, the MVRD Board approved the extension of a pilot program that would permit public alcohol consumption in designated areas of six regional parks from Friday, May 16, 2025 to Monday, October 13, 2025 during park hours.

The Province of British Columbia has jurisdiction over possession and consumption of liquor. The *Liquor Control and Licensing Act* makes it unlawful for people to possess open liquor or consume liquor in a number of places, including parks, that are not private places; however, the province has delegated authority to regional districts and other local governments to, by bylaw, designate public places where liquor may be consumed, and it has prescribed how this must be done.

This bylaw amendment enables the extension of the MVRD Board-approved pilot program to permit alcohol consumption in six regional parks in 2025 and ensures continued compliance with the Province of British Columbia's requirements.

PURPOSE

To amend the bylaw to enable the implementation of a one-year extension to the MVRD Board-approved pilot program to permit alcohol consumption in six regional parks in 2025.

BACKGROUND

The 2024 pilot program, as authorized by bylaw, concluded on Monday, October 14, 2024. Staff completed a review of public and staff feedback collected during the pilot program and considered this feedback in making the recommendation to extend the pilot program in 2025.

On February 28, 2025, the MVRD Board approved the extension of the pilot program that permits public alcohol consumption in designated areas of six regional parks. The only change that was made for year two of the pilot program is to operate the program from Friday, May 16, 2025 to Monday, October 13, 2025 during park hours.

In addition to providing this approval, the MVRD Board directed staff to report back with an amendment to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024* (MVRD Bylaw 1385, 2024) to designate areas within regional parks as places where liquor may be legally consumed during 2025. This bylaw amendment is required by the Province of BC to contain information related to the approved pilot program (see below).

PROVINCE OF BRITISH COLUMBIA REQUIREMENTS

The province of British Columbia has jurisdiction over possession and consumption of liquor. The *Liquor Control and Licensing Act* at s. 73 makes it unlawful for people to possess open liquor or consume liquor in a number of places, including parks, that are not private places; however, at subsection (2), the province has delegated authority to regional districts and other local governments to, by bylaw, "designate a public place over which [we] [have] jurisdiction, or part of such a place, as a place where liquor may be consumed," and it has prescribed how this must be done.

The *Liquor Control and Licensing Regulation* sets out further direction for regional districts and other local governments in section 197:

> 197 A bylaw under section 73 (2) of the Act designating a public place as a place where liquor may be consumed must
>
> (a) require the person responsible for the public place to post signs setting out
>
> (i) the boundaries of the public place, and
>
> (ii) the hours that liquor may be consumed, and
>
> (b) describe the number and size of the signs and how they are to be posted.

The *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025* (Attachment 1) will amend *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024* to include the expanded number of days and times the program will operate in 2025.

PILOT PROGRAM TO PERMIT ALCOHOL CONSUMPTION IN REGIONAL PARKS 2025

The MVRD Board has approved the extension of the pilot program for one year with the same six parks and designated areas as were approved and authorized under MVRD Bylaw 1385, 2024 in 2024, including:

a. Boundary Bay Regional Park
   - Centennial Beach
b. Brunette Fraser Regional Greenway
   - Sapperton Landing
c. Campbell Valley Regional Park
   - 8th Avenue Picnic Area/Order of Canada Grove
d. Capilano River Regional Park
   - Cleveland Dam Picnic Area
e. Derby Reach Regional Park
   - Day Use Area adjacent to Edgewater Bar campground

f. Iona Beach Regional Park
   - Picnic Area

MVRD Board has approved for the pilot program to run for a second year from Friday, May 16 – Monday, October 13, 2025, with alcohol to be permitted at any time during park hours during the pilot program's duration. This bylaw amendment reflects an earlier start date to the program for 2025, as directed.

ALTERNATIVES

1. That the MVRD Board:
   a) give first, second, and third reading to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025*; and
   b) adopt *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025.*

2. That the MVRD Board receive for information the report dated March 3, 2025 titled "MVRD Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025".

FINANCIAL IMPLICATIONS

Staff entered year one of the pilot expecting that the program could be managed with existing budget resources. While additional costs were absorbed by existing budget allocations, staff did observe in 2024 that the program resulted in more litter, increased vandalism, and a need for additional restroom servicing. These specific costs were not tracked separately in 2024.

An extension of the pilot program for 2025 will provide staff with the opportunity to assess any additional costs incurred that are directly attributable to the pilot program. An analysis of these costs over the coming season will provide better information for the Committee and MVRD Board should staff request future budget increases related to the support of this program on a permanent basis.

CONCLUSION

As a follow up to the MVRD Board approval of a one-year extension to the pilot program in 2025, the amendment of the bylaw to permit the implementation of the program is required.

Staff recommend the adoption of the *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025* to enable the implementation of a one-year extension to the MVRD Board- approved pilot program to permit alcohol consumption in six regional parks in 2025.

ATTACHMENTS

1. "*Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025*".

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METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1415, 2025
A bylaw to amend "Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024"

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District (the "Board") adopted "Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024", on May 31, 2024; and

B. The Board wishes to amend "Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024".

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 Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025".

Amendment of Bylaw

2. "Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024" is amended as follows:

   (a) Section 6 is deleted and replaced with the following:

   6. Liquor may be consumed in a designated area from:
      (a) June 28, 2024, to September 2, 2024, during the hours of 7:00 AM to 10:00 PM;
      (b) September 3, 2024, to September 23, 2024, during the hours of 7:00 AM to 8:00 PM;
      (c) September 24, 2024, to October 14, 2024, during the hours of 7:00 AM to 7:00 PM;
      (d) May 16, 2025 to June 2, 2025, during the hours of 7:00 AM to 9:00 PM;
      (e) June 3, 2025 to September 1, 2025, during the hours of 7:00 AM to 10:00 PM;
      (f) September 2, 2025 to September 22, 2025, during the hours of 7:00 AM to 8:00 PM; and
      (g) September 23, 2025 to October 13, 2025, during the hours of 7:00 AM to 7:00 PM.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Air Quality and Climate Committee

From: Esther Bérubé, Division Manager, Air Quality Bylaw and Regulation Development, Air Quality and Climate Action Services
Julie Saxton, Program Manager, Enforcement and Regulation - Air Quality, Environmental Regulation and Enforcement

Date: March 17, 2025 Meeting Date: April 4, 2025

Subject: **MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025**

RECOMMENDATION

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025*; and
b) pass and finally adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025*.

EXECUTIVE SUMMARY

Metro Vancouver can use a range of tools to promote compliance with its air quality bylaws. The *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010* (*GVRD Bylaw No. 1117, 2010*) allows designated contraventions to be addressed through a notice of bylaw violation as an enforcement measure for infractions. This report proposes amendments to *GVRD Bylaw No. 1117, 2010* to update the contraventions of *GVRD Air Quality Management Bylaw No. 1082, 2008* (*GVRD Bylaw No. 1082, 2008*), designated in Schedule B of *GVRD Bylaw No. 1117, 2010*, to make it possible to use notices of bylaw violation as an additional tool to deal with contraventions of pollution prevention orders and pollution abatement orders. Notices of bylaw violation use a simple, cost-effective process to take initial enforcement action for designated minor bylaw infractions.

PURPOSE

To propose amendments to *GVRD Bylaw No. 1117, 2010*, described in *MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025* (*MVRD Amendment Bylaw No. 1410, 2025*) attached to this report, for adoption by the MVRD Board.

BACKGROUND

The 2022-2026 Board Strategic Plan, updated in 2023, identifies the protection of human and environmental health as strategic direction that guides Metro Vancouver's work. Pollution prevention orders and pollution abatement orders, as specified in *GVRD Bylaw No. 1082, 2008* (Reference 1), are used to protect human and environmental health.

This report proposes amendments to *GVRD Bylaw No. 1117, 2010* to update the designated contraventions of *GVRD Bylaw No. 1082, 2008* to enable the enforcement of pollution prevention orders and pollution abatement orders using notices of bylaw violation.

BYLAW AMENDMENTS

Metro Vancouver authorizes the controlled discharge of air contaminants through an air quality regulatory framework as described in *GVRD Bylaw No. 1082, 2008*. This bylaw includes provisions for site-specific permits, approvals, and orders as well as emission regulations that apply to sectors or similar sources. Metro Vancouver promotes compliance with air quality requirements using tools such as education, warnings, notices of bylaw violation, and municipal ticket information. Non-punitive education and warnings are preferred methods before stronger enforcement measures are administered. *GVRD Bylaw No. 1117, 2010*, as amended, authorizes officers to issue notices of bylaw violation with associated penalties for designated minor bylaw infractions, as an initial form of enforcement. Notices of bylaw violation offer an effective and efficient alternative to legal action through the BC judicial system by providing a mechanism for addressing disputes through internal screening followed, if necessary, by adjudication as described in the BC *Local Government Bylaw Notice Enforcement Act*.

The amendments to Schedule B in *GVRD Bylaw No. 1117, 2010* proposed under *MVRD Amendment Bylaw No. 1410, 2025* designate contraventions of pollution prevention orders and pollution abatement orders made under *GVRD Bylaw No. 1082, 2008* as contraventions that may be dealt with by notices of bylaw violation. Pollution prevention orders and pollution abatement orders can be issued under *GVRD Bylaw No. 1082, 2008* to put requirements in place to prevent and mitigate pollution when it may occur, has occurred, or is likely to occur in the future.

As *GVRD Bylaw No. 1117, 2010* and its amendments also set out contraventions related to the Regional Parks function of Metro Vancouver, a separate report seeking Board adoption of amendments regarding Schedule A is being considered by the Regional Parks Committee on April 2, 2025.

Pollution prevention orders

The BC *Environmental Management Act* and *GVRD Bylaw No. 1082, 2008* define pollution as the presence in the environment of substances or contaminants that substantially alter or impair the usefulness of the environment. *GVRD Bylaw No. 1082, 2008* authorizes the district director to order persons to take steps to prevent pollution that may arise from an activity or operation that is likely to release an air contaminant. This applies to persons who may be involved in the possession, control, or release of the substance. Pollution prevention orders may include requirements to:

- provide information to the district director;
- carry out tests, surveys, or other assessments, and share results;
- implement works or measures reasonably necessary to prevent pollution; or
- implement repairs or adjustments reasonably necessary to prevent pollution.

Pollution abatement orders

If the district director is satisfied that a substance is causing pollution or has caused pollution and is likely to cause pollution in the future, the district director may order one or more persons involved

in the possession, control, or release of the substance to take steps to assess, control, abate, or stop the pollution. The district director may also require the persons to convey information about the pollution to Metro Vancouver.

Notices of bylaw violation are enforcement measures that apply the balance of probabilities as the standard of proof and offer a deterrent to non-compliance with requirements put in place to control air emissions and protect human and environmental health. The amendments to *GVRD Bylaw No. 1117, 2010* proposed under *MVRD Amendment Bylaw No. 1410, 2025* would improve Metro Vancouver's ability to achieve compliance with pollution prevention orders and pollution abatement orders efficiently and effectively when non-punitive measures have failed.

ALTERNATIVES

1. That the MVRD Board:
   a) give first, second, and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025*; and
   b) pass and finally adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025*.

2. That the MVRD Board receive for information the report titled "*MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025*", dated March 17, 2025.

FINANCIAL IMPLICATIONS

If the Board approves Alternative 1, officers will be able to issue notices of bylaw violation and associated penalties as enforcement action on pollution prevention orders and pollution abatement orders.

CONCLUSION

GVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010 (GVRD Bylaw No. 1117, 2010) authorizes Metro Vancouver officers to issue notices of bylaw violation as a measure to enforce compliance with designated contraventions of Metro Vancouver's air quality regulatory framework, including *GVRD Air Quality Management Bylaw No. 1082, 2008* (GVRD Bylaw No. 1082, 2008), or to enforce minor infractions. Notices of bylaw violation provide an effective and efficient form of enforcement, where disputes are screened internally, and then heard and resolved through an adjudication process instead of the Provincial judicial system. The proposed amendments to *GVRD Bylaw No. 1117, 2010* designate contraventions of pollution prevention orders and pollution abatement orders as contraventions that may be dealt with by notices of bylaw violation. Staff recommend Alternative 1, to adopt *MVRD Amendment Bylaw No. 1410, 2025* that amends the designated bylaw infractions and penalties in *GVRD Bylaw No. 1117, 2010* to make it possible to deal with contraventions of pollution prevention orders and pollution abatement orders by notices of bylaw violation.

ATTACHMENT

1. *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025*.

REFERENCE

1. Metro Vancouver Regional District, Bylaw No. 1082, 2008, *GVRD Air Quality Management Bylaw*, *Unofficial Consolidation, 2020.* Retrieved from https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1082_Consolidated.pdf. Last accessed 2025, March 17

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METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1410, 2025
A bylaw to amend Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District ("the Board") has adopted "Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010", a bylaw to respect the enforcement of Notices of Bylaw Violation and establish a Bylaw Violation Dispute Adjudication System; and

B. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010."

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 Notice of Bylaw Violation Enforcement and Dispute Adjudication Amendment Bylaw No. 1410, 2025".

Schedule

2. The following Schedule is attached to and forms part of this bylaw:
    - Schedule "B", Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008.

Amendment of Bylaw

3. "Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010" is amended as follows:

    (a) Schedule "B" is deleted and replaced with Schedule "B", which is attached to and 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 B

Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	**Authorized Words or Expressions**	**Discounted Penalty**	**Penalty**	**Late Payment Penalty**	**Compliance Agreement Available**
11(1)	Violation of permit discharge limit or restriction	$375	$500	$500	Yes
11 (4)	Violation of permit monitoring requirement	$190	$250	$310	Yes
11 (5)	Violation of permit record keeping or reporting requirement	$95	$125	$155	Yes
11 (5)	Failure to immediately notify of emission monitoring results that exceed permit limits	$375	$500	$500	Yes
13	Violation of approval monitoring requirement	$190	$250	$310	Yes
13	Violation of approval record keeping or reporting requirement	$95	$125	$155	Yes
28(1)	Violation of pollution prevention order	$375	$500	$500	No
29(1)	Violation of pollution abatement order	$375	$500	$500	No
31	Removing, tampering with or interfering with monitoring equipment	$375	$500	$500	No
33	Failure to provide reasonable access	$290	$375	$460	Yes

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

NOTICE OF MOTION

The following Notice of Motion was submitted by Director West at the January 31, 2025 MVRD meeting:

That the MVRD Board direct staff and/or request the Chair, where applicable, to give effect to the following:

1) *propose changes to the remuneration bylaw to:*
   a) *reduce the Metro Vancouver meeting stipend by 50%.*
   b) *eliminate any additional stipend for meetings longer than 4 hours.*
   c) *create a total limit on Director remuneration.*
   d) *eliminate regional median-based automatic adjustments to meeting per diem and Chair/Vice Chair remuneration.*
   e) *eliminate additional meeting stipends payable to Chair/Vice Chair.*
   f) *consider alternatives to meeting stipend model of remuneration and any further changes as desired by the board.*

2) *reduce the total number of Metro Vancouver committees by a minimum of 50%.*

3) *reduce the total number of Metro Vancouver meetings for which a stipend is paid by a minimum of 50% from 2024 totals.*

4) *initiate a full-scale, external core service review of the Metro Vancouver Regional District, the Greater Vancouver Sewerage & Drainage District, the Greater Vancouver Water District and the Metro Vancouver Housing Corporation with a mandate to identify savings, efficiencies and reductions by examining all departments and service areas, staffing levels, use of contracted services and consultants and any other areas as identified by the board, as well as reviewing Metro Vancouver's role as a regulator, identifying areas of duplicatory or overlapping municipal, regional, provincial and federal regulation and delegated authorities from the provincial and federal governments which may be uploaded back.*

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District
Board Meeting Date – Friday, April 25, 2025

This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package here.

Regional Planning Committee – April 3, 2025

Delegations:

C1 Glyn Lewis, Renewal Development
Metro Vancouver's Demolition Crisis: A Call for Change
Executive Summary provided

Information Items:

E5 Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal – Engagement Approach

Indigenous Relations Committee – April 17, 2025

Delegation Summaries:

No delegations presented

Information Items:

E1 Quarterly Update Report on Reconciliation Activities

Finance Committee – April 17, 2025

Delegation Summaries:

No delegations presented

Information Items:

E1 Metro Vancouver Regional District Audit Findings Report for the Year Ended December 31, 2024