METRO VANCOUVER REGIONAL DISTRICT (MVRD)

BOARD OF DIRECTORS

BOARD MEETING

Friday, February 27, 2026
9:00 am
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

AGENDA

A. ADOPTION OF THE AGENDA

1. February 27, 2026 Meeting Agenda
THAT the MVRD Board adopt the agenda for its meeting scheduled for February 27, 2026 as circulated.

B. ADOPTION OF THE MINUTES

1. January 30, 2026 Meeting Minutes *pg. 16*
THAT the MVRD Board adopt the minutes of its meeting held January 30, 2026 as circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

1. Nancy Blair – Interim President and CEO of E-Comm
Subject: E-Comm presentation to MV Board – Recognizing the partnership that has been delivering 9-1-1 Call Answer service in the region since 1999

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 PARKS COMMITTEE REPORTS

1.1 2026 Regional Parks Capital Program Update No. 1 *pg. 29*
Report dated January 23, 2026 from Mike Redpath, Director, Regional Parks, and Jeffrey Fitzpatrick, Division Manager, Regional Parks.

Executive Summary
This report provides a status update of the Regional Parks Capital Program with summaries for larger projects (over $3M value) that highlight progress, schedule, budget and upcoming milestones, and an overall summary of remaining projects. As part of the Regional Parks capital planning process, the timing of each project is reviewed and updated annually based on available resources, strategic prioritization, risk to system operations and financial sustainability. Overall, the capital program is progressing on time and within budget, with some manageable scheduling impacts on two projects due to archaeological and permitting requirements.

These updates are provided three times a year for the Regional Parks Committee and MVRD Board in February, July and November to provide timely line of sight for the April Board Budget Workshop, input into the annual budget and five-year financial plan for October, and an end-of-year update. Individual project reports will continue to be provided as needed, particularly at key decision-making milestones.

Recommendation
THAT the MVRD Board receive for information the report dated January 23, 2026, titled "2026 Regional Parks Capital Program Update No. 1.".

1.2 Permitting Alcohol Consumption in Designated Areas of Regional Parks *pg. 46*
Report dated January 12, 2026 from Paul Brar, Division Manager, Regional Parks Services.

Executive Summary
In March 2024, the Metro Vancouver Regional District (MVRD) Board approved a pilot program permitting alcohol consumption in designated areas of six regional parks. The pilot program was implemented during the 2024 summer season and was extended for a second season in 2025.

After two successful pilots, the program has proven to be operationally feasible with minimal impacts to visitor experience. Staff recommend proceeding with operationalizing the program by making it permanent, enabling adults to responsibly consume alcohol in clearly defined locations within select regional parks. This transition aligns with the direction taken by other jurisdictions, and supports opportunities for recreational gathering and social connection in regional parks.

Recommendation
THAT the MVRD Board direct staff to bring forward a bylaw to amend the *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*, designating areas within regional parks where alcohol may be consumed on a permanent year-round basis, as proposed in the report dated January 12, 2026, titled "Permitting Alcohol Consumption in Designated Areas of Regional Parks.".

2. ELECTORAL AREA COMMITTEE REPORTS

2.1 Public Notification and Evacuation Route Planning Grants for UBC/UEL and Barnston Island

pg. 62

Report dated January 12, 2026 from Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning and Housing Services, and Brant Arnold-Smith, Division Manager, Protective Services and Emergency Management, Corporate Services.

Executive Summary

The Metro Vancouver Regional District (MVRD) is the local authority responsible for emergency management in Electoral Area A and works with partners to prepare for and respond to emergencies in its various communities. Staff were recently made aware of a provincial funding opportunity ($40,000 per grant) focused on the development of new or updated evacuation route plans and/or public notification plans. While Metro Vancouver has evacuation and public notification information in its Electoral Area A Emergency Response Plan, staff have identified room for improvement and the potential for additional detail to bolster Metro Vancouver and its partners' ability to manage evacuations in two communities: UBC/UEL and Barnston Island.

In the UBC and UEL area, where 98% of Electoral Area A residents live, multiple jurisdictions, a large and fluctuating student population, and location on a peninsula near a large regional park add complexity to evacuation and public notification planning and would benefit from additional detailed work. Similarly, Barnston Island is a farming community with livestock whose sole access is by a small ferry, where additional focus on the logistics of transporting and housing animals would be helpful.

The grant application requires local governments to provide a supporting resolution and confirmation of overall grant management. Staff recommend the Board do so to enable staff to apply for two grants during the upcoming application intakes in the spring and fall of 2026.

Recommendation

THAT the MVRD Board direct staff to apply for Public Notification and Evacuation Route Planning grants for UBC/UEL and Barnston Island through the Community Emergency Preparedness Fund, and to confirm Metro Vancouver will provide overall grant management.

2.2 Enforcing Speed Limits on Indian Arm

pg. 66

Report dated February 10, 2026 from Electoral Area Committee.

Executive Summary

At its February 6, 2026 meeting, the Electoral Area Committee discussed feedback received from the public information meeting held on January 28, 2026 regarding the establishment of Temporary Use Permits as a tool for Electoral Area A, and noted that repeated concerns were raised by residents about damages to docks and other negative impacts (e.g. shoreline, marine life) caused by the boats coming up and down the Indian Arm.

Given the lack of jurisdiction of Metro Vancouver on this matter, the Electoral Area Committee therefore recommended that the MVRD Board request the Board Chair write a letter to both the Port of Vancouver and Minister Mackinnon, Minister of Transport of Canada, requesting that the existing speed limits be closely monitored and that more actions be taken to enforce speed limits on Indian Arm, British Columbia, to reduce negative impacts from boat wakes.

Recommendation
THAT the MVRD Board request that the Board Chair write a letter to both the Port of Vancouver and Minister Mackinnon, Minister of Transport of Canada, requesting that more actions be taken to enforce speed limits on Indian Arm, British Columbia, to reduce negative impacts from boat wakes.

2.3 Reviewing Fees in the Electoral Area A Zoning Bylaw *pg. 67*
Report dated February 10, 2026 from Electoral Area Committee.

Executive Summary
At its February 6, 2026 meeting, the Electoral Area Committee considered the report titled "Electoral Area A Temporary Use Permits MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026 MVRD Fees and Charges Amendment Bylaw No. 1450, 2026", dated January 27, 2026.

During the discussion of this report, it was noted that the current fees in the Electoral Area A Zoning Bylaw may not reflect current costs. The Electoral Area Committee therefore discussed the opportunity to review the current fees in the Electoral Area A Zoning Bylaw to address the identified issue.

Recommendation
THAT the MVRD Board direct staff to review the current fees in the Electoral Area A Zoning Bylaw and report back to the Electoral Area Committee and the MVRD Board with options to address the identified issue that the current fees in the Electoral Area A Zoning Bylaw may not reflect current costs.

3. INVEST VANCOUVER MANAGEMENT BOARD REPORTS

3.1 2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan *pg. 68*
Report dated January 26, 2026 from Jacquie Griffiths, President, Invest Vancouver, and Sue Mah, Vice President, Partnerships, Invest Vancouver.

Executive Summary
Invest Vancouver provides a unified regional approach to attract foreign direct investment (FDI) for the Metro Vancouver region. This report brings forward the Invest Vancouver Management Board's Terms of Reference, Annual Meeting Schedule, and Work Plan, as well as the Invest Vancouver 2026 Annual Plan that guides the investment attraction work of Invest Vancouver.

The Terms of Reference for the Invest Vancouver Management Board sets out the standing committee's responsibilities and provides guidance and oversight on the implementation of its Work Plan. Work Plan priorities include implementation of investment attraction initiatives, completion of an update to the Impact of FDI in BC report, development of a Subsector Strategy, conclusion of a Value Proposition and Governance Structure Review, submission of funding application for CanExport Community Investments Grants Program, completion of the Expansions Drivers Project, implementation of a global marketing strategy, and program support in the lead up to Web Summit Vancouver. The Work Plan priorities are consistent with the endorsed 2026 Budget and align with the Invest Vancouver 2026 Annual Plan. Pursuant to the Terms of Reference, the meeting schedule proposes four meetings to be held in 2026.

The 2026 Annual Plan sets out strategic priorities that aim to grow the regional economy through the attraction of FDI to secure well-paying and high-quality jobs for the region's residents. FDI plays a critical role in the strength of the regional economy as it creates direct and indirect jobs, stimulates the development of local supply chains, boosts productivity, and strengthens the tax base for regional prosperity. This year's proposed strategic priorities include: drive investment attraction through strategic partnerships; increase the Metro Vancouver region's global profile; and strengthen investment readiness through data-driven decision making and business intelligence.

Recommendation

THAT the MVRD Board:

a) endorse the Invest Vancouver 2026 Annual Plan as attached to the report dated January 26, 2026, titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan"; and

b) direct staff to forward a copy of the endorsed Invest Vancouver 2026 Annual Plan to member jurisdictions for information with an offer of a staff presentation to Council upon request.

3.2 FDI Growth and Expansion Drivers Survey *pg. 118*

Report dated January 26, 2026 from Gregory Freeman, Senior Economist, Invest Vancouver.

Executive Summary

A survey of foreign multinational enterprises (MNEs) with operations in the Metro Vancouver region found that firms in export-oriented, high-growth industries widely regard the region as an attractive business location. This finding is valuable for the value proposition advanced by Invest Vancouver because positive peer experiences are one of the most important considerations for prospective investors.

The survey revealed that foreign MNEs typically enter the Metro Vancouver region with a modest initial presence then scale significantly over time. Among surveyed firms, 85 per cent increased employment after entry, with average employment more than tripling from 76 employees at entry to 260 at the time of the survey. While half of the firms employed 30 or more workers at entry, by the time of the survey, employment growth meant that half employed 100 or more. This pattern of reinvestment and expansion demonstrates that the region's value proposition delivers. Similarly, 83 per cent of the firms said they are likely to expand locally within the next three years, a remarkable result given the increasing uncertainty created by tariffs, volatile trade policy, and geopolitical tensions. Most MNE's (74 per cent) expect expansion in the region to be easy, although global economic risks and local cost pressures continue to pose challenges and slow down decision making.

Recommendation

THAT the MVRD Board:

a) receive for information the report dated January 26, 2026, titled "FDI Growth and Expansion Drivers Survey"; and

b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

3.3 Investment Attraction 2025 Results and Analysis *pg. 156*

Report dated January 26, 2026 from Katie Fitzmaurice, Executive Vice President, Invest Vancouver, and Aaron Aerts, Vice President, Strategic Investment, Invest Vancouver.

Executive Summary

Foreign direct investment (FDI) activity remained subdued in 2025 amid persistent inflation and interest rate pressures and ongoing trade and policy uncertainty. Despite this, Invest Vancouver continued to support high value investment opportunities and strengthen the region's global competitiveness. Given that approximately 85 per cent of Canada's FDI lands in city regions, maintaining a strong global profile is essential as competition for investment with other major centres like Toronto, Montréal, and Calgary has intensified.

As of December 31, 2025, staff are managing 154 active leads with a potential value of $3.7B in direct investment and 2,650 jobs—up 52 leads, $700M, and 800+ jobs compared to December 31, 2024. High Tech, Green Economy, Digital Media & Entertainment, and Life Sciences continue to constitute a large majority of the FDI pipeline value. New leads were generated from Europe, Asia, and the US, driven by partner referrals and Invest Vancouver program activity, including 11 outbound missions, 15 inbound delegations, and 12 executive familiarization tours. Invest Vancouver also leveraged major local events, most notably Web Summit Vancouver, to engage investors and promote the region to a global audience.

Despite global economic headwinds in 2025, Invest Vancouver delivered stronger results than the previous year and supported eleven companies land or expand in the region, totaling $190M in direct investment and 514 expected jobs. To further focus investor targeting, Invest Vancouver also initiated multiple projects including a Subsector Strategy Action Plan to strengthen investment attraction opportunities in 2026 and 2027.

Recommendation
THAT the MVRD Board:
a) receive for information the report dated January 26, 2026, titled "Investment Attraction 2025 Results and Analysis"; and
b) direct staff to forward a copy of the report to member jurisdictions for information.

3.4 Leveraging Major Local Events for Investment Attraction in 2026 *pg. 163*
Report dated January 22, 2026 from Katie Fitzmaurice, Executive Vice President, Invest Vancouver.

Executive Summary
In 2026, the Metro Vancouver region will host two major local events: Web Summit Vancouver (WSV) and the FIFA World Cup. These events will create a rare opportunity to accelerate foreign direct investment (FDI) attraction into the region. They will significantly increase investor presence, global visibility, and opportunities for curated engagement, enabling Invest Vancouver to compress multi-year relationship-building into a concentrated window of access without the added burden of travelling outside the region. Building on lessons learned from Web Summit 2025, Invest Vancouver has developed a coordinated strategy focused on partner alignment, high-impact groups and environments, and global awareness to drive targeted investor outreach. For the FIFA World Cup, the region's role as a host city positions the Metro Vancouver region as a global gateway capable of engaging senior decisionmakers, corporate delegations, and institutional investors across multiple markets. Results are, in part, dependent on resourcing and cross-government collaboration, Invest Vancouver aims to convert this increased global attention into increased high-value investment aligned with Metro Vancouver's priority sectors.

Recommendation
THAT the MVRD Board:
a) receive for information the report dated January 22, 2026, and titled "Leveraging Major Local Events for Investment Attraction in 2026"; and
b) direct staff to forward the report dated January 22, 2026, and titled "Leveraging Major Local Events for Investment Attraction in 2026" to member jurisdictions for information.

4. PERFORMANCE AND AUDIT COMMITTEE REPORTS

4.1 2027 Budget: Public Engagement Approach *pg. 170*
Report dated February 2, 2026 from Amanda McCuaig, Director, External Relations, and Lucy Duso, Division Manager, Collaboration and Engagement, External Relations.

Executive Summary
This report outlines the approach to public engagement to support the creation of Metro Vancouver's 2027 Budget and Five-Year Financial Plan. The objectives of this engagement include sharing how Metro Vancouver has integrated feedback from previous engagement, sharing information about costs and revenues for Metro Vancouver services, and collecting input on proposed budget targets and key priorities.

Engagement will take place over two phases. The first phase will take place February to March, and results will be shared with Committees and the Boards as part of the April Board Budget Workshop. The second phase will take place July to September and integrate final proposed budget numbers, with results to be shared with Committees and the Boards in the October phase of the budget process. In addition to public engagement, there are scheduled opportunities for the Boards, Committees, and member jurisdiction staff to provide input into the development and revisions to the draft 2027 Budget and the next Five-Year Financial Plan.

Recommendation
THAT the MVRD Board receive for information the report dated February 2, 2026 titled, "2027 Budget: Public Engagement Approach".

4.2 Financial Board Policy Review – Amended Corporate Allocation Policy *pg. 172*
Report dated February 9, 2026 from Linda Sabatini, Deputy Chief Financial Officer, Financial Services.

Executive Summary
This report responds to Board direction to complete a review of Metro Vancouver's relevant financial policies in advance of the 2026 April Board Budget Workshop. The *Corporate Allocation Policy* was adopted in 2017 and provides a budget framework for allocating the costs of Metro Vancouver's centralized support departments to Metro Vancouver's four legal entities. Centralized support includes Corporate Services, External Relations, Financial Services, Human Resources, Indigenous Relations, Legislative Services, Procurement and Real Estate Services, and Project Delivery. Subsequent to review, this report recommends the following amendments:

a) administrative updates to reflect the organizational structure;
b) modifications to the calculation of allocating costs to: exclude one-time funded expenditures; and exclude total debt service costs for Metro Vancouver Housing Corporation (MVHC) and Sasamat Fire Protection Services; and
c) the addition of an allocation method for Project Delivery's Project Management Office.

The proposed amendments more accurately reflect service levels provided, reduce operating budget fluctuations and incorporate current practices not captured in the existing policy.

Recommendation
THAT the MVRD Board approve the amended *Corporate Allocation Policy* as presented in the report dated February 9, 2026, titled "Financial Board Policy Review – Amended *Corporate Allocation Policy*".

4.3 Financial Board Policy Review – Amended Operating, Statutory and Discretionary Reserves Policy – Proposed Title: Financial Reserves Policy *pg. 192*
Report dated February 9, 2026, from Linda Sabatini, Deputy Chief Financial Officer, Financial Services.

Executive Summary
This report responds to Board direction to complete a review of Metro Vancouver's relevant financial policies in advance of the 2026 April Board Budget Workshop. The *Operating, Statutory and Discretionary Reserves Policy* was adopted in 2018 and provides a framework on the establishment, use, and management of reserves for Metro Vancouver's four legal entities and regional district services. The policy clarifies the priority for allocating surpluses while reinforcing the fundamental principle that surpluses are allocated within their originating purpose and are not transferable between reserves or functions. Metro Vancouver does not hold excess ratepayer funds in reserves, ensuring prudent financial management of programs. Subsequent to review, this report recommends the following amendments:

a) administrative and policy principle updates to reflect regional district services, including changing the policy name to *Financial Reserves Policy*; and
b) introduction of a maximum balance for the centralized support discretionary reserve.

The proposed amendments strengthen financial stability while improving clarity, consistency, and long-term resilience across Metro Vancouver's reserves to align with long-term financial plans.

Recommendation
THAT the MVRD Board approve the amendments to the *Operating, Statutory and Discretionary Reserves Policy* as presented in the report dated February 9, 2026, titled "Financial Board Policy Review – Amended *Operating, Statutory and Discretionary Reserves Policy – Proposed Title: Financial Reserves Policy"*.

4.4 Financial Board Policy Review – Amended Financial Management Policy *pg. 224*
Report dated February 9, 2026 from Linda Sabatini, Deputy Chief Financial Officer, Financial Services, and Heather McNell, Deputy Chief Administrative Officer, Policy and Planning.

Executive Summary
This report responds to Board direction to complete a review of Metro Vancouver's relevant financial policies in advance of the 2026 April Board Budget Workshop. The Financial Management Policy was adopted in 2018, and provides a framework for funding decisions through a "pay-as-you-go" approach for operating and recurring capital expenditures, and long-term borrowing for major capital infrastructure costs.

The *Financial Management Policy* sets the policy framework for amortization for Metro Vancouver's capital program – currently set at 15 years for all capital projects, with the exception of 30 years for North Shore municipalities' share of the North Shore Wastewater Treatment Plant Program. Amortization period has been a topic of discussion at multiple Board meetings over the past number of years; this report provides a range of scenarios and applies them to Metro Vancouver's 10 Year Capital Outlook – received by the Boards in October 2025 as a tool to be used in discussions about how best to manage the future capital program and the resulting financial implications. The scenarios demonstrate how amortization can be used as one means of addressing future financial challenges, with trade-offs.

Subsequent to review and engagement with the Municipal Finance Authority, this report recommends amending the amortization period for capital projects to 20 years, and to 30 years for projects exceeding $1 billion in net borrowing. In addition, the funding principle of "transitioning to a growth-pays-for-growth" model through development cost charges (DCCs) has been added to align with Board direction over the past number of years.

The policy amendments strengthen financial stability while improving clarity, consistency, and long-term resilience to align with long-term financial plans.

Recommendation
THAT the MVRD Board approve the amended *Financial Management Policy* as presented in the report dated February 9, 2026, titled "Financial Board Policy Review – Amended *Financial Management Policy*".

4.5 Financial Board Policy Review - Procurement and Asset Disposal Authority Policy *pg. 259*
Report dated February 4, 2026 from George Kavouras, Director, Procurement, Procurement & Real Estate Services.

Executive Summary
This report is responding to the January 30, 2026 MVRD Board resolution "THAT *the MVRD Board direct staff to review the Procurement and Asset Disposal Authority Policy ("Procurement Policy") as a priority for Q1 2026.*" The Procurement Policy was reviewed, updated, and subsequently approved by all Metro Vancouver Boards in April 2024. The Procurement Policy update was the result of a comprehensive and collaborative review process involving internal stakeholders, subject matter experts, end users, and comparative analyses of other jurisdictions to ensure a well-informed and modernized framework. The Procurement Policy provides strong oversight and internal controls, enables operational efficiency, aligns with market and regulatory conditions, and is consistent with practices in comparable public sector organizations.

If the Boards wish to see a review of a particular part of the policy, staff is seeking direction as to areas of interest.

Recommendation
THAT the MVRD Boards receive for information the report dated February 4, 2026, titled "Financial Board Policy Review - *Procurement and Asset Disposal Authority Policy*".

5. GOVERNANCE COMMITTEE REPORTS

5.1 Board Size and Structure: Evaluation Framework

pg. 310

Report dated February 19, 2026 from Lisa Dominato, Chair, Governance Committee, and Heather McNell, Deputy Chief Administrative Officer, Policy and Planning.

Executive Summary

Metro Vancouver's four Boards - the Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, Metro Vancouver Housing Corporation, and Metro Vancouver Regional District - provide strategic direction and oversight to Metro Vancouver's core services to over 3 million people: Drinking Water, Liquid Waste and Solid Waste Services, Metro Vancouver Housing, Regional Parks, Regional Planning, Air Quality Management, and Invest Vancouver. At its January 30, 2026 meeting, as part of the implementation of the 2025 Board Governance Review, the MVRD Board endorsed the process to consider the size and structure of Metro Vancouver's four Boards (Reference 1 of the Report). This important process begins this month with receipt of a "Current State Analysis", discussion regarding agreed upon problem statements for each Board, and consideration of guiding principles and evaluation criteria. The intent is to inform the planned March Governance Committee and MVRD Board discussion on size and structure options for each of the four Metro Vancouver Boards, including pros and cons and implications. Deloitte is supporting the Committee and Boards' discussion and has prepared a report (Attachment 1 of the Report) to guide the conversation.

This report has been updated subsequent to the February 12 and February 19, 2026 Governance Committee meetings to reflect the committee's discussion, and is provided by the Governance Committee for the Board's information at its February 27, 2026 meeting. The bolded sections reflect input and feedback from Governance Committee members – providing a record of discussion points, not decisions or consensus of the Committee.

Recommendation

That the MVRD Board receive for information the report titled "Board Size and Structure: Evaluation Framework", dated February 19, 2026.

6. CHIEF ADMINISTRATIVE OFFICER REPORTS

6.1 Participating Area Approval for MVRD Loan Authorization – Sasamat Fire Hall Replacement Funding

pg. 326

Report dated February 18, 2026 from Dorothy Shermer, Corporate Officer.

Executive Summary

The MVRD Board gave three readings to *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* at their meeting held on January 30, 2026 and forwarded the bylaw to the Inspector of Municipalities for approval. The MVRD Board also directed the Corporate Officer to, upon approval from the Inspector of Municipalities, obtain approval from the councils of the Village of Anmore and the Village of Belcarra to satisfy participating area approval requirements per the *Local Government Act*.

On February 13, 2026, the Ministry of Housing and Municipal Affairs requested that the MVRD obtain participating area approval prior to requesting statutory approval from the Inspector of Municipalities. This report informs the MVRD Board that the Corporate Officer will seek participating area approval from the councils of Anmore and Belcarra prior to receiving approval from the Inspector of Municipalities as directed by the Ministry.

Once participating area approval and approval from the Inspector of Municipalities are obtained, *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* will be presented to the MVRD Board for consideration of adoption.

Recommendation
THAT MVRD Board receive for information the report dated February 18, 2026, titled "Participating Area Approval for MVRD Loan Authorization – Sasamat Fire Hall Replacement Funding.".

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. ELECTORAL AREA COMMITTEE REPORTS

1.1 MVRD Electoral Area A Zoning Amendment Bylaw No. 1447, 2026 (Wigwam Inn, Indian Arm) *pg. 441*

Report dated January 12, 2026 from Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning and Housing Services.

Executive Summary
The Royal Vancouver Yacht Club (RVYC) has recently applied to Metro Vancouver to amend the Electoral Area A Zoning Bylaw to remove time-sharing as a use in the Resort Commercial Zone - C-1 that applies to their Wigwam Inn property to enable the discharge of a related covenant. Staff have been engaged in recent discussions with the RVYC about uses at the Wigwam Inn, a private inn and marina located in northern Indian Arm. During these discussions, RVYC representatives identified a covenant dating back to 1980, which names the MVRD and which limits the number of days a person may stay on the property, that they would like to see discharged. This covenant and its restrictions relate to a 1980 zoning bylaw amendment that allowed a time-sharing use, envisioning that some rooms would be sold as time-shares. RVYC representatives have confirmed that they do not use the site for this purpose and have no intent to do so. Removing this use would make the covenant unnecessary, and staff would then support its discharge.

Some clean-up amendments that Metro Vancouver staff identified are also proposed, such as removing references to parking for this water-access only site, allowing more than one accessory building, and reducing setbacks to match other zones. These amendments would help update the Electoral Area A Zoning Bylaw to reflect actual uses at the Wigwam Inn and bring this zone in line with recent changes made to other zones.

The Metro Vancouver Regional District (MVRD) is the local government for Electoral Area A and has a zoning bylaw and official community plan in place for the rural and remote areas where it is responsible for local land use planning, including Indian Arm.

Recommendation
THAT the MVRD Board:
a) give three readings to *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1447, 2026*; and
b) adopt *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1447, 2026*.

1.2 Electoral Area A Temporary Use Permits – Zoning Bylaw and Fees and Charges Bylaw Amendments *pg. 464*

Report dated February 10, 2026 from Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning and Housing Services.

Executive Summary
At its February 6, 2026 meeting, the Electoral Area Committee considered the attached report titled, "Electoral Area A Temporary Use Permits MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026 MVRD Fees and Charges Amendment Bylaw No. 1450, 2026", dated January 27, 2026 (Attachment 1 of the Report). The Electoral Area Committee discussed the Delegation of Authority section of the *MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026*
(the "MVRD Bylaw No. 1446") and recommended that it be amended to explicitly add the language around bringing applications to the MVRD Board that have strong public interest, large scale of impact, or lack of clear community support, which is included in the staff report.

In considering revising the bylaw language, staff determined that it would need to be precise to delineate which applications would be delegated and which would be considered by the MVRD Board (broad categories would not be sufficient for the bylaw). Given this is a new tool and to ensure the MVRD Board retains its ability to directly consider applications that come forward, staff have revised
MVRD Bylaw No. 1446 (Attachment 2 of the Report) by removing the "Delegation of Authority" section. This means that all temporary use permit applications will be brought to the MVRD Board for consideration if the MVRD Board adopts this bylaw. The small population in the area covered by the Electoral Area A Zoning Bylaw mean that the number of temporary use permit applications is expected to be very low (i.e. 0-3 per year). If, in the future, the MVRD Board determines that it would like to delegate the issuance of temporary use permits to staff, it can direct staff to bring forward a bylaw amendment to do so at any time.

MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026 and *Metro Vancouver Regional District Fees and Charges Amendment Bylaw No. 1450, 2026* (Attachment 3 of the Report) are now presented for consideration.

Recommendation
THAT the MVRD Board:
a) give three readings to the following bylaws:
   - *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026;* and
   - *Metro Vancouver Regional District Fees and Charges Amendment Bylaw No. 1450, 2026*; and
b) direct staff to forward *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026* to the Ministry of Transportation and Infrastructure for approval.

2. CHIEF ADMINISTRATIVE OFFICER REPORTS

2.1 Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 - 152 Street) *pg. 480*

Report dated January 30, 2026 from Dorothy Shermer, Corporate Officer, and Heather McNell, Deputy Chief Administrative Officer, Policy and Planning.

Executive Summary
On October 31, 2025, the MVRD Board initiated a Type 2 amendment to Metro 2050, and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025* ("MVRD Bylaw No. 1429, 2025"). The amending bylaw would re-designate portions of 6480 - 152 Street from Agricultural to Employment to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments, local First Nations, and regional agencies of the proposed amendment to provide an opportunity for comment. Six responses were received, and a summary of the responses is provided below. MVRD Bylaw No. 1429, 2025 is now before the Board for consideration of adoption.

Recommendation
THAT the MVRD Board:
a) receive for information the comments from affected local governments, local First Nations, and regional agencies as presented in the report dated January 30, 2026, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 – 152 Street)";
b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025*; and
c) accept the City of Surrey's amended and corresponding Regional Context Statement showing portions of 6480 - 152 Street amended from an Agricultural to Employment regional land use designation.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. The following Notice of Motion was submitted by Director Locke on January 19, 2026 for February 27, 2026 MVRD Board meeting: *pg. 571*

THAT the Metro Vancouver Regional District Board direct Metro staff to prepare an amendment to the Metro 2050 Regional Growth Strategy (RGS) to expand the Urban Containment Boundary to include the geographical area of Surrey that is not in the Agricultural Land Reserve, acknowledging that the Metro bylaw will be subject to the City updating its official plan (OCP) and regional context statement (RCS) in accordance with RGS implementation guidelines.

THAT the Board also direct staff to prepare instruments and enactments required to include the geographical area of Surrey that is not in the Agricultural Land Reserve within the Fraser Sewerage Area upon adoption of the RGS amendment, and to move the sewerage area extension forward by coordinating with the Greater Vancouver Sewerage and Drainage District.

THAT the Board also direct staff to prepare an amendment to the RGS to align the Metro RGS land use designations with Surrey's OCP and regional context statement while the RGS is in force and effect, and to prepare the requisite amendment to Metro's implementation guidelines, in addition to flexibility under sections 6.2.7 and 6.2.8 of the RGS.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries *pg. 572*

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 February 27, 2026 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

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

(c) labour relations or other employee relations;

(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and

(g) litigation or potential litigation affecting the municipality.

K. ADJOURNMENT

THAT the MVRD Board adjourn its meeting of February 27, 2026.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT (MVRD)

BOARD OF DIRECTORS

BOARD MEETING

Friday, January 30, 2026
9:01 am
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

MINUTES

MEMBERS PRESENT:

Chair, Mike Hurley, Burnaby
Vice Chair, John McEwen, Anmore
Belcarra, Jamie Ross
Bowen Island, Andrew Leonard (arrived at 9:08 am)
Burnaby, Pietro Calendino
Burnaby, Sav Dhaliwal
Coquitlam, Craig Hodge
Coquitlam, Teri Towner
Delta, Rod Binder
Delta, Alternative Director Daniel Boisvert for Director Dylan Kruger
Electoral Area A, Jen McCutcheon
Langley City, Paul Albrecht
Langley Township, Steve Ferguson
Langley Township, Eric Woodward
Lions Bay, Alternative Director Michael Broughton for Director Ken Berry
Maple Ridge, Dan Ruimy
New Westminster, Nadine Nakagawa
North Vancouver City, Linda Buchanan
North Vancouver District, Lisa Muri
Pitt Meadows, Nicole MacDonald
Port Coquitlam, Brad West
Port Moody, Meghan Lahti
Richmond, Malcolm Brodie
Richmond, Alexa Loo
Richmond, Bill McNulty
Surrey, Harry Bains
Surrey, Doug Elford
Surrey, Gordon Hepner
Surrey, Pardeep Kooner
Surrey, Brenda Locke
Surrey, Rob Stutt
Vancouver, Rebecca Bligh (arrived at 9:10 am online and 9:47 am in person) *
Vancouver, Lisa Dominato
Vancouver, Sarah Kirby-Yung
Vancouver, Mike Klassen
Vancouver, Peter Meiszner
Vancouver, Ken Sim
Vancouver, Lenny Zhou
West Vancouver, Mark Sager
White Rock, Alternative Director Bill Lawrence for Director Megan Knight

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

MEMBERS ABSENT:

scəwaθən məsteyəxʷ (Tsawwassen First Nation), Laura Cassidy

STAFF PRESENT:

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

A. ADOPTION OF THE AGENDA

1. January 30, 2026 Meeting Agenda

It was MOVED and SECONDED
THAT the MVRD Board amend the agenda for its meeting scheduled for January 30, 2026 by adding the following delegations:
C1 – Brad Jones;
C2 – Rob Blackwell; and
C3 – Roderick Louis.

It was MOVED and SECONDED
THAT the MVRD Board adopt the agenda for its meeting scheduled for January 30, 2026 as amended.

CARRIED

B. ADOPTION OF THE MINUTES

1. November 28, 2025 Meeting Minutes

It was MOVED and SECONDED
THAT the MVRD Board adopt the minutes of its meeting held November 28, 2025 as circulated.

CARRIED

2. December 12, 2025 Special Joint Meeting Minutes

It was MOVED and SECONDED
THAT the MVRD Board adopt the minutes of its special joint meeting held December 12, 2025 as circulated.

CARRIED

C. DELEGATIONS

1. Brad Jones

Brad Jones spoke regarding item E3.2 – Metro Vancouver Development Cost Charge Program Update Progress and Next Steps, presenting a financial analysis to the increased Metro Vancouver DCC rates and requesting that the Board revisit the rates.

9:08 am Director Leonard joined the meeting.

2. Rob Blackwell

Rob Blackwell spoke regarding item E3.2 – Metro Vancouver Development Cost Charge Program Update Progress and Next Steps, requesting that the Board pause the DCC rate increase scheduled for 2027 due to changes in federal infrastructure funding, population growth, and housing market conditions.

9:10 am Director Bligh joined the meeting.

3. Roderick Louis

Roderick Louis spoke regarding items E3.1 – Financial Policy Review Framework, E4.1 – Review of Metro Vancouver Board Policies, and E4.2 – Considering Amendments to Metro Vancouver Boards' Size and Structure: Proposed Process, requesting that implementation agreements and objectives related to major infrastructure projects be added to Metro Vancouver's Regional Growth Strategy, that public consultation be undertaken before any potential amendments to Metro Vancouver's governance model and structure, and that the Board adopt a public consultation plan for the review of financial policies.

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:

2.1 BC Utilities Commission Proceeding on BC Hydro's 2025 Integrated Resource Plan
3.1 Financial Policy Review Framework
3.2 Metro Vancouver Development Cost Charge Program Update Progress and Next Steps
4.2 Considering Amendments to Metro Vancouver Boards' Size and Structure: Proposed Process

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations for the following items as presented in the January 30, 2026 MVRD Consent Agenda:

1.1 Metro 2050 Regional Context Statement – City of Port Coquitlam
1.2 Metro 2050 Regional Context Statement – City of North Vancouver
1.3 Metro 2050 Regional Context Statement – City of Richmond
1.4 2025 Long Range Employment Projections
4.1 Review of Metro Vancouver Board Policies
5.1 Adoption of Outstanding Committee Minutes from 2024 and 2025

CARRIED

1.1 Metro 2050 Regional Context Statement – City of Port Coquitlam

Report dated December 19, 2025 from Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to consider acceptance of the City of Port Coquitlam's Regional Context Statement.

Recommendation

THAT the MVRD Board:

a) accept the City of Port Coquitlam's Regional Context Statement as submitted to Metro Vancouver on December 12, 2025 and notify the City of Port Coquitlam of the decision; and
b) include in the correspondence to the City of Port Coquitlam that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 23, 2025, titled "Metro 2050 Regional Context Statement – City of Port Coquitlam" in line with the *Local Government Act's* request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

Adopted on Consent

1.2 Metro 2050 Regional Context Statement – City of North Vancouver

Report dated December 5, 2025 from Mark Seinen, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to consider acceptance of the City of North Vancouver's Regional Context Statement.

Recommendation

THAT the MVRD Board:

a) accept the City of North Vancouver's Regional Context Statement as submitted to Metro Vancouver on November 20, 2025 and notify the City of North Vancouver of the decision; and

b) include in the correspondence to the City of North Vancouver that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 5, 2025, titled "Metro 2050 Regional Context Statement – City of North Vancouver" in line with the *Local Government Act's* request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

Adopted on Consent

1.3 Metro 2050 Regional Context Statement – City of Richmond

Report dated December 23, 2025 from Victor Cheung, Regional Planner, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to consider acceptance of the City of Richmond's Regional Context Statement.

Recommendation

THAT the MVRD Board:

a) accept the City of Richmond's Regional Context Statement as submitted to Metro Vancouver on December 11, 2025 and notify the City of Richmond of the decision; and

b) include in the correspondence to the City of Richmond that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 23, 2025, titled "Metro 2050 Regional Context Statement – City of Richmond" in line with the *Local Government Act's* request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

Adopted on Consent

1.4 2025 Long Range Employment Projections

Report dated December 5, 2025 from Sinisa Vukicevic, Program Manager, Planning Analytics, Regional Planning and Housing Services, providing the MVRD Board with an update on Metro Vancouver's long range regional employment projections.

Recommendation

THAT the MVRD Board:

a) receive for information the report dated December 5, 2025, titled "2025 Long Range Employment Projections"; and

b) direct staff to forward a copy of the report dated December 5, 2025, titled "2025 Long Range Employment Projections" to member jurisdiction staff.

Adopted on Consent

4.1 Review of Metro Vancouver Board Policies

Report dated January 5, 2026 from Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, seeking MVRD Board's endorsement of the policy review schedule laid out in the report, and approval to direct staff to include a five year review period for all Board policies, consider any policy gaps, and look for opportunities to simplify and consolidate policies.

Recommendation

THAT the MVRD Board:

a) endorse the Board Policy review schedule as laid out in the report titled "Review of Metro Vancouver Board Policies", dated January 5, 2026;
b) direct staff to include a review period of five years to be embedded into all Board policies as they are reviewed unless otherwise required; and
c) direct staff to consider any policy gaps for each Metro Vancouver functional area as policies are reviewed by the respective Standing Committee and to subsequently provide updates to that Committee and Boards on how to address those gaps.

Adopted on Consent

5.1 Adoption of Outstanding Committee Minutes from 2024 and 2025

Report dated January 5, 2026 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 January 5, 2026, titled "Adoption of Outstanding Committee Minutes from 2024 and 2025":

a) Regional Culture Committee meeting held July 12, 2024;
b) Flood Resiliency Committee meeting held November 20, 2024;
c) Fraser River Crossing Task Force meeting held February 7, 2025;
d) Electoral Area and Small Communities Committee meeting held October 10, 2025;
e) Air Quality and Climate Committee meeting held November 7, 2025; and
f) Finance Committee meeting held November 13, 2025.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

2.1 BC Utilities Commission Proceeding on BC Hydro's 2025 Integrated Resource Plan

Report dated January 7, 2026 from Lise Townsend, Division Manager Air Quality and Climate Action Policy, Air Quality and Climate Action Services, and Sara Muir, Air Quality Planner, Air Quality and Climate Action Services, seeking the MVRD Board's approval for Metro Vancouver to participate as an intervener in the BCUC proceeding on BC Hydro's 2025 Integrated Resource Plan (2025 IRP), to advocate for alignment with Board-adopted policies for regional air quality, clean and renewable energy, and GHG reduction.

Members discussed whether Metro Vancouver's intervention is necessary, its focus and priorities, and the resources required for Metro Vancouver to take this role.

It was MOVED and SECONDED

THAT the MVRD Board direct staff to:

a) participate as an intervener in the BC Utilities Commission proceeding titled "BC Hydro's 2025 Integrated Resource Plan";
b) analyze and provide input to the proceeding to align with Board-adopted policies and targets for regional air quality, clean and renewable energy, and GHG reduction, including submitting requests for information, participating in a workshop, and providing comments, evidence, and a final argument as appropriate; and
c) report back to the Air Quality Committee and the MVRD Board on the outcomes of the proceeding.

It was requested that a recorded vote be conducted.

Name	For	Against
Albrecht. P	2	
Bains. H		5
Binder. R	3	
Bligh. R	5	
Boisvert. D		3
Brodie. M	4	
Broughton. M	1	
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
Kooner. P		5
Lahti. M	2	
Lawrence. B		2
Leonard. A	1	
Locke. B		5
Loo. A		3
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

Sim. K		5
Stutt. R		5
Towner. T	4	
West. B		4
Woodward. E		4
Zhou. L		5
Total Votes	60	84

DEFEATED

3.1 Financial Policy Review Framework

Report dated January 16, 2026 from Linda Sabatini, Deputy Chief Financial Officer, Financial Services, presenting to the MVRD Board the framework and schedule for the review of financial management policies.

It was MOVED and SECONDED

THAT the MVRD Board receive for information the report dated January 5, 2026, titled "Financial Policy Review Framework".

It was MOVED and SECONDED

THAT the foregoing motion be amended by adding the following additional clause:

AND THAT the MVRD Board direct staff to review the Procurement and Asset Disposal Authority Policy as a priority for Q1 2026.

CARRIED

The question on the motion as amended was put to a vote; the following motion was CARRIED:

THAT the MVRD Board receive for information the report dated January 5, 2026, titled "Financial Policy Review Framework";

AND THAT the MVRD Board direct staff to review the Procurement and Asset Disposal Authority Policy as a priority for Q1 2026.

CARRIED

3.2 Metro Vancouver Development Cost Charge Program Update Progress and Next Steps

Report dated January 5, 2026 from Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, and Linda Sabatini, Deputy Chief Financial Officer, Financial Services, providing an update on the progress and next steps of the Metro Vancouver DCC Program Update, including engagement with member jurisdictions, and an opportunity for the Board to consider potential changes in direction.

Heather McNell introduced the background of the report and provided an update on the DCC Program, noting an interest in revisiting 2027 DCC rates and seeking Board direction on next steps.

It was MOVED and SECONDED
THAT the MVRD Board direct staff to report back with bylaw amendments to roll back DCC rates to 2025 levels and direct staff to report back with a strategy to offset that roll back without increasing tax or utility rates in 2026.

It was MOVED and SECONDED
THAT the foregoing motion be amended by adding "with options including:" between "roll back" and "with a strategy".

CARRIED

The main motion now reads as follows:

THAT the MVRD Board direct staff to report back with bylaw amendments to roll back DCC rates to 2025 levels and direct staff to report back with a strategy to offset that roll back with options including: without increasing tax or utility rates in 2026.

Separation of the main motion was requested.

It was MOVED and SECONDED
THAT the MVRD Board:
a) direct staff to report back with bylaw amendments to roll back DCC rates to 2025 levels.

A recorded vote was conducted.

Name	For	Against
Albrecht. P		2
Bains. H	5	
Binder. R		3
Bligh. R	5	
Boisvert. D		3
Brodie. M		4
Broughton. M	1	
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	
Kooner. P	5	
Lahti. M	2	
Lawrence. B	2	
Leonard. A		1
Locke. B	5	

Loo. A	3	
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	
Sim. K	5	
Stutt. R	5	
Towner. T		4
West. B	4	
Woodward. E		4
Zhou. L	5	
Total Votes	92	52

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board:
b) direct staff to report back with a strategy to offset the roll back of DCC rates to 2025 levels with options including: without increasing tax or utility rates in 2026.

CARRIED
(Directors Calendino and Dhaliwal Voted Against)

Members expressed a desire to reconsider the 2027 rates and Option 2 in the report was moved.

It was MOVED and SECONDED
THAT the MVRD Board:
a) direct staff to work towards spreading the approved increase in DCC rates for 2027 and the transition to a 1% assist factor over two years instead of one; and
b) integrate this direction into proposed DCC rates and structure for 2028-2030 to be presented at the April 2026 Board Budget Workshop for consideration to proceed to public engagement.

11:31 am Director Woodward left the meeting.
11:34 am Director Ruimy left the meeting.

It was MOVED and SECONDED
THAT the foregoing motion be amended by adding the following:
c) direct staff to present options that do not include impacts to Household Impact.

CARRIED
(Chair Hurley, Vice Chair McEwen, and Directors Brodie, Calendino, and Dhaliwal Voted Against)

11:38 am Directors Ruimy and Woodward rejoined the meeting.

The question on the motion as amended was put to a vote; the following motion was CARRIED:

THAT the MVRD Board:

a) direct staff to work towards spreading the approved increase in DCC rates for 2027 and the transition to a 1% assist factor over two years instead of one;

b) integrate this direction into proposed DCC rates and structure for 2028-2030 to be presented at the April 2026 Board Budget Workshop for consideration to proceed to public engagement; and

c) direct staff to present options that do not include impacts to Household Impact.

CARRIED

(Chair Hurley and Directors Brodie, Calendino, and Dhaliwal Voted Against)

4.2 Considering Amendments to Metro Vancouver Boards' Size and Structure: Proposed Process

Report dated January 7, 2026 from Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, proposing a process for the Governance Committee and MVRD Board to use for considering changes to size and structure of Metro Vancouver's Boards, as well as identification of any legislative changes needed to implement any recommended changes.

11:44 am Alternative Director Broughton left the meeting.

It was MOVED and SECONDED

THAT the MVRD Board endorse the process outlined in Deloitte Canada's report dated January 6, 2026, titled "Considering Amendments to Metro Vancouver Boards' Size and Structure – Proposed Process".

CARRIED

11:50 am Alternative Director Broughton rejoined the meeting.

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 MFA Spring 2026 Borrowing for the District of North Vancouver – MVRD Security Issuing Bylaw No. 1444, 2026

Report dated January 5, 2026 from Linda Sabatini, Deputy Chief Financial Officer, Financial Services, seeking adoption of a Security Issuing Bylaw to authorize the MVRD to borrow from the MFA on behalf of the District of North Vancouver the amount of $27,800,000 for the Spring 2026 MFA long-term debt issue.

It was MOVED and SECONDED

THAT the MVRD Board:

a) give consent to the request for financing from the Corporation of the District of North Vancouver in the amount of $27,800,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*; and

b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1444, 2026*.

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board:

c) adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1444, 2026* and forward it to the Inspector of Municipalities for Certificate of Approval.

CARRIED

1.2 MFA Spring 2026 Borrowing for the Township of Langley – MVRD Security Issuing Bylaw No. 1445, 2026

Report dated January 5, 2026 from Linda Sabatini, Deputy Chief Financial Officer, Financial Services, seeking adoption of a Security Issuing Bylaw to authorize the MVRD to borrow from the MFA on behalf of the Township of Langley the amount of $81,230,457 for the Spring 2026 MFA long-term debt issue.

11:51 am Director Dhaliwal left the meeting.

It was MOVED and SECONDED
THAT the MVRD Board:

a) give consent to the request for financing from the Township of Langley in the amount of $81,230,457 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*; and

b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1445, 2026*.

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board:

c) adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1445, 2026* and forward it to the Inspector of Municipalities for Certificate of Approval.

CARRIED

1.3 MFA Spring 2026 Borrowing for the Greater Vancouver Water District (MVRD Security Issuing Bylaw No. 1441, 2026)

Report dated January 5, 2026 from Linda Sabatini, Deputy Chief Financial Officer, Financial Services, seeking adoption of a Security Issuing Bylaw to authorize the MVRD borrowing from the MFA on behalf of the Greater Vancouver Water District the amount of $200 million in the Spring 2026 MFA long-term debt issue.

It was MOVED and SECONDED
THAT the MVRD Board:

a) give consent to the request for financing from the Greater Vancouver Water District in the amount of $200,000,000 pursuant to Section 3 of the *Greater Vancouver Regional District Regulation, BC Reg 173/90*; and

b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1441, 2026*.

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board:

c) adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1441, 2026* and forward it to the Inspector of Municipalities for Certificate of Approval.

CARRIED

1.4 Sasamat Fire Hall Replacement Funding – MVRD Loan Authorization Bylaw 1443, 2026

Report dated January 5, 2026 from Linda Sabatini, Deputy Chief Financial Officer, Financial Services, seeking MVRD Board approval for the use of $2.5 million from existing SVFD reserves in 2026 for design and site preparation, and for approval of the *MVRD Loan Authorization Bylaw 1443, 2026* authorizing the borrowing of up to $19.5 million to complete the Sasamat Firehall Replacement Project.

It was MOVED and SECONDED
THAT the MVRD Board:

a) approve the use of $2.5 million from existing Sasamat Volunteer Fire Department reserves in 2026 to fund detailed design and site preparation work for the fire hall replacement project within the Sasamat Fire Service area.

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board:

b) approve the *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026;* under the participating area approval process at a maximum borrowing limit of $19.5 million;

c) give first, second, and third reading to *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* and forward it to the Inspector of Municipalities for approval; and

d) upon approval from the Inspector of Municipalities, direct the Corporate Officer to obtain approval from the councils of the Village of Anmore and the Village of Belcarra, to satisfy participating area approval for the Bylaw pursuant to section 407(3)(c) of the *Local Government Act*.

CARRIED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

No items presented.

I. OTHER BUSINESS

No items presented.

J. RESOLUTION TO CLOSE MEETING

11:55 am Director Dhaliwal rejoined the meeting.

It was MOVED and SECONDED

THAT the MVRD Board close its meeting scheduled for January 30, 2026 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;

(b) personal information about an identifiable individual who is being considered for a municipal award or honour, or who has offered to provide a gift to the municipality on condition of anonymity;

(f) law enforcement, if the council considers that disclosure could reasonably be expected to harm the conduct of an investigation under or enforcement of an enactment;

(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.

CARRIED

K. ADJOURNMENT

It was MOVED and SECONDED

THAT the MVRD Board adjourn its meeting of January 30, 2026.

CARRIED

(Time: 11:55 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

Mike Hurley, Chair

82388033

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks
Jeffrey Fitzpatrick, Division Manager, Regional Parks

Date: January 23, 2026 Meeting Date: February 4, 2026

Subject: **2026 Regional Parks Capital Program Update No. 1**

RECOMMENDATION

THAT the MVRD Board receive for information the report dated January 23, 2026, titled "2026 Regional Parks Capital Program Update No. 1."

EXECUTIVE SUMMARY

This report provides a status update of the Regional Parks Capital Program with summaries for larger projects (over $3M value) that highlight progress, schedule, budget and upcoming milestones, and an overall summary of remaining projects. As part of the Regional Parks capital planning process, the timing of each project is reviewed and updated annually based on available resources, strategic prioritization, risk to system operations and financial sustainability. Overall, the capital program is progressing on time and within budget, with some manageable scheduling impacts on two projects due to archaeological and permitting requirements.

These updates are provided three times a year for the Regional Parks Committee and MVRD Board in February, July and November to provide timely line of sight for the April Board Budget Workshop, input into the annual budget and five-year financial plan for October, and an end-of-year update. Individual project reports will continue to be provided as needed, particularly at key decision-making milestones.

PURPOSE

This report provides the Regional Parks Committee and MVRD Board with the first of three annual updates on the Regional Parks Capital Program.

BACKGROUND

Each year, the MVRD Board adopts a budget for the upcoming year and endorses a five-year financial plan. Regular updates on the Capital Program provide the Committee and Board with information to support good governance of the organization, decision making, project management, and financial oversight. This report provides the first of three Capital Program updates to the Committee and Board. Three Financial Performance Updates are also provided to the Board through the Performance and Audit Committee. A schedule of annual reporting is shown in Table 1 below.

Table 1. Capital Program Reporting

	J	F	M	A	M	J	J	A	S	O	N	D
Capital Program Update		✓					✓				✓	
Additional Major Project Updates*					✓				✓			
Financial Performance Report				✓			✓				✓	

** Does not include Regional Parks projects.*

MAJOR PARKS PROJECTS STATUS UPDATE

Updates on the Regional Parks Capital Program as of January 20, 2026 are outlined below. Progress, schedule and budget status for the projects are shown using a consistent scale for projects valued over $3 million. Regional Parks projects less than $3 million included in the approved 2026 to 2030 Financial Plan are primarily smaller projects and asset replacement. A summary of all other capital projects is also provided, and a financial update on all the projects in the capital program is included in Attachment 1.

Widgeon Marsh Regional Park Development

Widgeon Marsh Regional Park opened to the public in November 2025. This park spans 620 hectares and includes public amenities, parking areas, paved and accessible trails, forested slopes, meadows, wetlands, and open spaces in Northeast Coquitlam and Electoral Area A. The park management plan was approved by the MVRD Board in 2018 following extensive engagement with the public and First Nations.

The purpose of this project is to continue amenity development, infrastructure, and ecological enhancements to support public use and enjoyment. The project is progressing on time and within budget. Phase 1 site improvements — including basic staging areas, trails, furnishings, signage and other features — were completed in 2025. Park development will continue through 2026 and beyond, with public access expanding as the project moves forward. Metro Vancouver staff continues to engage First Nations as the project advances.

Widgeon Marsh Regional Park Development		Status
Progress	Implementation	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Phase 2 development	

Regional Park Land Acquisition

Regional Park Land Acquisition is guided by the MVRD Board-approved *Regional Parks Land Acquisition 2050* strategy. The goal of the land acquisition program is to expand the regional parks system into a connected network of resilient parks and greenways that protect regionally significant natural areas and provide opportunities for people to experience them. Metro Vancouver continues to acquire land to grow existing parks and establish new regional parks and greenways. Acquisition opportunities depend on land availability and market conditions and therefore vary from year to year.

Regional Park Land Acquisition		Status
Progress	Implementation – ongoing land acquisition	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Continued land acquisition in alignment with MVRD Board approved Regional Parks Plan and Regional Parks Land Acquisition 2050	

Delta Nature Reserve - Delta South Surrey Greenway

Metro Vancouver is advancing several key projects in Burns Bog Ecological Conservancy Area (ECA) and along the Delta South Surrey Greenway to enhance public access, education, and stewardship of this unique ecological area. The Delta Nature Reserve boardwalk replacement will provide a safer, more resilient, and accessible experience for visitors. Hazard tree work is underway, with boardwalk construction anticipated to begin in summer 2026 and conclude in 2027. The new 2.1 km boardwalk will offer expanded capacity, new interpretive nodes, and opportunities for both informal and programmed education and events.

Planning is well underway to formalize the Delta South Surrey Greenway from Nordel Way to 72nd Avenue. This project will establish a multi-use route with improved flood resiliency, connecting to the Delta Nature Reserve boardwalk and establishing an important regional greenway link. Planning will continue through 2026 with construction to begin in 2027.

Together, these initiatives form an integrated plan to improve public access, education, and stewardship of Burns Bog Ecological Conservancy Area. Metro Vancouver is actively collaborating with City of Delta staff, continuing the long-standing interagency partnership that has supported the protection and enhancement of this vital ecosystem

Monthly updates are available on the project webpage at: Delta Nature Reserve Boardwalk Replacement Project | Metro Vancouver

Delta Nature Reserve - Delta South Surrey Greenway		Status
Progress	Hazard tree mitigation to prepare the Delta Nature Reserve for construction is underway and on track to finish at the end of February	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Construction of the Delta Nature Reserve Boardwalk	

Codd Wetland - Park Development
Codd Wetland Ecological Conservancy Area (ECA) in the City of Pitt Meadows is home to more than two hundred species of wildlife including birds, mammals, and amphibians. There is currently no public access to the conservancy area.

The purpose of this project is to complete initial site improvements to support phased public access in 2026, and to implement priority park development and conservation improvements following completion of the park management plan in subsequent years.

Work is currently underway on preliminary planning and background studies to facilitate phased public access to portions of the park. The initial opening will focus on the use of existing farm roads and routes for walking and nature viewing. Concurrently, Metro Vancouver is initiating a management planning process that will develop a long-term management plan for the entire Codd Wetland Ecological Conservation Area (ECA).

Codd Wetland - Park Development		Status
Progress	Initial planning for phased public opening	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Basic site improvements, archeology and technical studies	

Campbell Valley Park and Greenway Development
Metro Vancouver is undertaking improvements in Campbell Valley Regional Park to enhance access to nature and accommodate growing visitation. These upgrades align with the vision set out in the Park Management Plan, approved by the MVRD Board in 2020.

Planned improvements include developing new entrance areas, creating additional picnic spaces, expanding the Perimeter Trail for walking and cycling, and adding new pedestrian trails. Habitat enhancement initiatives — such as restoration planting and the creation of new wetlands — are also underway. The project is progressing, and remains on track to be delivered within the approved schedule and budget. Construction began in 2021, and by the end of 2025, 5 km of the Perimeter Trail (Regional Greenway), a significant staging area, upgrades to the dog off leash area, and a new wetland have been completed. The next phase of park development, starting in spring 2026, will include public amenities and access to McLean Pond in the north area of the park (currently closed to public access), new trails, wetland features, and continued greenway expansion. Park improvements are planned to continue to 2030.

Campbell Valley - Park and Greenway Development		Status
Progress	Ongoing Construction	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Development of McLean Pond, Trails and habitat enhancement	

Lynn Headwaters - Park Entry
The purpose of this project is to enhance the main day-use area, and replace critical infrastructure, to ensure continued access and enjoyment of Lynn Headwaters Regional Park. Key initiatives include replacing the existing main entry bridge over Lynn Creek, decommissioning unused drinking water infrastructure, and improving open spaces, trails, and amenities. These improvements will enhance safety, accessibility, and the overall visitor experience.

Concept design is complete, and detailed design — including permit submissions — is scheduled for completion in 2026. Engagement with First Nations is underway. Stakeholder engagement and public communications will proceed in 2026. Construction will begin in 2027 and conclude by 2030.

Lynn Headwaters - Park Entry		Status
Progress	Concept design completed, detailed design underway	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Detailed design and permitting	

təmtəmíxʷtən/Belcarra South Picnic Area
Metro Vancouver is developing public access to a previously closed portion of **t**əmtəmíxʷtən/Belcarra Regional Park to expand capacity, enhance nature connection opportunities, and the overall visitor experience. In 2024, the MVRD Board approved an amended plan for the təmtəmíxʷtən/Belcarra South Picnic Area, which retains the Bole House for public use and permits the removal of seven cabin structures. The purpose of this project is to implement that plan, and open the area to public access.

Planning and detailed design are complete. The project will be tendered once a waterline agreement is finalized and a building permit is issued by the local municipality. Construction is planned to begin in fall 2026 and conclude in 2027.

Development plans include:

- Renovating the Bole House heritage building into a bookable, multi-use facility.
- Expanding the trail network, including an accessible waterfront trail, replacing a failing bridge, and adding beach access stairs.
- Adding new site amenities such as a picnic area, amphitheater, and interpretive signage.
- Enhancing ecological conditions through creek and pond restoration, invasive species removal, replanting, and installation of protective fencing.
- Widening the existing road to support two-way traffic and fire truck access.
- Adding pocket parking to improve visitor access.

The Tsleil-Waututh Nation is actively engaged in project planning, with particular focus on the development of interpretive and cultural elements.

təmtəmíxʷtən/Belcarra South Picnic Area		Status
Progress	Detailed design and market sounding for construction is complete. The building permit application is under review by the municipality.	
Schedule	Delayed Pending Waterline Agreement and issuance of building permit – being managed within budget	
Budget	On budget	
Next Milestone	Tendering construction	

Capilano River – Service Yard Construction

The purpose of this project is to construct a service yard facility to support both Capilano River Regional Park and Grouse Mountain Regional Park. The new facility, located at the Capilano River Regional Park, will consist of an administration building, a workshop, and a storage building.

A construction contract was fully executed in December of 2025, and a pre-construction meeting was held in early January 2026. The contractor is currently preparing required environmental management plans and construction-related documents for review and approval.

Site mobilization is scheduled for February 2026, with construction expected to commence in March 2026 and conclude in spring 2027.

Service Yard Construction		Status
Progress	Construction to begin in March 2026	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Start of construction	

Tynehead Perimeter Trail

The Tynehead Regional Park Management Plan 2004 established a vision for the development of a perimeter trail circumnavigating the entire park. The purpose of this project is to design and develop the two remaining sections required to complete the entire 8.5 km perimeter trail:

- Tynehead Perimeter South Trail – McCaskill House to Ravens Nest, approximately 0.3 km in length
- Tynehead Perimeter North Trail – Serpentine Hollow to Serpentine Fields, approximately 1.2 km in length

Environmental and arborist assessments are complete. Detailed design is underway for both the north and south trail sections. The South Trail will be tendered in spring 2026 for construction in fall 2026. The North Trail will be constructed in 2027. In addition, Metro Vancouver is working with Kwantlen First Nation on a cultural art and interpretive display project that will enhance the trail visitor experience and celebrate the unique cultural and natural heritage of the landscape.

Tynehead Perimeter Trail		Status
Progress	Detailed design	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Tendering of South Trail Section	

Grouse Mountain Trail and Amenity Improvement
The purpose of this project was to implement the park management plan approved by the MVRD Board in 2018. Through the Investing in Canada Infrastructure Program, a partnership with the governments of Canada and British Columbia, Metro Vancouver received a $3.5 million grant to advance implementation of the project.

Initiated in 2020 and now nearing completion, the project has enhanced park access, visitor safety, and ecological health. Upgrades include an expanded main entrance area at the trailhead, improvements to the BCMC and Grouse Grind trails, new secondary connector trails and trailheads, and ecological enhancements throughout the park. These improvements support both human and ecological well-being by protecting and enhancing forest ecosystems, while providing opportunities to learn about, explore, and be active in a coastal mountain environment.

The project has been delivered on time and on budget, with final completion expected in spring 2026.

Grouse Mountain Trail and Amenity Improvement		Status
Progress	Final completion. Deficiencies to be addressed.	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Project closeout	

Derby Reach Campground Expansion
The Edgewater Bar Campground at Derby Reach Regional Park offers a unique camping experience along the Fraser River. Easily accessible from surrounding Metro Vancouver communities, the campground is highly popular, with all 38 campsites fully booked throughout the summer season. Planning is underway for an expansion of the existing campground. The proposed expansion area lies east of Edgewater Bar, within a lawn area between Allard Crescent and the existing gravel Edge Farm Trail. The expansion will includes 30 new campsites, an access road, a picnic shelter, and supporting amenities.

Campsites will be designed to minimize impacts from seasonal flooding and avoid disturbance to existing natural areas, recreational amenities, and trails. The project will incorporate as many fully accessible campsites as possible, and all picnic tables will be wheelchair accessible. In January 2025, the Agricultural Land Commission (ALC) approved a non-farm use application. Throughout summer 2025 environmental inventory, geotechnical, civil, and hydrotechnical assessments were completed. In fall 2025, archaeological field investigations were initiated and are ongoing. A conceptual design for the campground expansion has been developed, incorporating the outcomes of the technical studies. Further engagement with First Nations, permitting and detailed design, and interim site access improvements will continue through 2026. Construction is planned for 2027.

Derby Reach Campground Expansion		Status
Progress	Conceptual Design	
Schedule	Delayed due to archeological permitting; being managed within budget	
Budget	On budget	
Next Milestone	Detailed Design	

Fraser Riverfront Park: Regional Park Development
The purpose of this project is to plan and develop a Fraser Riverfront park site in the Township of Langley. This project will enhance motorized and non-motorized access to the Fraser River, provide new open space, trails, picnic areas, bar fishing and other day-use opportunities and a node along the Regional Greenway in line with the Board Approved Experience the Fraser Initiative and Regional Greenways 2050 Plan.

Planning and design will continue through 2026, with construction planned to begin in 2027 pending the completion of all required permitting and land requirements.

Fraser Riverfront Park: Regional Park Development		Status
Progress	Preliminary Design	
Schedule	On schedule	
Budget	On budget	
Next Milestone	Detailed design	

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

FINANCIAL IMPLICATIONS
As part of the Regional Parks capital planning process, the timing of each project is reviewed and updated annually based on available resources, strategic prioritization, risk to system operations and financial sustainability. The program as a whole is progressing within the approved annual expenditures. Each project is subject to its own cost review on a regular basis, as well as regular stage gate approvals. Project specific reports will be provided to the Committee and Board where warranted to provide greater detail and address any required changes to project scope, schedule or budget.

CONCLUSION

This report provides a status update of the Regional Parks Capital Program with summaries for larger projects over $3 million in value. The report highlights progress, schedules, budget and upcoming milestones, and an overall summary of remaining projects. Generally, the capital program is progressing on time and within budget, with some scheduling impacts due to archeological and permitting requirements on two projects.

These updates are provided three times a year for the Regional Parks Committee in February, July, and November to provide timely line of sight for the April Board Budget Workshop, input into the annual budget and five-year financial plan for October, and an end-of-year update. Individual project reports will continue to be provided as needed, particularly at key decision-making milestones.

ATTACHMENTS

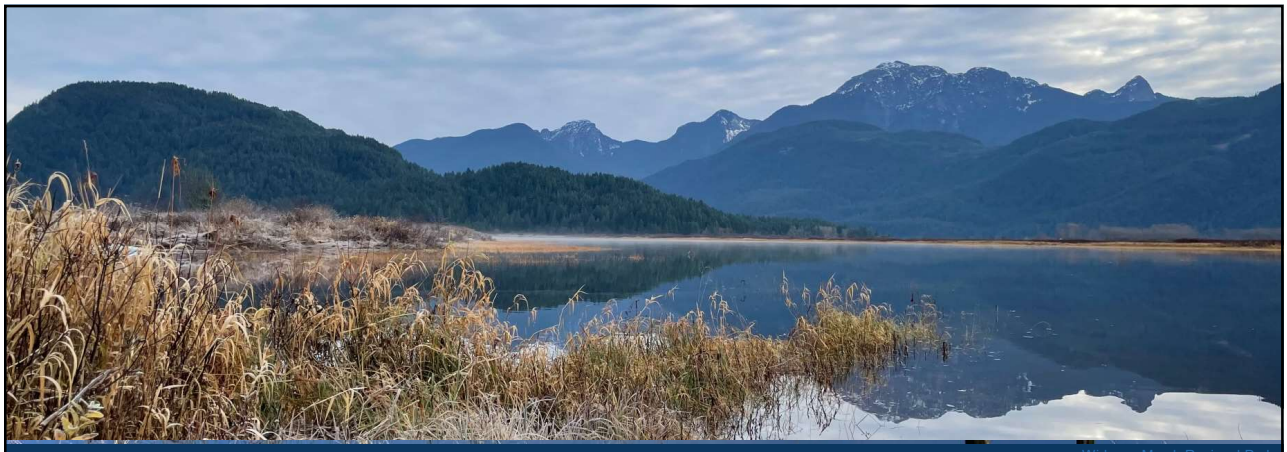
1. Regional Parks Capital Projects Financial Reporting.
2. Presentation re: Capital Program Update: Regional Parks.

82048345

Capital Expenditures as of December 31, 2025 preliminary
Regional Parks

Name	Driver	Active Phase	Timeline (Start Yr - End Yr)	Total Estimated Costs	Total Actuals to Date (Dec 31*)	2026-2030 Planned Expenditures		2026 Planned Annual Expenditures (in Budget)	2025 Planned Annual Expenditures (in Budget)	2025 Updated Forecasted Expenditures (Sept 30)	2025 Actuals (Jan. 1 - Dec. 31*)	Actual Expenditures to Forecasted Expenditures (%)	Actual Expenditures to Forecasted Expenditures ($)
Widgeon Marsh Park Development	Capacity, Growth & Ecological Resilience	Planned	2020-2030	23,850,000	4,739,457	19,000,000		7,000,000	2,000,000	2,500,000	1,894,291	76%	(605,709)
Regional Parks Land Acquisition	Land Acquisition	Land Acquisition	ongoing	-	-	100,000,000	**	20,000,000	20,000,000	4,000,000	3,626,513	91%	(373,487)
Delta Nature Reserve - Delta South Surrey Greenway	Connected Network	Planned	2023-2028	18,000,000	810,069	16,000,000		5,000,000	3,500,000	750,000	319,361	43%	(430,639)
Management Plan Implementation	Capacity, Growth & Ecological Resilience	Planned	2028-2030	15,000,000	-	3,250,000		-	-	-	-	-	-
Codd Wetland - Park Development	Capacity, Growth & Ecological Resilience	Planned	2028-2032	12,450,000	-	1,250,000		-	200,000	100,000	-	0%	(100,000)
Campbell Valley - Park and Greenway Development	Capacity, Growth & Ecological Resilience	Construction	2020-2030	12,300,000	3,800,344	8,000,000		2,000,000	1,500,000	1,500,000	1,510,647	101%	10,647
Site Improvements	Capacity, Growth & Ecological Resilience	Planned	ongoing	10,050,000	350,846	1,250,000		250,000	300,000	300,000	348,324	116%	48,324
Regional Park Service Yard Replacement	Facility Replacement & Asset Management	Planned	2030-2040	8,750,000	-	250,000		-	-	-	-	-	-
Lynn Headwaters - Park Entry	Facility Replacement & Asset Management	Planned	2025-2030	8,350,000	315,867	8,100,000		500,000	250,000	325,000	315,867	97%	(9,133)
Regional Park Development	Capacity, Growth & Ecological Resilience	Construction	2025-2028	7,000,000	-	6,750,000		750,000	5,000,000	-	-	-	-
Campbell Valley - Nature House	Facility Replacement & Asset Management	Design	2030-2035	5,500,000	-	100,000		-	-	-	-	-	-
Belcarra - South Picnic Area	Capacity, Growth & Ecological Resilience	Construction	2023-2027	5,450,000	1,215,370	3,500,000		1,500,000	3,000,000	500,000	269,208	54%	(230,792)
Capilano River - Service Yard Replacement	Facility Replacement & Asset Management	Construction	2022-2027	5,000,000	653,424	4,000,000		3,500,000	500,000	250,000	172,380	69%	(77,620)
Tynehead - Perimeter Trail Extension	Connected Network	Design	2025-2030	4,750,000	44,467	4,250,000		250,000	-	250,000	44,467	18%	(205,533)
Grouse Mountain Trail and Amenity Improvement	Capacity, Growth & Ecological Resilience	Construction	2019-2025	4,350,000	3,837,918	-		-	500,000	500,000	20,705	4%	(479,295)
Greenway Connection	Connected Network	Planned	2030-2035	4,000,000	-	4,000,000		-	-	-	-	-	-
Burns Bog - Fire Restoration	Capacity, Growth & Ecological Resilience	Planned	2028-2032	3,850,000	-	600,000		-	-	-	-	-	-
Belcarra - Admiralty Heights Trail Decommissioning	Capacity, Growth & Ecological Resilience	Planned	2030-2034	3,250,000	-	250,000		-	-	-	-	-	-
Derby Reach Campground Expansion	Capacity, Growth & Ecological Resilience	Planned	2025-2027	3,000,000	-	2,750,000		1,750,000	-	-	-	-	-
Total > $3M						183,300,000		42,500,000	36,750,000	10,975,000	8,521,764	78%	(2,453,236)
Total < $3M						21,295,000		5,350,000	7,650,000	6,479,000	4,909,590	76%	(1,569,410)
Total						204,595,000		47,850,000	44,400,000	17,454,000	13,431,354	77%	(2,117,760)

* Preliminary December 31, 2025 actuals as of January 15, 2026, final year-end results available with audited financial statements in April.
** Land Acquisition planned expenditures is $20M per year for 2026-2030



Widgeon Marsh Regional Park

Capital Program Update: REGIONAL PARKS

Mike Redpath
Director, Regional Parks

Jeffrey Fitzpatrick
Division Manager, Regional Parks Design and Development

Regional Parks Committee meeting – February 4, 2026

82200964

metrovancouver

1

REGIONAL PARKS CAPITAL PROGRAM UPDATE – FEBRUARY 2026

Table 1. Capital Program Reporting

	J	F	M	A	M	J	J	A	S	O	N	D
Capital Program Update		✔					✔				✔	
Financial Performance Report				✔			✔				✔	

- Status update of the Regional Parks Capital Program with summaries for larger projects ($3M + value), highlighting progress, schedule, budget, and upcoming milestones, and an overall summary of remaining projects.
- Updates will be provided three times a year to the Committee and Board to provide timely line of sight for the April Board Budget Workshop, input into the annual budget and Five-Year Financial Plan for October, and an end of year update.
- Individual project reports will continue to be provided as needed, particularly at key decision-making milestones.

2

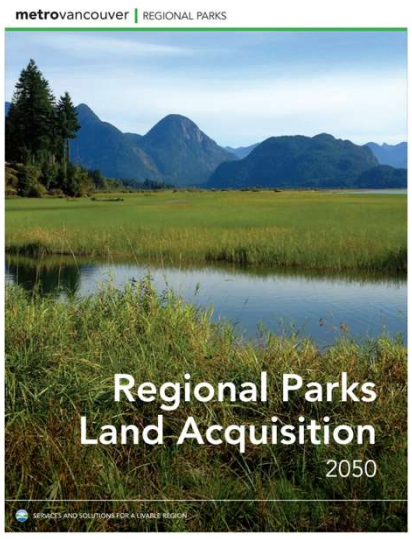
FUNCTION CAPITAL PROGRAM UPDATE – SUMMARY

Project	Progress	Schedule	Budget
Widgeon Marsh Regional Park Development			
Regional Park Land Acquisition			
Delta Nature Reserve – Delta South Surrey Greenway			
Codd Weltand Park Development			
Campbell Valley Park and Greenway Development			
Lynn Headwaters Park Entry			
təmtəmíxʷtən/Belcarra South Picnic Area			
Capilano River – Service Yard Construction			
Tynehead Perimeter Trail			
Grouse Mountain Trail and Amenity Improvement			
Derby Reach Campground Expansion			
Fraser Riverfront Park: Regional Park Development			

metrovancouver 3

3

REGIONAL PARK LAND ACQUISITION



Crippen Regional Park

Codd Wetland ECA

metrovancouver 4

4

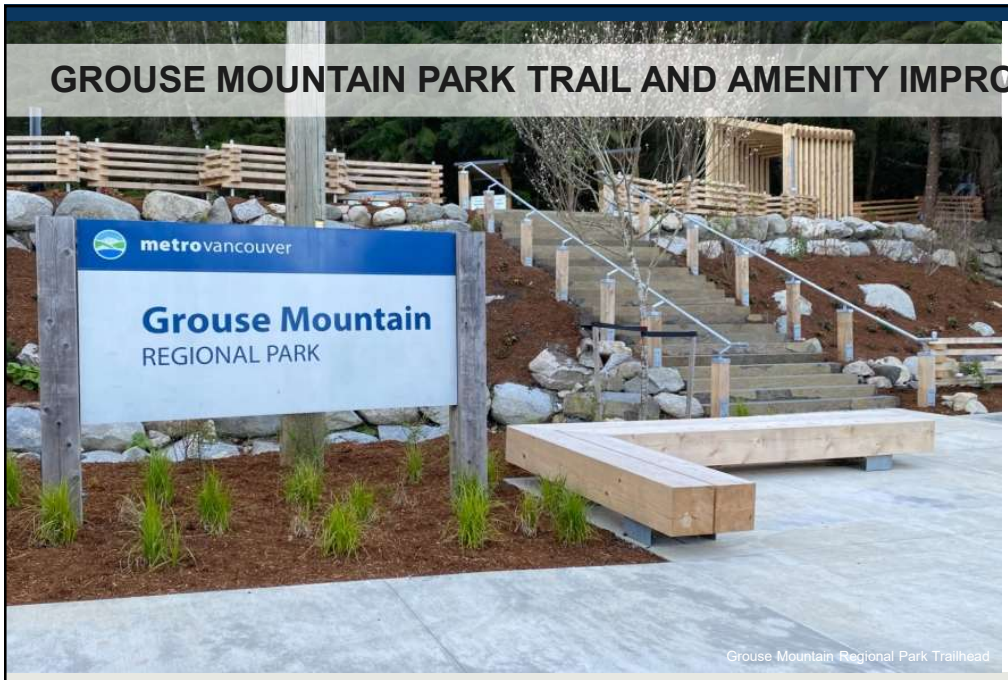
WIDGEON MARSH REGIONAL PARK
Widgeon Marsh Regional Park
Widgeon Marsh Regional Park
Widgeon Marsh Regional Park
metrovancouver
5

5

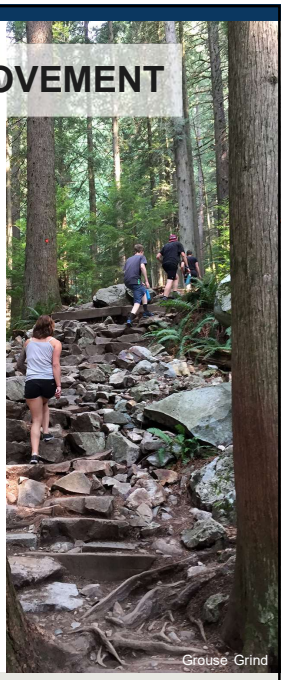
WIDGEON MARSH REGIONAL PARK - OPENING

6

GROUSE MOUNTAIN PARK TRAIL AND AMENITY IMPROVEMENT



Grouse Mountain Regional Park Trailhead


Grouse Grind

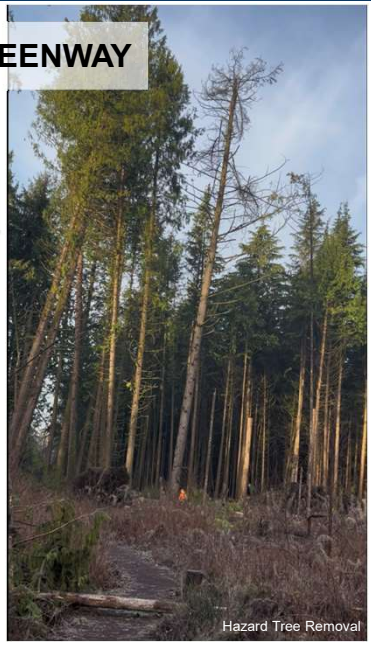
metrovancouver 7

7

DELTA NATURE RESERVE – DELTA SOUTH SURREY GREENWAY

Clearing

Stakeholder Engagement


Hazard Tree Removal

metrovancouver 8

8

BELCARRA SOUTH PICNIC AREA
Planned Bole House restoration and public beach access

9

CAMPBELL VALLEY PARK & GREENWAY DEVELOPMENT
Campbell Valley Perimeter Trail (Regional Greenway)
metrovancouver
10

10

Widgeon Marsh Regional Park

Questions?

metrovancouver

11

11

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

From: Paul Brar, Division Manager, Regional Parks Services

Date: January 12, 2026 Meeting Date: February 4, 2026

Subject: **Permitting Alcohol Consumption in Designated Areas of Regional Parks**

RECOMMENDATION

THAT the MVRD Board direct staff to bring forward a bylaw to amend the *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*, designating areas within regional parks where alcohol may be consumed on a permanent year-round basis, as proposed in the report dated January 12, 2026, titled "Permitting Alcohol Consumption in Designated Areas of Regional Parks."

EXECUTIVE SUMMARY

In March 2024, the Metro Vancouver Regional District (MVRD) Board approved a pilot program permitting alcohol consumption in designated areas of six regional parks. The pilot program was implemented during the 2024 summer season and was extended for a second season in 2025.

After two successful pilots, the program has proven to be operationally feasible with minimal impacts to visitor experience. Staff recommend proceeding with operationalizing the program by making it permanent, enabling adults to responsibly consume alcohol in clearly defined locations within select regional parks. This transition aligns with the direction taken by other jurisdictions, and supports opportunities for recreational gathering and social connection in regional parks.

PURPOSE

To seek MVRD Board direction for staff to bring forward a bylaw to amend the *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024* that would transition the two-year pilot program permitting alcohol consumption in designated areas of select regional parks into a permanent year-round program.

BACKGROUND

In June 2023, the MVRD Board passed a resolution directing staff to assess the feasibility of permitting responsible alcohol consumption in select regional parks including, but not limited to, Boundary Bay Regional Park and Derby Reach Regional Park.

Staff subsequently presented a report to the Regional Parks Committee outlining key considerations for a potential pilot program. The report included a review of similar municipal programs within the region, criteria for selecting suitable regional park sites, and an analysis of bylaw implications necessary to support implementation.

Criteria and Site Selection
The following criteria were applied to identify regional parks suitable for inclusion in the alcohol consumption pilot program. These criteria were designed to prioritize public safety, operational feasibility, a positive visitor experience, and minimal impacts to the environment and surrounding communities:

- Locations that are highly visible, non-remote, and provide reliable emergency vehicle access.
- Geographic distribution across the region to ensure equitable public access.
- Proximity to park washroom facilities.
- Presence of features and amenities that support positive visitor experiences, such as scenic views, waterfront access, seating, and picnic infrastructure.
- Convenient access by walking, cycling, and public transit.
- Proximity to accessible parking.
- Near food services.
- Minimal impacts to natural areas.
- Minimal impacts or disruptions to program spaces where interpretive programs are held.
- Minimal impacts or disruptions to neighboring residents.
- Minimum 20-metre distance from playgrounds.
- Location not adjacent to school sites.

On May 31, 2024, the MVRD Board approved a pilot program by adopting *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024* (**Attachment 1**), which designated specific areas of select regional parks where alcohol consumption was permitted.

The pilot program ran from June 28 to October 14 in the following six regional parks:

- Boundary Bay Regional Park (Centennial Beach)
- Brunette-Fraser Regional Greenway (Sapperton Landing)
- Campbell Valley Regional Park (8th Avenue Picnic Area/Order of Canada Grove)
- Capilano River Regional Park (Cleveland Dam Picnic Area)
- Derby Reach Regional Park (Day Use Area near Edgewater Bar campground)
- Iona Beach Regional Park (Picnic Area)

On April 25, 2025, the MVRD Board approved extending the pilot program for a second year to collect additional data by adopting *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025* (**Attachment 2**). The program ran from May 16 to October 13, allowing alcohol consumption in designated areas during hours when the regional park was open to members of the public.

Analysis
The pilot program was implemented to test the feasibility of permitting alcohol consumption in regional parks, assess patterns of public use and potential impacts to visitor experience, and identify operational and enforcement requirements.

Public feedback was collected through QR-code signage and an online survey, receiving 145 submissions. Responses were received from both people who consumed alcohol in designated areas and those who did not. 66% of respondents rated the pilot as "Good" or "Excellent," and 67% expressed overall support for allowing alcohol in regional parks. Satisfaction levels were also generally positive, with about 64% satisfied with visitor behaviour and 58% satisfied with enforcement and oversight.

While there were no major incidents reported, there were some challenges in implementation. One challenge was litter and washroom maintenance at Boundary Bay Regional Park, requiring staff to redirect resources to ensure a positive experience for park visitors. Another challenge was noise and inappropriate behavior related to large groups associated with weddings and party buses at Campbell Valley Regional Park, requiring staff to increase targeted enforcement.

Overall, the pilot program demonstrated that alcohol consumption can be effectively implemented with manageable impacts to operations and visitor experience. The program provided visitors with opportunities to enjoy regional parks in a new way, aligning with evolving social norms and public expectations.

Staff recommend proceeding with directing staff to bring forward a bylaw to amend *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024* to permit the consumption of alcohol in designated areas of select regional parks on a permanent year-round basis during hours when the regional park is open to members of the public. If adopted, staff will update signage and continue to make operational adjustments as needed to refine the program.

Bylaw Amendment
Transitioning to a permanent program will require an amendment to the *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*. This amendment would primarily update the dates and hours that alcohol consumption is permitted. The park sites and designated areas would remain unchanged.

ALTERNATIVES

1. THAT the MVRD Board direct staff to bring forward a bylaw to amend the *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*, designating areas within regional parks where alcohol may be consumed on a permanent year-round basis, as proposed in the report dated January 12, 2026, titled "Permitting Alcohol Consumption in Designated Areas of Regional Parks".

2. THAT the MVRD Board direct staff to bring forward a bylaw to amend the *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385*, 2024 to extend the pilot program permitting the consumption of alcohol in designated areas within regional parks for the period of time between May 15, 2026 and October 12, 2026.

3. THAT the MVRD Board receive for information the report dated January 12, 2026, titled "Permitting Alcohol Consumption in Designated Areas of Regional Parks".

FINANCIAL IMPLICATIONS
There are no financial implications resulting from this report. Costs related to litter removal and updating signage are minimal and will be funded through existing operating budgets.

CONCLUSION

Following two successful seasons of a pilot program demonstrating safe and feasible implementation, staff recommend establishing a permanent year-round program that permits alcohol consumption in designated areas of regional parks during hours when the regional park is open to members of the public.

This approach reflects best practices in other jurisdictions and enhances opportunities for social connection and recreational gatherings in natural settings. If the MVRD Board approves this recommendation, staff will prepare the necessary bylaw amendments for consideration.

ATTACHMENTS

1. *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024.*
2. *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Amendment Bylaw No. 1415, 2025.*

77162169

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1385, 2024
A bylaw for consumption of liquor in regional parks

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District (the "Board") may, pursuant to section 73(2) of the *Liquor Control and Licensing Act*, SBC 2015, c. 19, designate a public place over which it has jurisdiction, or part of such a place, as a place where liquor may be consumed; and

B. The Board of Directors of the Metro Vancouver Regional District wishes to designate certain public places within regional parks as places where liquor may be consumed.

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 Bylaw No. 1385, 2024".

Effective Date

2. This bylaw will come into effect on June 28, 2024.

Schedule

3. The following Schedule is attached to and forms part of the bylaw:
    - Schedule "A", Maps of Designated Areas.

Definitions

4. In this bylaw:

"designated area" means any portion of a regional park that has been designated under section 5 of this Bylaw as a public place in which liquor may be consumed;

"liquor" means, subject to the Liquor Control and Licensing Regulation, beer, wine, spirits or other products intended for human consumption and that contain more than 1% of alcohol by volume;

"Liquor Control and Licensing Act" means the *Liquor Control and Licensing Act,* SBC 2015, c.19, as amended;

"Liquor Control and Licensing Regulation" means the Liquor Control and Licensing Regulation, B.C. Reg. 241/2016, as amended;

"park manager" means the person designated as park manager under *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*;

"park officer" means a person appointed as a park officer under *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*;

"park permit" has the same meaning as in *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*;

"public place" includes a place, building or vehicle to which the public is invited or has or is allowed access; and

"regional park" means lands acquired, dedicated, held or occupied as park, including lands dedicated as regional parks or regional trails under the B.C. *Park (Regional) Act* and continued under the B.C. *Local Government Act*, lands dedicated by Metro Vancouver Regional District, water lot areas leased or otherwise held by Metro Vancouver Regional District, 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 Metro Vancouver Regional District.

Designated Areas and Hours

5. The portions of these regional parks, listed in the table below:

Regional Park
Boundary Bay Regional Park
Brunette-Fraser Regional Greenway
Campbell Valley Regional Park
Capilano River Regional Park
Derby Reach Regional Park
Iona Beach Regional Park

and as shown in Schedule A of this bylaw are designated as public places where liquor may be consumed in accordance with this bylaw.

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; and
   (c) September 24, 2024, to October 14, 2024, during the hours of 7:00 AM to 7:00 PM.

7. A person must not consume liquor in an area of a regional park that is located:
   a) Outside of a designated area; or
   b) Within a designated area but otherwise subject to a valid park permit;
   unless otherwise permitted under a park permit.

Sign Specifications

8. The park manager or their delegate must post signs setting out the boundaries of each designated area and the dates and hours during which liquor may be consumed in the designated area.

9. Each designated area must have at least four signs to designate the boundaries of the designated area.

10. The signs to be posted in accordance with section 8 must:
    (a) Be at least 30 centimetres by 45 centimetres in size;
    (b) Be affixed to posts or park infrastructure such as fences and kiosks; and
    (c) Include a visual representation of the designated area.

Offences

11. Offences set out in the *Liquor Control and Licensing Ac*t and *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* apply to a person who consumes liquor in a regional park outside of:
    (a) A designated area; or
    (b) The hours set out in section 6 of this bylaw.

Severability

12. 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, it will be severed and the validity of the remaining portions of this bylaw will not be affected.

Read a first, second, and third time this 31 day of May, 2024.

Adopted this 31 day of May, 2024.

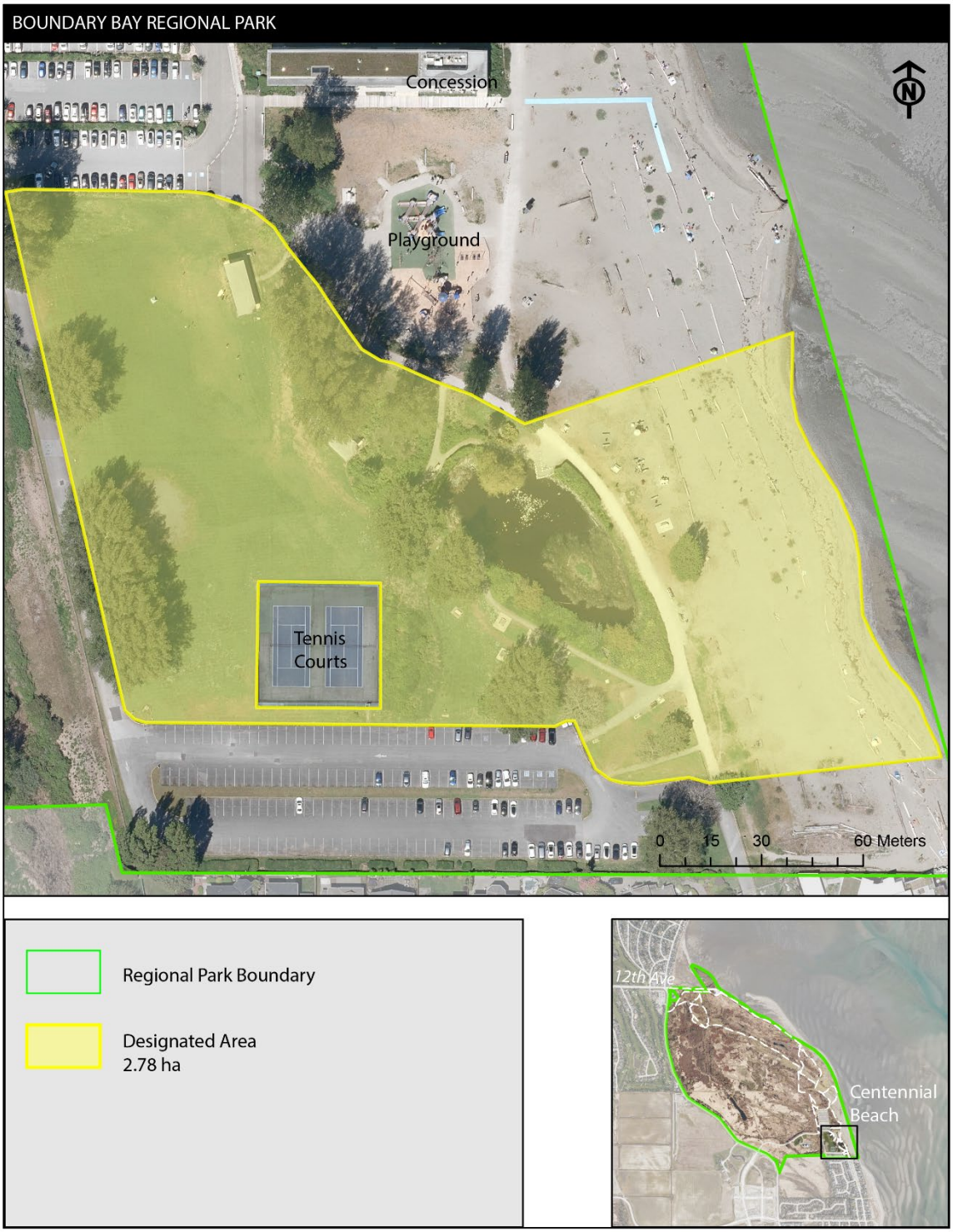
George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

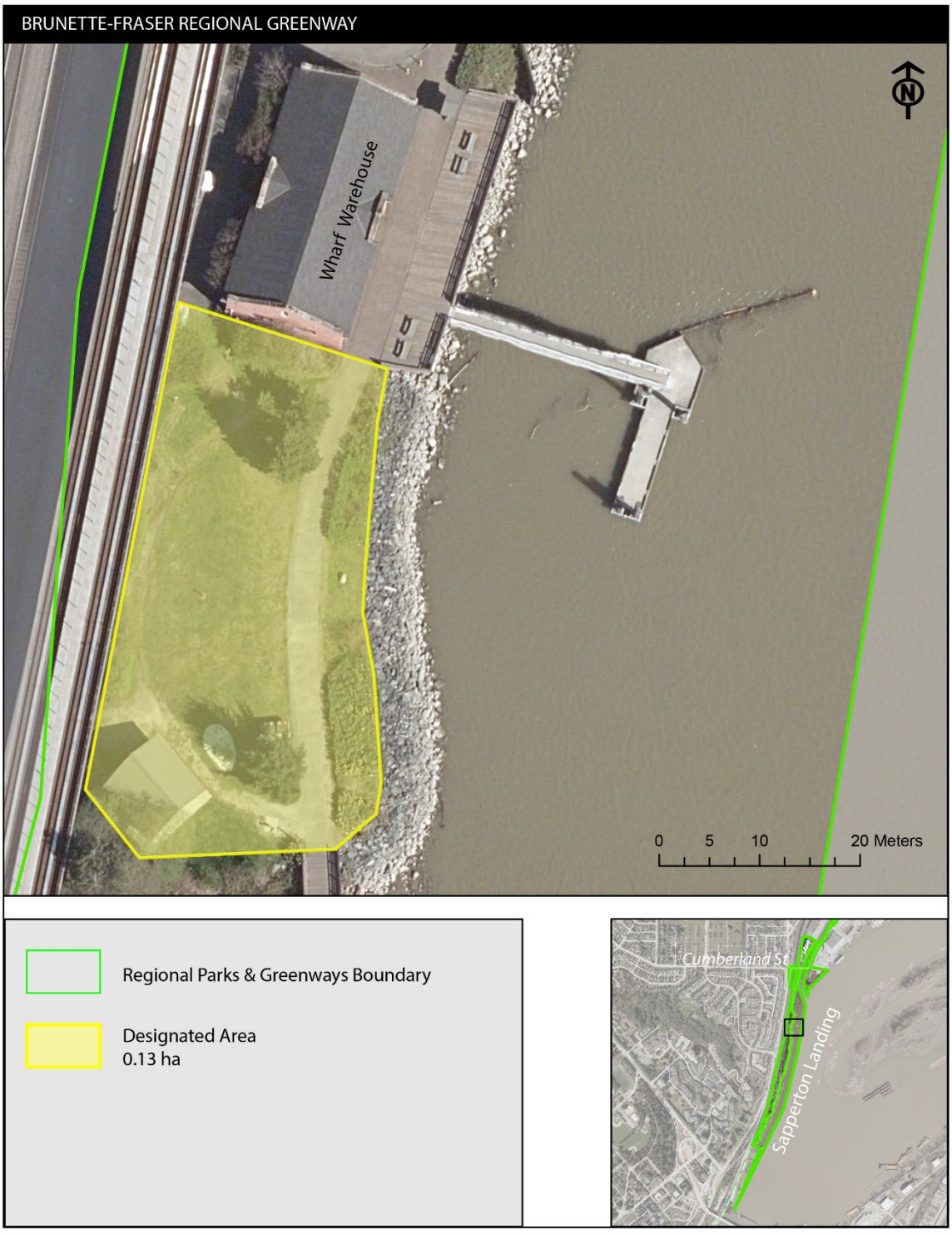
Schedule A

Maps of Designated Areas

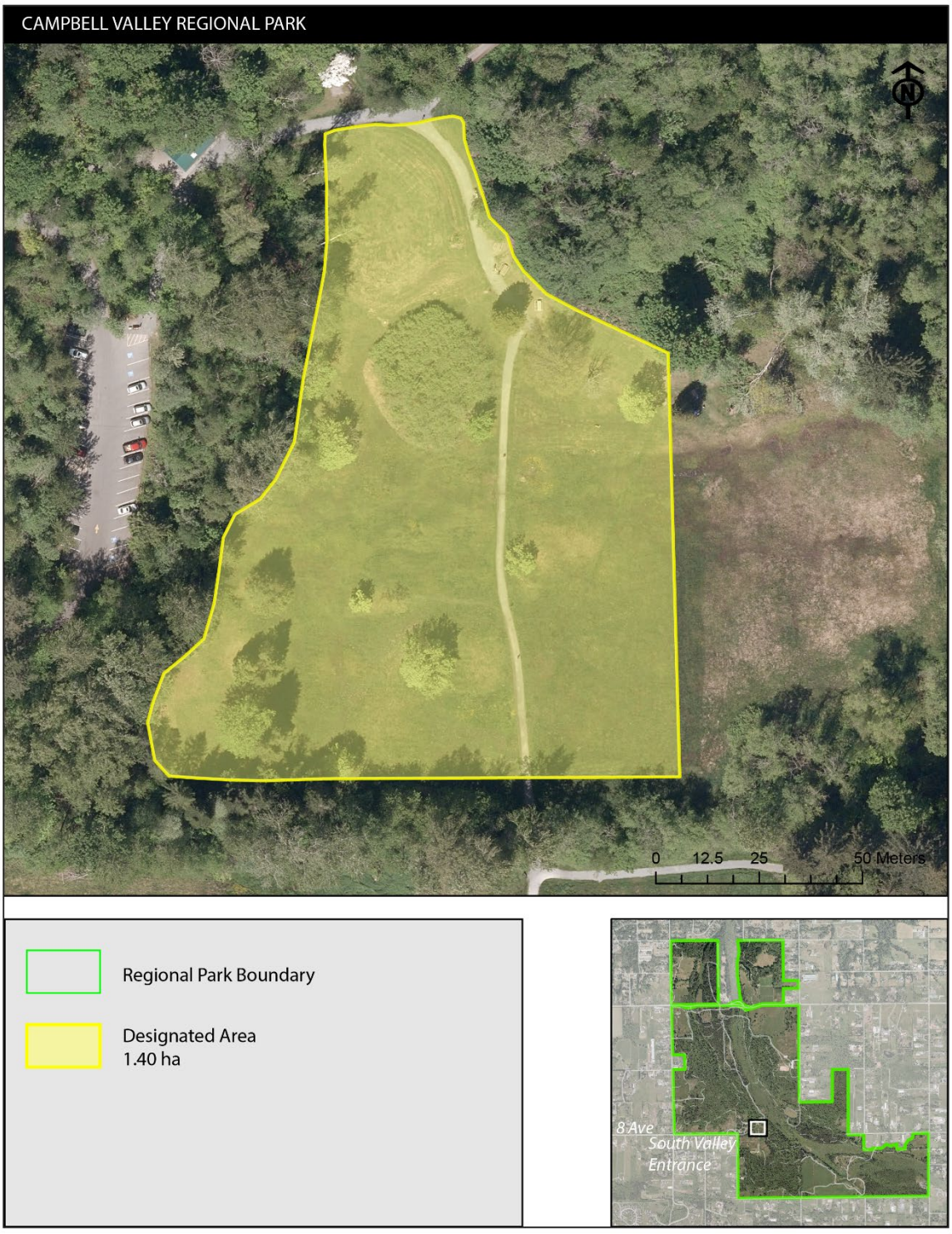
Boundary Bay Regional Park



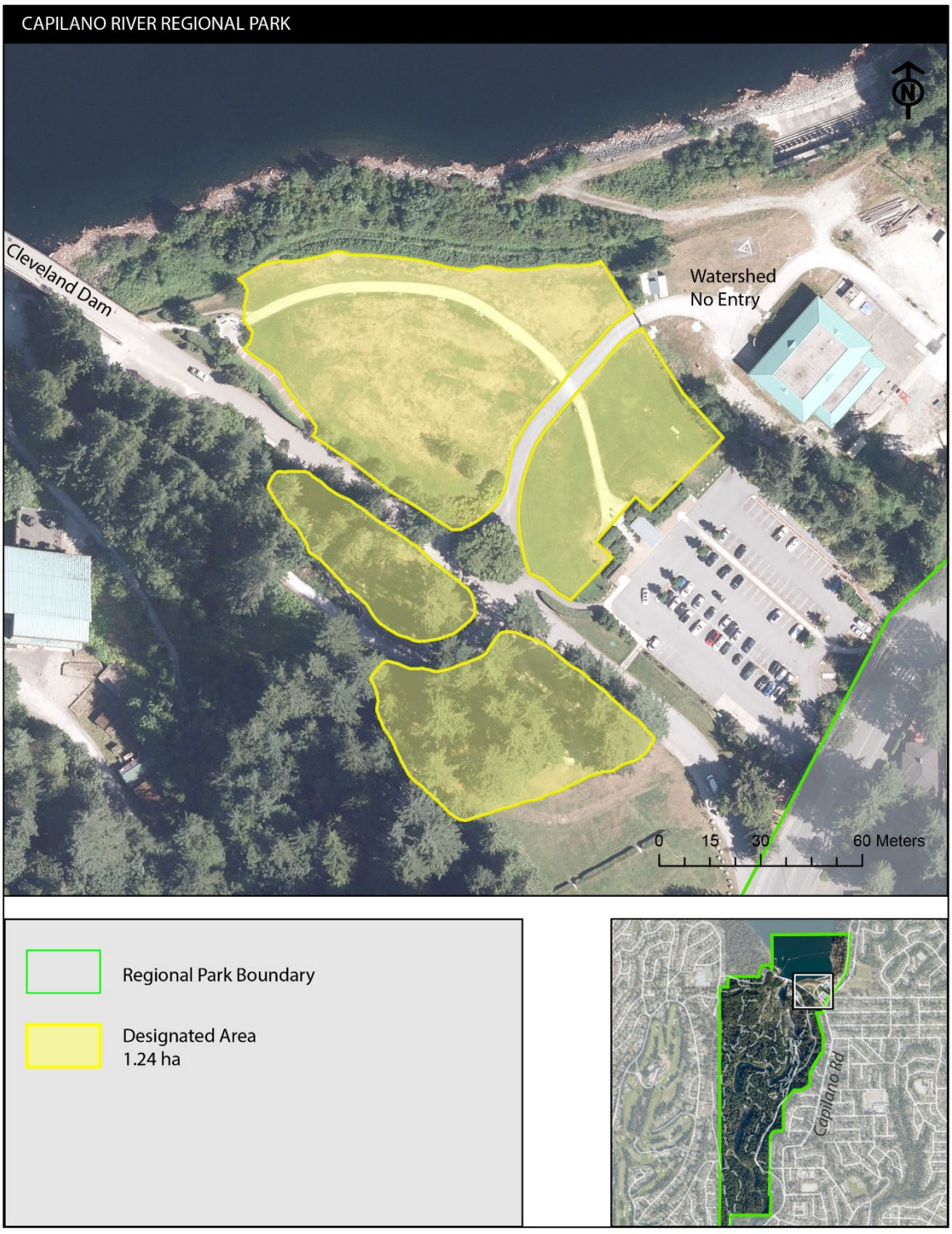
Brunette-Fraser Regional Greenway



Campbell Valley Regional Park



Capilano River Regional Park



Derby Reach Regional Park

Iona Beach Regional Park

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 25th day of April, 2025.

Adopted this 25th day of April, 2025.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Electoral Area Committee

From: Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning and Housing Services
Brant Arnold-Smith, Division Manager, Protective Services and Emergency Management, Corporate Services

Date: January 12, 2026 Meeting Date: February 6, 2026

Subject: **Public Notification and Evacuation Route Planning Grants for UBC/UEL and Barnston Island**

RECOMMENDATION

THAT the MVRD Board direct staff to apply for Public Notification and Evacuation Route Planning grants for UBC/UEL and Barnston Island through the Community Emergency Preparedness Fund, and to confirm Metro Vancouver will provide overall grant management.

EXECUTIVE SUMMARY

The Metro Vancouver Regional District (MVRD) is the local authority responsible for emergency management in Electoral Area A and works with partners to prepare for and respond to emergencies in its various communities. Staff were recently made aware of a provincial funding opportunity ($40,000 per grant) focused on the development of new or updated evacuation route plans and/or public notification plans. While Metro Vancouver has evacuation and public notification information in its Electoral Area A Emergency Response Plan, staff have identified room for improvement and the potential for additional detail to bolster Metro Vancouver and its partners' ability to manage evacuations in two communities: UBC/UEL and Barnston Island.

In the UBC and UEL area, where 98% of Electoral Area A residents live, multiple jurisdictions, a large and fluctuating student population, and location on a peninsula near a large regional park add complexity to evacuation and public notification planning and would benefit from additional detailed work. Similarly, Barnston Island is a farming community with livestock whose sole access is by a small ferry, where additional focus on the logistics of transporting and housing animals would be helpful.

The grant application requires local governments to provide a supporting resolution and confirmation of overall grant management. Staff recommend the Board do so to enable staff to apply for two grants during the upcoming application intakes in the spring and fall of 2026.

PURPOSE

To seek direction from the MVRD Board to apply for two provincial grants related to emergency management in Electoral Area A.

BACKGROUND

The Community Emergency Preparedness Fund is a suite of funding programs intended to support First Nations and local governments to better prepare for disasters and reduce risks from natural hazards in a changing climate. Funding is provided by the Province of BC and is administered by Union of BC Municipalities (UBCM). One of the funding streams included in this program is "Public notification and evacuation route planning". This stream provides funding ($40,000 max. per grant) for the development of a new or updated evacuation route plan and/or public notification plan.

Staff were recently made aware of this grant opportunity and seek direction to apply during the two intake windows in 2026 (one before April 2026 and a second one anticipated to open in September 2026).

EMERGENCY MANAGEMENT IN ELECTORAL AREA A

Under the *Emergency and Disaster Management Act*, Metro Vancouver is the local authority responsible for providing emergency management for all of Electoral Area A (including UBC and UEL). This is done through its Corporate Safety and Emergency Management Division, with support from Electoral Area Services staff. The Electoral Area A Emergency Response Plan (Reference 1) is the main guiding document for this work.

For UBC and the University Endowment Lands (UEL), Metro Vancouver staff regularly meet with staff in those jurisdictions to share information and collaborate on emergency planning. This is in recognition of the fact that UBC and UEL also have responsibilities related to emergency planning for their communities, and working together and sharing resources helps all parties meet those responsibilities.

For the rural and remote communities in Electoral Area A (i.e. those outside of UBC/UEL), Metro Vancouver collaborates with First Nations and adjacent municipalities. For example, on Barnston Island, Metro Vancouver staff work closely with the Katzie First Nation on freshet planning and response, as well as Surrey Fire, who may respond to emergencies on the island under the regional mutual aid agreement. In Howe Sound, Metro Vancouver staff have worked closely with the Village of Lions Bay during emergency responses related to wildfires and debris flows.

Identified areas for improvement

Under the *Local Authority Emergency Management Regulation*, local authorities are required to "establish procedures by which those persons who may be harmed or who may suffer loss are notified of an emergency or impending disaster." Metro Vancouver has these procedures in place, but staff have identified room for improvement and potential for additional detail regarding evacuation routes and public notification procedures.

The UBC/UEL area has been identified because it represents 98% of Electoral Area A's population, with significant fluctuations both seasonally and during the day due to the large student population. This, coupled with its location on a peninsula adjacent to Pacific Spirit Regional Park, and the multiple agencies that would be involved in emergencies, add complexity to evacuations and public notification that would benefit from additional planning work. UBC and UEL staff responsible for emergency management have confirmed their support for this grant application.

Barnston Island has also been identified as a priority because it is accessed only by ferry and because of the livestock on the island, which require special planning both for transportation off the island as well as finding locations where they could be housed during an emergency.

These grants would improve Metro Vancouver and its partners' ability to manage evacuations and public notifications during emergencies.

At this time, UBC/UEL and Barnston Island have been identified as priorities for grant intakes in 2026. Staff will consider the need for such work to also be done for other Electoral Area A communities (e.g. Howe Sound, Indian Arm, Pitt Lake) and may bring back recommendations to apply for additional grants in the future.

EVACUATION ROUTE PLANS AND PUBLIC NOTIFICATION PLANS

The bullet points below provides a summary of the type of information that the grant funding would be used to prepare. Additional details are provided in the Public Notification and Evacuation Route Planning (Reference 2).

Evacuation Route Plans

- Identification and capacity of available routes
- Methods of evacuation (e.g., personal and commercial vehicles, boats, helicopters, etc.)
- Modes of transportation (rail, water, air, and road) including active transportation (e.g.,walking, biking, etc.)
- Anticipated speed of progression of local hazards (e.g., wildfire, tsunami, flood, etc.)
- Availability of early warning systems or other emergency notification tools
- Other factors that impact the functionality of evacuation routes, such as planning for location of evacuation route signage

Public Notification Plans

- Strategies, plans, policies, and/or processes for public notification and emergency alerting during emergencies, including for requesting a BC Emergency Alert
- Public notification and emergency alerting templates (e.g., draft language, templated BC Emergency Alerting instructions, or web / social media content)
- Web and social media plans, practices, and capacities to support public notification and emergency alerting
- Identification of available notification and emergency alerting methods and their expected effectiveness
- Timeliness of notification and emergency alerting dissemination and templates, tools, processes, and procedures to maximize rapid information sharing including through BC Emergency Alerts
- Notification and emergency alerting message wording for community understanding and action
- Updating Public Notification Plans to include the Canadian Earthquake Early Warning Programme

NEXT STEPS

If the Boad passes the resolution in support of the grant applications, which is a requirement, staff would work to submit the grants, one in spring and one in fall of 2026. If the grant applications are successful, Metro Vancouver staff would work with UBC, UEL, and other partners to identify the type of information that would be most useful to focus on. The draft plans would be prepared by a consultant, reviewed and approved by staff, and then incorporated into the Electoral Area A Emergency Response Plan. Updates would be provided to the Committee and Board at key milestones.

ALTERNATIVES

1. THAT the MVRD Board direct staff to apply for Public Notification and Evacuation Route Planning grants for UBC/UEL and Barnston Island through the Community Emergency Preparedness Fund, and to confirm Metro Vancouver will provide overall grant management.
2. THAT the MVRD Board receive for information the report dated January 12, 2026, titled “Public Notification and Evacuation Route Planning Grants for UBC/UEL and Barnston Island.”

FINANCIAL IMPLICATIONS

At this stage, applying for the grants does not have any financial implications. Each grant has a maximum of $40,000. If successful with both grants, the amounts would be reflected in the Electoral Area Services budget. It is anticipated that this amount would be sufficient to cover the costs of hiring a consultant to do the work, and staff would aim to keep the scope of work to within the grant amount.

OTHER IMPLICATIONS

If the grant applications are successful, they would strengthen Metro Vancouver's relationship with UBC and UEL, and improve all three organizations' ability to fulfill their emergency management responsibilities. Likewise, for Barnston Island, the grant would strengthen existing ties with the farming community, Katzie First Nation, and other partners like Surrey Fire.

CONCLUSION

Metro Vancouver has a robust emergency management program for Electoral Area A and strong working relationships with partners. If successful, these grants build on this foundation and bolster Metro Vancouver's and its partners' preparedness and ability to manage evacuations and public notifications during emergencies.

REFERENCES

1. Metro Vancouver. (2023, November). *Electoral Area A - Emergency Response Plan.* *https://metrovancouver.org/services/regional-planning/Documents/electoral-area-a-emergency-response-plan.pdf*
2. Union of BC Municipalities. (2025, October). *Public Notification and Evacuation Route Planning.* https://www.ubcm.ca/sites/default/files/2025-10/LGPS_CEPF_PNERP_2026 ProgGuide_2025-10.pdf

81981222

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Electoral Area Committee

Date: February 10, 2026 Meeting Date: February 27, 2026

Subject: **Enforcing Speed Limits on Indian Arm**

RECOMMENDATION

THAT the MVRD Board request that the Board Chair write a letter to both the Port of Vancouver and Minister Mackinnon, Minister of Transport of Canada, requesting that more actions be taken to enforce speed limits on Indian Arm, British Columbia, to reduce negative impacts from boat wakes.

At its February 6, 2026 meeting, the Electoral Area Committee discussed feedback received from the public information meeting held on January 28, 2026 regarding the establishment of Temporary Use Permits as a tool for Electoral Area A, and noted that repeated concerns were raised by residents about damages to docks and other negative impacts (e.g. shoreline, marine life) caused by the boats coming up and down the Indian Arm.

Given the lack of jurisdiction of Metro Vancouver on this matter, the Electoral Area Committee therefore recommended that the MVRD Board request the Board Chair write a letter to both the Port of Vancouver and Minister Mackinnon, Minister of Transport of Canada, requesting that the existing speed limits be closely monitored and that more actions be taken to enforce speed limits on Indian Arm, British Columbia, to reduce negative impacts from boat wakes.

This report is being presented to the MVRD Board for consideration.

82767756

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Electoral Area Committee

Date: February 10, 2026 Meeting Date: February 27, 2026

Subject: **Reviewing Fees in the Electoral Area A Zoning Bylaw**

RECOMMENDATION

THAT the MVRD Board direct staff to review the current fees in the Electoral Area A Zoning Bylaw and report back to the Electoral Area Committee and the MVRD Board with options to address the identified issue that the current fees in the Electoral Area A Zoning Bylaw may not reflect current costs.

At its February 6, 2026 meeting, the Electoral Area Committee considered the report titled "Electoral Area A Temporary Use Permits MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026 MVRD Fees and Charges Amendment Bylaw No. 1450, 2026", dated January 27, 2026.

During the discussion of this report, it was noted that the current fees in the Electoral Area A Zoning Bylaw may not reflect current costs. The Electoral Area Committee therefore discussed the opportunity to review the current fees in the Electoral Area A Zoning Bylaw to address the identified issue.

This report is being presented to the MVRD Board for consideration.

82800837

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Jacquie Griffiths, President, Invest Vancouver
Sue Mah, Vice President, Partnerships, Invest Vancouver

Date: January 26, 2026 Meeting Date: February 18, 2026

Subject: **2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan**

RECOMMENDATION

THAT the Invest Vancouver Management Board:

a) receive for information the Invest Vancouver Management Board Terms of Reference and the 2026 Annual Meeting Schedule, as presented in the report dated January 26, 2026, titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan"; and
b) endorse the Work Plan and the Invest Vancouver 2026 Annual Plan as presented in the report dated January 26, 2026, titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan".

THAT the MVRD Board:

a) endorse the Invest Vancouver 2026 Annual Plan as attached to the report dated January 26, 2026, titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan"; and
b) direct staff to forward a copy of the endorsed Invest Vancouver 2026 Annual Plan to member jurisdictions for information with an offer of a staff presentation to Council upon request.

EXECUTIVE SUMMARY

Invest Vancouver provides a unified regional approach to attract foreign direct investment (FDI) for the Metro Vancouver region. This report brings forward the Invest Vancouver Management Board's Terms of Reference, Annual Meeting Schedule, and Work Plan, as well as the Invest Vancouver 2026 Annual Plan that guides the investment attraction work of Invest Vancouver.

The Terms of Reference for the Invest Vancouver Management Board sets out the standing committee's responsibilities and provides guidance and oversight on the implementation of its Work Plan. Work Plan priorities include implementation of investment attraction initiatives, completion of an update to the *Impact of FDI in BC* report, development of a Subsector Strategy, conclusion of a Value Proposition and Governance Structure Review, submission of funding application for CanExport Community Investments Grants Program, completion of the Expansions Drivers Project, implementation of a global marketing strategy, and program support in the lead up to Web Summit Vancouver. The Work Plan priorities are consistent with the endorsed 2026 Budget and align with the Invest Vancouver 2026 Annual Plan. Pursuant to the Terms of Reference, the meeting schedule proposes four meetings to be held in 2026.

The 2026 Annual Plan sets out strategic priorities that aim to grow the regional economy through the attraction of FDI to secure well-paying and high-quality jobs for the region's residents. FDI plays a critical role in the strength of the regional economy as it creates direct and indirect jobs, stimulates the development of local supply chains, boosts productivity, and strengthens the tax base for regional prosperity. This year's proposed strategic priorities include: drive investment attraction through strategic partnerships; increase the Metro Vancouver region's global profile; and strengthen investment readiness through data-driven decision making and business intelligence.

PURPOSE

To provide the Invest Vancouver Management Board with its Terms of Reference, Committee Meeting Schedule, Work Plan, and Invest Vancouver 2026 Annual Plan; and to provide the MVRD Board the Invest Vancouver 2026 Annual Plan.

BACKGROUND

Annually, following the MVRD Board inaugural meeting in November 2025, the MVRD Board Chair establishes the committee structure and the Terms of Reference for each standing committee for the new year. To support the committee (Invest Vancouver Management Board) in its work, this report brings forward the Work Plan, 2026 Annual Committee Meeting Schedule, and the Invest Vancouver 2026 Annual Plan. The work that stems from the Work Plan and the Invest Vancouver 2026 Annual Plan are integral deliverables to support the growth of the regional economy through the attraction of FDI.

2026 WORK PLAN

The Work Plan for the Invest Vancouver Management Board (**Attachment 1**) aligns with the 2026 Budget approved by the MRVD Board, the Invest Vancouver 2026 Annual Plan (**Attachment 4**), is consistent with the Invest Vancouver Management Board's Terms of Reference (**Attachment 2**); and is brought forward for the committee's information, review, and endorsement.

Key items in the Work Plan for the Invest Vancouver Management Board are described below:

- Implementing investment attraction initiatives that include promoting the region's competitive advantages to an international audience, facilitating site selection support, leading inbound delegations and executive familiarization tours, and implementing lead generation and outbound strategies;
- Completing an update to the *Impact of FDI in BC* report;
- Developing a Subsector Strategy;
- Concluding Invest Vancouver's Value Proposition and Governance Structure Review project;
- Submitting funding application for CanExport Community Investment Grant Program;
- Completing the Expansions Drivers Project;
- Implementing a global marketing strategy; and
- Promoting the region's high-tech sector in the lead up and during Web Summit Vancouver in collaboration with the Naturally Innovative Alliance – a government consortium that brought the high-tech conference to the Metro Vancouver region.

The committee will receive a status of the Work Plan priorities on a quarterly basis per the committee's meeting schedule.

2026 ANNUAL MEETING SCHEDULE

The Procedure Bylaw requires the Corporate Officer to provide the committee with an annual meeting schedule for the upcoming year, including the date, time, and place of the meetings (**Attachment 3**).

Meeting Place
Committee meetings will be held at Metro Vancouver Boardroom, 28th floor, 4515 Central Blvd, Burnaby, BC, unless otherwise specified on the Metro Vancouver public notice board, the Metro Vancouver website, and the respective agenda.

INVEST VANCOUVER 2026 ANNUAL PLAN
Staff developed the Invest Vancouver 2026 Annual Plan that details the strategic priorities to guide Invest Vancouver's investment attraction initiatives and activities. With today's unprecedented geopolitical uncertainties, Invest Vancouver is prepared to complete the necessary projects, promote the region's competitive advantages to an international audience, and collaborate with ecosystem partners to build investor readiness and amplify the Metro Vancouver region's value proposition.

Engagement
Invest Vancouver advanced an engagement process with stakeholders to inform the annual plan's strategic priorities. Invest Vancouver conducted 17 interviews with industry and business leaders, facilitated a workshop with members of the Invest Vancouver Advisory Committee, as well as a voluntary working session with some members of the Invest Vancouver Management Board. Key elements of the Invest Vancouver 2026 Annual Plan will also be shared with partners when the plan has been finalized and endorsed by the MVRD Board.

Strategic Priorities
The Invest Vancouver 2026 Annual Plan strategic priorities are as follows:

1. Drive investment attraction through strategic partnerships:
   - Align regional action on priority investment opportunities by engaging partners to establish shared goals for a targeted investor experience.
   - Advance strategic investment opportunities as one by bringing together business, municipal, Indigenous, industry, and government partners regularly to share intelligence, identify pathways for success, and collectively advance opportunities that have a regional significance.
   - Strengthen investment attraction through meaningful member engagement by collaborating across jurisdictions to identify and coordinate investment attraction opportunities and aftercare support.

2. Increase the Metro Vancouver region's global profile
   - Engage global networks to position the region as investment ready by leveraging international partnerships, missions, and investor facing platforms to demonstrate the region's readiness for strategic investment.
   - Expand global awareness of the Metro Vancouver region's strengths by promoting its competitive advantages, industry strengths and innovation to an international audience.
   - Sharpen the regional value proposition by developing and strengthening a unified message that conveys to investors the region's unique advantages and future potential.

3. Strengthen investment readiness through data-driven decision making and business intelligence
   - Build shared insight on regional competitiveness by utilizing research and analysis that strengthens regional understanding of the drivers that unlock competitiveness, including industry trends, infrastructure needs, and labour market dynamics.
   - Identify emerging opportunities and areas of economic transition by monitoring global and domestic forces shaping key industries to help anticipate change, support sector growth, and prepare for new areas of investment potential.

- Equip partners with actionable intelligence by sharing research, data, and applied analysis that help partners plan strategically and advance opportunities that contribute to investor readiness.

Major Initiatives, Activities, and Projects

To support the strategic priorities, the following table outlines the planned initiatives, activities and projects that will be conducted in 2026 to enhance the attraction of foreign direct investment:

Table 1: Initiatives, Activities and Projects for FDI Attraction

INVESTMENT ATTRACTION	***Strategic Priority*** **1**	**2**	**3**
Continue to build a strong pipeline of qualified investment prospects in priority sectors in key markets	✓	✓	✓
Develop and utilize sector-specific investment attraction strategies to attract high-value investment that aligns with regional priorities	✓	✓	✓
Provide tailored support for investors to navigate the region's business landscape	✓		
Track and report on investment opportunities to maintain momentum and accountability throughout the investment process	✓		✓
Support member jurisdictions in aftercare efforts for retention and expansion of multinational enterprises	✓		
MARKETING AND PROMOTION	***Strategic Priority*** **1**	**2**	**3**
Expand international branding efforts at major global events to position Invest Vancouver as a credible and trusted partner to investors considering the Metro Vancouver region	✓	✓	
Optimize Invest Vancouver's website and digital channels to feature the region's value proposition, investment opportunities, and sector strengths		✓	✓
Execute targeted campaigns across digital platforms to raise awareness among global investors of the Metro Vancouver region as a world-class investment destination		✓	
Develop sector specific profiles, investment guides, videos and other multimedia collaterals to support multinationals with expansion into the region	✓	✓	✓
Conduct and test market research to align key messaging with specific global markets	✓	✓	✓
GLOBAL PROMOTION ON THE LOCAL STAGE	***Strategic Priority*** **1**	**2**	**3**
Partner with the Naturally Innovative Alliance for Web Summit Vancouver to deliver an extensive investor targeted program that highlights the strengths of the region's tech ecosystem	✓	✓	
Coordinate business development opportunities through collaborative partnerships during FIFA World Cup 2026*	✓	✓	
INVESTOR READINESS AND CLUSTER DEVELOPMENT	***Strategic Priority*** **1**	**2**	**3**
Establish sector-specific and market-specific roundtables that bring together key partners to align strategies and efforts in investment attraction and amplify diversification efforts	✓		✓

Explore partnerships to execute on industry-driven workforce development initiative to maintain a strong talent pool for current and prospective investments*	✓	✓	✓
Pursue external funding to support skill development initiative in key sectors*	✓		
BUSINESS INTELLIGENCE FOR FDI	***Strategic Priority*** **1**	**2**	**3**
Develop investor friendly information and materials summarizing provincial and federal grants, tax credits, and other incentives available in the Metro Vancouver region*	✓	✓	✓
Disseminate results from the Expansion Drivers Study including growth patterns among foreign multinational enterprises in part of an overall global marketing strategy	✓	✓	✓
Update and publish the next version of *The Impact of FDI in BC* report to understand current investment trends by country and by industry	✓		✓
Develop materials highlighting member jurisdictions assets and promoting their strengths	✓	✓	✓
REGIONAL LEADERSHIP AND RESILIENCE	***Strategic Priority*** **1**	**2**	**3**
Build capacity and coordination in investment attraction through region-wide FDI training*	✓		✓
Monitor and identify major local procurement opportunities that may drive international investment interest*	✓		✓
Identify new third-party funding opportunities to assist Invest Vancouver in delivering and/or expanding FDI attraction services to increase the flow of investment into the region	✓	✓	✓
Complete an organizational value proposition and sustainability review to optimize service delivery and resource deployment		✓	✓

ALTERNATIVES

1. THAT the Invest Vancouver Management Board:
   a) receive for information the Invest Vancouver Management Board Terms of Reference and the 2026 Annual Meeting Schedule, as presented in the report dated January 26, 2026, titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan"; and
   b) endorse the Work Plan and the Invest Vancouver 2026 Annual Plan as presented in the report dated January 26, 2026, titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan".

   THAT the MVRD Board:
   a) endorse the Invest Vancouver 2026 Annual Plan as attached to the report dated January 26, 2026, titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan"; and
   b) direct staff to forward a copy of the endorsed Invest Vancouver 2026 Annual Plan to member jurisdictions for information with an offer of a staff presentation to Council upon request.

2. THAT the Invest Vancouver Management Board:
   a) receive for information the Invest Vancouver Management Board Terms of Reference and the 2026 Annual Meeting Schedule, as presented in the report dated January 26, 2026, and titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan"; and
   b) endorse the Work Plan, as presented in the report dated January 26, 2026, and titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan, incorporating the requested changes from the Invest Vancouver Management Board.

   THAT the MVRD Board:
   a) endorse the Invest Vancouver 2026 Annual Plan as attached to the report dated January 26, 2026, and titled "2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2026 Annual Plan", incorporating the requested changes from the Invest Vancouver Management Board; and
   b) direct staff to forward a copy of the endorsed Invest Vancouver 2026 Annual Plan that incorporates the requested changes from the Invest Vancouver Management Board to member jurisdictions for information with an offer of a staff presentation to Council upon request.

FINANCIAL IMPLICATIONS

The Work Plan priorities and annual plan activities are consistent and within allocation of Invest Vancouver's Board approved 2026 budget. Committee meeting expenses and remuneration associated with meeting attendance have been allocated to the corporation's annual budget. Staff will apply for 2026/2027 CanExport Community Investments grant funding to help subsidize Invest Vancouver's investment attraction strategies. Outcome of the grant submission is anticipated in March 2026.

CONCLUSION

The Work Plan presented in this report identifies the priorities for the Invest Vancouver Management Board in 2026 and is consistent with the Terms of Reference, the MVRD Board approved Invest Vancouver 2026 budget, and the Invest Vancouver 2026 Annual Plan. To assist the Invest Vancouver Management Board, the 2026 Annual Meeting Schedule has been established to support the completion of work identified in the Work Plan. The strategic priorities outlined in the Invest Vancouver 2026 Annual Plan include: drive investment attraction through strategic partnerships; increase the Metro Vancouver region's global profile; and strengthen investment readiness through data-driven decision making and business intelligence. These strategic priorities are key to attracting foreign direct investment to the Metro Vancouver region to facilitate the creation of well-paying and high-quality jobs for the region's residents for ongoing prosperity. Staff recommend Alternative 1.

ATTACHMENTS

1. Invest Vancouver Management Board 2026 Work Plan.
2. Invest Vancouver Management Board Terms of Reference.
3. Invest Vancouver Management Board 2026 Annual Meeting Schedule.
4. Invest Vancouver Draft 2026 Annual Plan.
5. Presentation re: Work Plan and 2026 Annual Plan Presentation.

80899836

Invest Vancouver Management Board 2026 Work Plan

Report Date: January 26, 2026

Priorities

1st Quarter	**Status**
2026 Invest Vancouver Management Board Meeting Schedule, Work Plan, and Invest Vancouver Annual Plan	In Progress
Invest Vancouver Value Proposition and Governance Review Update	In Progress
Investment Attraction 2025 Results and Analysis	In Progress
Major Local Investment Attraction Events Update	In Progress
FDI Growth and Expansion Drivers Survey	In Progress
2nd Quarter	
Investment Attraction Q1 2026 Update	Pending
CanExport Awards 2025/2026	Pending
Major Local Investment Attraction Events Update	Pending
Subsector Strategy Update	Pending
Invest Talent	Pending
3rd Quarter	
Major Local Investment Attraction Events	Pending
Investment Attraction Q2-2026 Update	Pending
Invest Vancouver 2026 Annual Plan Mid-Year Deliverables and KPIs Update	Pending
Value Proposition and Governance Structure Review	Pending
4th Quarter	
Investment Attraction Q3-2026 Update	Pending
2027 Budget and 5 Year Financial	Pending
FDI Report	Pending
Regional Collaboration and Partnership Update	Pending
Global Marketing Strategy Update	Pending

82064367

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Invest Vancouver Management Board

MVRD Board Standing Committee

Terms of Reference

The Invest Vancouver Management Board is the standing committee of the Metro Vancouver Regional District (MVRD) Board responsible for providing strategic guidance for Invest Vancouver.

SCOPE OF INVEST VANCOUVER

Invest Vancouver is Metro Vancouver's economic development leadership service for the region. By conducting research and policy analysis, fostering collaboration on a local, national, and global scale and attracting strategic investment in export-oriented industries, Invest Vancouver is facilitating a resilient and inclusive regional economy for all.

Invest Vancouver's mandate is to support the attraction of strategic investment, to facilitate the creation of high-value jobs. There are three areas of focus to facilitate this:

- Attract strategic investment in the region's targeted sectors;
- Conduct Research and policy analysis; and
- Foster collaboration by providing a platform for regional collaboration on issues relevant to the economy.

MANAGEMENT BOARD RESPONSIBILITIES

The Invest Vancouver Management Board will provide advice and recommendations to the MVRD Board on issues related to Invest Vancouver. Key responsibilities for the Management Board include:

- Providing guidance on the work plan and resource requirements for Invest Vancouver;
- Engaging leaders from government, First Nations, business, academia, labour and the community sector in dialogue on the regional economy, including initiatives to promote the region's economic strengths and livability and identifying the information and economic analysis required to inform a collaborative approach; and
- Supporting efforts to attract strategic investment to the region.

ORGANIZATIONAL RESPONSIBILITIES

- Metro Vancouver respects the traditional territories, histories, and cultures of First Nations. The Committee, as it undertakes its work, should consider First Nations' interests and ways to enhance engagement and collaborative relationships between Metro Vancouver and First Nations.
- Metro Vancouver has corporate objectives to reduce greenhouse gas emissions and use clean and renewable energy in its operations. The Committee, as it undertakes its work, should consider the climate action implications of capital and operating programs and projects, in addition to ensuring resilience to climate-related impacts and risks.

MANAGEMENT BOARD MEMBERSHIP

To ensure a cross section of sectoral representation, the MVRD Board Chair will consider representation from the following groups:

MVRD Board	7
Business	3
Industry Associations	3
Vancouver Fraser Port Authority, YVR, and TransLink	3
Academic Institutions	3
Boards of Trade/Chambers of Commerce	3
First Nations	2
Utilities	1
Labour	3
Community Organizations	2
Federal	1
Province	1

The term for each appointed sectoral representative is one year, with a maximum of four consecutive years, except at the discretion of the Board Chair.

MVRD Board Appointments

The Chair and Vice Chair of the Management Board are appointed annually by the Chair of the MVRD Board. The MVRD Board Chair also appoints an additional five Metro Vancouver Board Directors with representation from each of the four Metro Vancouver sub-regions:

i. Central – Vancouver, Burnaby, New Westminster, and Electoral Area A;
ii. Northwest – North Vancouver District, North Vancouver City, West Vancouver, Bowen Island, and Lions Bay;
iii. Northeast – Coquitlam, Port Coquitlam, Port Moody, Pitt Meadows, Maple Ridge, Belcarra, and Anmore; and
iv. Fraser South – Richmond, Surrey, Township of Langley, City of Langley, Delta, White Rock, and Tsawwassen First Nation.

MANAGEMENT BOARD MEETINGS

The Management Board will meet quarterly or at the call of the Chair. A quorum of 50% plus one of the Management Board membership is required to conduct Management Board business. To complement regular Management Board meetings, members may be expected to attend additional events such as site tours or meetings that include additional stakeholders.

MANAGEMENT BOARD SUPPORT

The Management Board Chair will be the chief spokesperson on matters of public interest within the Management Board's purview. For high profile issues, the role of spokesperson rests with the MVRD Board Chair or Vice Chair. On technical matters, or in cases where an initiative is still at the staff proposal level, the Chief Administrative Officer or delegate is the appropriate spokesperson. Where necessary and practical, the Board Chair, Management Board Chair, and Chief Administrative Officer will confer to determine the most appropriate representative to speak.

The Chief Administrative Officer assigns a Committee Manager for the Committee. The Committee Manager is responsible for coordinating agendas and is the principal point of contact for Management Board members.

Invest Vancouver Management Board 2026 Annual Meeting Schedule

28th Floor, 4515 Central Boulevard, Burnaby, BC

2026 Meeting Dates*:

- Wednesday, February 18, 2026 at 9:00 am
- Wednesday, May 20, 2026 at 9:00 am
- Thursday, July 16, 2026 at 9:00 am
- Friday, September 11, 2026 at 9:00 am

**Committee Meetings are subject to change*

82074918

DRAFT

2026 Annual Plan

INVEST VANCOUVER

A service of **metro**vancouver

Indigenous Territorial Recognition

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: q̓i̓c̓əy̓ (Katzie), q̓ʷɑːn̓ƛ̓ən̓ (Kwantlen), kʷikʷəƛ̓əm (Kwikwetlem), máthxwi (Matsqui), xʷməθkʷəy̓əm (Musqueam), qiqéyt (Qayqayt), Semiahmoo, Sḵwx̱wú7mesh Úxwumixw (Squamish), scəẃaθən məsteyəxʷ (Tsawwassen), and səlilwətaɬ (Tsleil-Waututh).

About Metro Vancouver

Metro Vancouver is a diverse organization that plans for and delivers regional utility services, including water, sewers and wastewater treatment, and solid waste management. It also regulates air quality, plans for urban growth, manages a regional parks system, provides affordable housing, supports economic development, and serves as a regional federation.

The organization is a federation of 21 municipalities, one electoral area, and one treaty First Nation located in the region of the same name. Metro Vancouver is governed by four separate Boards of Directors of elected officials from member jurisdictions.

Invest Vancouver was established as a core service of Metro Vancouver in 2021 to undertake a regional approach to economic development and strategic investment attraction, serving as a key contact for incoming investors interested in the region's economic opportunities. Invest Vancouver works closely with its member jurisdictions to promote a unified regional brand, attract investment, and advance investment readiness and industry cluster development to ensure that the Metro Vancouver region remains competitive in the rapidly evolving global economy.

Cover:

City of Vancouver

City of Pitt Meadows

Contents

Indigenous Territorial Recognition 2

About Metro Vancouver 2

Introduction 4

The Metro Vancouver Regional Economy 6

About Us 8

How We Are Guided 9
- Invest Vancouver Management Board 9
- Invest Vancouver Advisory Committee 9

Why Attracting Foreign Direct Investment Matters 10

Key Industries 12

2026 Strategic Priorities 15

2026 Projects and Activities 18

APPENDIX 1: 2025 Key Performance Indicators 23

APPENDIX 2: 2025 Highlights 24

APPENDIX 3: 2025 Achievements 26

Introduction

Positioned for Global Opportunity

The Metro Vancouver region is Canada's third largest economic hub, known for its innovation, diverse industries, skilled workforce, and strong connections to global markets. As the country's Asia-Pacific gateway, the region benefits from world-class transportation assets, a vibrant entrepreneurial ecosystem, and the natural beauty and quality of life that continue to draw talent and companies from around the world.

A Global Landscape Defined by Rapid Change

The global investment environment has shifted dramatically. Competition for high-value investment is intensifying as city-regions around the world adapt their strategies to attract multi-national companies. Emerging technologies, including applied AI and automation, are reshaping labour markets and industry structures at an unprecedented pace, while geopolitical dynamics continue to influence trade routes, supply chains, investment decisions, and the movement of capital.

These realities create both opportunity and urgency for city-regions as they compete globally. Invest Vancouver needs to position the Metro Vancouver region prominently with a strong brand and value proposition, and support investors with confidence and clarity at a time that has never mattered more.

Distinct Strengths and Diverse Priorities

The Metro Vancouver regional government represents the perspectives and priorities of 21 municipalities, one treaty First Nation, and one electoral area. This level of democratic representation brings meaningful strengths to the region as well as:

- engaged local decision-making;
- distinct economic specializations; and
- a diversity of community strengths that enrich the region's overall value proposition.

At the same time, investors expect clarity, coordination, and accessible support to help streamline their decision-making processes as the region's complexity means that regulatory processes, permitting pathways, industrial land availability, and infrastructure capacity can vary significantly from one jurisdiction to another.

Companies evaluating where to establish or expand operations consistently look for alignment with business conditions, talent availability, infrastructure readiness, and the ability to plan with certainty. This is the reason that every large city-region in Canada has a regional economic development and investment attraction service. Ultimately, a unified brand operating with a single regional voice and a central point of contact is needed to compete for the increasing inflow of foreign direct investment coming into Canada. It also allows the region to showcase its strengths so that companies can make informed decisions seamlessly and with confidence.

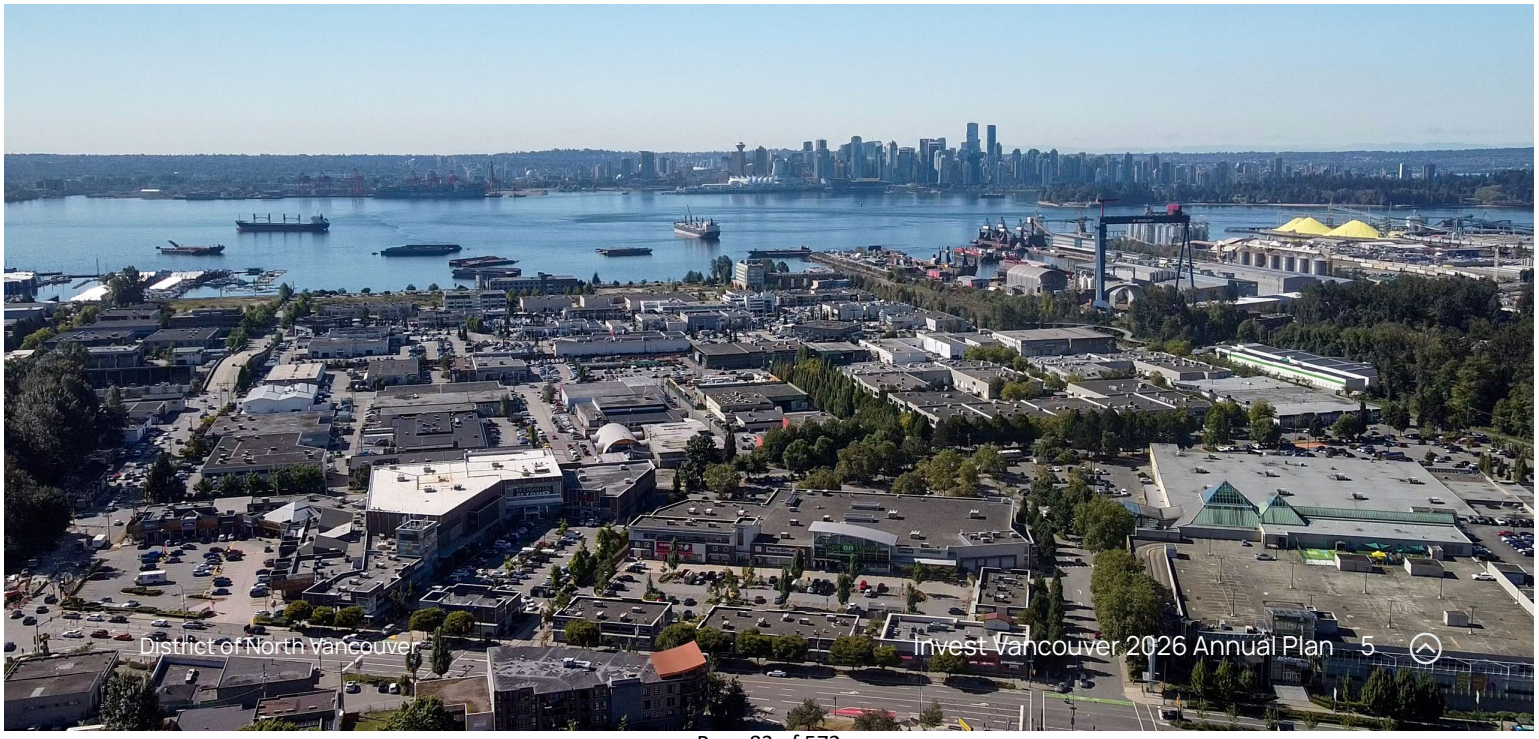
A Plan Shaped by Shared Insight and Collaboration

The priorities in this annual plan were shaped through engagement with regional leaders, including members of the Invest Vancouver Advisory Committee and the Invest Vancouver Management Board, the Metro Vancouver Regional District Board of Directors, and other partners. Through this engagement, several themes emerged. Leaders emphasized the importance of articulating the region's value proposition with clarity, demonstrating how municipal partners collaborate to support high-quality investment, and ensuring that investors see that the Metro Vancouver region is competitive, innovative, and forward-thinking. They highlighted the need to reinforce the region's strengths, communicate with greater visibility and conviction, and continue building alignment to enable companies to plan and grow with confidence.

The result of this engagement is a plan that is grounded in shared regional insight and reflects the strengths and aspirations of partners across the Metro Vancouver region.

A Shared Path Forward for the Region

The priorities for 2026 reflect a commitment to building on regional collaboration, elevating the Metro Vancouver region's global profile, and enhancing strength and resilience in a dynamic economic environment. Priorities were drawn from collective insights and reinforce a shared commitment to securing high-quality jobs, attracting strategic investment, and supporting a prosperous future for all communities and residents in the Metro Vancouver region.



The Metro Vancouver Regional Economy

Located on Canada's west coast in the province of British Columbia, the Metro Vancouver region is a globally connected hub of opportunity and innovation.

- **3rd-largest** economy in Canada
- **$254 billion** GDP,[1] **64%** of British Columbia's GDP (2024)
- Over **3 million** residents,[2] representing over half the population of British Columbia
- **1.7 million** workers[3]
- World-class, globally connected airport with direct flights to **70+** international destinations
- Home to Canada's largest port and the most diversified port in North America, handling **$300 billion** in goods each year
- Streamlined access to **1.5 billion** consumers across **51** countries through trade agreements covering **63%** of global GDP

Metro Vancouver region

1 Invest Vancouver estimate in 2024 dollars based on BC Stats, Statistics Canada, and the Conference Board of Canada data

2 BC Stats

3 Lightcast

About Us

Who We Are

Invest Vancouver is Metro Vancouver's regional economic development service. Our mandate is to attract foreign direct investment, strengthen the region's key industries, and support the creation of high-quality jobs that contribute to long-term prosperity. Invest Vancouver works in partnership with member jurisdictions, First Nations, industry and business leaders, and other orders of government to advance shared regional economic goals.

Our Role

Invest Vancouver was established to provide economic development and investment attraction services across the entire Metro Vancouver region. Our role is to advance a unified global brand and ensure the region's value proposition is recognized internationally. Invest Vancouver is committed to increasing alignment across member jurisdictions so investors can experience the Metro Vancouver region as confident, coordinated, and competitive under a single, unified regional voice.

Our Commitment

By connecting regional strengths, aligning partners, and supporting high-quality foreign direct investment, Invest Vancouver ensures the region continues to thrive in a competitive global economy.

Invest Vancouver is supporting a prosperous future for all communities and residents in the Metro Vancouver region. This includes working in partnership with First Nations and regional leaders to advance economic reconciliation through collaborative initiatives that promote investment and shared economic opportunities.

The 2026 priorities reflect this commitment and the shared aspirations of partners across the Metro Vancouver region.

What We Do

Around the World

Invest Vancouver promotes the strengths of the Metro Vancouver region globally and provides tailored services to help companies navigate the business landscape; supporting growth and expansion opportunities.

In the Region

Our work is focused on positioning the Metro Vancouver region for success by championing strategic initiatives, building partnerships, and delivering data-driven research.

City of Richmond

How We Are Guided

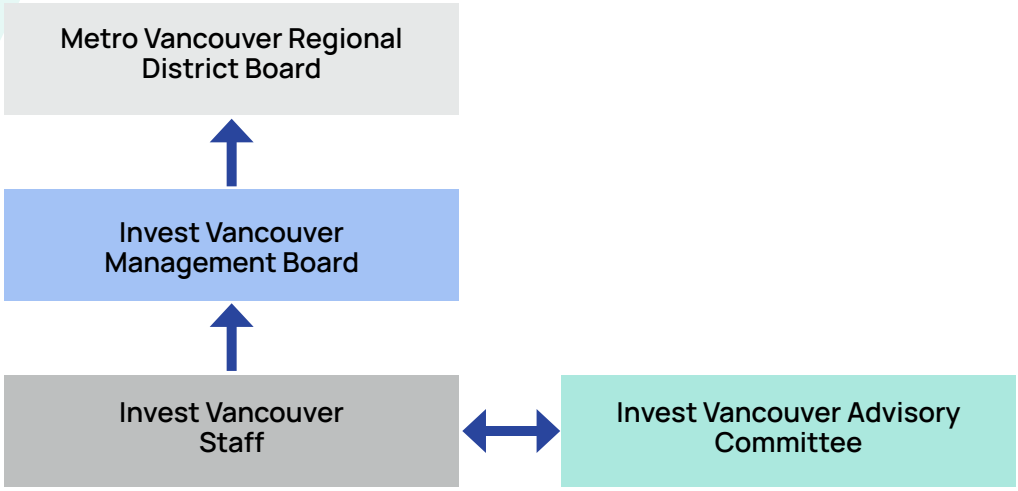
Invest Vancouver Management Board

The Invest Vancouver Management Board brings together leaders from academia, industry and labour associations, businesses, federal and provincial authorities, First Nations, and community organizations. The Invest Vancouver Management Board provides strategic direction on investment priorities and gives recommendations to the Metro Vancouver Regional District Board — ensuring that the work reflects regional interests and long-term economic priorities.

Invest Vancouver Advisory Committee

The Invest Vancouver Advisory Committee includes economic development practitioners from member jurisdictions. They provide advice on strategic investment. Their coordination provides guidance on how the Invest Vancouver service can support cross-regional collaboration and amplify economic development initiatives in member jurisdictions.

Figure 1: Invest Vancouver Governance



Why Attracting Foreign Direct Investment Matters

Attracting foreign direct investment (FDI) is critical in building a strong and resilient regional economy. About 85 per cent of FDI coming into Canada lands in city-regions.[4]

Affordability

Affordability is an important consideration in the Metro Vancouver region. There are two components to affordability: what it costs to live and what people earn. FDI has a significant impact on earnings by creating high-quality, well-paying jobs for residents. For example, the professional, scientific and technical services sector is the fastest-growing source of employment for foreign multinational enterprises operating in BC. The average wage in this sector is 43 per cent higher than the provincial average wage across all industries. A focus on growing FDI in this sector gives residents more opportunities to increase earning power, which then supports families and strengthens communities.

Driving Economic Growth

FDI fuels long-term economic and employment growth. Between 2016 to 2022, employment at foreign multi-national enterprises (MNEs) in BC increased by 46 per cent, nearly three times faster than overall job growth in the province (17 per cent). New operations and expansions stimulate the development of local supply chains; furthering employment opportunities and local economic activity.

4 Consider Canada City Alliance, 2024

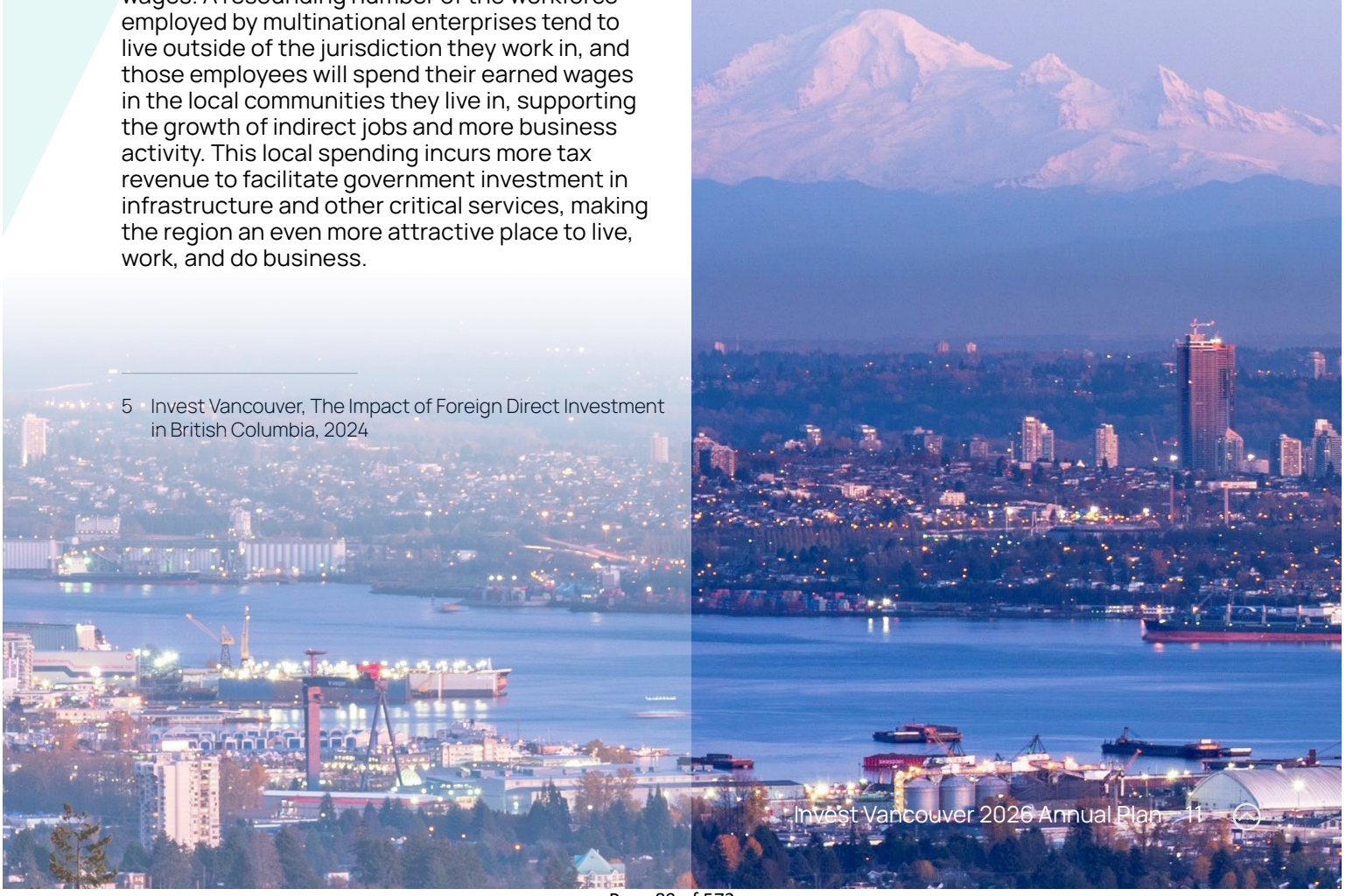
Accelerating Innovation

FDI strengthens economies by boosting productivity and driving innovation. MNEs also expand exports and market diversification, with foreign-owned firms accounting for 56.4 per cent of Canadian goods exports in 2024. They introduce global best practices and advanced technologies that often spill over to local firms, raising productivity across entire sectors. In addition, MNEs invest in workforce training and skill development, helping local talent to compete and thrive in a global economy.

Regardless of where an MNE lands, its arrival creates ripple effects across the regional economy. When new companies invest or expand, they create direct jobs with competitive wages. A resounding number of the workforce employed by multinational enterprises tend to live outside of the jurisdiction they work in, and those employees will spend their earned wages in the local communities they live in, supporting the growth of indirect jobs and more business activity. This local spending incurs more tax revenue to facilitate government investment in infrastructure and other critical services, making the region an even more attractive place to live, work, and do business.

Impact of FDI in British Columbia

- 349,000 people in BC were employed by foreign MNEs in 2022, ranking third in Canada[5]
- FDI induced jobs tend to pay 43% higher than the average provincial wage[5]
- Over $37 billion contributed to BC's GDP in 2022[5]
- 1 in 3 foreign MNE jobs gained in Canada were in BC[5]



5 Invest Vancouver, The Impact of Foreign Direct Investment in British Columbia, 2024

Key Industries

Invest Vancouver focuses on attracting strategic investment in growing export-oriented industries that foster the creation of high-quality jobs within the region. These industries include high-tech, digital media and entertainment, life sciences, cleantech, agritech, transportation and logistics, and apparel. To align with provincial and federal priorities, Invest Vancouver also explores emerging opportunities that capitalize on FDI inflows, specifically in defense and other subsectors including quantum, artificial intelligence, cybersecurity, aerospace, and others.

Key Industries

High-tech

Approximately 125,000 employees as of 2021[6]

$31+ billion invested in tech firms headquartered in the Metro Vancouver region, 2018–2023[6]

5th fastest-growing tech talent market in North America, with ~31% growth over five years[7]

Digital Media & Entertainment

3rd-largest film and TV production centre in North America[8]

1,000+ digital media & entertainment businesses[9]

40,000 skilled workers in digital media & entertainment[9]

Cleantech

$5.4 billion USD was raised by cleantech firms headquartered in the region (2020–2024)[10]

260+ cleantech businesses operate in the region, including 6 on the 2024 Global Cleantech 100[10]

60% of Canada's total research investment in hydrogen and fuel cell development comes from British Columbia[10]

6 Invest Vancouver, The Metro Vancouver Region's High-tech Engine: Boosting the Economic Landscape, 2024

7 CBRE, Scoring Tech Talent 2024, 2024

8 Creative BC

9 Nordicity, Metro Vancouver Digital Media & Entertainment Sector Profile (prepared for Invest Vancouver), 2023

10 Invest Vancouver, Cleantech Industry Snapshot: Insights & Opportunities in the Metro Vancouver Region, 2025

Life Sciences

$3.5 billion USD invested in Life Sciences companies with headquarters in the region, 2018–2023[11]

1st in Canada in patents per capita in biotechnology, pharmaceuticals, medical devices, and healthcare[11]

1 in 5 Canadian clinical trials — 1,350+ annually — are conducted in BC[12]

Agritech and Foodtech

87+ firms operating in the region[13]

$1.2+ billion USD invested in agritech and foodtech firms, 2020–2024[13]

78% of the provincial food supply flows through the region[14]

Apparel

1st in textiles companies per capita[15]

2nd in Canada for total number of textiles companies[15]

3rd in textiles employment[15]

Transportation & Logistics

Largest port in Canada[16]

2nd-busiest airport in Canada[17]

118 non-stop destinations in Canada, the US, and 65+ international destinations via chartered and regularly scheduled flights[18]

11 Invest Vancouver, Life Sciences in Metro Vancouver: Shaping a globally Prominent R&D Hub, 2023

12 Life Sciences in British Columbia, Life Sciences in British Columbia: Sector Profile, May 2023, 2023

13 Invest Vancouver, Industry Overview: Agri-foodtech, 2025

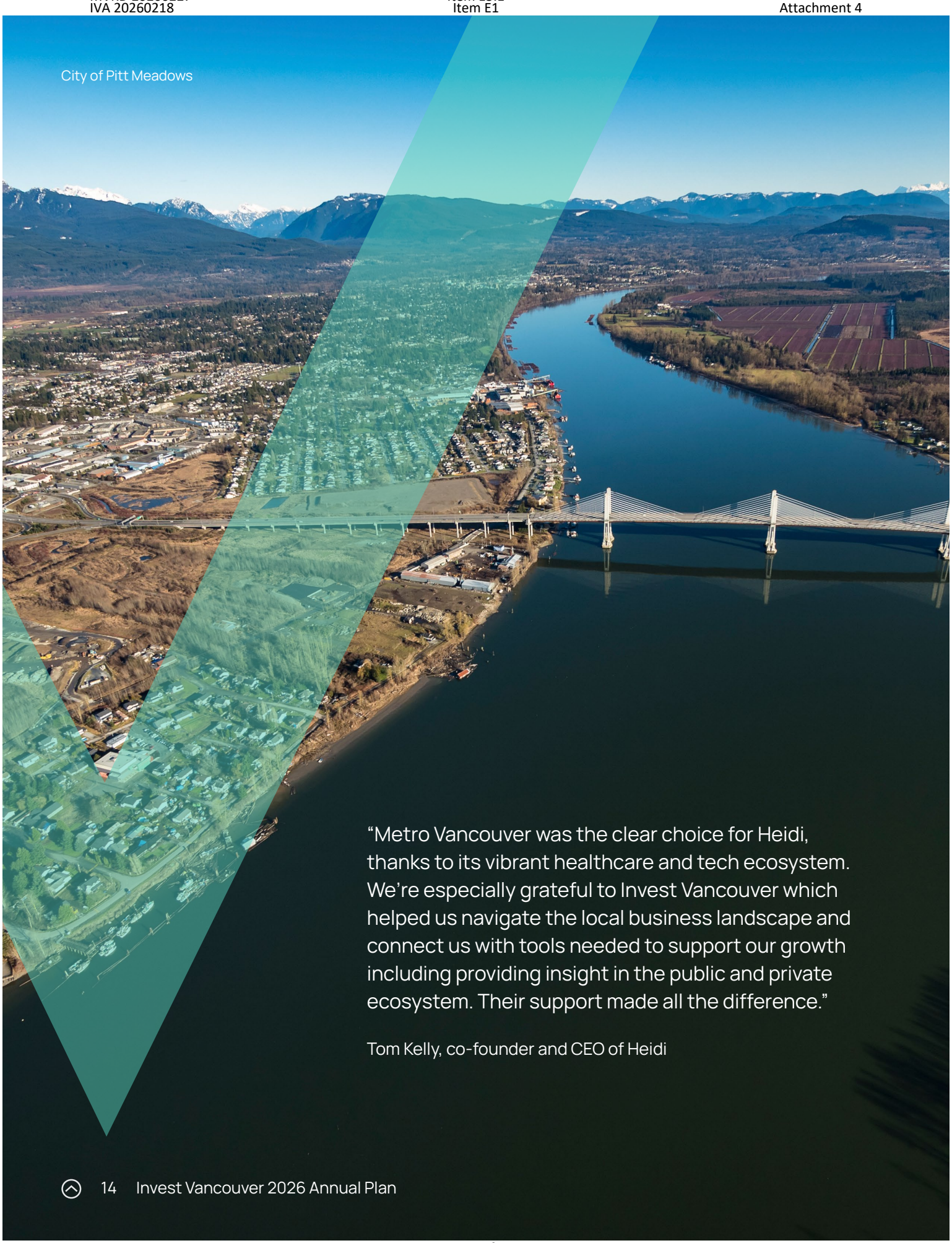
14 Serecon, Agri-Foodtech Industry Analysis, 2025

15 Invest Vancouver, Industry Overview: Apparel Industry, 2024

16 Port of Vancouver, Financial Report 2023

17 Statistics Canada, Airport Activity: Air Carrier Traffic at Canadian Airports, 2023, 2024

18 Vancouver International Airport, 2025 Non-Stop Destinations, 2025



City of Pitt Meadows

"Metro Vancouver was the clear choice for Heidi, thanks to its vibrant healthcare and tech ecosystem. We're especially grateful to Invest Vancouver which helped us navigate the local business landscape and connect us with tools needed to support our growth including providing insight in the public and private ecosystem. Their support made all the difference."

Tom Kelly, co-founder and CEO of Heidi

2026 Strategic Priorities

Invest Vancouver's priorities for 2026 focus on advancing the region's competitive advantages to attract high-quality foreign investment. By aligning regional leadership and partners, we aim to deliver a clear, unified value proposition that attracts global businesses and supports a thriving economy across the region.

1 Priority #1
Drive Investment Attraction through Strategic Partnerships

Invest Vancouver positions the region as the destination for foreign investment through a coordinated regional approach and a clear and compelling narrative. By strengthening partnerships across municipalities, industry, post-secondary institutions, First Nations, community organizations, and other orders of government, Invest Vancouver ensures the region competes as one. Working together on shared priorities accelerates progress in attracting high-quality jobs and creating long-term economic benefits for all communities. To advance this work, Invest Vancouver will:

- **Align Regional Action on Priority Investment Opportunities:** Engage partners early and consistently to keep high-value investment opportunities moving. Establish clear roles, timelines, and shared goals to deliver a personalized, targeted, and easily accessed investor experience for companies considering the Metro Vancouver region.
- **Advance Strategic Investment Opportunities as One:** Bring together business, municipal, Indigenous, industry, and government partners regularly to share intelligence, identify pathways for success, and collectively advance opportunities that have regional significance.
- **Strengthen Investment Attraction through Meaningful Member Engagement:** Work in lock-step with and across member jurisdictions by identifying opportunities, implementing investment attraction strategies, and coordinating on last-mile investment attraction efforts and aftercare support.

City of Vancouver

2 Priority #2
Increase the Metro Vancouver region's Global Profile

To compete for foreign investment, the Metro Vancouver region must be top of mind for global investors considering Canada. It is imperative that the Metro Vancouver region has one globally recognized brand which highlights the region's innovation, talent, and quality of life. By refining the region's value proposition and increasing awareness of its competitive advantages and unique selling points, Invest Vancouver will boost global recognition and position the region as a destination of choice for companies seeking long-term growth and a strategic advantage. To advance this work, we will:

- **Engage Global Networks to Position the Region as Investment Ready:** Leverage international partnerships, missions, and investor-facing platforms to demonstrate the region's readiness for strategic investment and build interest among global companies.
- **Expand Global Awareness of the Metro Vancouver Region's Strengths:** Increase international visibility by promoting the region's competitive advantages, industry strengths, and innovation to audiences that influence foreign direct investment decisions.
- **Sharpen the Regional Value Proposition:** Develop and strengthen a unified message that conveys to investors the region's unique advantages and future potential as a leading economic hub.

3 Priority #3
Strengthen Investor Readiness through Data-Driven Decision Making and Business Intelligence

Global economic competitiveness requires an understanding of the forces shaping industry growth, labour markets, infrastructure needs, and regional resilience. By sharing high-quality data and forward-looking analysis, Invest Vancouver supports informed decision-making and helps the region respond to change and plan with confidence in a rapidly evolving global economy. To advance this work, we will:

- **Build Shared Insight on Regional Competitiveness:** Utilize research and analysis that strengthens regional understanding of the drivers that unlock competitiveness, including industry trends, infrastructure needs, and labour market dynamics.
- **Identify Emerging Opportunities and Areas of Economic Transition:** Monitor global and domestic forces shaping key industries to help anticipate change, support sector growth, and prepare for new areas of investment potential.
- **Equip Partners with Actionable Intelligence:** Share research, data, and applied analysis that helps local governments, First Nations, industry, community partners, and institutions plan strategically and advance opportunities that contribute to regional prosperity and investor readiness.

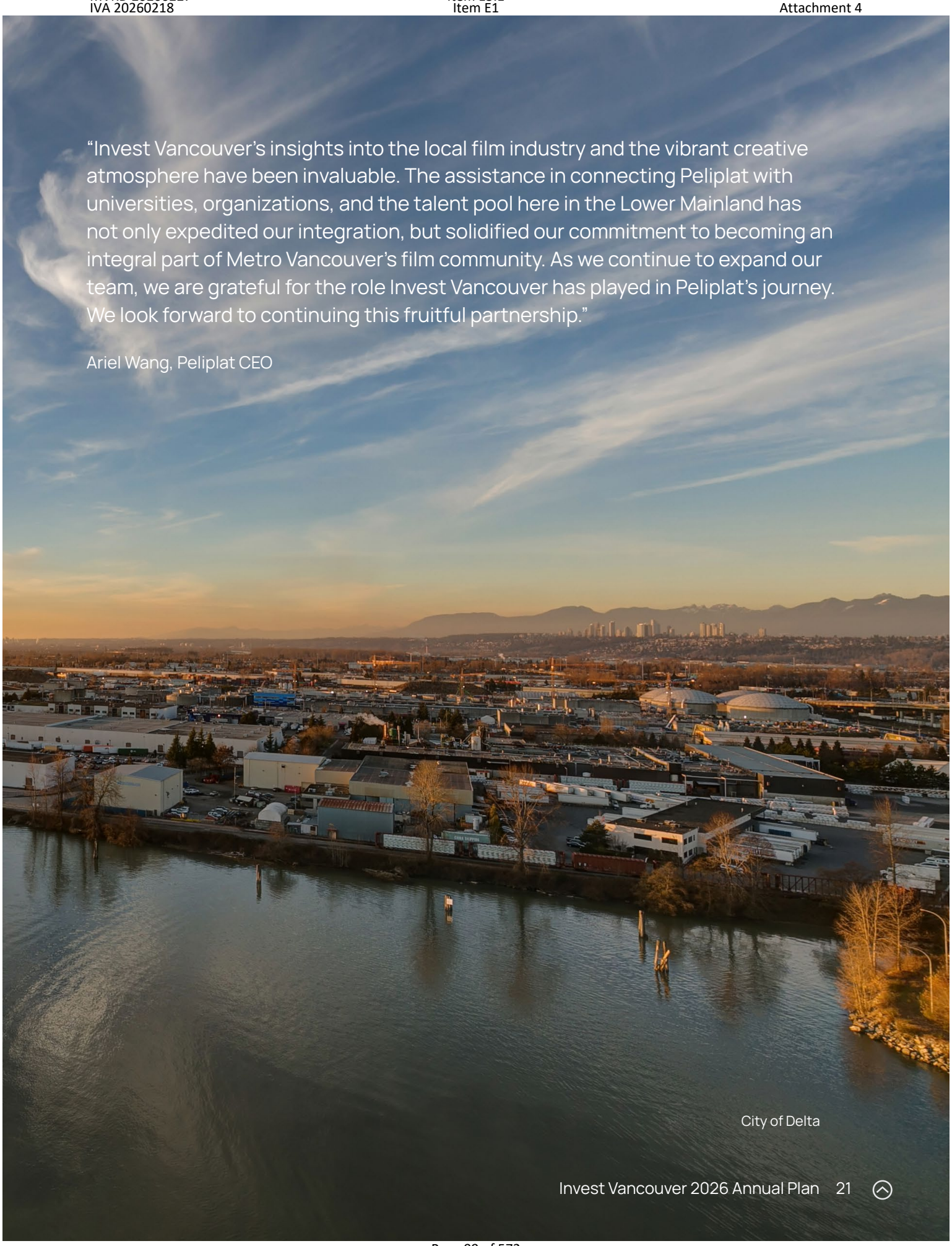
2026 Projects and Activities

INVESTMENT ATTRACTION	Priority		
Continue to build a strong pipeline of qualified investment prospects in priority sectors in key markets	1	2	3
Develop and utilize sector-specific investment attraction strategies to attract high-value investment that aligns with regional priorities	1	2	3
Provide tailored support for investors to navigate the region's business landscape	1	2	3
Track and report on investment opportunities to maintain momentum and accountability throughout the investment process	1	2	3
Support member jurisdictions in aftercare efforts for retention and expansion of multinational enterprises	1	2	3
MARKETING AND PROMOTION	**Priority**		
Expand international branding efforts at major global events to position Invest Vancouver as a credible and trusted partner to investors considering the Metro Vancouver region	1	2	3
Optimize Invest Vancouver's website and digital channels to feature the region's value proposition, investment opportunities, and sector strengths	1	2	3
Execute targeted campaigns across digital platforms to raise awareness among global investors of the Metro Vancouver region as a world-class investment destination	1	2	3
Develop sector specific profiles, investment guides, videos and other multimedia collaterals to support multinationals with expansion into the region	1	2	3
Conduct and test market research to align key messaging with specific global markets*	1	2	3
GLOBAL PROMOTION ON THE LOCAL STAGE	**Priority**		
Partner with the Naturally Innovative Alliance for Web Summit Vancouver to deliver an extensive investor targeted program that highlights the strengths of the region's tech ecosystem	1	2	3
Coordinate business development opportunities through collaborative partnerships during FIFA World Cup 2026*	1	2	3

INVESTMENT READINESS AND CLUSTER DEVELOPMENT	Priority		
Establish sector-specific and market-specific roundtables that bring together key partners to align strategies and efforts in investment attraction and amplify diversification efforts	1	2	3
Explore partnerships to execute on industry-driven workforce development initiative to maintain a strong talent pool for current and prospective investments	1	2	3
Pursue external funding to support skill development initiative in key sectors	1	2	3
BUSINESS INTELLIGENCE FOR FDI	**Priority**		
Develop investor friendly information and materials summarizing provincial and federal grants, tax credits, and other incentives available in the Metro Vancouver region*	1	2	3
Disseminate results from the Expansion Drivers Study including growth patterns among foreign multinational enterprises in part of an overall global marketing strategy	1	2	3
Update and publish the next version of *The Impact of FDI in BC* report to understand current investment trends by country and by industry	1	2	3
Develop materials highlighting member jurisdictions' assets and promoting their strengths	1	2	3
REGIONAL LEADERSHIP AND RESILIENCE	**Priority**		
Build capacity and coordination in investment attraction through region-wide FDI training*	1	2	3
Monitor and identify major local procurement opportunities that may drive international investment interest*	1	2	3
Identify new third-party funding opportunities to assist Invest Vancouver in delivering and/or expanding FDI attraction services to increase the flow of investment into the region	1	2	3
Complete an organizational value proposition and sustainability review to optimize service delivery and resource deployment	1	2	3

*PROJECTS PENDING CONFIRMATION OF EXTERNAL GRANT FUNDING

APPENDICES
2025 Activity Report



"Invest Vancouver's insights into the local film industry and the vibrant creative atmosphere have been invaluable. The assistance in connecting Peliplat with universities, organizations, and the talent pool here in the Lower Mainland has not only expedited our integration, but solidified our commitment to becoming an integral part of Metro Vancouver's film community. As we continue to expand our team, we are grateful for the role Invest Vancouver has played in Peliplat's journey. We look forward to continuing this fruitful partnership."

Ariel Wang, Peliplat CEO

City of Delta

Port Moody

APPENDIX 1: 2025 Key Performance Indicators

Indicator[19]	2025	2024	2023
Landed/expanded companies	11	9	7
Total value from landed/ expanded companies	$190.1M	$53M	$1.23B[20]
Total jobs from landed/expanded companies	514	135	772
Percentage of revenue from external sources	19%	7%	8%
Total value of investment pipeline	$3.7B	$3.0B	$1.6B
Total jobs in investment pipeline	2,650	1,827	1,593

19 Investment attraction KPIs are being actively reviewed to ensure alignment with best practices. Any refinements identified through this process may be implemented in 2026 and reflected in the 2027 Invest Vancouver Annual Plan. Strategic investment indicators reflect approximate values based on information firms provided to Invest Vancouver regarding their anticipated expansion and investment activity.

20 The substantial increase in 2023 was primarily due to a $1B investment by E-One Moli, a lithium-ion battery production, in Maple Ridge. This project is currently on hold.

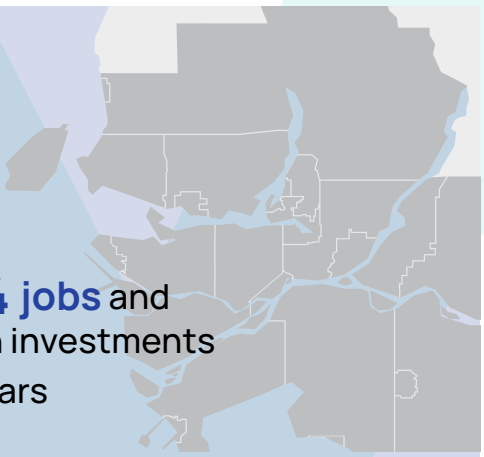
APPENDIX 2: 2025 Highlights

Hosted 12 executive familiarization tours for global investors jurisdictions

Distributed **6 qualified investment opportunities** through RFIs to member jurisdictions through the Invest Vancouver Advisory Committee

Supported **11 in-person and 4 virtual inbound delegations**

Held over **150+ business development meetings** with international investors



Secured **514 jobs** and **$190.1M** in investments over three years

Published **2 in-depth industry research reports**

Published **13 case studies**

Delivered **5 digital marketing campaigns**

39% increase in LinkedIn followers, reaching a total following of **4,400+** and an increase of **63%** for total LinkedIn post impressions

Conducted **12+ partnered projects and activities** during Web Summit Vancouver

Delivered **3 regional bus tours for 200 global investors** representing **17 countries** at Web Summit Vancouver

Increased global investment newsletter subscribers by **20%**

Piloted **2 Invest Talent industry-led hubs** in high-tech – cybersecurity and life sciences – medtech, engaging over 80 employers and training **136** learners, achieving **113%** of our target, resulting in **$14.4 million** in salary over three years

Reached **79 million people** through earned media regarding the investment opportunities and the region's value proposition

Secured over **$800k** in external grant funding

APPENDIX 3: 2025 Achievements

2025 Priority 1: Attract and Support World-Class Companies		
Initiative	**Opportunity**	**Achievement**
International Investment Attraction and Outreach Plan	Geopolitical shifts and trade uncertainties are intensifying the need to diversify the regional economy. By leveraging expertise from Global Affairs Canada (GAC) and Trade & Invest BC, Invest Vancouver can enhance its reach in growing markets and sharpen attraction strategies to align with provincial and federal goals.	The completed International Investment Attraction and Outreach Plan provides actionable intelligence to strengthen investment attraction strategies, deepen partnerships, and leverage collaboration opportunities with BC Trade & Investment representatives and Trade Commissioner Service representatives. The plan outlines recommendations and insights to capitalize on emerging opportunities and market trends.
Outbound Investment Attraction	The Metro Vancouver region boasts many benefits for global companies: access to high-quality talent, competitive costs, supportive ecosystem, and world-class infrastructure. With these competitive advantages, Invest Vancouver promotes the region as the prime destination for investment to an international audience.	Invest Vancouver coordinated 12 outbound missions, focusing on the European and Asia-Pacific regions in agritech, cleantech, digital media & entertainment, high-tech, and life sciences industries. These outbound missions supported lead generation, nurtured expansion opportunities, fostered business development, and advanced economic diversification. Outbound missions were supported by federal grant funding.
Regional Tours and Delegations for Foreign Investors	Known for leading innovation, research and development, and sustainable solutions, global investors want to know more about our region to enable business expansion.	Invest Vancouver collaborated with other orders of government, regional partners, and international organizations on 12 executive familiarization tours and 15 inbound delegations to showcase to international investors the region's competitive advantages, anchor industries, and key assets.
FDI Growth and Expansion Drivers Study	Understanding the growth patterns of multinational enterprises is critical to staying globally competitive. Gaining insight into the drivers and challenges of business expansion in the Metro Vancouver region will help identify the region's value proposition that appeals to global firms.	The completed FDI Growth and Expansion Drivers Survey revealed that foreign multinational enterprises (MNEs) with operations here find that the region's value proposition delivers. While many MNEs enter the region with a small footprint, most expand their operations over time and expect to invest in further growth over the next three years. This powerful message will feature prominently in Invest Vancouver investment attraction pitches.

2025 Priority 1: Attract and Support World-Class Companies (continued)		
Initiative	**Opportunity**	**Achievement**
Website Enhancement	Investors need clear, definitive and accessible information when evaluating new markets, and usually conduct desktop research as a preliminary step, especially through online sources.	With data and experiences to inform what strategies most effectively work with investors, Invest Vancouver reconstructed its website to enhance engagement with target audiences. Updates to the website included adding and restructuring content across multiple pages to promote key industries and investor services.
Digital Marketing Campaigns	Digital platforms provide an effective way to connect and engage with diverse audiences and maximize reach to the investment community.	Invest Vancouver executed five marketing campaigns to reach prospective investors and local stakeholders to promote the region's innovative sectors and global competitiveness. Through these campaigns, Invest Vancouver's LinkedIn followers increased by 39 per cent.
Cybersecurity Target Market Research	Investor priorities vary across regions, shaped by cultural nuances and values. By identifying what competitive advantages matter most to international investors, marketing tactics can be tailored to increase effectiveness for landed investments.	Invest Vancouver undertook client-centric research targeting investors in cybersecurity across two distinct geographic markets – Asia-Pacific and Western Europe. The research identified the most effective tactics for reaching investors in diversified geographic markets, informing Invest Vancouver's marketing strategy. Research findings informed the infosecuritybc.ca website, BC Information Security and Cybersecurity Capabilities Export Directory, and other marketing collateral.

2025 Priority 2: Strengthen Key Industries		
Initiative	**Opportunity**	**Achievement**
Subsector Strategy Project *(in replacement of Regional Tech Sector Ecosystem Mapping)*	Identifying the high-potential sub-sectors within the region and articulating their unique value proposition can strengthen the region's global competitiveness, attract investment, foster innovation, and drive economic growth.	In progress, the Subsector Strategy dives into Invest Vancouver's key industries to identify priority subsectors, uncover emerging trends and market opportunities, and define the region's unique selling proposition. The findings will inform subsector-specific FDI strategies, including actionable plans over a two-year period to attract investment and strengthen the Metro Vancouver region's global position.
Regional Foodtech Ecosystem Analysis	The Metro Vancouver region is an important food production and distribution centre and has a rapidly growing tech hub that captures global attention. Strengths in these two industries converge to create an emerging agri-foodtech hub. Having clear insight into the specializations and strengths of agritech and foodtech industries will indicate where there are investment potential and opportunities for growth.	Invest Vancouver completed analysis of the region's agri-foodtech industry that details the specializations, strengths, capabilities, and ecosystem assets for investment attraction. This project updates and expands on previous work that focused on technological solutions for primary agricultural production and extends beyond the farm gates to encompass food processing, packaging, and distribution. Findings were used to inform marketing collateral and digital campaign.
Regional Cleantech Ecosystem Analysis	The Metro Vancouver has a vibrant cleantech industry that extends beyond its well-known hydrogen cluster. The industry benefits from government and ecosystem support and represents a strong opportunity for investment attraction.	Invest Vancouver published an analysis of on the Metro Vancouver region's cleantech ecosystem identifying the competitive strengths, specializations, capabilities, and ecosystem assets. Findings helped enhance collateral used for outbound missions, familiarization tours, investor pitches, and others.

2025 Priority 3: Increase Regional Resilience		
Initiative	**Opportunity**	**Achievements**
FDI Training	To truly show up as a unified region, a coordinated approach to FDI attraction is needed. Acquiring training and resources build capacity amongst collaborators and ensure alignment; enabling stronger economic development.	Invest Vancouver delivered two training sessions in 2025. The first, held in Q3, focused on best practices for business retention and expansion to support local businesses and drive reinvestment. The second, in Q4, centered on building a coordinated regional approach to leverage major events such as Web Summit Vancouver and the 2026 FIFA World Cup. Together, these sessions strengthen regional competitiveness and collaboration, positioning the Metro Vancouver region to attract more high-quality FDI.
Regional Talent Accelerator	Talent drives economic growth and FDI attraction. By enhancing workforce development and aligning skills with emerging industry needs, the region can strengthen its talent pipeline and improve investment readiness.	Invest Vancouver launched and successfully completed a regional talent accelerator pilot project, *Invest Talent*, with $500,000 in grant funding received from Future Skills Centre. The pilot project launched two industry led-hubs – cybersecurity and medtech – engaging more than 80 employers and 130+ learners resulting in $14.4 million in salary over three years. The success of the pilot project provides a path forward for a replicable industry-driven skills development to support attracting FDI and scaling strategic industries.
Workforce Data Dashboard	Access to talent is integral for global competitiveness and having real-time data on the region's workforce can inform strategic approaches and best practice for workforce development.	Invest Vancouver developed a regional Workforce Data Dashboard providing real-time insights into the region's labour market, including trends on supply and demand, demographics and workforce, job demand and skill requirements in key sectors, and wage and labour comparisons to competitors. This internal database empowers agile responses to investor enquiries.
Invest Vancouver Value Proposition and Governance Structure Review *(in replacement of Regional Economic Development Strategy)*	After 5 years as a service of Metro Vancouver, the Invest Vancouver value proposition and governance structure review was undertaken to assess its value delivered to the region and consider ways to improve its long-term sustainability. The focus was on identifying opportunities that enhance the service's flexibility, responsiveness, and effectiveness in the region, while lessening the financial impact on Metro Vancouver households.	In progress, this commissioned project completed over 30 interviews and deskside research that gathered perceptions of Invest Vancouver's current value proposition and identified that shifting towards an arm's-length governance model, in common with other Economic Development Organizations in Canada, could allow the service to access additional funding and more autonomy.

2025 Priority 4: Provide Regional Leadership		
Initiative	**Opportunity**	**Achievements**
Web Summit Vancouver	Web Summit Vancouver (WSV) is one of the largest North American Tech conferences. The world's leading innovators, investors, and entrepreneurs travel to attend this premier tech conference which poses an opportunity to promote the region's tech hub and thriving ecosystem to attract investment.	As a member of the Naturally Innovative Alliance (NIA) – a consortium of organizations responsible for landing WSV to increase awareness of the BC tech ecosystem – Invest Vancouver hosted, coordinated, and partnered on over 12 projects and activities to promote the region's tech hub to foreign multinational companies. Most notably, Invest Vancouver hosted the Innovation & Investment Insider tours with partners to showcase three of the region's high-growth sectors (life sciences, cleantech, and creative tech) to global investors. The oversubscribed event welcomed 200 attendees representing 17 countries, garnering positive global visibility for the region and strengthening relationships between local innovators and international investors.
FDI Initiative Roundtables	FDI attraction is complex and requires coordination across government and industry. Receiving input from provincial, federal, and regional leaders can enhance Invest Vancouver's attraction strategies.	With secured funding from PacifiCan, Invest Vancouver hosted a roundtable in partnership with the Greater Vancouver Board of Trade that convened 20 participants from government, industry, and the ecosystem to broaden the conversation on the importance of FDI, deepen stakeholder engagement, and foster a dialogue on market diversification as a driver of regional economic resilience.
Aftercare Framework	When global companies land in the Metro Vancouver region, they often seek to expand and grow their workforce, but to navigate the processes across multiple jurisdictions can be complex. By providing a regionally coordinated approach across all levels of government, Invest Vancouver can deliver the support these companies need to make their expansion journey seamless.	Invest Vancouver engaged with partners to draft an aftercare framework that facilitates regular communication and information-sharing. As the work progresses, Invest Vancouver will play a central role in connecting local governments into the process so that companies experience a unified, aligned approach across jurisdictions. This framework originated from the FDI Roundtable Working Group — a collaboration of federal, provincial, and regional partners — and continues to evolve.

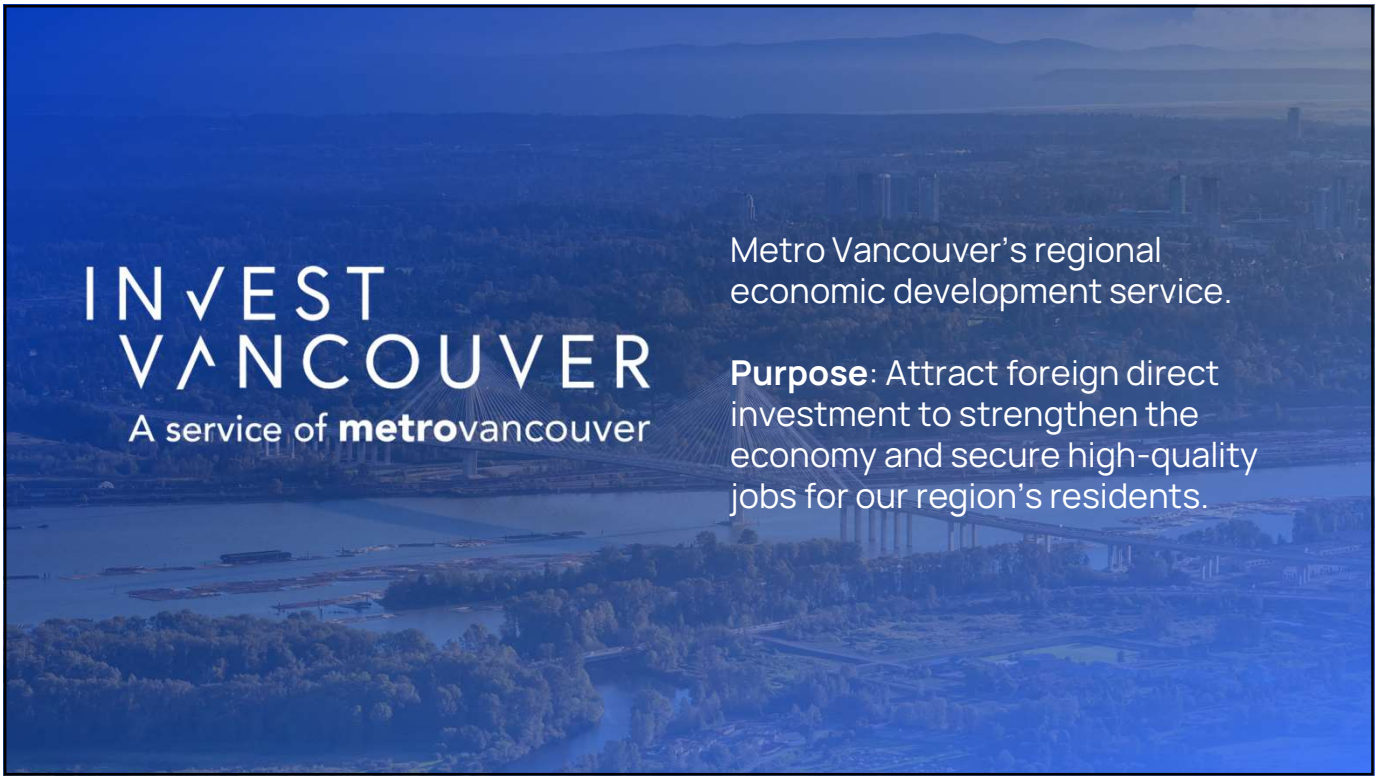
INVEST VANCOUVER

A service of **metro**vancouver

InvestVancouver.ca @Invest_Van Invest Vancouver

INVEST
VANCOUVER
A service of metrovancouver
Invest Vancouver Management Board Meeting Schedule, Workplan and Invest Vancouver 2026 Annual Plan
February 18, 2026 / Presented by: Jacquie Griffiths, President, Invest Vancouver
73374682

1


INVEST
VANCOUVER
A service of metrovancouver
Metro Vancouver's regional economic development service.
Purpose: Attract foreign direct investment to strengthen the economy and secure high-quality jobs for our region's residents.

2

Metro Vancouver's Regional Economy

$254 billion
GDP (2024), 64% of BC's GDP[1]

3.1 million
Population (half of BC's population[2])

1.7 million
Regional Workforce[3]

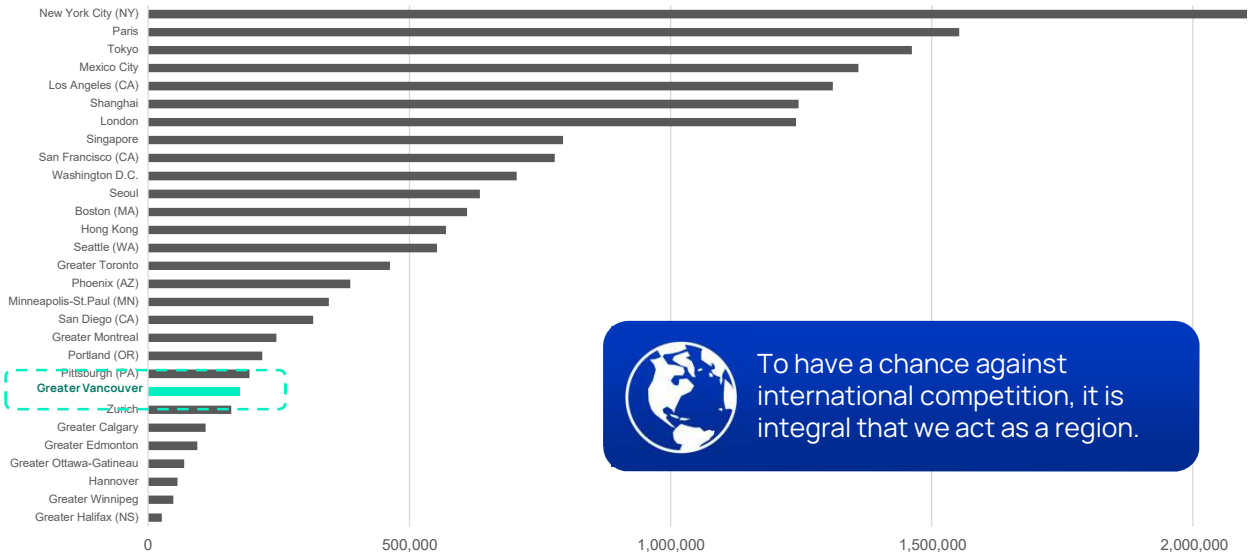
23 member jurisdictions
21 municipalities, 1 electoral area, 1 treaty First Nation

[1] Invest Vancouver estimate in 2024 dollars based on BC Stats, Statistics Canada, and the Conference Board of Canada data. [2] BC Stats. [3] Lightcast.

3

The scale of our regional economy

This chart shows **GDP (PPP, estimated)**, expressed as International dollars (million) for 20 sample city-regions.



To have a chance against international competition, it is integral that we act as a region.

Source: fDi Benchmark from the Financial Times Ltd, 2024

4

4

5

WHY DOES FDI MATTER?

FDI isn't just about dollars—it's about jobs, innovation, and economic resilience.

349,000+ people in BC

employed by foreign MNEs (+46% since 2016)

43% higher average annual salary

in the professional, scientific, and technical services sector, which drove BC's foreign MNE employment growth

Source: FDI in BC, Invest Vancouver, November 2024

6

6

WHY DOES FDI MATTER?

FDI isn't just about dollars—it's about jobs, innovation, and economic resilience.

349,000+ people in BC
employed by foreign MNEs (+46% since 2016)

43% higher average annual salary
in the professional, scientific, and technical services sector, which drove BC's foreign MNE employment growth

Source: FDI in BC, Invest Vancouver, November 2024

Benefits of FDI

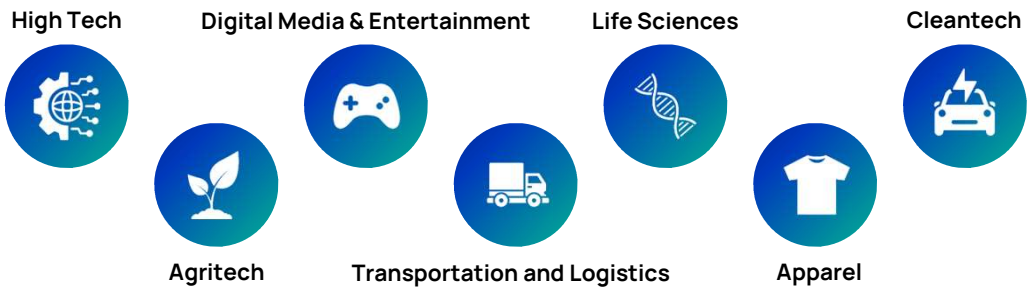
- Creates jobs
- Introduces cutting-edge tech & global best practices
- Boosts productivity and competitiveness
- Diversifies economy & increases resilience

7

Key industries

Invest Vancouver targets FDI in industries that…

…create quality jobs.
…are export-oriented & growing.
…align with the region's competitive advantages.



8

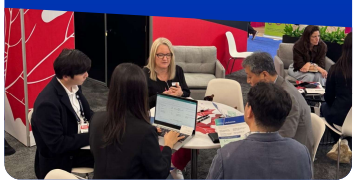
8

2025 Highlights

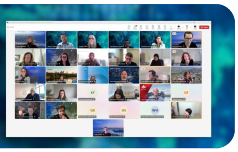
Hosted **27** executive familiarization tours and inbound delegations

Held over **150** + business development meetings with investors

Published **13** case studies



Distributed **6** qualified investment opportunities through RFIs to member jurisdictions



Delivered **5** digital marketing campaigns

Reached **79 million** people through earned media

Conducted **12+** partnered projects and regional bus tours for **200** global investors at Web Summit Vancouver

9

9

Key Performance Indicators

Indicator	2025	2024
Total value of investment pipeline	$3.7B	$3.0B
Total jobs in investment pipeline	2,650	1,827
Landed/expanded companies	11	9
Total value from landed/ expanded companies	$190M	$53M
Total jobs from landed/expanded companies	514	135
Percentage of revenue from external sources	19%	7%

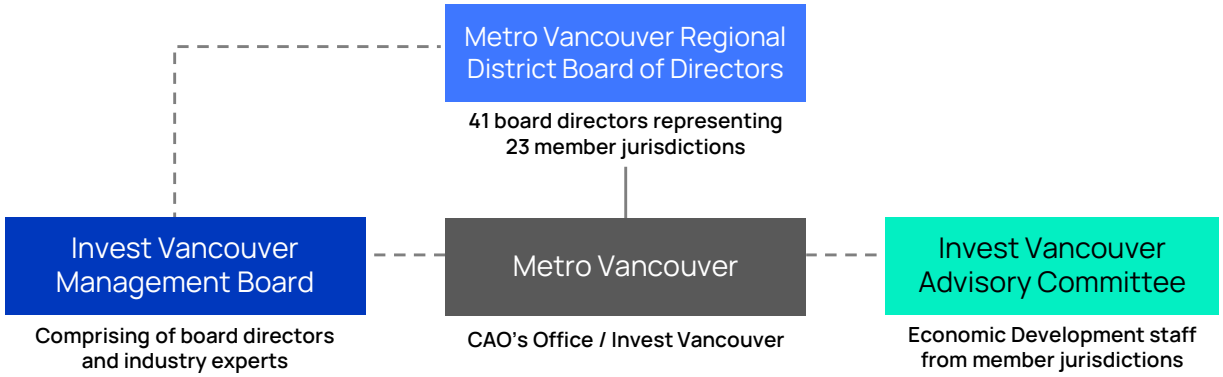
"We're especially grateful to Invest Vancouver which helped us navigate the local business landscape and connect us with tools needed to support our growth including providing insight in the public and private ecosystem. Their support made all the difference."

- Tom Kelly, co-founder and CEO of Heidi

10

10

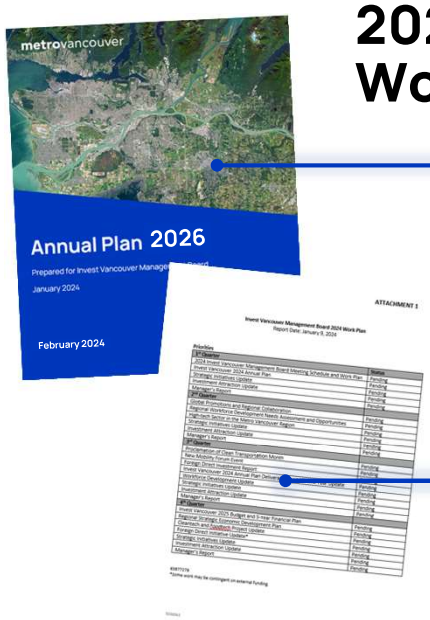
Through Invest Vancouver, regional leaders are a part of a unified approach.



11

11

2026 Annual Plan and IVMB Work Plan



2026 Annual Plan describes the work of Invest Vancouver for 2026

Shaped through engagement with regional leaders, including members of the Invest Vancouver Advisory Committee and Management Board as well as other partners.

IVMB Work Plan describes the deliverables flowing from the Annual Plan to the IVMB on a quarterly basis

12

12

2026 Priorities
1
Drive Investment Attraction through Strategic Partnerships
2
Increase the Metro Vancouver Region's Global Profile
3
Strengthen Investor Readiness through Data-Driven Decision Making and Business Intelligence
13

13

INVEST VANCOUVER
A service of metrovancouver
Opportunity, Amplified. In a region like no other.
14

14

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Gregory Freeman, Senior Economist, Invest Vancouver

Date: January 26, 2026 Meeting Date: February 18, 2026

Subject: **FDI Growth and Expansion Drivers Survey**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated January 26, 2026, titled "FDI Growth and Expansion Drivers Survey"; and
b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

EXECUTIVE SUMMARY

A survey of foreign multinational enterprises (MNEs) with operations in the Metro Vancouver region found that firms in export-oriented, high-growth industries widely regard the region as an attractive business location. This finding is valuable for the value proposition advanced by Invest Vancouver because positive peer experiences are one of the most important considerations for prospective investors.

The survey revealed that foreign MNEs typically enter the Metro Vancouver region with a modest initial presence then scale significantly over time. Among surveyed firms, 85 per cent increased employment after entry, with average employment more than tripling from 76 employees at entry to 260 at the time of the survey. While half of the firms employed 30 or more workers at entry, by the time of the survey, employment growth meant that half employed 100 or more. This pattern of reinvestment and expansion demonstrates that the region's value proposition delivers. Similarly, 83 per cent of the firms said they are likely to expand locally within the next three years, a remarkable result given the increasing uncertainty created by tariffs, volatile trade policy, and geopolitical tensions. Most MNE's (74 per cent) expect expansion in the region to be easy, although global economic risks and local cost pressures continue to pose challenges and slow down decision making.

PURPOSE

To provide the Invest Vancouver Management Board and the MVRD Board with the findings of the FDI Growth and Expansion Drivers Survey for information.

BACKGROUND

The FDI Growth and Expansion Drivers Survey project is a deliverable of the MVRD Board endorsed Invest Vancouver 2025 Annual Plan.

The 2024 *Impact of Foreign Direct Investment in BC* report (Reference 1) identified substantial and growing employment at foreign MNEs in the province. However, the Statistics Canada data underpinning the analysis did not disclose the composition of the employment gains (i.e., the extent to which the growth resulted from new establishments, expansions of existing operations, or acquisitions of Canadian firms).

This project was designed to provide that needed detail by identifying patterns in foreign direct investment (FDI) activity and growth among foreign MNEs in the Metro Vancouver region. The survey also captures catalysts driving firm expansion, common barriers that may have slowed or constrained investment or incremental growth, and expectations regarding future investment.

SURVEY OF FOREIGN MNEs IN THE METRO VANCOUVER REGION

Invest Vancouver engaged PricewaterhouseCoopers LLP (PwC) in partnership with Leger to conduct a survey of senior executives at foreign MNEs operating in the region. The survey is not a random sample: it started by curating a list of foreign MNEs in the sectors targeted by Invest Vancouver for FDI attraction, such as the life sciences, digital media & entertainment, and high tech (which includes areas such as information and communications technology and advanced manufacturing and industrial equipment). PwC and Leger recruited senior decision-makers with knowledge of their firm's strategic plans who completed the survey between October 9 and November 12, 2025 (**Attachment 1**).

Survey respondents represented 47 foreign-owned firms operating in the region. Of these, nearly half (47 per cent) were majority foreign owned, 30 per cent were wholly foreign owned, and 23 per cent were Canadian firms that had been acquired by a foreign parent. Over half of the respondents (51 per cent) reported a US based parent company, with the remainder reflecting a diverse range of source countries, including China (11 per cent), Hong Kong and the United Kingdom (four per cent), and single respondents from Australia, Austria, Costa Rica, France, Germany, India, Ireland, Japan, Mexico, Romania, Spain, Sweden, Switzerland, and Ukraine. Despite the breadth of international investment, US investment remains significant as it still accounts for two-thirds of BC employment at foreign MNEs.

Most respondent firms (70 per cent) have operated in the region for five years or more, while 30 per cent are newer entrants with less than five years of local activity. Just under half of firms (47 per cent) entered the Metro Vancouver region via a new investment; with the rest evenly split among acquisitions, incremental expansion, and joint ventures (17 per cent each).

Respondents frequently reported operating across multiple industries; when asked to identify their primary local sector, firms' most common responses were manufacturing and logistics and supply chain (28 per cent each), followed by professional, scientific and technical services (26 per cent), information and communications technology (21 per cent), and life sciences (17 per cent). Smaller shares identified clean energy and digital media and entertainment (nine per cent each) and agri-tech (six per cent) as their primary sector.

Local operations perform a wide range of functions within their corporate structures. The most frequently reported were professional services (55 per cent), manufacturing (51 per cent), sales and marketing (47 per cent), regional headquarters activities (34 per cent), and research and development (32 per cent). When asked to identify their primary local function, respondents most often selected manufacturing (36 per cent) and professional services (32 per cent), followed by regional headquarters functions (15 per cent), sales and marketing (13 per cent), and research and development (four per cent).

Finding #1: **The Metro Vancouver region is widely perceived as an attractive location by business leaders at foreign firms with local operations.**

Two-thirds of respondents rated the region as a "very good" or "excellent" place for foreign companies. A further 28 per cent considered it "good," while very few described it as "fair" (four per cent) or "poor" (two per cent).

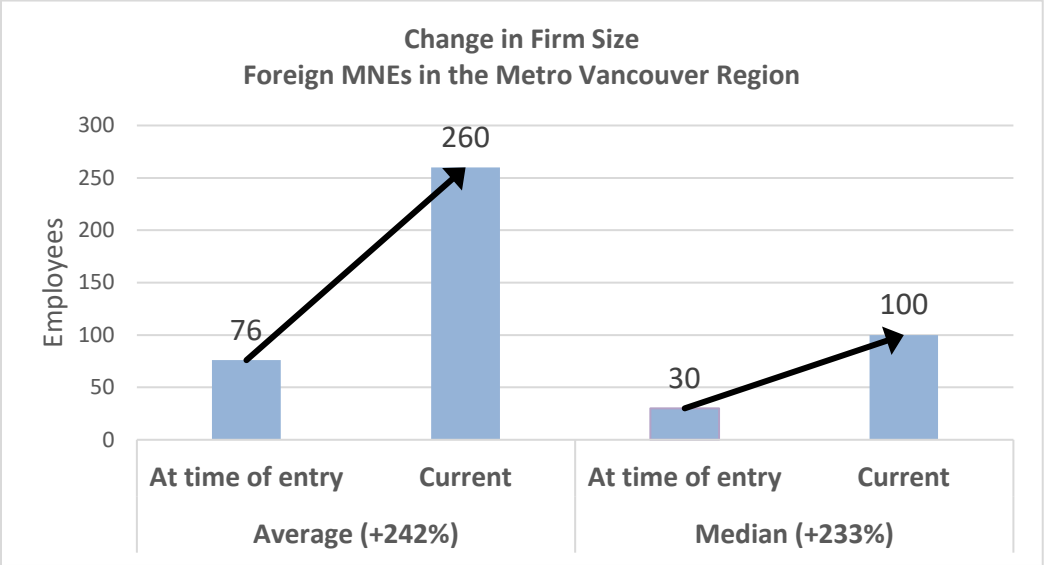
When asked to identify the three most important factors influencing investment or reinvestment decisions, business leaders most frequently cited quality of life (47 per cent), infrastructure and logistics (45 per cent), and proximity to the US (40 per cent). Other notable considerations included talent availability (28 per cent), the innovation ecosystem (28 per cent), airport connectivity (26 per cent), and the domestic market (26 per cent). Less frequently mentioned factors were government incentives (17 per cent) and the regulatory environment (15 per cent), suggesting that while policy factors matter, the region's attractiveness is driven primarily by lifestyle, connectivity, and access to talent and markets.

Why it matters: The fact that firms already operating here view the Metro Vancouver region favorably is a powerful message to prospective investors since peer endorsements are among the most credible signals of a strong business environment.

Finding #2: **Foreign MNEs typically establish a presence in the Metro Vancouver region and then scale significantly.**

Employee growth is widespread: 85 per cent of surveyed firms have added employees since entering the region. The growth patterns are consistent regardless of how recently the firm arrived: 86 per cent of newer arrivals (≤5 years) and 85 per cent of long-tenured firms (>5 years) reported adding staff. Note: The survey included foreign MNEs currently operating in the market. Firms that exited the region are not represented, which likely reduced the share of downsizing cases.

At market entry, firms averaged 76 employees, with only half employing 30 or more. At the time of the survey, average employment had more than tripled to 260 (+242 per cent). Median employment increased 233 per cent to 100 employees, meaning half the firms now employ 100 or more people.



Why it matters: Foreign direct investment (FDI) in the Metro Vancouver region appears to follow a pattern. Firms enter the market with a modest footprint (whether through an acquisition or the establishment of small office) and then scale significantly over time. This research confirms that foreign MNEs in target industries often follow this trajectory, with employment more than tripling on average. For investment attraction, this is a compelling message: firms that choose the Metro Vancouver region find it worthwhile to reinvest and expand. Sustained employee growth signals that the region's value proposition delivers.

Finding #3: **Firms in high-growth industries are expanding in the region to access talent and partnerships.**

Foreign MNEs operating in the Metro Vancouver region report strong growth since entering the region, and increased demand for their products and services stands out as the dominant driver, cited by 80 per cent of respondents. This finding is consistent with Invest Vancouver's strategic focus on sectors selected in part for their rising global demand. Demand-driven expansion was cited most frequently by long-tenured (89 per cent) and non-US-headquartered firms (89 per cent).

Beyond demand, two additional factors emerged as critical growth drivers: access to skilled labour and strategic partnerships, each cited by 60 per cent of firms. For newer firms (≤5 years in the market), access to skilled labour was even more important (83 per cent), ahead of both increased demand and partnerships (each at 58 per cent).

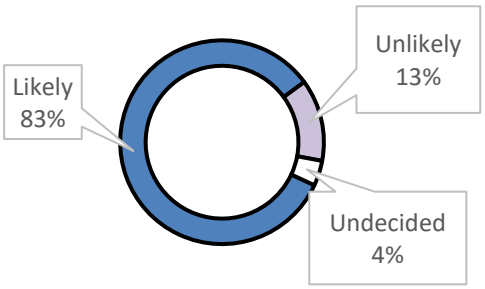
Why it matters: Invest Vancouver's focus on investment attraction in export-oriented, high-growth industries is consistent with and validated by these findings: firms in these sectors are expanding primarily to meet rising demand and to access talent and partnerships. Talent stands out as a critical attractor, reinforcing the importance of workforce development and regional positioning in investment attraction efforts.

Finding #4: **Foreign firms in the region share a strong sense of optimism and confidence about future expansion in the region.**

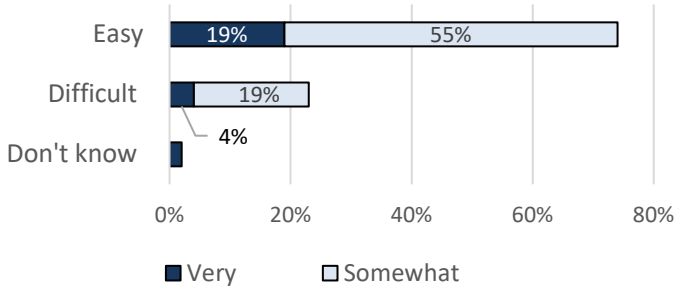
Foreign MNEs in the region have been growing, and 83 per cent said they are likely to continue expanding in the region over the next three years. Remarkably, 74 per cent expect the expansion to be "somewhat" or "very" easy, with just 23 per cent expecting it to be difficult.

Foreign MNE Expansion Plans within the Region over the next 3 Years

Likelihood of Expansion



Anticipated Difficulty of Expansion

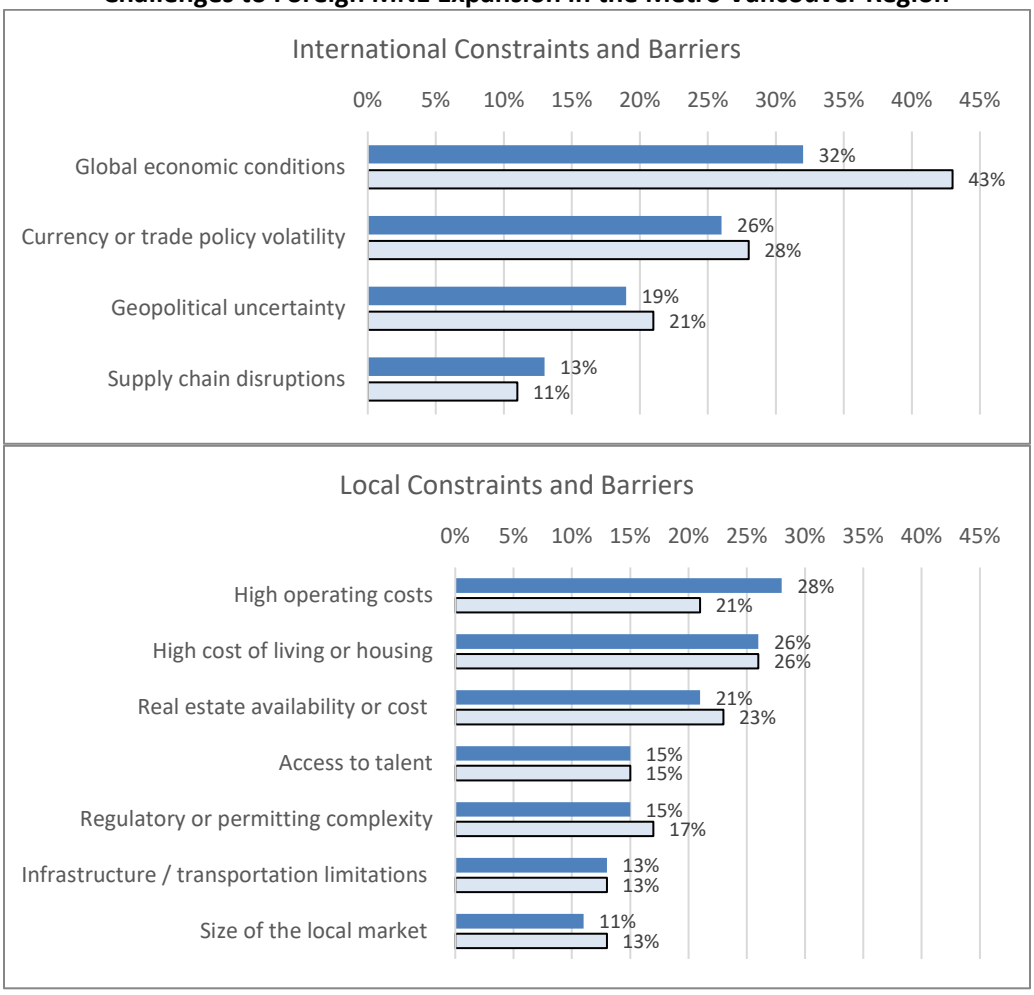


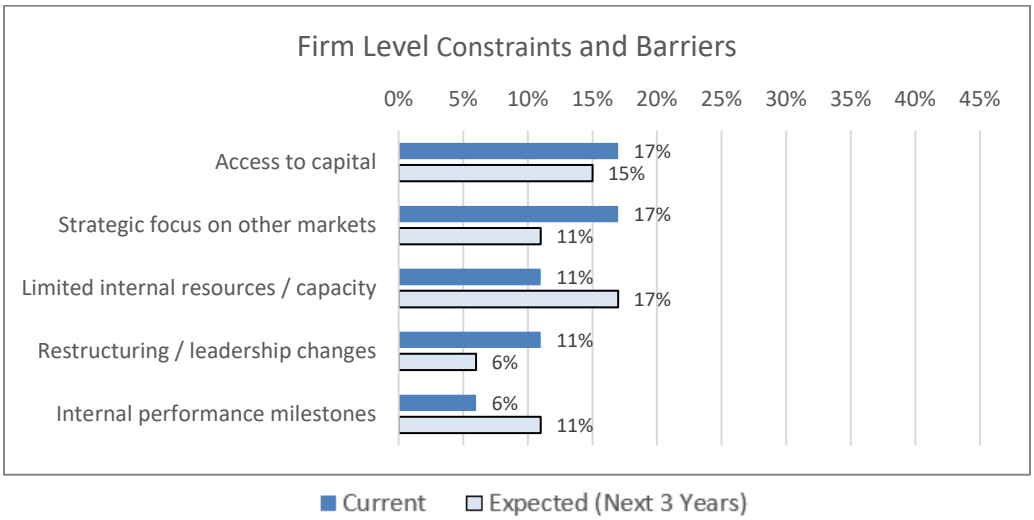
Why it matters: Despite negative headlines dominated by tariffs, geopolitical instability, and economic uncertainty, foreign firms in the Metro Vancouver region are planning to grow. This aligns with broader trends: previous Invest Vancouver research showed that FDI in BC delivered strong employment growth (+46 per cent) at foreign MNEs from 2016 through 2022. The takeaway for investment attraction is clear: firms in the region say it is an attractive place to do business, and they are confident, reinvesting, and expanding.

Finding #5: **Firms cited a combination of global macroeconomic risks and local cost pressures as the main limitations and anticipated challenges to expansion.**

Current and anticipated challenges to expansion reflect a mix of global and local pressures. At present, the most frequently cited global risks are economic challenges (32 per cent), currency or trade policy volatility (26 per cent), and geopolitical uncertainty (19 per cent). Locally, firms point to high operating costs (28 per cent), cost of living and housing (26 per cent), and real estate availability or cost (21 per cent) as the top constraints. Looking ahead over the next three years, these risks remain significant, but global economic conditions rise sharply to 43 per cent, signaling expectations of increased macroeconomic volatility. In contrast, high operating costs decline to 21 per cent, ranking fifth among anticipated challenges. Other concerns include regulatory or permitting complexity (17 per cent) and limited internal resources or capacity (17 per cent), suggesting that operational hurdles may become more prominent alongside global uncertainty.

Challenges to Foreign MNE Expansion in the Metro Vancouver Region





Why it matters: Global macroeconomic volatility is emerging as the dominant barrier to future expansion, while local cost pressures are expected to ease (while remaining relevant). The emergence of regulatory complexity and internal capacity constraints as notable concerns suggests that firms anticipate operational challenges beyond costs. For investment attraction, this underscores the importance of positioning the Metro Vancouver region as resilient amid global uncertainty and addressing talent and regulatory bottlenecks that could limit reinvestment.

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the report dated January 26, 2026, titled "FDI Growth and Expansion Drivers Survey"; and
   b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

2. THAT the MVRD Board receive for information the report dated January 26, 2026, titled "FDI Growth and Expansion Drivers Survey".

FINANCIAL IMPLICATIONS

The FDI Growth and Expansion Drivers Survey was expended through Invest Vancouver's Board approved 2025 budget. The project cost $109,000, including support from a CanExport grant that provided 50 per cent matched funding.

CONCLUSION

Foreign firms operating in the Metro Vancouver region consistently describe it as an attractive place to do business, a view that is reinforced by their actions. These firms have invested, reinvested, and expanded employment locally, and most expect to grow their operations further over the next three years. Together, their demonstrated commitments and firsthand assessments represent some of the most credible evidence that the region's value proposition is delivering for foreign investors. These insights and peer endorsements will significantly enhance Invest Vancouver's investment attraction narrative and strategic outreach efforts.

ATTACHMENTS

1. PwC FDI Growth and Expansion Drivers in the Metro Vancouver Region.
2. Presentation re: FDI Growth and Expansion Drivers Survey.

REFERENCES

1. Invest Vancouver. (2024). *Impact of Foreign Direct Investment in BC*. https://investvancouver.ca/Documents/impact-of-foreign-direct-investment-in-bc.pdf

81393217

FDI Growth and Expansion Drivers

In the Metro Vancouver Region

PwC Canada
February 2025

Disclaimer

This report has been prepared exclusively for Invest Vancouver in accordance with the terms of our engagement. It is not intended for use by, and may not be relied upon by, any other party for any purpose. PwC accepts no duty, responsibility, or liability to any party other than Invest Vancouver in connection with this report or any use of the information contained herein.

Any individual or entity who is not authorized to use this report, as defined in our agreement with Invest Vancouver, is not authorized to use or rely upon this report. Unauthorized recipients acknowledge that any review or use of this report, whether in whole or in part, is undertaken solely at their own risk. Such individuals or entities acquire no rights or remedies against PwC, and PwC shall have no liability whatsoever to them arising from such access or use.

This report is based on information available to PwC at the time of its preparation and the specific scope of work agreed with Invest Vancouver. PwC has not audited, reviewed, or otherwise verified the information provided to us, and we do not provide any assurance, attestation, or opinion with respect to the contents of this report. Future events or information may affect the findings and conclusions, and PwC assumes no obligation to update this report for any such developments.

Metro Vancouver drives the growth of foreign firms through robust local development and positive business outlooks

Robust local expansion

- **85%** of firms have expanded since entry, driven by increased demand, access to skilled labour, and strategic partnerships.
- Firms have scaled significantly since entry - median employment grew by **233%**, and mean employment by **242%**, signalling successful local expansion.

Favourable investment climate

- Significant majority of respondents rate Metro Vancouver as a "Good," "Very Good," or "Excellent" location for foreign companies.
- **74%** believe that expanding in the Metro Vancouver region in the next three years will be easy (with 19% of respondents saying "very easy" and 55% responding "somewhat easy").

Expansion plans

- **83%** are likely to expand in Metro Vancouver in the next three years.
- **77%** are likely to expand outside the region, reflecting multi-site growth strategies.

Barriers to expansion

- **43%** of respondents identified global economic conditions as an expected challenge.
- Cost pressures posed another notable expected challenge, with **21%** of respondents noting high operating costs and **26%** citing high cost of living or housing as an expected challenge.

Methodology

Company list

- PwC compiled a list of foreign MNEs operating in the Metro Vancouver region in growing, export-oriented sectors identified by Invest Vancouver. Please refer to the Methodology & Survey questions appendix for a list of sectors and thematic keywords.
- In collaboration with various PwC experts, we reviewed the list, eliminating companies no longer active in the region. Additionally, these specialists identified companies with which PwC maintains strong connections, enabling targeted outreach opportunities.
- The full company list consists of 403 companies.
- The company list was shared with Leger to support with respondent recruitment and data collection.

Survey

- PwC collaborated with Invest Vancouver and Leger to develop the survey questions. These questions are included in Appendix B. Leger subsequently integrated the survey questions into their survey platform.
- The online survey was conducted with 47* senior decision-makers from foreign-owned multinational enterprises (MNEs) operating in the Metro Vancouver area.
- Participants were sourced from Leger's LEO panel, via a social media campaign on Meta and LinkedIn, as well as through targeted outreach by PwC.
- The survey was conducted between October 9 and November 12, 2025.

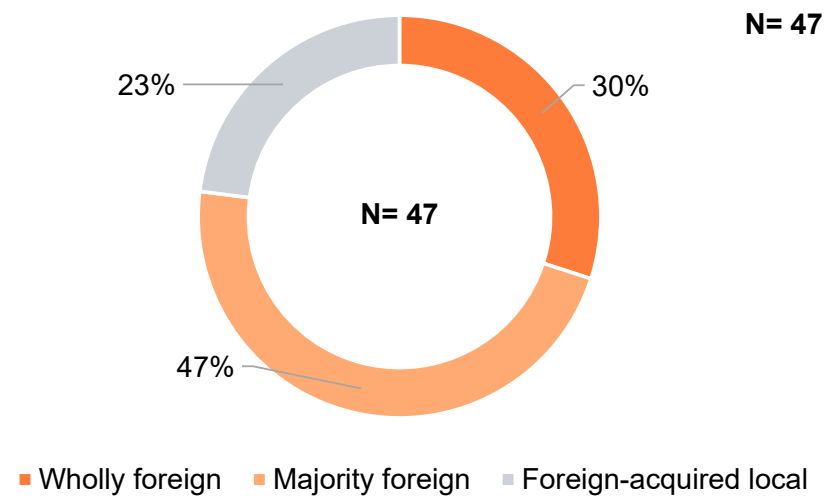
Aimed to

- Understand growth patterns of foreign-owned MNEs, including how they entered the region, how their presence has evolved, and where they see future opportunity.
- Identify key drivers and barriers affecting investment and reinvestment decisions, including talent, policy environment, operating costs, infrastructure, and global conditions.
- Assess future expansion outlook, both within Metro Vancouver and in other jurisdictions

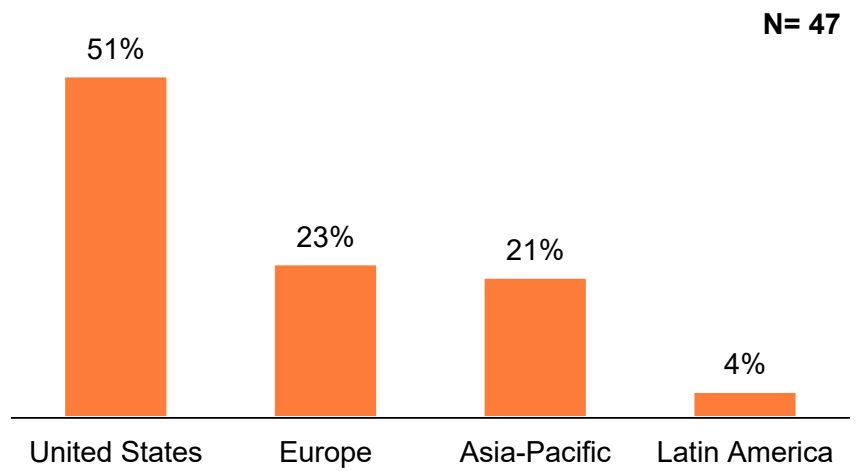
*The survey received responses from 47 participants, with an extra 14 respondents whose companies do not operate in Metro Vancouver, so they did not complete the entire survey. In some sections of the report, there are questions with more than 47 answers because certain questions allowed respondents to choose multiple options.

Firm Ownership and Country of Origin

Ownership mix



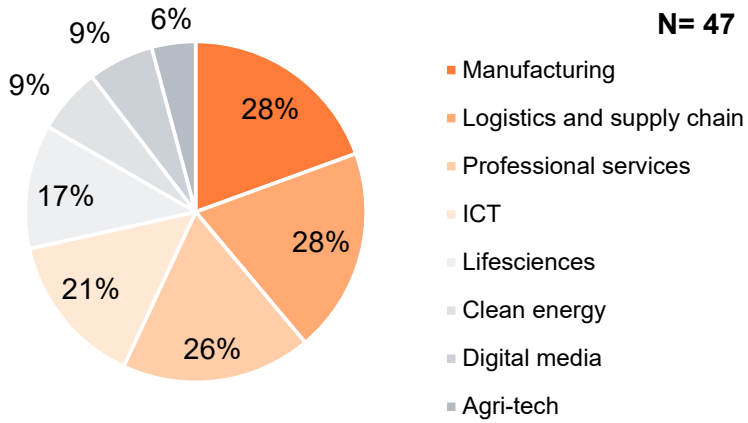
Regional analysis of parent company headquarters



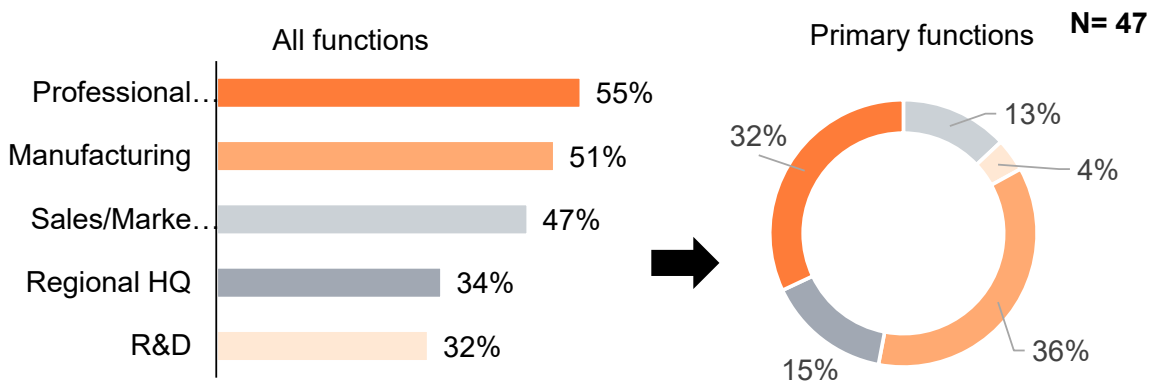
- All respondents are **foreign-owned firms**: 47% majority foreign, 30% wholly foreign, and 23% foreign-acquired local.
- Most respondents are **senior decision-makers (C-suite and senior executives)**, validating that the survey reached the right audience for strategic insights.
- The **United States dominates as the parent company location**, representing over half the sample (51%). **China is the next largest origin** (11%), followed by **Hong Kong and the United Kingdom** (~4% each). This concentration suggests Metro Vancouver's FDI is heavily North American, with notable but smaller representation from Asia and Europe.
- Other countries represented in the sample (with one firm each) include **Australia, Austria, Costa Rica, France, Germany, India, Ireland, Japan, Mexico, Romania, Spain, Sweden, Switzerland and Ukraine.**

Firm Sectors and Operating Functions

Primary sector of operation



Operating functions of respondents

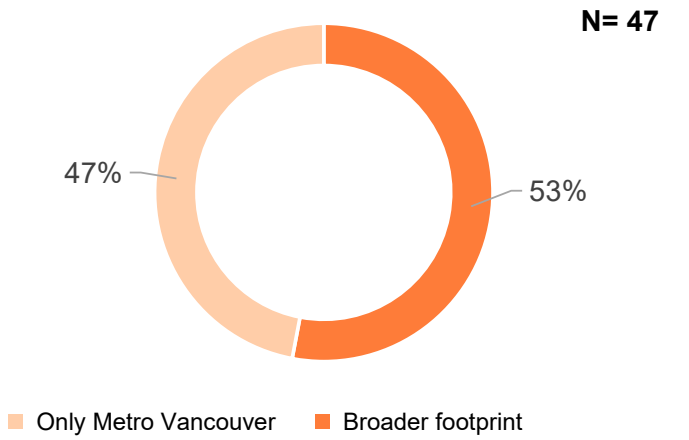


- **Advanced Manufacturing, Logistics, and Professional/Scientific/Technical Services** are the **leading sectors among respondent firms**,
- Other sectors such as **Clean Tech, Digital Media, and Agri-Tech** are present but represent smaller shares (6–9%).
- **Professional/Scientific/Technical Services and Manufacturing/Production are the most common operating functions**, followed by Sales/Marketing, Regional HQ, and R&D. When asked about their primary function, firms most frequently identified Manufacturing/Production and Professional/Scientific/Technical Services
- This distribution shows that while many firms have diverse operations, **manufacturing and professional services are most often at the core of their Metro Vancouver activities.**

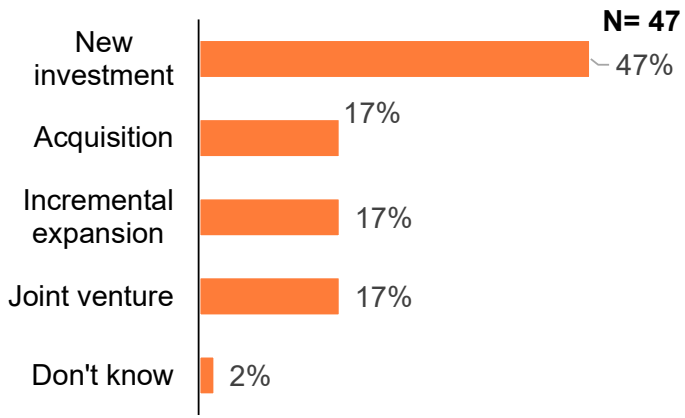
NOTE: Participants were allowed to choose more than one option regarding both the sector and the function of the company within Metro Vancouver.

Firm Footprint, Market Entry, and Growth

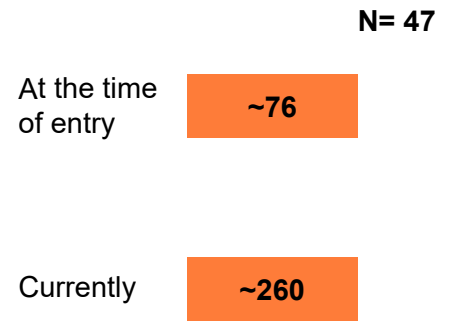
Canadian footprint



Market Entry Ways



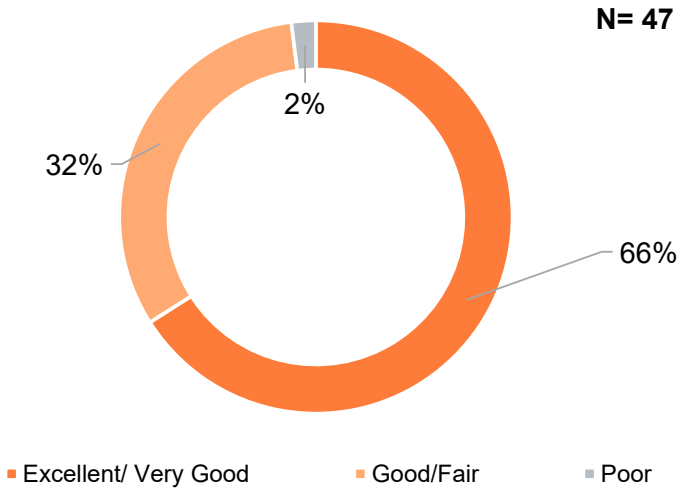
Employee Average



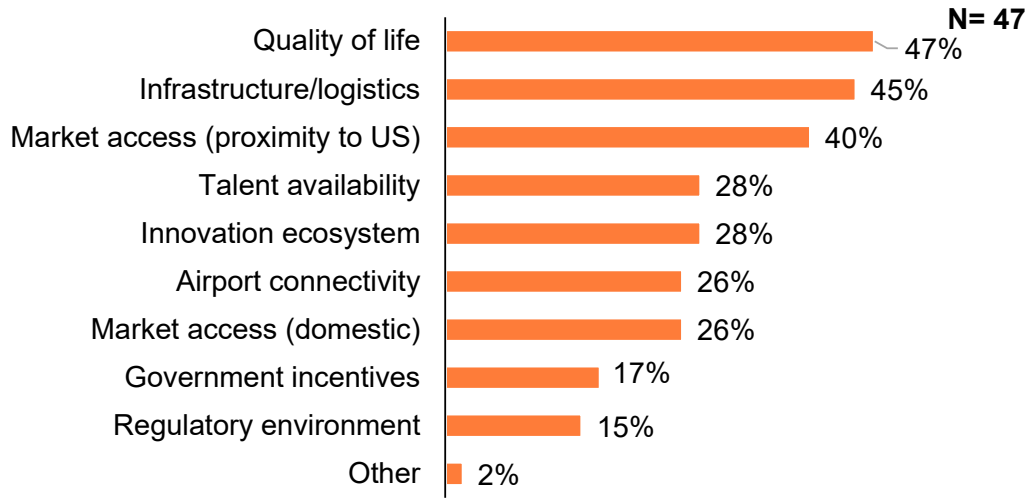
- Nearly **half of firms operate only in Metro Vancouver**, while 53% have a broader Canadian footprint. Among all firms, **Metro Vancouver is the first Canadian location for 56%**, with the remainder starting in Ontario (24%), Quebec (8%), elsewhere in BC (8%), or Alberta/Saskatchewan/Manitoba/Northern Canada (4%). This highlights Metro Vancouver's role as both a **primary entry point and a hub for further Canadian expansion**.
- **New investment is the most common entry mode**, followed by acquisition, incremental expansion from another Canadian location, and joint ventures. This mix shows that **both greenfield investment and corporate transactions are important** pathways for foreign firms entering the region.
- Most firms are well-established: **70% have operated in Metro Vancouver for 5+ years (34% for 6–10 years and 36% for more than 10 years),** while only 9% are very recent entrants (<2 years). This signals long-term commitment and stability in the region.
- Firms have scaled significantly since entry: median employment grew from **30 to 100 (~233% increase)**, and **mean employment from ~76 to ~260 (~242% increase)**. This represents more than a threefold increase, signaling successful local growth among respondent firms.

Location Rating and Attractiveness for Business

Location Rating



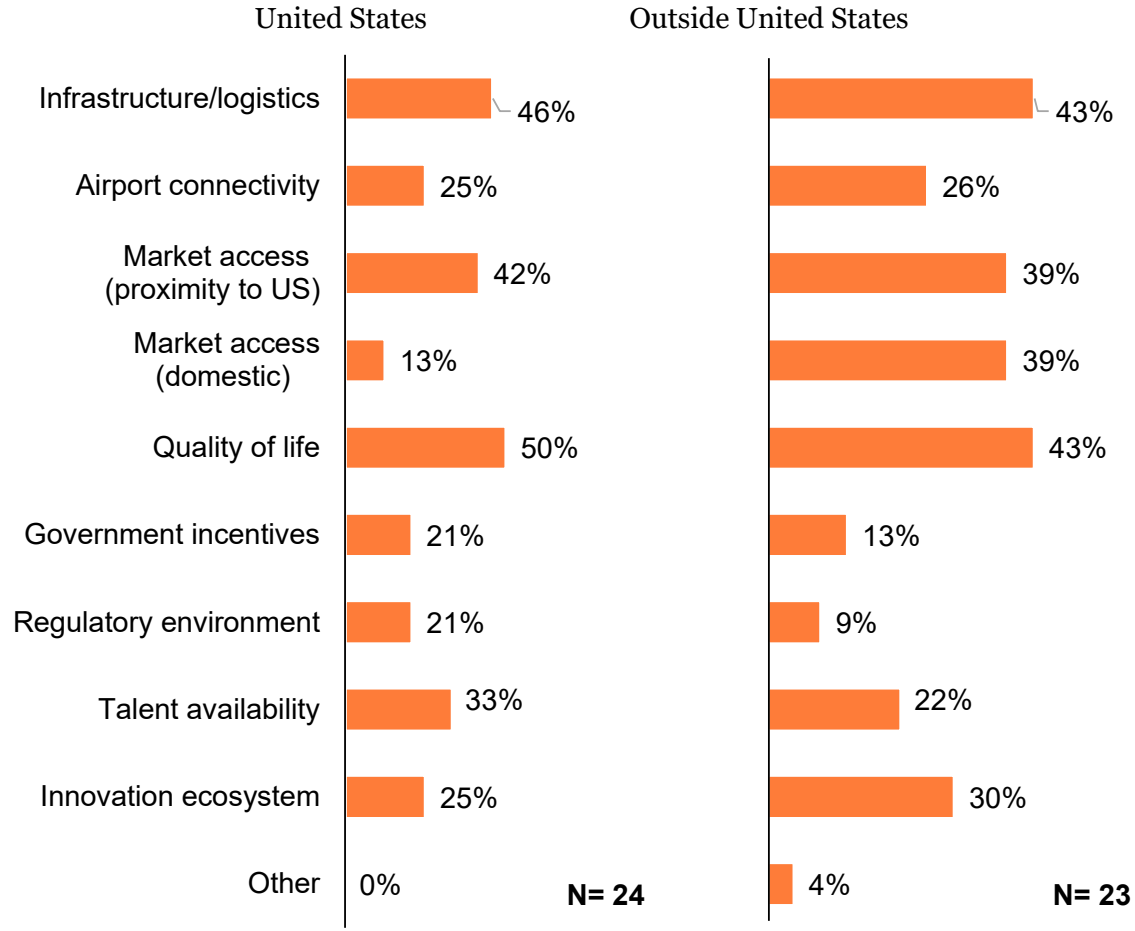
Key Attractiveness Factors



- **Metro Vancouver is viewed as a favourable location for foreign multinational enterprises**, with 98% of respondents rating it “Excellent”, “Very Good”, “Good”, or “Fair”. Only 2% of respondents rated the location as “Poor”, indicating strong overall sentiment.
- **Quality of life and infrastructure/logistics are the most frequently cited reasons for choosing Metro Vancouver**, followed by proximity to the US market and talent availability. Other important factors include innovation ecosystem, airport connectivity, and domestic market access.
- **Government incentives and regulatory environment are less frequently mentioned**, suggesting that lifestyle and connectivity are stronger draws than policy incentives.

US firms value proximity and logistics, while non-US firms prioritize broader market access and innovation

Regional analysis by attractiveness factors

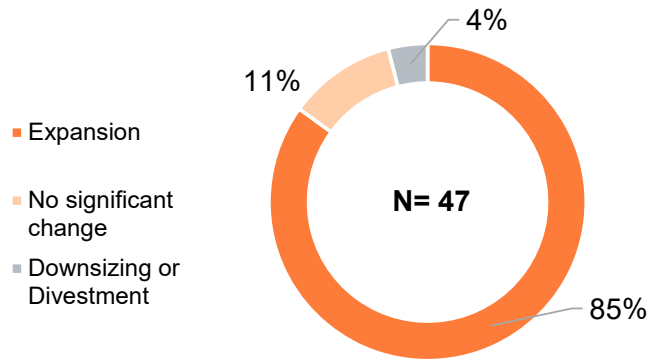


- US firms value proximity to the US border (42% for US firms versus 39% for non-US firms), while non-US firms are more likely to cite access to the broader Canadian market (39% for non-US firms versus 13% for US firms). Overall, market access is a top-three factor for both groups.
- Metro Vancouver's quality of life is a major attractor, particularly for US-based investors (50%), supporting talent attraction and retention.
- The advanced industries and infrastructure sector is highly dependent on logistics and infrastructure, making Metro Vancouver's connectivity a critical attractor, with 82% of the respondents in this sector rating logistics/ airport connectivity as key attractive factor.
- Newer entrants value a mix of logistics, quality of life, and talent, suggesting these are critical for initial investment decisions. Established firms place even greater emphasis on logistics and market access (67%), possibly as their operations scale.

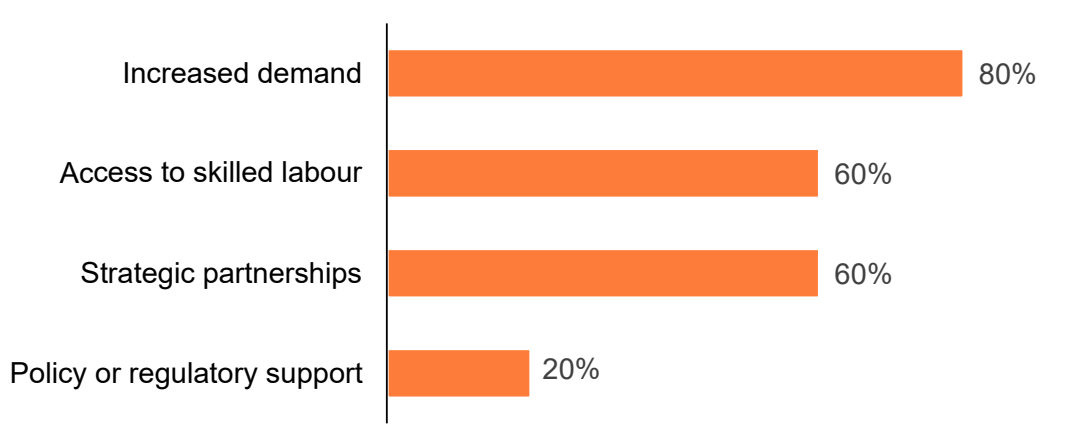
Expansion Drivers

Drivers affecting the evolution of company's presence in Metro Vancouver

Evolution of company's presence in Metro Vancouver



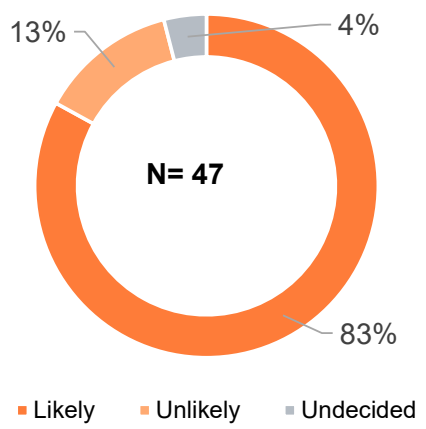
Key drivers for expansion



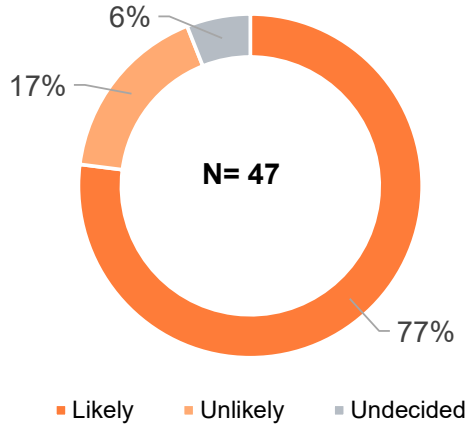
- **85% of firms have expanded their presence since entering Metro Vancouver**. 49% report gradual expansion while 36% have undergone major expansion. Conversely, only 11% report no significant change, and 4% have downsized or divested. This signals **strong growth momentum among foreign firms in the region.**
- **Increased demand is the leading driver of expansion**, cited by 80% of expanding firms. **Access to skilled labour and strategic partnerships** are also major factors supporting growth. Policy or regulatory support is a less common driver, indicating that market and talent factors are more influential than policy incentives.
- **Nearly half of firms (47%) have expanded operations beyond Metro Vancouver** since their initial entry. Of those, 41% expanded elsewhere in BC, 50% in the rest of Canada, and 5% outside Canada. This demonstrates that Metro Vancouver often serves as a launchpad for further Canadian and international growth.

Expansion Plans

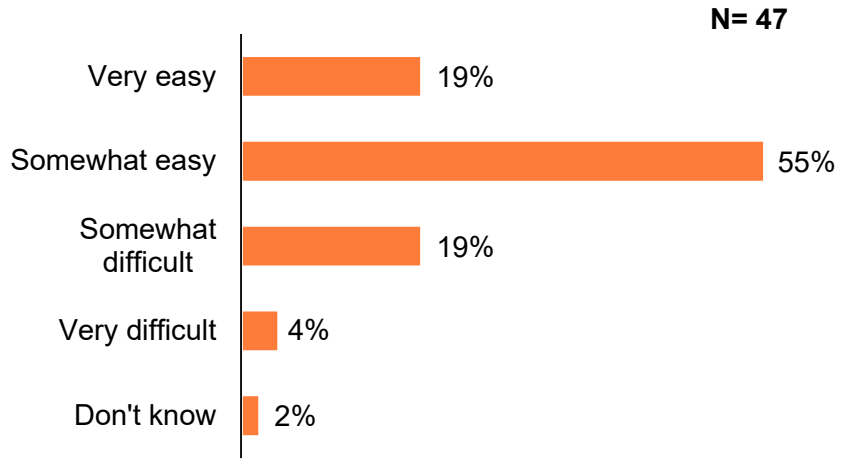
Expansion plans in Metro Vancouver in next 3 years



Expansion plans outside Metro Vancouver in next 3 years



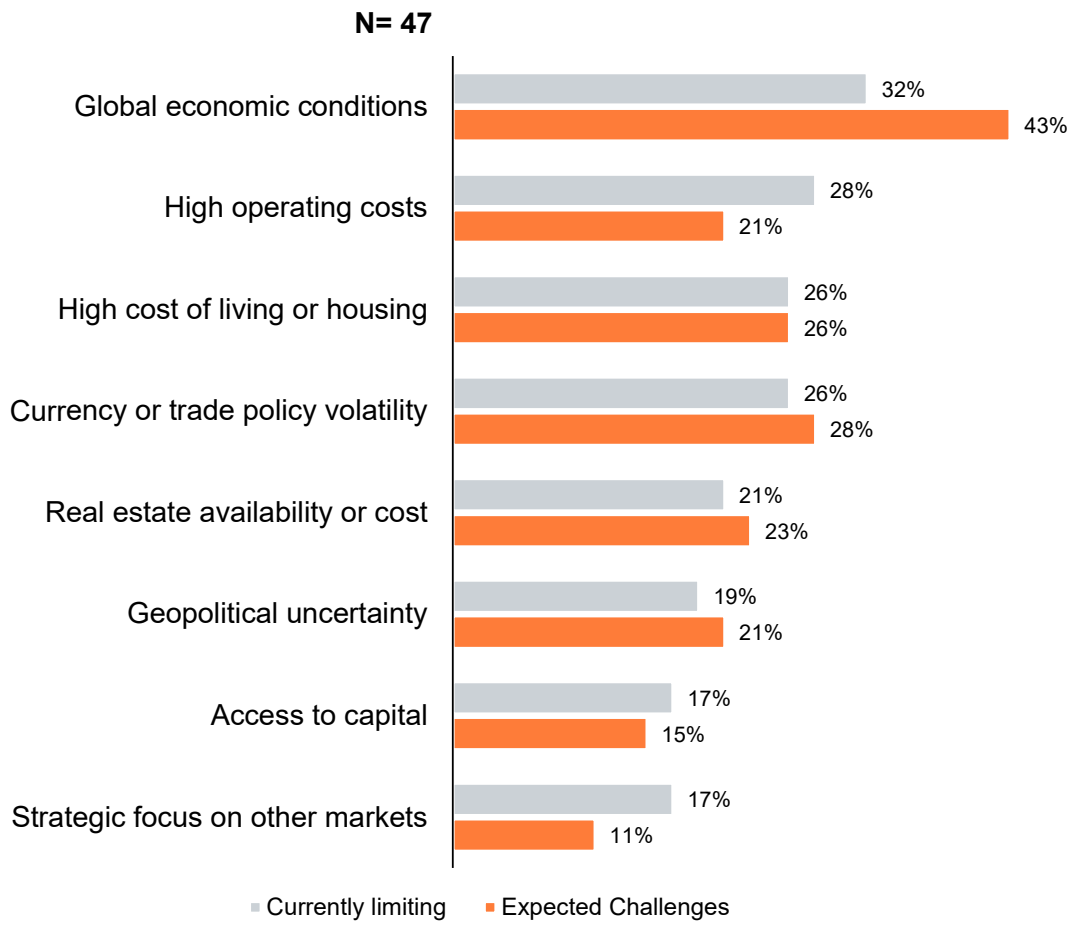
Perception of difficulty in expanding operation in next 3 years



- While **83% plan to expand in Metro Vancouver, 77% also expect to expand outside the region within the next three years**. This suggests firms view Metro Vancouver as a core hub, but not their sole growth market and multi-site strategies are common.
- **74% say expansion in MV would be easy, yet 23% anticipate some difficulty**. This means most **firms are optimistic, but targeted interventions could convert "somewhat easy" into "very easy," accelerating investment decisions.**

Current and Future Risks to Expansion (1/2)

Key current limitations and expected challenges in the next 3 years

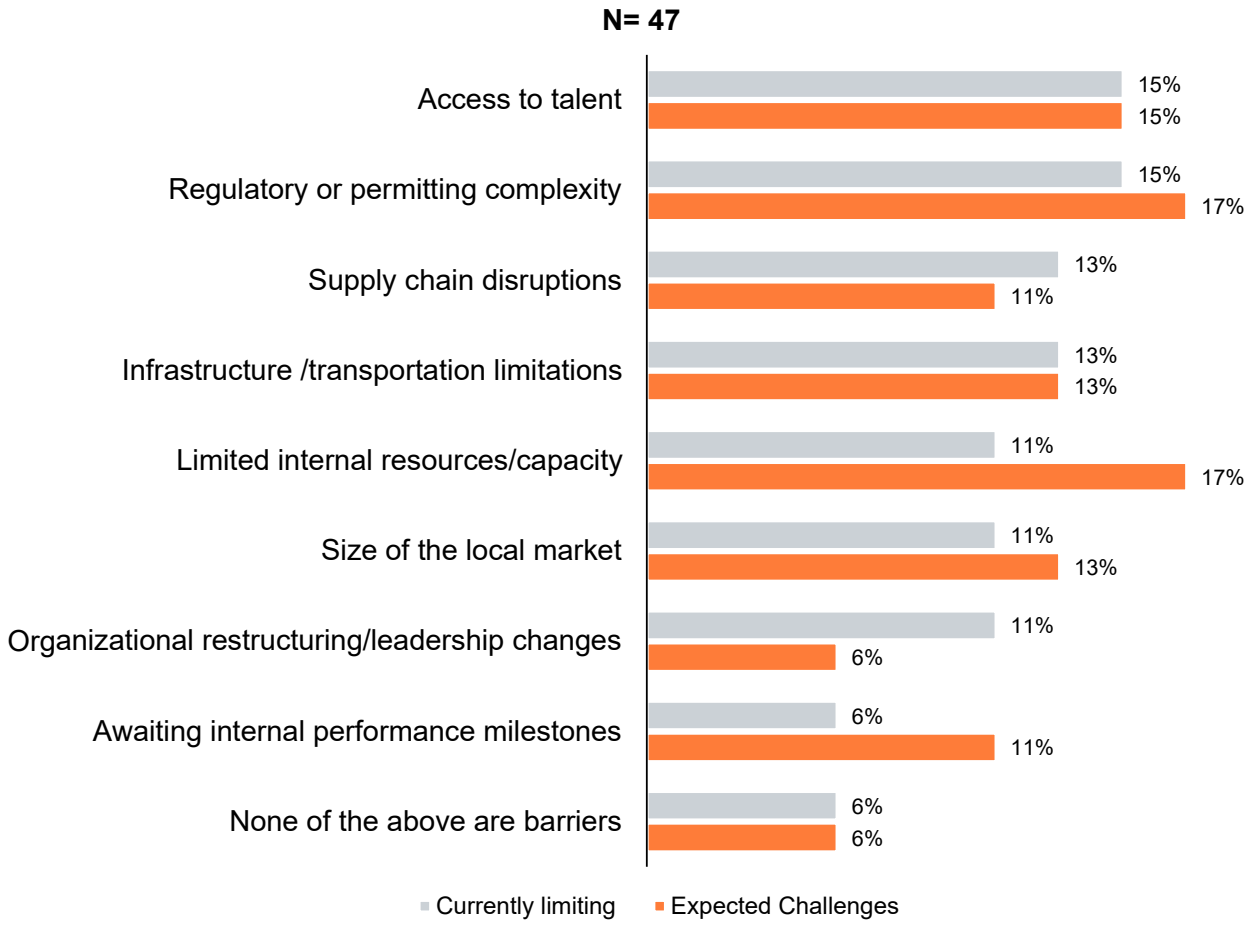


By headquarters

- Companies headquartered in the US more frequently report that no future barriers apply. Non-US firms report higher future barriers:
  - **Global economic conditions (52%)**
  - **Regulatory complexity (26%)**
  - **Geopolitical uncertainty (22%)**
- US-headquartered firms are more likely to cite regulatory and internal resource as future challenges (21 versus 13%), and face significant cost and housing pressures

Current and Future Risks to Expansion (2/2)

Other current limitations and expected challenges in the next 3 years



By tenure

- Newer Entrants (≤5 years in Metro Vancouver) are more likely to cite the following as future challenges
  - **Global economic conditions (57%)**
  - **Regulatory complexity (29%)**
- Established Firms (>5 years) report fewer acute barriers but anticipate ongoing issues with **real estate, high cost of living, and currency/ trade policy volatility.**

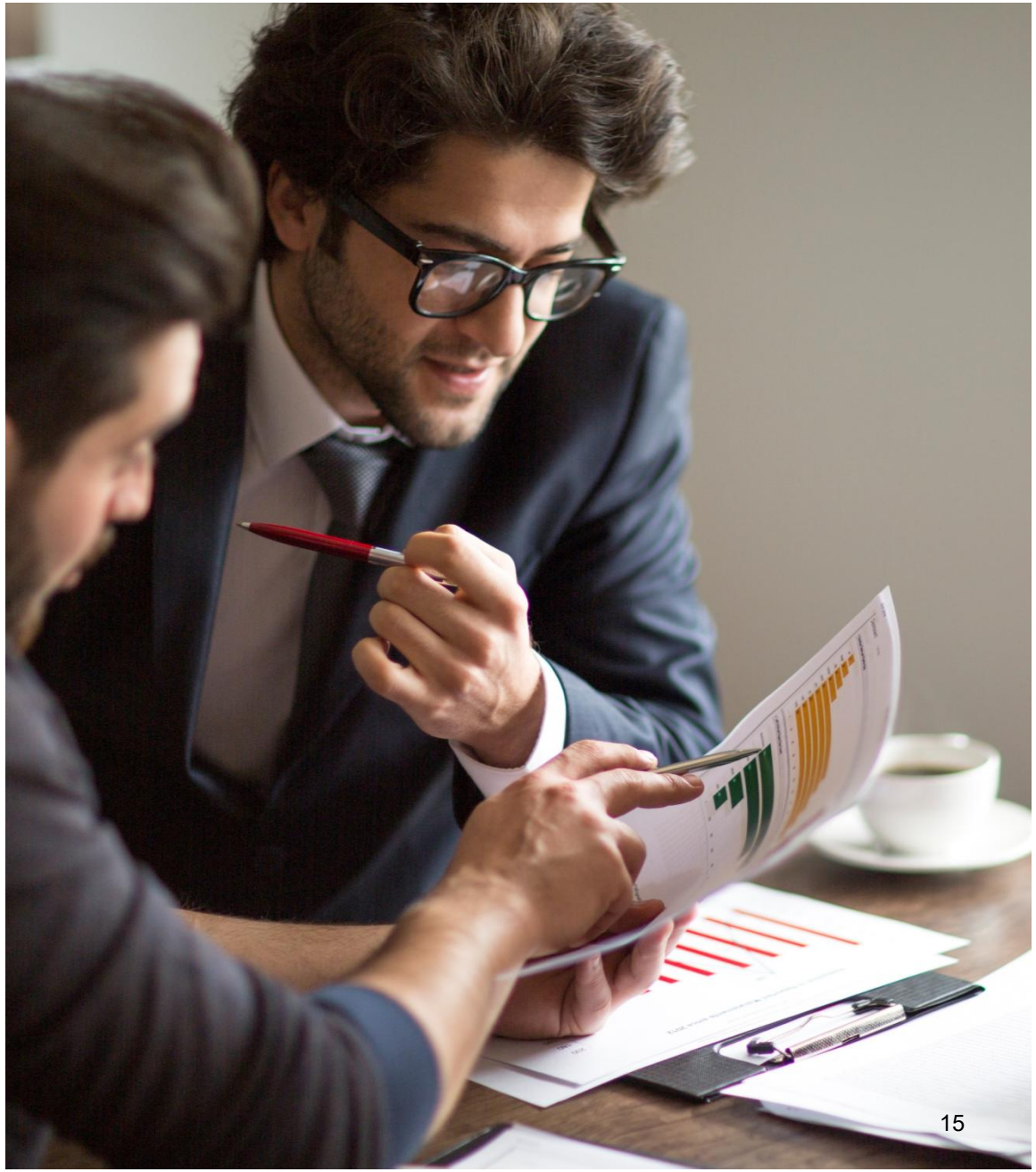
Firms say foreign investment would be supported by:

Life sciences & health innovation	Advanced manufacturing & industrial equipment	ICT
"Continued investment **in public infrastructure,** particularly transit and affordable housing, is crucial to support a growing workforce."	"**Growing economy helps** and is a main driver. **Stable relationship with the USA.**"	"**Lower business costs**, **faster permit processes, better tax incentives, and improved industrial space availability** would attract more foreign firms."

Logistics, warehousing & supply chain technology	Professional, scientific and technical services	Advanced manufacturing & industrial equipment
"Focus on **improving Metro Vancouver's business environment**; streamlining **government regulations** and offering some sort of **financial incentive.**"	"**Better economic conditions**, **easier approval for permits, better real estate cost**"	"Incentives to bring their business to the **Metro Vancouver region, tax breaks, and worker availability.**"

Limitations

- **Optimism Bias in Responses**: The survey results may reflect an overly positive outlook on Metro Vancouver's business environment and expansion prospects. This is because the surveyed companies are those currently operating in the region. Firms that faced significant challenges or were dissatisfied may have exited and thus are not represented in the sample. As a result, the findings may understate barriers or negative experiences that could have led to business closures or relocations.
- **Survivorship Bias:** The sample consists of firms that have successfully maintained operations in Metro Vancouver. Their perspectives may not capture the experiences of companies that struggled or failed to expand, potentially skewing the results toward more favourable assessments of local conditions and opportunities.
- **Limited Representation of Exited Firms**: The survey included only a few respondents who are no longer operating in Metro Vancouver, resulting in limited representation and data for this group. As most of the analysis centres on companies still present in Metro Vancouver, insights from those that have left the area are not fully captured. This limitation may impact the overall completeness of the findings related to barriers and challenges.



Appendices

A

Leger background information

In this project, Leger handled survey design in collaboration with PwC, as well as respondent recruitment and data collection

PwC collaborated with Leger, Canada's leading survey research firm, for this initiative. We utilized Leger's expertise in designing executive-level surveys, recruiting participants, and gathering data.

Leger, the largest independently owned full-service market research and analytics company in Canada, has over 40 years of experience and a team of more than 300 professionals throughout North America. Renowned for engaging difficult-to-reach groups such as C-suite executives, global investors, and niche industries, Leger delivers strategic insights that aid in policy formulation, economic development, and investment decisions.

Leger has also been noted as the most accurate polling firm for the 2021 Canadian federal election, reflecting the quality of their online panel and the expertise of their research experts and analytics team.

Leger's extensive background in business-to-business and economic research was vital for this project. Their effective recruitment methods (including database creation, targeted outreach, and multi-channel communication) guaranteed strong participation from senior leaders at multinational and Canadian organizations.

B

Methodology & survey questions

Sector and Keyword Filtering

Priority sectors

- Invest Vancouver identified growing, export-oriented sectors that this survey was focused on, these sectors include:
  - Life Sciences and Health Innovation
  - ICT and Electronic Components
  - Clean Tech and Clean Energy
  - Advanced Manufacturing and Industrial Equipment
  - Mining Supply and Services/Critical Minerals
  - Digital Media and Entertainment
  - Agri-Tech and Food Processing
  - Aerospace/Space and Defence, Logistics
  - Warehousing and Supply Chain Technology

Innovation themes

- These themes span multiple sectors and reflect emerging technologies that are increasingly relevant to investment attraction. These keywords were used to refine search strategies.
  - Artificial Intelligence
  - Machine Learning
  - Robotics
  - Internet of Things
  - Autonomous Vehicles
  - Video Games and Immersive Media
  - Quantum Computing

Survey Questions (1/2)

Section	Question Text
Screening	Does your company currently have operations in the Metro Vancouver region?
Screening	Did you previously have operations in Metro Vancouver?
Screening	What prompted the exit from the region? (Open-end)
Screening	Do you have plans to add operations in the Metro Vancouver region?
Screening	Is your company foreign-owned?
Screening	Which of the following best describes your role in the company?
Screening	What is your company's primary sector of operation in Metro Vancouver? (Select all that apply)
Company Profile	In which country is your company's global or parent company headquarters located?
Company Profile	How long has your company operated in Metro Vancouver?
Company Profile	What functions of your company operate in your Metro Vancouver location? (Select all that apply)
Company Profile	What is your company's primary function in your Metro Vancouver location?
Company Profile	Approximately how many full-time equivalent (FTE) employees does your company have in Metro Vancouver?
Company Profile	Is Metro Vancouver your only Canadian location?
Company Profile	Where was your first Canadian location?
Company Profile	On a scale of 1 to 5, where 1 is poor and 5 is excellent, how would you rate Metro Vancouver as a location for foreign multinational enterprises?
Company Profile	You rated Metro Vancouver as a location for foreign multinational enterprises, why did you give this rating? (Open-end)

Survey Questions (2/2)

Section	Question Text
Market Entry, Expansion & Outlook	How did your company first enter the Metro Vancouver market?
Market Entry, Expansion & Outlook	How many employees did you have initially at launch/market entry in Metro Vancouver?
Market Entry, Expansion & Outlook	What are the top three factors which make Metro Vancouver attractive for investment or reinvestment for your company? (Select three only)
Market Entry, Expansion & Outlook	Since entering the Metro Vancouver market, how has your company's presence evolved in the region? (Select one only)
Market Entry, Expansion & Outlook	You said your company has undergone since entering the Metro Vancouver region. Why? (Open-end)
Market Entry, Expansion & Outlook	What were the key drivers of your expansion? (Select all that apply)
Market Entry, Expansion & Outlook	Has your company expanded operations in any other jurisdictions since your initial entry into Metro Vancouver?
Market Entry, Expansion & Outlook	Where else did you expand your operations?
Barriers & Challenges	How likely is your company to expand its operations in Metro Vancouver in the next 3 years?
Barriers & Challenges	How easy or difficult would it be for your company to expand operations in Metro Vancouver in the next three (3) years?
Barriers & Challenges	Please indicate whether each of the following factors is currently limiting your company's expansion in Metro Vancouver and/or is expected to be a challenge to expansion in the next 3 years? (Matrix)
Barriers & Challenges	Are there any other factors that are currently limiting your company's expansion or that could be a challenge to expansion in Metro Vancouver? (Open-end)
Barriers & Challenges	How likely is your company to expand its operations into regions outside of Metro Vancouver within the next 3 years?
Final Questions	Based on your experience, what changes do you think would make foreign firms more likely to begin or expand operations in the Metro Vancouver region? (Open-end)
Final Questions	Given what you now know about Invest Vancouver, would your company consider connecting with them for no-cost support or guidance related to investment, expansion, or navigating the Metro Vancouver business environment?
Final Questions	Please provide your information below for Invest Vancouver to contact you in the near future.
Final Questions	Please provide your information below for Invest Vancouver to follow-up with you in the near future.
Final Questions	Finally, would you be open to a short follow-up interview with a consultant from PriceWaterhouseCoopers (PwC) to further discuss some of your responses in this questionnaire?

Thank you

© 2026 PricewaterhouseCoopers LLP, an Ontario limited liability partnership. All rights reserved. PwC refers to the Canadian firm, and may sometimes refer to the PwC network. Each member firm is a separate legal entity. Please see www.pwc.com/structure for further details. This content is for general information purposes only, and should not be used as a substitute for consultation with professional advisers.

pwc.com/ca

INVEST VANCOUVER
A service of metrovancouver

FDI Growth and Expansion Drivers Survey

Invest Vancouver Management Board - February 18, 2026

Presented by Gregory Freeman, Senior Economist, Invest Vancouver

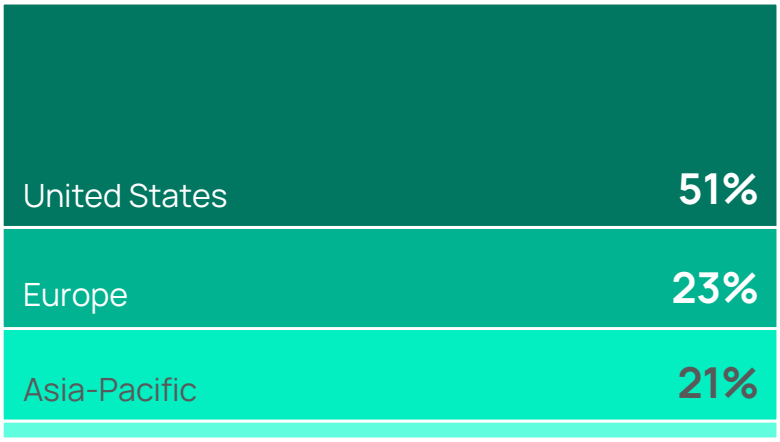
82344495

1

Growth and Expansion Drivers Survey

Responses from 47 Foreign MNEs with operations in the region

Countries Represented in Survey (by location of HQ)



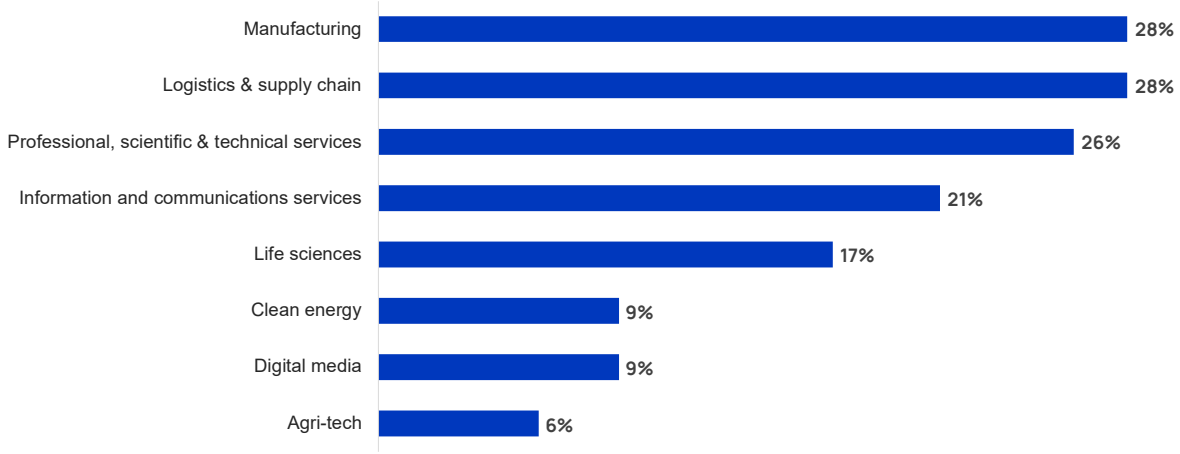
4% Latin America

2

Growth and Expansion Drivers Survey

Responses from 47 Foreign MNEs with operations in the region

Industries Represented (firms could choose more than one)



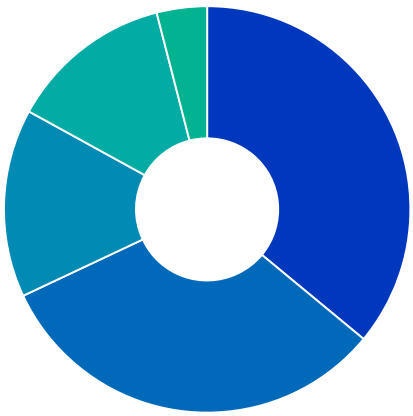
3

Growth and Expansion Drivers Survey

Responses from 47 Foreign MNEs with operations in the region

Primary Function in the Region

36%	Manufacturing
32%	Professional Services
15%	Regional HQ Services
13%	Sales & Marketing
4%	Research & Development

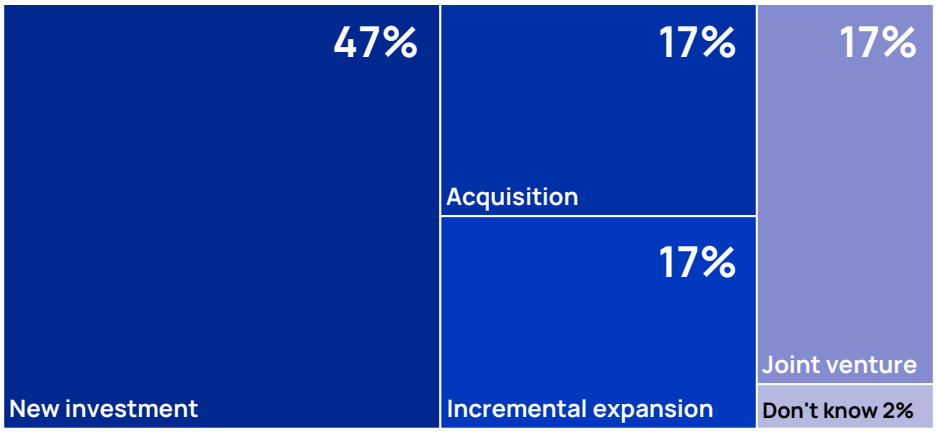


4

Growth and Expansion Drivers Survey

Responses from 47 Foreign MNEs with operations in the region

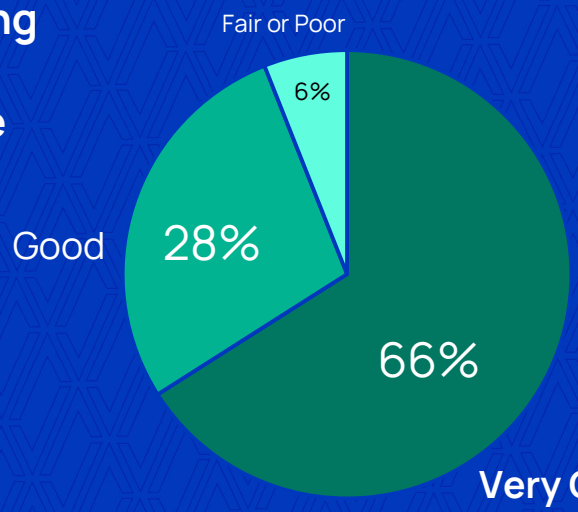
Method of Market Entry



5

Growth and Expansion Drivers Survey

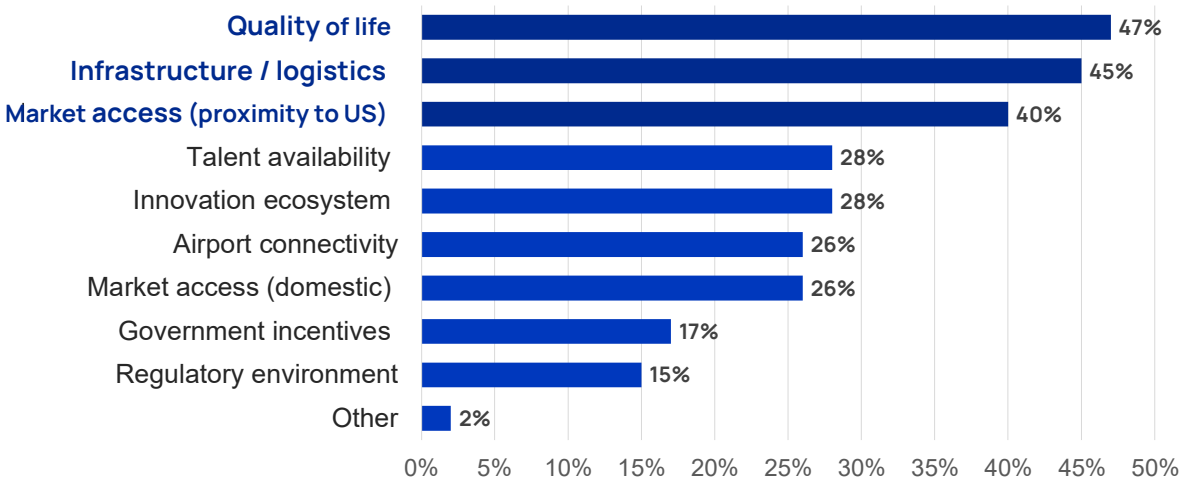
Foreign MNEs operating in the region rate it highly as an attractive business location.



6

Growth and Expansion Drivers Survey

Top 3 factors making the region attractive for investment according to foreign MNEs

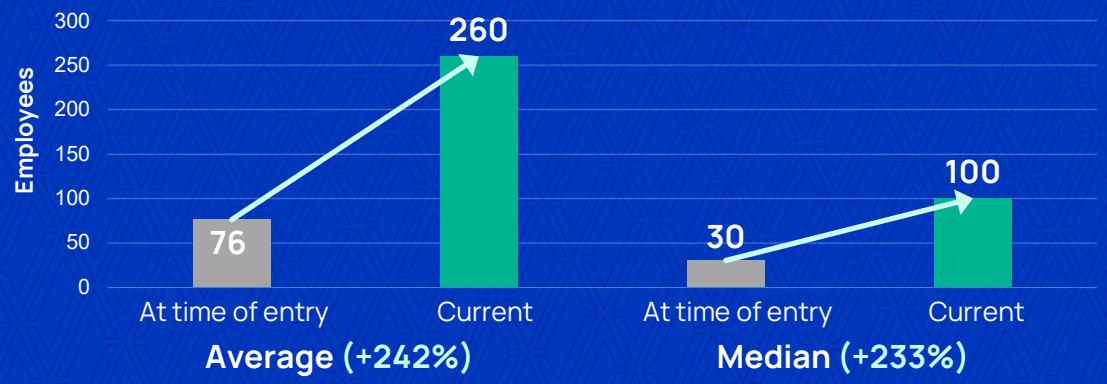


7

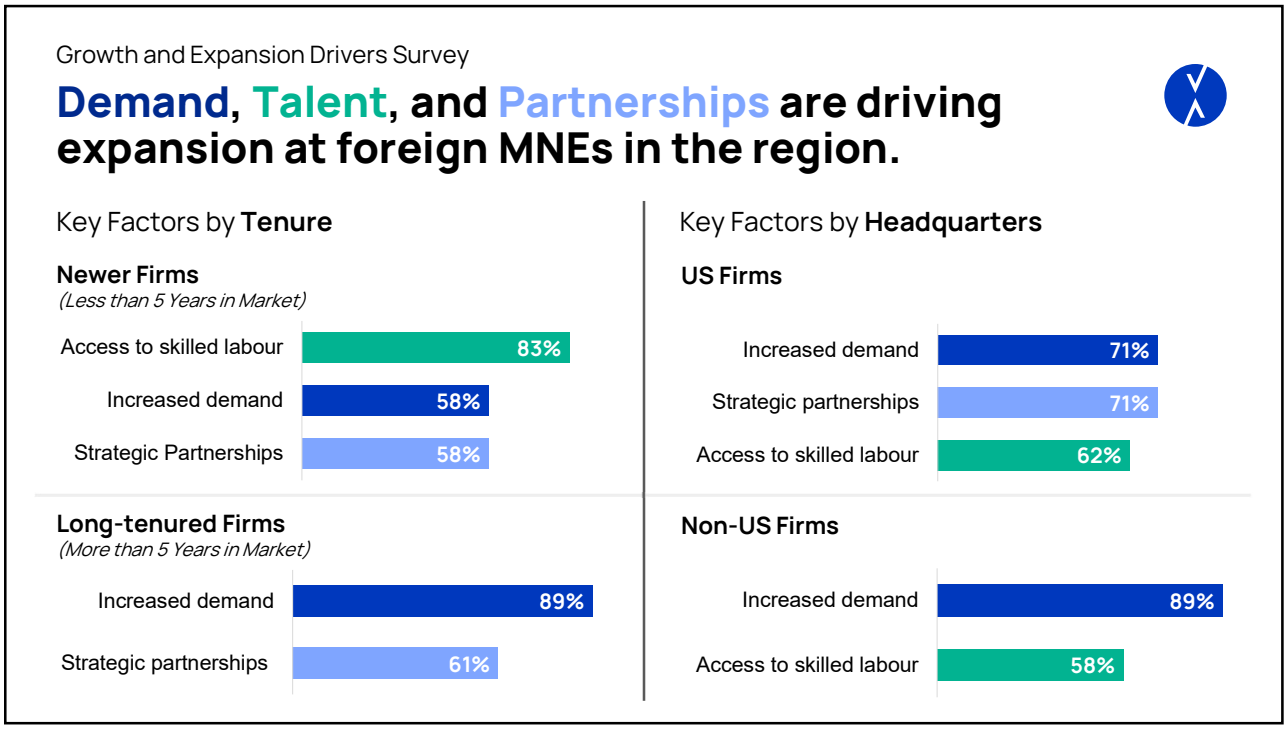
Growth and Expansion Drivers Survey

Foreign MNEs typically establish a presence in the region and then scale significantly.

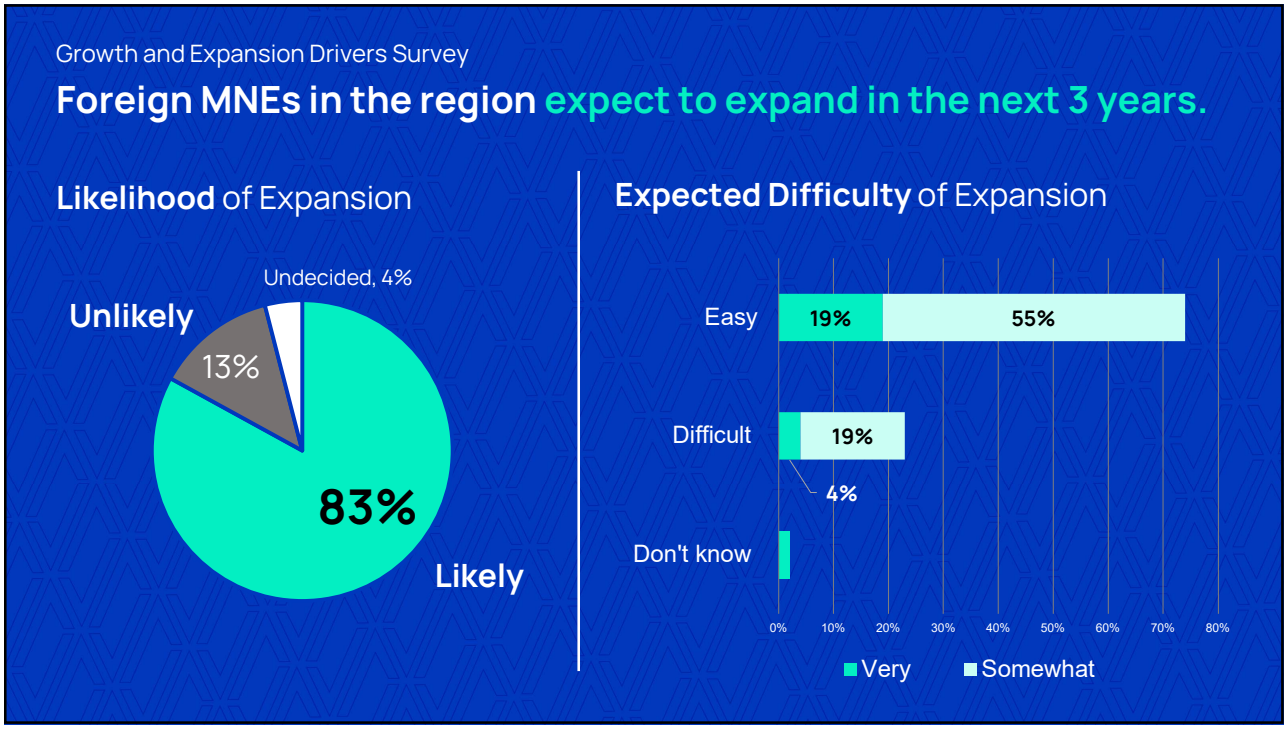
Change in Firm Size Since Market Entry
Foreign MNEs in the Metro Vancouver Region



8


Growth and Expansion Drivers Survey
Demand, Talent, and Partnerships are driving expansion at foreign MNEs in the region.
Key Factors by Tenure
Newer Firms
(Less than 5 Years in Market)
Access to skilled labour
83%
Increased demand
58%
Strategic Partnerships
58%
Long-tenured Firms
(More than 5 Years in Market)
Increased demand
89%
Strategic partnerships
61%
Key Factors by Headquarters
US Firms
Increased demand
71%
Strategic partnerships
71%
Access to skilled labour
62%
Non-US Firms
Increased demand
89%
Access to skilled labour
58%

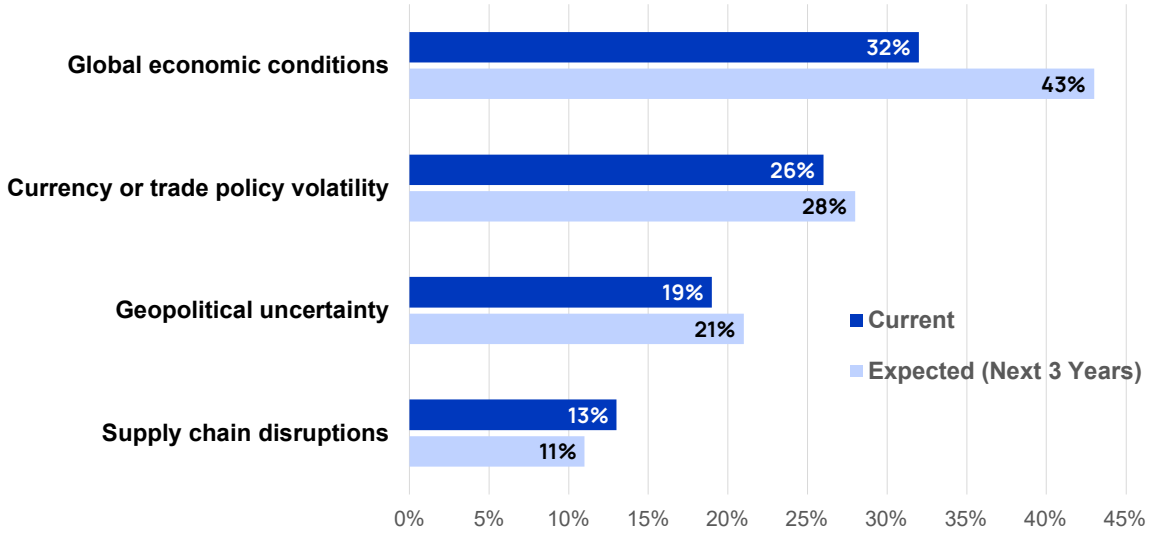
9


Growth and Expansion Drivers Survey
Foreign MNEs in the region expect to expand in the next 3 years.
Likelihood of Expansion
Undecided, 4%
Unlikely
13%
83%
Likely
Expected Difficulty of Expansion
Easy
19%
55%
Difficult
19%
4%
Don't know
0%
10%
20%
30%
40%
50%
60%
70%
80%
Very
Somewhat

10

Growth and Expansion Drivers Survey

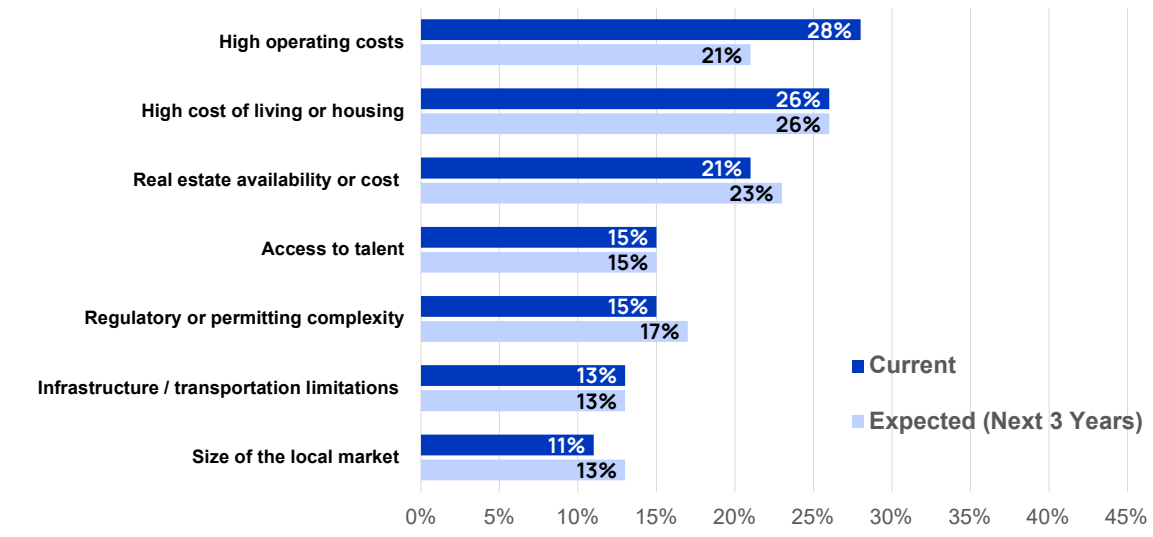
International risks to expansion for foreign MNEs in the region



11

Growth and Expansion Drivers Survey

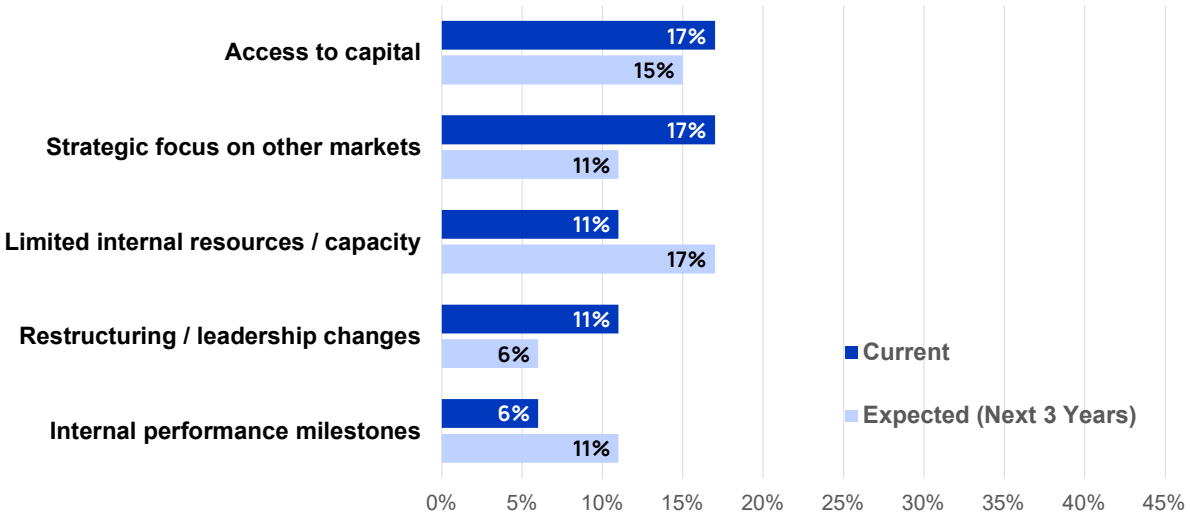
Local risks to expansion for foreign MNEs in the region



12

Growth and Expansion Drivers Survey

Firm-level risks to expansion for foreign MNEs in the region



13

Key Takeaways

Of the 47 Foreign MNEs with operations in the region surveyed…

Foreign MNEs operating in the region rate it highly as an attractive business location.
66% rate the region as a "very good or excellent" business location.

Foreign MNEs typically establish a presence in the region and then scale significantly.
The average firm has grown it's headcount by 242% since entering the market

Foreign MNEs in the region expect to expand in the next 3 years.
83% are likely to expand in the next 3 years, and 74% expect it to be easy.

14

INVEST
VANCOUVER
A service of metrovancouver
Opportunity, Amplified. In a region like no other.

15

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Katie Fitzmaurice, Executive Vice President, Invest Vancouver
Aaron Aerts, Vice President, Strategic Investment, Invest Vancouver

Date: January 26, 2026 Meeting Date: February 18, 2026

Subject: **Investment Attraction 2025 Results and Analysis**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated January 26, 2026, titled "Investment Attraction 2025 Results and Analysis"; and
b) direct staff to forward a copy of the report to member jurisdictions for information.

EXECUTIVE SUMMARY

Foreign direct investment (FDI) activity remained subdued in 2025 amid persistent inflation and interest rate pressures and ongoing trade and policy uncertainty. Despite this, Invest Vancouver continued to support high-value investment opportunities and strengthen the region's global competitiveness. Given that approximately 85 per cent of Canada's FDI lands in city-regions, maintaining a strong global profile is essential as competition for investment with other major centres like Toronto, Montréal, and Calgary has intensified.

As of December 31, 2025, staff are managing 154 active leads with a potential value of $3.7B in direct investment and 2,650 jobs—up 52 leads, $700M, and 800+ jobs compared to December 31, 2024. High-Tech, Green Economy, Digital Media & Entertainment, and Life Sciences continue to constitute a large majority of the FDI pipeline[1] value. New leads were generated from Europe, Asia, and the US, driven by partner referrals and Invest Vancouver program activity, including 11 outbound missions, 15 inbound delegations, and 12 executive familiarization tours. Invest Vancouver also leveraged major local events, most notably Web Summit Vancouver, to engage investors and promote the region to a global audience.

Despite global economic headwinds in 2025, Invest Vancouver delivered stronger results than the previous year and supported eleven companies land or expand in the region, totaling $190M in direct investment and 514 expected jobs. To further focus investor targeting, Invest Vancouver also initiated multiple projects including a Subsector Strategy Action Plan to strengthen investment attraction opportunities in 2026 and 2027.

PURPOSE

To provide the Invest Vancouver Management Board and MVRD Board with a summary of investment attraction activities for the calendar year 2025.

[1] A "pipeline" refers to the structured, actively managed list of potential investment leads and projects that an Investment Promotion Agency is engaging with as they move through defined stages toward a final investment decision.

BACKGROUND

This report is advanced in alignment with the MVRD Board-approved Invest Vancouver 2025 Annual Plan and is part of the Invest Vancouver Management Board's 2026 Work Plan.

THE ECONOMIC CLIMATE IN 2025

Global economic conditions remained somewhat weak and volatile through 2025, creating a difficult environment for cross-border investment. Growth across advanced economies slowed as geopolitical instability, ongoing conflicts, and trade fragmentation continued to weigh on investor confidence (Reference 1). While overall global FDI flows increased modestly in 2025, the numbers, to a certain extent, masked underlying fragility: greenfield project counts fell 16 per cent, international project finance deals fell 12 per cent (year four of declines), M&A values dropped 10 per cent, and investment was increasingly concentrated in data-centre-led mega-projects (Reference 2). These dynamics undoubtedly contributed to longer investment decision timelines and greater caution among multinational firms.

In Canada, real GDP contracted in the second quarter of the year, marking the first quarterly decline since 2023, while growth in the remaining quarters of the year stayed subdued (Reference 3). Business investment was also constrained by elevated borrowing costs, global trade uncertainty, and soft external demand (Reference 4). At the regional level, economic conditions in the Metro Vancouver region mirrored these trends. The Metro Vancouver region's commercial real estate market softened further, with downtown office vacancy reaching 14.9 percent in Q4 2025, the highest level in over two decades (Reference 5).

Taken together, these global, national, and regional conditions made 2025 a challenging year for foreign direct investment attraction. Heightened uncertainty, weak growth, and softer market conditions slowed investor activity and extended decision-making timelines. In response, Invest Vancouver advanced a more targeted approach, including outbound missions focused on key markets including Europe and the Indo-Pacific region to support diversification. Invest Vancouver also increased attention on priority subsectors, with particular emphasis on targeted lead generation, prioritizing areas where the region benefits from deep talent pools and innovation and R&D ecosystems. These efforts were aimed at mitigating near-term headwinds by strengthening the region's exposure to diversified markets and positioning the Metro Vancouver region for longer-term investment opportunities as global conditions stabilize.

INVESTMENT PIPELINE (Q4 2025)

Despite ongoing economic challenges, Invest Vancouver continues to see steady investor interest, as a result of a coordinated regional approach. At of the end of Q4 2025, the investment pipeline contains 154 active leads representing 2,650 potential jobs and $3.7 billion in projected investment.

High-tech leads remain the largest sector in the pipeline at 34 per cent, followed by cleantech at 18 per cent, digital media and entertainment at 16 per cent, and life sciences at 12 per cent.

Geographically, leads are primarily originating from Europe (32 per cent), Asia (25 per cent), and the United States (18 per cent), with the remainder coming from other provinces in Canada, Australia, and other markets. Lead generation continues to be mostly driven by outbound missions, which account for 36 per cent of the pipeline, followed by government partners at 31 per cent, direct inquiries at 16 per cent, local events at 10 per cent, and other partners at 8 per cent.

Table 1. Current Leads in the Investment Pipeline (as of December 31, 2025)

Stage	# Clients	Potential Jobs	Potential Investment (Projected over three years)
Attraction			
Lead	89	822	$598M
Qualified Lead	22	487	$487M
Opportunity	16	769	$2.3 B
Sub-Total:	**125**	**2,078 Jobs**	**$3.5B**
Expansion			
Lead	13	68	$39M
Qualified Lead	1	Tbd	Tbd
Opportunity	4	473	$96M
Sub-Total:	**19**	**541 Jobs**	**$136M**
Aftercare			
Lead	4	Tbd	Tbd
Opportunity	1	1	$0.25M
Sub-Total:	**5**	**1**	**$0.25M**
Partnership			
Opportunity	**1**	10	**$22M**
Sub-Total:	**1**	**10**	**$22M**
Retention			
Opportunity	1	20	$35M
Sub-Total:	**1**	**20**	**$35M**
Total:	**152**	**2,650**	**$3.7 billion**

Table 2. Breakdown of Leads by Industry and Geography (as of December 31, 2025)

Key Industries Representation		
High-tech	53	34%
Cleantech	27	18%
Life Sciences	18	12%
Digital Media & Entertainment	24	16%
Other	11	7%
Agritech & Agrifood	6	5%
Transportation & Logistics	9	6%
Apparel & Textiles	4	3%
Total:	**152**	**100%**

Geographic Representation		
Europe	50	33%
Asia	39	25%
United States	27	18%
Canada	21	14%
Australia	3	2%
Other	12	8%
Total:	**152**	**100%**

Table 3. Breakdown of Leads by Source (as of December 31, 2025)

Client Source	# Clients	Ratio
Outbound Mission	55	36%
Government Partners	45	30%
Inbound Inquiries + Direct Contact	25	16%
Local Events	15	10%
Non-government Partners and Others	12	8%
Total:	**152**	**100%**

Closed Opportunities
Following a year-end review of the FDI pipeline, Invest Vancouver closed 54 leads that were no longer considered viable. This review process ensures the pipeline remains current and prioritizes leads that can realistically convert to active investment projects, with closed files archived for future re-engagement should circumstances materially improve.

LOCAL INVESTMENT ATTRACTION EVENTS AND OUTBOUND MISSIONS

In 2025, Invest Vancouver combined targeted outbound missions with strategic engagement at major local events to increase investor interest and advance active prospects. The organization leveraged major local events, most notably Web Summit Vancouver, to position the region's strengths in priority sectors and markets, bring investors into the ecosystem, and convert interest into qualified leads. Complementing this, Invest Vancouver hosted a combined total of 27 inbound international delegations and executive familiarization tours, coordinating closely with partners to align messaging and follow-up, maintain visibility with priority investors, and move late-stage opportunities toward decisions.

Outbound Missions
Throughout 2025, outbound activities created focused opportunities to generate qualified leads, promote the Metro Vancouver regional brand globally in priority sectors, and maintain engagement with firms that have indicated an interest in expansion to the region. Invest Vancouver conducted 11 outbound missions (Table 4), aligned to key industries and designed to diversify the FDI pipeline. These missions were coordinated with other orders of government and industry partners to maximize reach, align messaging, and strengthen investor engagement efforts.

Leads were evaluated against standardized criteria (sector fit, capital intensity, job quality, timelines, and probability of success) and are advancing through a structured follow-up process, with high-potential leads now being systematically advanced.

Table 4: Outbound Mission Breakdown (2025)

Outbound Mission	Market	Industry
Hannover Messe*	Hannover, Germany	Cleantech
Global Affairs Canada Spring Roadshow - Taiwan & Singapore*	Taiwan & Singapore	Multiple
GreenTech*	Amsterdam, Netherlands	Agritech
VIVA Tech*	Paris, France	High-tech
BIO International Convention*	Boston, USA	Life Sciences
Gamescom*	Cologne, Germany	Digital Media & Entertainment
ALL IN	Montreal, Canada	High-tech (AI focus)
BIO Europe*	Vienna, Austria	Life Sciences
G-star 2025*	Busan, South Korea	Digital Media & Entertainment, High-tech
GAC Fall Roadshow – Europe*	London, UK / Switzerland	Multiple
BC Week*	Seoul, South Korea	Multiple

**Outbound missions supported by CanExport Community Investment funding.*

Given required preparation time to support investor engagement, activities completed in 2025 include preparations for four outbound missions in Q1 2026 (Table 5). Invest Vancouver has also applied for CanExport funding to support strategic missions planned for Q2–Q4 2026.

Table 5: Outbound Mission Breakdown (Q1 2026)

Outbound Mission	Market	Industry
Mobile World Congress	Barcelona, Spain	High-tech, Digital Media & Entertainment
London Tech Show and offsite meetings	London, UK	High-tech. Offsite meetings will also focus on Digital Media & Entertainment and Cleantech.
Bio Europe Spring	Lisbon, Portugal	Life Sciences
Smart Energy Week	Tokyo, Japan	Cleantech

Web Summit Vancouver 2025

At the inaugural event, Invest Vancouver, working in partnership with IVAC, engaged over 100 investors, increasing qualified engagement and visibility with priority markets. Invest Vancouver also delivered oversubscribed Innovation & Investment Insider Tours showcasing cleantech, life sciences, and creative tech to global investors. The tours attracted over 200 participants. Early signals for Web Summit 2026 are very positive, with significant inbound and partner interest already surfacing for 2026 participation.

Executive Familiarization Tours and Inbound Delegations

Across 2025, Invest Vancouver delivered 12 executive familiarization tours, using structured agendas to showcase priority sectors and the regional operating environment. The team coordinated site visits and engagement with post-secondary institutions, other orders of government, private companies, and professional services (legal, immigration, accounting), and provided an overview of Invest Vancouver services with tailored business intelligence—labour market indicators, talent availability, cost benchmarks, and active opportunities—so visiting executives could assess feasibility and next steps.

In addition, Invest Vancouver hosted 15 inbound business delegations from priority markets to examine the region's innovation ecosystem, business opportunities, and expansion potential. Programs combined sector-specific briefings with visits to anchor assets and curated partner introductions aligned to company needs. These programs helped to support companies who were in the decision-making phase of company expansion while also strengthening regional partner coordination for effective follow-up and investment outcomes.

2025 INVESTMENT ATTRACTION RESULTS

Landed and Expanded Companies

Amidst intensifying global competition for limited foreign direct investment, Invest Vancouver continued to translate pipeline activity into deals landed in 2025. By year-end, Invest Vancouver strengthened the size and diversity of the FDI pipeline, with demonstratable evidence of investment interest converting into secured investment. There were eleven companies that landed or expanded in the Metro Vancouver region for a total of $190 million in direct investment over three years and 514 new jobs.[2] Results were meaningful but tempered by market conditions. Even so, engagement with qualified leads remains strong, and follow-ups from 2025 missions and major events are advancing. We expect momentum to carry into 2026, while recognizing that geopolitical and financing uncertainty may continue to influence the time it takes for leads to convert to investment. Looking to 2026, Invest Vancouver will focus on progressing later-stage leads within the pipeline, deepening coordinated outreach in Europe and the Indo-Pacific, and activating the local ecosystem to surface leads and champion the Metro Vancouver region as a prime location for FDI.

ALTERNATIVES

1) That the MVRD Board:
   a) receive for information the report dated January 26, 2026, titled “Investment Attraction 2025 Results and Analysis”; and
   b) direct staff to forward a copy of the report to member jurisdictions for information.

2) That the MVRD Board receive for information the report dated January 26, 2026, titled “Investment Attraction 2025 Results and Analysis”.

FINANCIAL IMPLICATIONS

All activities associated with investment attraction are part of the MVRD Board-approved Invest Vancouver 2025 and 2026 budget.

OTHER IMPLICATIONS

Given current economic conditions, coordination across federal, provincial, municipal, and in-market partners remains critical to investment attraction and success in the Metro Vancouver region. In 2025, Invest Vancouver aligned outreach with government partners and relevant industry associations through 11 outbound missions, major local platforms (including Web Summit Vancouver), and coordinated 15 inbound delegations and 12 executive familiarization tours to ensure consistent messaging and timely follow-up on FDI opportunities.

To support competitiveness, Invest Vancouver will integrate Subsector Strategy insights and pipeline feedback into actionable briefs for member jurisdictions and other orders of government, boards of trade, and sector associations. These steps will also inform 2026 activities.

[2] Investment indicators reflect approximate values based on information firms provided to Invest Vancouver regarding their anticipated expansion and investment activity.

CONCLUSION

Invest Vancouver ended 2025 with a larger and more diversified pipeline and stronger investment outcomes. As of December 31, the team is managing 154 active leads representing $3.7B in potential direct investment and 2,650 jobs. These leads reflect, in part, the results of disciplined outreach through 12 outbound missions, 15 inbound delegations, 12 executive familiarization tours, and strategic use of major local platforms such as Web Summit Vancouver. Conversion from leads to deals landed continued despite economic headwinds, with eleven companies landing or expanding in the region representing $190M in direct investment over three years and 514 new jobs.

Global conditions lengthened decision timelines for many firms in 2025, but engagement with qualified prospects remained strong. Looking ahead, Invest Vancouver will carry momentum into 2026 by advancing later-stage investment opportunities within the pipeline, deepening coordinated outreach in Europe and the Indo-Pacific region, and engaging regional ecosystem partners to identify new opportunities and support investment attraction efforts. Preparations are underway for four outbound missions in March 2026, with a CanExport application advanced to support additional missions in Q2–Q4 2026. Focus will remain on a disciplined approach—standardized qualification, coordinated follow-up with partners, targeted subsector initiatives, and aftercare—so that pipeline growth translates into durable investment and jobs for the Metro Vancouver region.

REFERENCES

1. International Monetary Fund. (2025, October). *World Economic Outlook Update*. International Monetary Fund. https://www.imf.org/en/publications/weo/issues/2025/10/14/world-economic-outlook-october-2025
2. UNCTAD. (2026, January). *Global Investment Trends Monitor, No. 50*. https://unctad.org/publication/global-investment-trends-monitor-no-50
3. Statistics Canada. (2025, November). *Gross Domestic Product, Expenditure-Based*. https://www150.statcan.gc.ca/n1/daily-quotidien/251128/dq251128a-eng.htm
4. Bank of Canada. (2025, October). *Monetary Policy Report*. https://www.bankofcanada.ca/publications/mpr/mpr-2025-10-29/
5. Colliers. (2026, January). *Vancouver Office Market Report Q4 2025*. https://www.collierscanada.com/en-ca/research/vancouver-office-market-report-q4-2025

80897157

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Katie Fitzmaurice, Executive Vice President, Invest Vancouver

Date: January 22, 2026 Meeting Date: February 18, 2026

Subject: **Leveraging Major Local Events for Investment Attraction in 2026**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated January 22, 2026, and titled "Leveraging Major Local Events for Investment Attraction in 2026"; and

b) direct staff to forward the report dated January 22, 2026, and titled "Leveraging Major Local Events for Investment Attraction in 2026" to member jurisdictions for information.

EXECUTIVE SUMMARY

In 2026, the Metro Vancouver region will host two major local events: Web Summit Vancouver (WSV) and the FIFA World Cup. These events will create a rare opportunity to accelerate foreign direct investment (FDI) attraction into the region. They will significantly increase investor presence, global visibility, and opportunities for curated engagement, enabling Invest Vancouver to compress multi-year relationship-building into a concentrated window of access without the added burden of travelling outside the region. Building on lessons learned from Web Summit 2025, Invest Vancouver has developed a coordinated strategy focused on partner alignment, high-impact groups and environments, and global awareness to drive targeted investor outreach. For the FIFA World Cup, the region's role as a host city positions the Metro Vancouver region as a global gateway capable of engaging senior decisionmakers, corporate delegations, and institutional investors across multiple markets. Results are, in part, dependent on resourcing and cross-government collaboration, Invest Vancouver aims to convert this increased global attention into increased high-value investment aligned with Metro Vancouver's priority sectors.

PURPOSE

To provide the Invest Vancouver Management Board and MVRD Board with an overview of the FDI strategy that will leverage major local events to catalyze investment in the Metro Vancouver region and provide an update regarding the planning and coordination underway to-date.

BACKGROUND

At its October 3, 2025 meeting, the MVRD Board approved Invest Vancouver's continued participation and secured presence at Web Summit Vancouver to promote the region's thriving tech hub for increased FDI attraction. Working collaboratively with member jurisdictions and ecosystem partners allows for a coordinated and unified approach to investor engagement, maximizing potential investment flows. This report provides details on the coordinated activities and is advanced in coordination of the 2026 Invest Vancouver Management Board Work Plan and the Invest Vancouver 2026 Annual Plan.

LOCAL EVENTS AS GLOBAL FDI PLATFORMS

Major local events present the opportunity to rapidly intensify the speed, structure, and quality of investment conversations, enabling conversion of those opportunities into landed investment in the Metro Vancouver region over time.

These events can be used to:

- Repeatedly engage investors, enhancing both volume and cadence of meetings.
- Create a sense of urgency, including time-bound activations and campaigns.
- Promote curated and sector-specific and market-specific engagements.
- Coordinate local partners cost-effectively to maximize results.
- Utilize local champions to promote the region and validate investment decisions.
- Engage multiple international markets efficiently in one event.
- Attract global attention and promote relevant regional competitive advantages.

The development of FDI attraction strategies in alignment with major local events is dependent on factors such as the nature of the event, available resources, timelines, and the willingness to partner across the ecosystem.

Web Summit Vancouver 2026

Web Summit organizes a series of the world's largest and most compelling technology conferences. It hosts four core conferences worldwide: Lisbon, Rio de Janeiro, Qatar, and Vancouver. WSV is the North American edition of the series. Last year's inaugural event attracted over 15,000 attendees from all over the world, and the 2026 conference is anticipated to draw even more participants and partners.

Key learnings from participating in Web Summit Vancouver 2025 include:

1. Engaging directly with the Web Summit team strengthens networks and ensures alignment with key programming.
2. Partnering across governments, non-profits, and industry when objectives align strengthens outcomes.
3. Engaging early to communicate planned strategies and initiate relationships with high-value delegates is best practice.

With these learnings in mind, Invest Vancouver's FDI Attraction Strategy for WSV 2026 is based on three priorities:

1. Effective partner coordination and communication.
2. Curating groups and creating high-impact environments; and
3. Leveraging WSV 2026 as a platform to increase global awareness of Metro Vancouver as a place for investment in industries of high-tech, creative tech, life sciences, and clean tech.

Regarding partner coordination, there are two main areas of focus here. Firstly, Invest Vancouver will work with all orders of government, with a particular focus on in-market representatives, to communicate Invest Vancouver activities, the characteristics of targeted investment leads, and to understand what leads are coming into the region during the event as far in advance as possible. Webinars will be held on February 10 to share details regarding planned activities and target delegates. Secondly, Invest Vancouver will engage the Invest Vancouver Advisory Committee (IVAC) to further coordinate activities during Web Summit Vancouver. To this end, IVAC will be provided with training on March 13, including information regarding "Team Invest Vancouver" and training on how to clearly and confidently deliver Metro Vancouver's FDI value proposition.

Regarding curating groups and creating high-impact environments, the intent is to thoughtfully bring together high-value investors in order to most effectively present the value proposition for the Metro Vancouver region in collaboration with local partners to secure investment and expansion in the region. Key outcomes will include:

1. A BC-focused reception at the BC Pavilion on May 12.

2. A series of sector- and market-specific seminars held in partnership with private industry and other relevant partners (pending confirmation with Web Summit).
3. Execution of FDI-focused immersion tours, anchored by UBC, SFU, and CDM.

These immersion tours aim to broker partnerships or expressions of interest with academic institutions and then nurture them into landed investment over the following 12–24 months. Last year's tours were noted by Web Summit as "global best practice," and discussions regarding formal Web Summit involvement are underway. Global Affairs Canada has confirmed that nurturing academic partnerships into landed investment is a successful approach used in other jurisdictions.

Leveraging WSV 2026 as a platform to raise global and domestic awareness as a place for tech investment, Invest Vancouver's marketing strategy is threefold:

1. Implement a content marketing approach to share Invest Vancouver's brand story and value propositions with Metro Vancouver stakeholders and international FDI tech target audiences to generate brand awareness, engagement, and leads.
2. Raise awareness of the Metro Vancouver region's tech sector unique selling points by activating Invest Vancouver's brand at co-hosted WSV seminars.
3. Maximize Web Summit leads by working with Invest Vancouver's Sector Development Leads to use Account Based Marketing (ABM) to engage leads.

To implement these strategies, Invest Vancouver is part of a consortium of government partners (Global Affairs Canada, PacifiCan, the Province of BC, and Innovate BC), formerly referred to as "the Naturally Innovative Alliance". This partnership enables the co-creation of a BC Pavilion and other activities to support economic development opportunities, including FDI.

FIFA World Cup 2026

The 2026 FIFA World Cup (FWC) will be the largest tournament in the organization's history, featuring 48 teams, 104 matches, and 16 host cities across Canada, the United States, and Mexico. The tournament runs June 11 – July 19 with host cities spanning three regions:

- Western: Vancouver, Seattle, San Francisco, Los Angeles, Guadalajara
- Central: Kansas City, Dallas, Houston, Atlanta, Monterrey, Mexico City
- Eastern: Toronto, Boston, New York/New Jersey, Philadelphia, Miami

The City of Vancouver will host seven matches at BC Place stadium, including 5 group-stage fixtures, one Round of 32, and one Round of 16 (see Table 1).

Table 1: Vancouver Matches

Match	Team	Date & Time	Considerations
Group Stage Match 1	Australia vs. UEFA Playoff Winner (Türkiye/Romania/Slovakia/Kosovo)	Saturday, June 13, 2026 – 9:00 PM	
Group Stage Match 2	Canada vs. Qatar	Thursday, June 18, 2026 – 3:00 PM	Canada's second group-stage match; expected high local attendance; significant national visibility.
Group Stage Match 3	New Zealand vs. Egypt	Sunday, June 21, 2026 – 6:00 PM	

Match	Team	Date & Time	Considerations
Group Stage Match 4	Switzerland vs. Canada	Wednesday, June 24, 2026 – 12:00 PM	Canada's third group match; midday kickoff increases local fan-zone activity and regional economic impact.
Group Stage Match 5	New Zealand vs. Belgium	Friday, June 26, 2026 – 8:00 PM	
Round of 32	Group B Winner vs. Third-Place Team (E/F/G/I/J)	Thursday, July 2, 2026 – 8:00 PM	First knockout match in Vancouver; potential for Canada to appear if they win Group B.
Round of 16	Winners of Match 85 vs. 87	Tuesday, July 7, 2026 – 1:00 PM	Decisive elimination match; significant fan influx expected; midday start optimizes North American & European viewership.

Up to 350,000 fans are projected to attend the seven matches held locally. Over the long term, visits to BC related to the FIFA World Cup are expected to exceed 1 million out-of-province visitors (2026–2031), with an estimated $1B in additional visitor spending. A FIFA economic assessment projects $1.7B in economic output for BC and 13,700+ jobs through preparation and hosting.

Unlike sector-specific events, the FIFA World Cup is distinct due to its geographic breadth, media presence, and the involvement of corporate sponsors, senior executives, and institutional investors.

Invest Vancouver submitted a grant application to PacifiCan in October 2025 to support development and activation of a FIFA-aligned investor engagement strategy. If grant funding is not confirmed by March, Invest Vancouver will prepare scaled down "Plan B".

With adequate resourcing, Invest Vancouver turn the FIFA World Cup's influx of global decision-makers into long-term FDI opportunities through a credible, disciplined, and partner-led engagement approach.

Key considerations of the FWC investor engagement strategy include:

- Executing a highly focused strategy, not mass outreach, based on sector alignment and the identified interests of high-value leads (**Attachment 1**).
- Leveraging local activations during the major events and adding opportunities with targeted groups.
- Advancing investment attraction programming that compliments planned FDI strategies advanced by the Ministry of Job and Economic Growth and others.

The FIFA World Cup attracts global decisionmakers and media attention in the region, while the match calendar enables targeted engagements within a compressed time frame. With disciplined execution, Invest Vancouver plans to convert event-driven access into a multi-year pipeline of high-value investment aligned to the region's strengths—positioning Metro Vancouver as Canada's Pacific gateway for global expansion.

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the report dated January 22, 2026, and titled "Leveraging Major Local Events for Investment Attraction in 2026"; and
   b) direct staff to forward the report dated January 22, 2026, and titled "Leveraging Major Local Events for Investment Attraction in 2026" to member jurisdictions for information.

2. THAT the MVRD Board receive for information the report dated January 22, 2026, and titled "Leveraging Major Local Events for Investment Attraction in 2026".

FINANCIAL IMPLICATIONS

Regarding WSV, the MVRD Board approved allocation of $150,000 in Invest Vancouver's 2026 budget and $150,000 in the 2026-2030 Financial Plan for the year 2027 to secure a regional presence through the Naturally Innovative Alliance at Web Summit Vancouver given the success of in 2025.

Regarding the FIFA World Cup, Invest Vancouver has applied to PacifiCan for grant funding for activities including investor engagement at the FIFA World Cup and other major local events.

In the event grand funding is not received, Invest Vancouver will develop an action plan for the FIFA World Cup that aligns with Invest Vancouver's budget for 2026.

OTHER IMPLICATIONS

Invest Vancouver's strategies for Web Summit Vancouver and the FIFA World Cup will require close coordination across all member jurisdictions, particularly those hosting ancillary activations, receptions, or investor tours. Increased FDI activity may place additional demands on municipal economic development teams to support site readiness, provide localized data, and engage in coordinated outreach. This also presents an opportunity for member jurisdictions to showcase local sector strengths and investment assets to global audiences. Early engagement indicates broad support for leveraging major events, with interest in receiving clear guidance on roles, messaging alignment, and opportunities to participate in curated engagements.

CONCLUSION

Major local events in the Metro Vancouver region in 2026 present a unique and time-bound opportunity to elevate the region's global profile and advance opportunities in FDI attraction. By aligning FDI attraction strategies with both Web Summit Vancouver and the FIFA World Cup, Invest Vancouver can strengthen partnerships, increase deal flow, and leverage unprecedented access to global decisionmakers. The strategies outlined—focused partner coordination, curating groups and creating high-impact engagements, and increase global awareness of Metro Vancouver as a place for investment—position the region to capitalize on these events in a credible and strategically targeted manner.

ATTACHMENTS

1. FIFA World Cup Match Draw Scenario Planning.

80901258

World Cup Match Draw Scenario Planning

January 2026

INVEST VANCOUVER
A service of metrovancouver

GROUP STAGE – MATCH 6

Monday, June 13, 2026 — Vancouver

Opponents: Australia vs Winner of Playoff (Turkey / Romania / Slovakia / Kosovo)

Country	Chance of playing in this match	FDI Potential	Key Sector Alignment	Notes
Australia	Confirmed	**High**	Cleantech, High-tech/ICT, Digital Media & Entertainment, Life Sciences, AI, Hydrogen/Fuel Cell, Quantum, Aerospace	One of the most strategically aligned FDI markets overall; very strong outward investment.
Turkey	Medium	Medium	Advanced Manufacturing, High-tech/ICT, Transportation & Logistics, Cleantech	Strong manufacturing/industrial tech base; good match for cleantech + logistics.
Romania	Medium	Medium	High-tech/ICT, AI, Digital Services, Advanced Manufacturing	Rapidly growing EU tech hub; high-quality ICT investment potential.
Slovakia	Low–Medium	Medium–Low	Automotive/Advanced Manufacturing, Mobility Tech, Hydrogen/Fuel Cell	Smaller outward FDI footprint; niche auto/EV cluster opportunities.
Kosovo	Low	Low	Digital/Creative (emerging), Startup/Entrepreneurship	Mostly diaspora-driven opportunity if they qualify.

GROUP STAGE – MATCH 27

Thursday, June 18, 2026 — Vancouver

Opponents: Canada vs Qatar

Country	Chance of playing in this match	FDI Potential	Key Sector Alignment	Notes
Qatar	Confirmed	Medium	Cleantech, Energy Transition, High-tech/ICT, Infrastructure-linked innovation, Transportation & Logistics	Complimentary to FDI: Strong sovereign-wealth and institutional investor interest; good fit with cleantech, energy transition, and innovation funds.
Canada	Confirmed	High	Cleantech, AI & Digital Tech, Life Sciences, Agri-food Innovation, Critical Minerals, Advanced Manufacturing, Creative Technologies	Opportunity to support scaling east-coast companies to develop a west-coast presence.

GROUP STAGE - MATCH 40

Sunday, June 21, 2026 — Vancouver

Opponents: New Zealand vs Egypt

Country	Chance of playing in this match	FDI Potential	Key Sector Alignment	Notes
New Zealand	Confirmed	Medium	Cleantech (AgriTech, Renewables), Digital Media (Film/VFX), High-tech/Software	Strong cultural/industry alignment; smaller but high-quality leads.
Egypt	Confirmed	Low	Cleantech/Renewables, ICT, Logistics	Interesting emerging-market opportunities, especially in climate/energy.

GROUP STAGE - MATCH 51

Wednesday, June 24, 2026 — Vancouver

Opponents: Canada vs Switzerland

Country	Chance	FDI Potential	Sector Alignment	Notes
Switzerland	Confirmed	Very High	Life Sciences, High-tech, Advanced Manufacturing, AI, Quantum, Cleantech, Finance/Innovation	Arguably the single strongest FDI fit in the Vancouver opportunity set.
Canada	Confirmed	High	Cleantech, AI & Digital Tech, Life Sciences, Agri-food Innovation, Critical Minerals, Advanced Manufacturing, Creative Technologies	Opportunity to support scaling east-coast companies to develop a west-coast presence.

GROUP STAGE - MATCH 64

Friday, June 26, 2026 — Vancouver

Opponents: Belgium vs New Zealand

Country	Chance of playing in this match	FDI Potential	Key Sector Alignment	Notes
Belgium	Medium–High	Confirmed	Life Sciences & Biotech, Cleantech, High-tech/ICT, Digital Media, Transportation	Top EU market for Vancouver; excellent sector alignment, strong global investment footprint.
New Zealand	Medium	Confirmed	Cleantech (AgriTech, Renewables), Digital Media (Film/VFX), High-tech/Software	Strong cultural/industry alignment; smaller but high-quality leads.

ROUND OF 32 — MATCH 85

Thursday, July 2, 2026 — Vancouver

Opponents depend on group results; cannot be predicted now. Use this framework:

Country Types Likely	FDI Potential	Sectors	Notes
3rd-place teams from Groups E/F/G/I/J (could include: France, Argentina, Netherlands, Germany, Portugal, Belgium depending on group outcomes)	Varies (mostly **High** due to G20 markets)	High-tech, Cleantech, Life Sciences, Digital Media, Aerospace, AI, Quantum	Use as a **premium activation window** for whichever large-economy team qualifies.

ROUND OF 16 — MATCH 96

Tuesday, July 7, 2026 — Vancouver

Country Types Likely	FDI Potential	Sectors	Notes
Winners advancing from Match 85 + Match 87	TBD	TBD	Key match for investor hosting opportunities; treat as premium engagement date.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Performance and Audit Committee

From: Amanda McCuaig, Director, External Relations
Lucy Duso, Division Manager, Collaboration & Engagement, External Relations

Date: February 2, 2026 Meeting Date: February 19, 2026

Subject: **2027 Budget: Public Engagement Approach**

RECOMMENDATION
THAT the MVRD Board receive for information the report dated February 2, 2026 titled "2027 Budget: Public Engagement Approach".

EXECUTIVE SUMMARY
This report outlines the approach to public engagement to support the creation of Metro Vancouver's 2027 Budget and Five-Year Financial Plan. The objectives of this engagement include sharing how Metro Vancouver has integrated feedback from previous engagement, sharing information about costs and revenues for Metro Vancouver services, and collecting input on proposed budget targets and key priorities. Engagement will take place over two phases. The first phase will take place February to March, and results will be shared with Committees and the Boards as part of the April Board Budget Workshop. The second phase will take place July to September and integrate final proposed budget numbers, with results to be shared with Committees and the Boards in the October phase of the budget process. In addition to public engagement, there are scheduled opportunities for the Boards, Committees, and member jurisdiction staff to provide input into the development and revisions to the draft 2027 Budget and the next Five-Year Financial Plan.

PURPOSE
This report provides an overview of public engagement related to the creation of the 2027 budget and Five-Year Financial Plan.

BACKGROUND
Metro Vancouver creates opportunities for residents to provide feedback on the budget through a public engagement program.

APPROACH TO PUBLIC ENGAGEMENT
Engagement will take place in two phases. The engagement opportunity will be promoted to residents across the region.

Phase one will occur between late-February and end of March. During this six-week window, Metro Vancouver will promote information about the budgeting process and residents, businesses, and organizations will be encouraged to provide input based on their own household experience or experience as a business or organizational leader.

Phase two will occur between mid-July and mid-September, following the release of updated budget information. During this phase, the public will be invited to comment on the updated budget information through an online survey and in-person over a two-week period at the Pacific National Exhibition (PNE). Summaries of public input will be provided to the Boards in April and October.

In addition to the surveys, the public will be welcome to learn more or provide comments through the budget webpage on the Metro Vancouver website, which will remain available throughout the year. Information will include digestible content for residents to learn more about Metro Vancouver's services, what residents receive for their contribution to Metro Vancouver, and how Metro Vancouver's fees are integrated into property taxes and utility bills.

The objectives of this engagement include sharing how Metro Vancouver has integrated feedback from previous engagement, sharing information about costs and revenues for Metro Vancouver services, and collecting input on proposed budget targets and key priorities.

Tactics
Public input will be gathered through an online feedback form, email submissions, other written correspondence, and at the PNE.

Information about Metro Vancouver's budgeting process, services, and overall budget will be shared through videos, web content, backgrounders, social media, and infographics, to help residents understand the budget development process.

Promotional activities will include paid video promotions, online and social media advertising, digital and print advertisements, corporate newsletters, and media relations, along with requests to member jurisdictions to amplify engagement messages through their existing channels.

Measures
In 2025, the budget engagement program registered over 361,000 views of the budget video, over 4,330 visits to the website, 3,731 feedback forms, and 9,552 residents engaged in-person at the PNE. This exceeded the engagement numbers from 2024. In 2026, we will aim to exceed the 2025 engagement numbers.

Timeline
- February 23-March 27 – First phase of public engagement
- April – Report engagement results to Performance and Audit Committee and Board
- July 13-Sept 11 – Second phase of public engagement
- October – Report engagement results to Performance and Audit Committee and Board

ALTERNATIVES
This is an information report; there are no alternatives provided.

FINANCIAL IMPLICATIONS
Any costs associated with the promotions for this engagement will be within the existing 2026 MVRD Board approved budget.

CONCLUSION
Metro Vancouver will conduct two phases of public engagement on the 2027 Budget and Five Year Financial Plan. The first phase of engagement will take place February to March, and the second phase will take place July to September. Engagement results will be provided to Committees and to the Boards as part of the annual budgeting process. In addition to public engagement, engagement will take place with the Boards, Committees, and member jurisdiction staff to provide input to the 2027 Budget and Five-Year Financial Plan. In addition to the formal engagement periods, the public will be welcome to learn more or provide input to the organization at any time through the budget webpage.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Performance and Audit Committee

From: Linda Sabatini, Deputy Chief Financial Officer, Financial Services

Date: February 9, 2026 Meeting Date: February 19, 2026

Subject: **Financial Board Policy Review – Amended *Corporate Allocation Policy***

RECOMMENDATION

THAT the MVRD/MVHC/GVS&DD/GVWD Board approve the amended *Corporate Allocation Policy* as presented in the report dated February 9, 2026, titled "Financial Board Policy Review – Amended *Corporate Allocation Policy*".

EXECUTIVE SUMMARY

This report responds to Board direction to complete a review of Metro Vancouver's relevant financial policies in advance of the 2026 April Board Budget Workshop. The *Corporate Allocation Policy* was adopted in 2017 and provides a budget framework for allocating the costs of Metro Vancouver's centralized support departments to Metro Vancouver's four legal entities. Centralized support includes Corporate Services, External Relations, Financial Services, Human Resources, Indigenous Relations, Legislative Services, Procurement and Real Estate Services, and Project Delivery. Subsequent to review, this report recommends the following amendments:

a) administrative updates to reflect the organizational structure;
b) modifications to the calculation of allocating costs to: exclude one-time funded expenditures; and exclude total debt service costs for Metro Vancouver Housing Corporation (MVHC) and Sasamat Fire Protection Services; and
c) the addition of an allocation method for Project Delivery's Project Management Office.

The proposed amendments more accurately reflect service levels provided, reduce operating budget fluctuations and incorporate current practices not captured in the existing policy.

PURPOSE

This report provides a summary of the financial principles in the *Corporate Allocation Policy* and recommends both administrative and minor substantive policy changes based on prevailing practices.

BACKGROUND

At the November 28, 2025 GVS&DD Board meeting, the Board passed the following resolutions:

"That the GVS&DD Board direct staff to provide the following at minimum six weeks prior to the Board Budget Workshop:

- *A full capital project update on all major projects, including scope, status, schedule, risks, and cost projections;*
- *The completed and updated Financial Management Policy review, including any recommended changes to borrowing, debt-servicing, reserve management, and long-term capital funding approaches; and*
- *A comprehensive long-range financial plan of at least ten years, outlining projected capital requirements, operating impacts, financing strategies, and rate implications.*

And that the GVS&DD Board direct staff to provide the updated information to the Board in sufficient detail to enable informed decision-making regarding long term financial sustainability."

In response to these resolutions, this report provides a summary of the financial principles in the *Corporate Allocation Policy* and recommends both administrative and minor substantive policy changes. In addition, the *Financial Management Policy* and *Operating, Statutory and Discretionary Reserves Policy* are both on this month's Committee agenda with proposed changes as well.

CORPORATE ALLOCATION POLICY

The *Local Government Act* requires that all costs incurred in relation to a service, including the costs of administration attributable to the service, be part of the costs of that service. The *Corporate Allocation Policy* was approved by the MVRD Board in 2017 to formalize and confirm MVRD Board direction on the existing allocation process and to provide a budget framework for the apportionment of Metro Vancouver's centralized support costs to its four legal entities.

Metro Vancouver delivers centralized support to all business activities of Metro Vancouver's four legal entities. These centralized support departments include: Corporate Services (information technology, corporate safety, protective services, emergency management, and fleet services), External Relations, Financial Services, Human Resources, Indigenous Relations, Legislative Services (legal, records management, CAO's office), Procurement and Real Estate Services, and Project Delivery (major projects and project management office divisions).

POLICY PRINCIPLES

The methodology noted in the policy (no proposed changes) for approximating the level of service provided by each of the centralized support departments is guided by the following principles:

- **Efficient** – the method and process of allocating net centralized support costs are easily administered, replicable and comprehensible
- **Equitable** – net centralized support costs are apportioned fairly across Metro Vancouver services and to the extent possible, upholds a user-pay approach for the level of service provided
- **Consistent** – net centralized support costs are allocated in a way that mitigates large fluctuations and ensures relative certainty, based on level of use
- **Transparent** – net centralized support costs allocated to Metro Vancouver services are clearly identified.

The policy includes allocation methods to apportion centralized support costs to Metro Vancouver's legal entities and functions. These are:

1. **Direct method:** In cases where it can be demonstrated and quantified that a Metro Vancouver service receives a specific direct benefit from a centralized support activity, the associated costs will be allocated directly to that service. (As example, Metro Vancouver's pooled fleet vehicles and equipment acquisitions are allocated directly to the entities that use the equipment.)

2. **Indirect Allocation method– Centralized Support, excluding Project Management Office:** Costs for centralized support that cannot be assigned using the direct method will be allocated using a reasonable approximation of services provided in supporting the entity or function's pursuit of both operational and strategic objectives. The approximate level of service is typically measured based on two primary factors: (1) scale of budget or (2) level of business activity.

For example, those services with larger staff complements will require more centralized support in the areas of payroll, recruiting services, organizational support, benefit administration, IT computer support, training and head office building operations and therefore, will be allocated a higher proportion of these centralized support costs. Alternatively, services that incur significant capital expenditures and procurement activity will require more centralized support in the areas of purchasing, accounts payable, debt management, budgeting, accounts receivable, legal, business applications and corporate planning and consequently, will be allocated a higher proportion of these centralized support costs.

The indirect allocation method is based on the prior year's operating or capital budget of the entities receiving the benefits. (As example, Water Services is allocated a portion of the centralized support costs based on its prior year's operating expenditure budget as defined in the policy). While the majority of Metro Vancouver services are provided through the internal service delivery model, some regional services (E911 Emergency Telephone Service, Regional Emergency Management and Sasamat Fire Protection Service) engage the use of an external service provider to deliver services to members. This means that Metro Vancouver staff are engaged to a lesser extent in the delivery of the service, its operating activities and its capital activities. For these services, the allocation is calculated based on a percentage of the current year's operating program budget, with the percentage for each service defined in the policy.

The *Corporate Allocation Policy* principles and allocation methods are standard accounting and budgeting methods. No changes are being proposed to these parts of the policy.

PROPOSED AMENDMENTS TO THE POLICY

This report recommends the following changes to the policy to more accurately reflect service levels provided, reduce operating budget fluctuations and to incorporate current practices not captured in the existing policy. The proposed amendments to the *Corporate Allocation Polic*y are described below and summarized and bolded in Table 1:

Administrative changes to update definitions

- Revisions to the definitions of "Centralized Support" and "Metro Vancouver Services," reflect regional district functions and name changes that have occurred since the policy was originally approved in 2017. The definition for debt servicing is also added to provide clarity.

Inclusion of a future policy review date

- The existing policy does not formalize a review date. It is proposed that the *Corporate Allocation Policy* be reviewed at minimum every five years to ensure it remains relevant, aligns with organizational objectives, and follows the recommendation from the Governance Committee regarding integrating a policy review date into the policy itself.

Updated allocation methodology for Project Delivery to reflect current practices

- Project Delivery was established as a centralized support department after the approval of the *Corporate Allocation Policy*. As a result, a new allocation methodology for this service is proposed to align with current practice. Project Delivery encompasses two service areas: Major Projects and the Project Management Office. Program costs for Major Projects are allocated using the direct method as the major projects directly benefit the services provided. Project Management Office program costs are allocated to entities and functions that are expected to utilize Project Management Office support in the year based on their prior year endorsed Five-Year Capital Expenditures Plan.

Amendments to the indirect allocation method to:

- Clarify that the prior year's operating budget used in the allocation method is based on the prior year's operating expenditures budget.

- Minimize year-over-year fluctuations for one-time funded expenditures: It is proposed that the definition of "prior year's operating expenditures budget" used in the calculation for the indirect allocation be revised to exclude one-time funded expenditures, such as those expenditures funded from external grants and reserves. This change will reduce significant year-over-year fluctuations in the corporate allocation costs and is consistent with the policy principle of promoting stability and consistency.

- Reflect the lower level of service needed for debt servicing costs in Metro Vancouver Housing and Sasamat Fire Protection Services: Debt servicing costs have limited impact on centralized support, with payments largely automated and requiring minimal ongoing administrative oversight. In addition, many of the MVHC loans are provided by funding partners and include grants from these agencies. It is therefore proposed that 100% of annual debt servicing costs for MVHC, rather than 80% in current policy, be excluded from the allocation to more accurately reflect the level of service provided.

  In future budget years, it is anticipated that Sasamat Fire Protection Services will undertake new borrowing for the replacement of their firehalls. As debt servicing costs have limited impact on the demand for centralized support, it is proposed that the allocation methodology for net centralized support costs attributable to Sasamat Fire Protection Services be revised to exclude total annual debt servicing costs.

  These amendments are laid out in Table 1. The amended policy is included in **Attachment 1** with an edited tracked version in **Attachment 2.**

Table 1. Proposed Amendments to the Corporate Allocation Policy

	Current Policy	Proposed Amendment
Definition – Centralized Support	Services delivered by centralized departments to support all four Metro Vancouver legal entities and regional district functions through the following: Corporate Planning, Corporate Services, External Relations, Financial Services, Human Resources, and Legal and Legislative Services	Centralized departments that support all four Metro Vancouver legal entities and regional district functions through the following: ~~**Corporate Planning,**~~ Corporate Services **(information technology, corporate safety, protective services and emergency management, fleet services)**, External Relations, Financial Services, Human Resources, ~~**and Legal and**~~ **Indigenous Relations**, **Legislative Services (legal, records management, CAO's office), Procurement and Real Estate Services, and Project**

	Current Policy	Proposed Amendment
		Delivery (major projects and project management office divisions).
Definition – Metro Vancouver Service	Refers to a service provided by one of the four legal entities to which costs of centralized support are allocated. The legal entities include Metro Vancouver Housing Corporation (MVHC), Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD), which includes the legal functions of Liquid Waste and Solid Waste, and the Metro Vancouver Regional District (MVRD), which includes the statutory functions of Air Quality, Electoral Area, General Government, Labour Relations, Regional GPS, Regional Parks, Regional Planning, E911 Telephone Service, Regional Emergency Management and Sasamat Fire Protection Service	Refers to a service provided by one of the four legal entities to which costs of centralized support are allocated. The legal entities include Metro Vancouver Housing Corporation (MVHC), Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD), which includes the legal functions of Liquid Waste and Solid Waste, and the Metro Vancouver Regional District (MVRD), which includes the functions of Air Quality, Electoral Area, **General Government Administration**, ~~**Labour Relations**~~, **Regional Employers Services**, **Housing Planning and Policy, Invest Vancouver, Regional Global Position System (GPS),** Regional Parks, Regional Planning, **E911 Emergency Telephone Service,** Regional Emergency Management, and Sasamat Fire Protection Service
Definition – Debt Servicing Costs	None	**Refers to both principal and interest payments on debt**
Allocation Methodology: Project Delivery	Specific Direct Service Activity Requirements: In cases where it can be demonstrated and quantified that a Metro Vancouver service receives a specific direct benefit from an activity, the associated costs will be allocated directly to that service. These costs typically include, but are not limited to, costs related to programs such as Metro Vancouver's pooled fleet vehicles and equipment acquisitions, external legal	~~**Specific Direct Service Activity Requirements**~~ **Direct Method:** In cases where it can be demonstrated and quantified that a Metro Vancouver service receives a specific direct benefit from an activity, the associated costs will be allocated directly to that service. These costs typically include, but are not limited to, costs related to programs such as Metro Vancouver's pooled fleet vehicles and equipment acquisitions, external legal counsel services, **project**

	Current Policy	Proposed Amendment
	counsel services and contracted security services.	**delivery – major projects,** and contracted security services. **Indirect Allocation Method – Project Delivery Project Management Office:** **Direct delivery services that are expected to use the Project Management Office services in the year will be allocated Program Management Office costs based on their prior year's endorsed Five-Year Capital Expenditures Plan.**
Water Services	Prior year's operating budget excluding: • Centralized support cost allocation • Contributions to reserve	Prior year's operating **expenditures** budget excluding: • Centralized support cost allocation • Contributions to reserve • **One-time grant and reserve funded expenditures**
Liquid Waste Services	Prior year's operating budget excluding: • Centralized support cost allocation • Contributions to reserve	Prior year's operating **expenditures** budget excluding: • Centralized support cost allocation • Contributions to reserve • **One-time grant and reserve-funded expenditures**
Solid Waste Services	Prior year's operating budget excluding: • Centralized support cost allocation • 80% of large third-party operating contracts • Contributions to reserve	Prior year's operating **expenditures** budget excluding: • Centralized support cost allocation • 80% of large third-party operating contracts • Contributions to reserve • **One-time grant and reserve funded expenditures**
Metro Vancouver Housing	Prior year's operating budget excluding: • Centralized support cost allocation • 80% of annual mortgage payments • Contributions to reserve	Prior year's operating **expenditures** budget excluding: • Centralized support cost allocation • ~~**80% of annual mortgage payments**~~ • **Total annual debt servicing costs**

	Current Policy	Proposed Amendment
		• Contributions to reserve • **One-time grant and reserve funded expenditures**
Metro Vancouver Regional District • Air Quality • Electoral Area • **General Government Administration** • **Regional Employers Services** • **Housing Planning and Policy** • **Invest Vancouver** • Regional GPS • Regional Parks • Regional Planning • Mosquito Control Service	Prior year's operating budget excluding: • Centralized support cost allocation • Contributions to reserve • Large one-time asset purchases	Prior year's operating **expenditures** budget excluding: • Centralized support cost allocation • Contributions to reserve • Large one-time asset purchases • **One-time grant and reserve funded expenditures**
E911 Emergency Telephone Service	2% of current year's operating program budget excluding: • Contributions to reserve	2% of current year's operating program budget excluding: • Contributions to reserve • **One-time grant and reserve funded expenditures**
Regional Emergency Management	5% of current year's operating program budget excluding: • Contributions to reserve	5% of current year's operating program budget excluding: • Contributions to reserve • **One-time grant and reserve funded expenditures**
Sasamat Fire Protection Service	10% of current year's operating program budget excluding: • Contributions to reserve • Large, one-time asset purchases	10% of current year's operating program budget excluding: • Contributions to reserve • Large, one-time asset purchases • **One-time grant and reserve funded expenditures** • **Total annual debt servicing costs**

ALTERNATIVES

1. THAT the MVRD/MVHC/GVS&DD/GVWD Board approve the amended *Corporate Allocation Policy* as presented in the report dated February 9, 2026, titled "Financial Board Policy Review – Amended *Corporate Allocation Policy*".

2. THAT the Performance and Audit Committee direct staff to make additional or alternate amendments to the *Corporate Allocation Policy* reflecting the discussion at the February 19, 2026 meeting, and include a summary of those comments and an updated policy for Board consideration at the February 27, 2026 Board meetings.

3. THAT the Performance and Audit Committee receive the report dated February 9, 2026, titled "Financial Board Policy Review – Amended *Corporate Allocation Policy"*, and direct staff to integrate input from the Committee, and bring back a revised policy to the Performance and Audit Committee for its consideration at its March 12, 2026 meeting.

FINANCIAL IMPLICATIONS

If the Board chooses Alternative 1, the proposed amendments to the *Corporate Allocation Policy* do not have an impact on the overall budget.

If the Committee chooses Alternative 2, staff will summarize the Committee's discussion and additional or alternate amendments in a cover report to the Boards for the February 27, 2026 Board meeting and attach an updated *Corporate Allocation Policy* for the Board's consideration. Subject to Board approval, there will be time to integrate the updated policy into materials and modelling for the 2026 April Board Budget Workshop.

If the Committee chooses Alternative 3, staff will bring back an amended *Corporate Allocation Policy* reflecting the Committee's discussion at the March 12, 2026 Performance and Audit Committee and March Board meeting. ***With a month delay, any amendments to the policy will not be reflected in the April Board Budget Workshop materials and modelling***.

CONCLUSION

The *Corporate Allocation Policy* provides a framework that guides the apportionment of Metro Vancouver's centralized support costs to its four legal entities and the established MVRD functions. The policy principles and allocation methods are based on standard accounting practices.

This report recommends that the Boards approve Alternative 1, which reflects proposed administrative amendments and updates to the indirect allocation method. The updates exclude one-time funded expenditures for all entities and total annual debt servicing costs for Metro Vancouver Housing and Sasamat Fire Protection Services. In addition, an indirect allocation method has been included for Project Delivery's Project Management Office.

ATTACHMENTS

1. Policy No. FN-015: *Corporate Allocation Policy* – February 12, 2026 - Proposed Changes Accepted.
2. Policy No. FN-015: *Corporate Allocation Policy* – July 28, 2017 - Proposed Changes.
3. Presentation re: Financial Board Policy Review – Corporate Allocation Policy.

81896264

CORPORATE ALLOCATION POLICY

Effective Date: July 28, 2017 (Revised February 27, 2026)

Approved By: MVRD/GVWD/GVS&DD/MVHC Boards

Policy No. FN-015

Next Review: February 2031

PURPOSE

To provide a framework for establishing the appropriate allocation of costs incurred by centralized support services in delivering support services to all business activities of Metro Vancouver's four legal entities.

DEFINITIONS

"Centralized Support" are centralized departments that support all four Metro Vancouver legal entities and regional district functions through the following: Corporate Services (information technology, corporate safety, protective services and emergency management, fleet services), External Relations, Financial Services, Human Resources, Indigenous Relations, Legislative Services (legal, records management, CAO's office), Procurement and Real Estate Services, and Project Delivery (major projects and project management office divisions);

"Net Centralized Support Costs" means expenditures incurred by centralized support departments that are net of any costs allocated directly to a legal entity or function and any revenues generated by the centralized support departments;

"Metro Vancouver Service" refers to a service provided by one of the four legal entities to which costs of centralized support are allocated. The legal entities include the Metro Vancouver Housing Corporation (MVHC), Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD), which includes the legal functions of Liquid Waste and Solid Waste, and the Metro Vancouver Regional District (MVRD), which includes the functions of Air Quality, Electoral Area, General Government Administration, Regional Employers Services, Housing Planning and Policy, Invest Vancouver, Regional Global Positioning System (GPS), Regional Parks, Regional Planning, E911 Emergency Telephone Service, Regional Emergency Management and Sasamat Fire Protection Service; and

"Debt Servicing Costs" refers to both principal and interest payments on debt.

POLICY

The *Local Government Act* requires that all costs incurred by a regional district in relation to a service, including the costs of administration attributable to the service, are part of the costs of that service. As such, rates, fees and charges must reflect the full cost of Metro Vancouver services to which they relate including those costs incurred by centralized support departments. This Policy serves to appropriately account for all costs of providing Metro Vancouver services and matching those costs with supporting revenues. This Policy will be reviewed at a minimum, every five years.

BOARD POLICY

All costs incurred by centralized support departments will be allocated to the benefiting Metro Vancouver service utilizing a methodology approximating the level of service provided. The methodology for calculating the corporate allocation based on an approximation of service level is provided below.

CORPORATE ALLOCATION PRINCIPLES

Every Metro Vancouver service utilizes resources of centralized support departments to some extent in the delivery of that service. The extent of centralized support may range from providing simple contract administration to more extensive support that includes human resources, legal services, communications, financial services, information technology, building operations, emergency planning, corporate safety services, and project delivery. The methodology for approximating the level of service provided by each of these centralized support departments is guided by the following principles:

- Efficient – the method and process of allocating net centralized support costs are easily administered, replicable and comprehensible
- Equitable – net centralized support costs are apportioned fairly across Metro Vancouver services and to the extent possible, upholds a user-pay approach for the level of service provided
- Consistent – net centralized support costs are allocated in a way that mitigates large fluctuations and ensures relative certainty, based on level of use
- Transparent – net centralized support costs allocated to Metro Vancouver services are clearly identified

ALLOCATION METHODOLOGY

1) Direct Method

In cases where it can be demonstrated and quantified that a Metro Vancouver service receives a specific direct benefit from an activity, the associated costs will be allocated directly to that service. These costs include, for example, costs related to programs such as Metro Vancouver's pooled fleet vehicles and equipment acquisitions, external legal counsel, project delivery – major projects and certain contracted security services.

2) Indirect Allocation Method – Centralized Support, excluding Project Management Office

Within the guiding principles defined in this policy is the understanding that the approximate level of service provided to a Metro Vancouver service is often measured by the impact of two primary factors: (1) scale of budget or (2) level of business activity.

For example, those services with larger staff complements will require more centralized support in the areas of payroll, recruiting services, organizational support, benefit administration, IT computer support, training and head office building operations and therefore, will be allocated a higher proportion of these centralized support costs. Alternatively, services that incur significant capital expenditures and procurement activity will require more centralized support in the areas of purchasing, accounts payable, debt management, budgeting, accounts receivable, legal, business applications and corporate planning and consequently, will be allocated a higher proportion of these centralized support costs.

BOARD POLICY

To ensure the appropriate allocation of corporate costs, direct delivery services will be allocated a proportion of net centralized support costs based on their prior year operating expenditures budget using the parameters described above.

Lower Impact Activity Requirements
Some budget items may inflate operating expenditures but have a lower overall impact on the requirement for centralized support. These budget items include contributions to reserve, one-time funded expenditures, large one-time asset purchases, a portion of large third-party operating contracts and MVHC and Sasamat Fire Protection Service debt servicing costs. To better reflect the level of service provided by the centralized support departments, the calculation of apportionment costs in annual operating budgets will be adjusted for those budget items not requiring centralized support.

3) Indirect Allocation Method – Project Delivery Project Management Office
Direct delivery services (such as Liquid Waste Services and Water Services) that are expected to use the Project Management Office services in the year will be allocated Program Management Office costs based on their prior year's endorsed Five-Year Capital Expenditures Plan.

METRO VANCOUVER SERVICES – INTERNAL SERVICE DELIVERY
The majority of Metro Vancouver services are delivered to members through an internal direct service model. This means that Metro Vancouver staff are engaged in the direct delivery of the service, including most or all of the operating and capital activities. For these services, the proportionate allocation of net centralized support costs will be apportioned as follows:

Greater Vancouver Water District (GVWD)
The GVWD will be allocated a proportionate share of the net centralized support costs based on its prior year's operating expenditures budget excluding centralized support cost allocation, one-time grant-funded expenditures and contributions to reserve.

Greater Vancouver Sewerage and Drainage District (GVS&DD) – Liquid Waste
The Liquid Waste function will be allocated a proportionate share of the net centralized support costs based on its prior year's operating expenditures budget excluding centralized support cost allocation, one-time grant and reserve-funded expenditures and contributions to reserve.

Greater Vancouver Sewerage and Drainage District (GVS&DD) – Solid Waste
The Solid Waste function will be allocated a proportionate share of the net centralized support costs based on its prior year's operating expenditures budget excluding centralized support cost allocation, 80% of large third-party operating contracts, one-time grant and reserve-funded expenditures and contributions to reserve. The adjustment for a portion of third-party operating contracts is to reflect that they require a lower level of centralized support compared to other business activities.

Metro Vancouver Housing Corporation (MVHC)
The MVHC will be allocated a proportionate share of the net centralized support costs based on its prior year's operating expenditures budget excluding centralized support cost allocation, total annual debt servicing costs, one-time grant and reserve-funded expenditures, and contributions to reserve.

BOARD POLICY

Metro Vancouver Regional District (MVRD)
The MVRD functions of Air Quality, Electoral Area, General Government Administration, Regional Employers Services, Housing Planning and Policy, Invest Vancouver, Regional GPS, Regional Parks, Regional Planning, and Mosquito Control Service will be allocated a proportionate share of the net centralized support costs based on their prior year's operating expenditures budget excluding centralized support cost allocation, one-time grant and reserve-funded expenditures, contributions to reserve and large one-time asset purchases.

METRO VANCOUVER SERVICES – EXTERNAL SERVICE DELIVERY
While the majority of Metro Vancouver services are provided through the internal service delivery model some regional services engage the use of an external service provider to deliver services to members. This means that Metro Vancouver staff are engaged to a lesser extent in the delivery of the service, its operating activities and its capital activities. For these services, the proportionate allocation of net centralized support costs will be apportioned as follows:

E911 Emergency Telephone Service
E911 Emergency Telephone Service will be allocated net centralized support costs equal to 2% of its current year's operating program budget excluding one-time grant and reserve-funded expenditures and contributions to reserve. This reflects the level of service associated with the administration of the E911 Emergency Telephone Service operating contract and routine finance support.

Regional Emergency Management
Regional Emergency Management will be allocated net centralized support costs equal to 5% of its current year's operating program budget excluding one-time grant and reserve-funded expenditures and contributions to reserve. This reflects the level of service associated with the overall administration of the program, purchasing support, and accounts payable.

Sasamat Fire Protection Service
Sasamat Volunteer Fire Service will be allocated net centralized support costs equal to 10% of its current year's operating program budget excluding total annual debt servicing costs, one-time grant and reserve-funded expenditures, and contributions to reserve and large one-time asset purchases. This reflects the level of service associated with function management, fleet vehicle administration, procurement, accounts payable, payroll, budgeting and accounting.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

BOARD POLICY

CORPORATE ALLOCATION POLICY

Effective Date: July 28, 2017 (Revised February 27, 2026)

Approved By: ~~MVRD Board~~MVRD/GVWD/GVS&DD/MVHC Boards

Policy No. FN-015

Next Review: February 2031

PURPOSE

To provide a framework for establishing the appropriate allocation of costs incurred by centralized support services in delivering support services to all business activities of Metro Vancouver's four legal entities.

DEFINITIONS

"Centralized Support ~~Services~~" are ~~services delivered by~~ centralized departments ~~to~~that support all four Metro Vancouver legal entities and regional district functions through the following: ~~Corporate Planning,~~ Corporate Services~~,~~ (information technology, corporate safety, protective services and emergency management, fleet services), External Relations, Financial Services, Human Resources, ~~and Legal and~~ Indigenous Relations, Legislative Services~~;~~ (legal, records management, CAO's office), Procurement and Real Estate Services, and Project Delivery (major projects and project management office divisions);

"Net Centralized Support Costs" means expenditures incurred by centralized support ~~services~~departments that are net of any costs allocated directly to a legal entity or function and any revenues generated by the centralized support ~~service; and~~departments;

"Metro Vancouver Service" refers to a service provided by one of the four legal entities to which costs of centralized support ~~services~~ are allocated. The legal entities include the Metro Vancouver Housing Corporation (MVHC), Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD), which includes the legal functions of Liquid Waste and Solid Waste, and the Metro Vancouver Regional District (MVRD), which includes the ~~statutory~~ functions of Air Quality, Electoral Area, General Government~~, Labour Relations~~ Administration, Regional ~~GPS~~Employers Services, Housing Planning and Policy, Invest Vancouver, Regional Global Positioning System (GPS), Regional Parks, Regional Planning, E911 Emergency Telephone Service, Regional Emergency Management and Sasamat Fire Protection Service~~.~~; and

"Debt Servicing Costs" refers to both principal and interest payments on debt.

POLICY

The *Local Government Act* requires that all costs incurred by a regional district in relation to a service, including the costs of administration attributable to the service, are part of the costs of that service. As such, rates, fees and charges must reflect the full cost of Metro Vancouver services to which they relate including those costs incurred by centralized support ~~services~~departments. This Policy serves to

appropriately account for all costs of providing Metro Vancouver services and matching those costs with supporting revenues. This Policy will be reviewed at a minimum, every five years.
All costs incurred by centralized support ~~services~~departments will be allocated to the benefiting Metro Vancouver service utilizing a methodology approximating the level of service provided. The methodology for calculating the corporate allocation based on an approximation of service level is provided below.

CORPORATE ALLOCATION PRINCIPLES

Every Metro Vancouver service utilizes resources of centralized support departments to some extent in the delivery of that service. The extent of centralized support may range from providing simple contract administration ~~or Metro Vancouver Board and Committee support services,~~ to more extensive support that includes human resources, legal~~, legislative~~ services, communications, financial services, information technology, building operations, emergency planning ~~and~~, corporate safety services~~.~~, and project delivery. The methodology for approximating the level of service provided by each of these centralized support ~~services~~departments is guided by the following principles:

- Efficient – the method and process of allocating net centralized support costs are easily administered, replicable and comprehensible
- Equitable – net centralized support costs are apportioned fairly across Metro Vancouver services and to the extent possible, upholds a user-pay approach for the level of service provided
- Consistent – net centralized support costs are allocated in a way that mitigates large fluctuations and ensures relative certainty, based on level of use
- Transparent – net centralized support costs allocated to Metro Vancouver services are clearly identified

ALLOCATION METHODOLOGY

1) Direct Method

In cases where it can be demonstrated and quantified that a Metro Vancouver service receives a specific direct benefit from an activity, the associated costs will be allocated directly to that service. ~~**Staffing and Business Activity Requirements**~~

These costs include, for example, costs related to programs such as Metro Vancouver's pooled fleet vehicles and equipment acquisitions, external legal counsel, project delivery – major projects and certain contracted security services.

2) Indirect Allocation Method – Centralized Support, excluding Project Management Office

Within the guiding principles defined in this ~~Policy~~policy is the understanding that the approximate level of service provided to a Metro Vancouver service is often measured by the impact of two primary factors: (1) ~~number~~scale of ~~staff~~budget or (2) level of business activity.

For example, those services with larger staff complements will require more centralized support in the areas of payroll, recruiting services, organizational support, benefit administration, IT computer support, training and head office building operations and therefore, will be allocated a higher proportion of these centralized support costs. Alternatively, services that incur significant capital expenditures and

procurement activity will require more centralized support in the areas of purchasing, accounts payable, debt management, budgeting, accounts receivable, legal, business applications and corporate planning and consequently, will be allocated a higher proportion of these centralized support costs.

To ensure the appropriate allocation of corporate costs, direct delivery services will be allocated a proportion of net centralized support costs based on their prior year operating expenditures budget using the parameters described above~~. Salaries and benefits will serve as indicators that reflect the number of staff supported while other expenditures will serve as indicators of the level of business activity~~.

Lower Impact Activity Requirements

Some budget items may inflate operating expenditures but have a lower overall impact on the requirement for centralized support ~~services~~. These budget items include contributions to reserve, one-time funded expenditures, large one-time asset purchases, a portion of large third-party operating contracts and MVHC ~~long-term mortgages. In order to~~and Sasamat Fire Protection Service debt servicing costs. To better reflect the level of service provided by the centralized support ~~services~~departments, the calculation of apportionment costs in annual operating budgets will be adjusted for those budget items not requiring centralized support.

~~**Specific Direct Service Activity Requirements**~~

~~In cases where it can be demonstrated and quantified that a Metro Vancouver service receives a specific direct benefit from an activity, the associated costs will be allocated directly to that service.~~ ~~These costs typically include, but are not limited to, costs related to programs such as Metro Vancouver's pooled fleet vehicles and equipment acquisitions, external legal counsel services and contracted security services.~~

3) Indirect Allocation Method – Project Delivery Project Management Office

Direct delivery services (such as Liquid Waste Services and Water Services) that are expected to use the Project Management Office services in the year will be allocated Program Management Office costs based on their prior year's endorsed Five-Year Capital Expenditures Plan.

METRO VANCOUVER SERVICES – INTERNAL SERVICE DELIVERY

The majority of Metro Vancouver services are delivered to members through an internal direct service model. This means that Metro Vancouver staff are engaged in the direct delivery of the service, including most or all of the operating and capital activities. For these services, the proportionate allocation of net centralized support costs ~~shall~~will be apportioned as follows:

Greater Vancouver Water District (GVWD)

The GVWD will be allocated a proportionate share of the net centralized support costs based on its prior year's operating expenditures budget excluding centralized support cost allocation, one-time grant-funded expenditures and contributions to reserve.

Greater Vancouver Sewerage and Drainage District (GVS&DD) – Liquid Waste

BOARD POLICY

The Liquid Waste function will be allocated a proportionate share of the net centralized support costs based on its prior year's operating expenditures budget excluding centralized support cost allocation, one-time grant and reserve-funded expenditures and contributions to reserve.

Greater Vancouver Sewerage and Drainage District (GVS&DD) – Solid Waste

The Solid Waste function will be allocated a proportionate share of the net centralized support costs based on its prior year's operating expenditures budget excluding centralized support cost allocation, 80% of large third-party operating contracts, one-time grant and reserve-funded expenditures and contributions to reserve. The adjustment for a portion of third-party operating contracts is to reflect that they require a lower level of ~~service~~centralized support compared to other business activities.

Metro Vancouver Housing Corporation (MVHC)

The MVHC will be allocated a proportionate share of the net centralized support costs based on its prior year's operating expenditures budget excluding centralized support cost allocation, total annual debt servicing costs, one-time grant and reserve-funded expenditures, and contributions to reserve ~~and 80% of annual mortgage payments~~.

Metro Vancouver Regional District (MVRD)

The MVRD functions of Air Quality, Electoral Area, General Government~~, Labour Relations~~ Administration, Regional Employers Services, Housing Planning and Policy, Invest Vancouver, Regional GPS, Regional Parks ~~and~~, Regional Planning, and Mosquito Control Service will be allocated a proportionate share of the net centralized support costs based on their prior year's operating expenditures budget excluding centralized support cost allocation, one-time grant and reserve-funded expenditures, contributions to reserve and large one-time asset purchases.

METRO VANCOUVER SERVICES – EXTERNAL SERVICE DELIVERY

While the majority of Metro Vancouver services are provided through the internal service delivery model some regional services engage the use of an external service provider to deliver services to members ~~through an external service delivery model.~~. This means that Metro Vancouver staff are engaged to a lesser extent in the delivery of the service, its operating activities and its capital activities. For these services, the proportionate allocation of net centralized support costs ~~shall~~will be apportioned as follows:

E911 Emergency Telephone Service

E911 Emergency Telephone Service will be allocated net centralized support costs equal to 2% of its current year's operating program budget excluding one-time grant and reserve-funded expenditures and contributions to reserve. This reflects the level of service associated with the administration of the E911 Emergency Telephone Service operating contract and routine finance support.

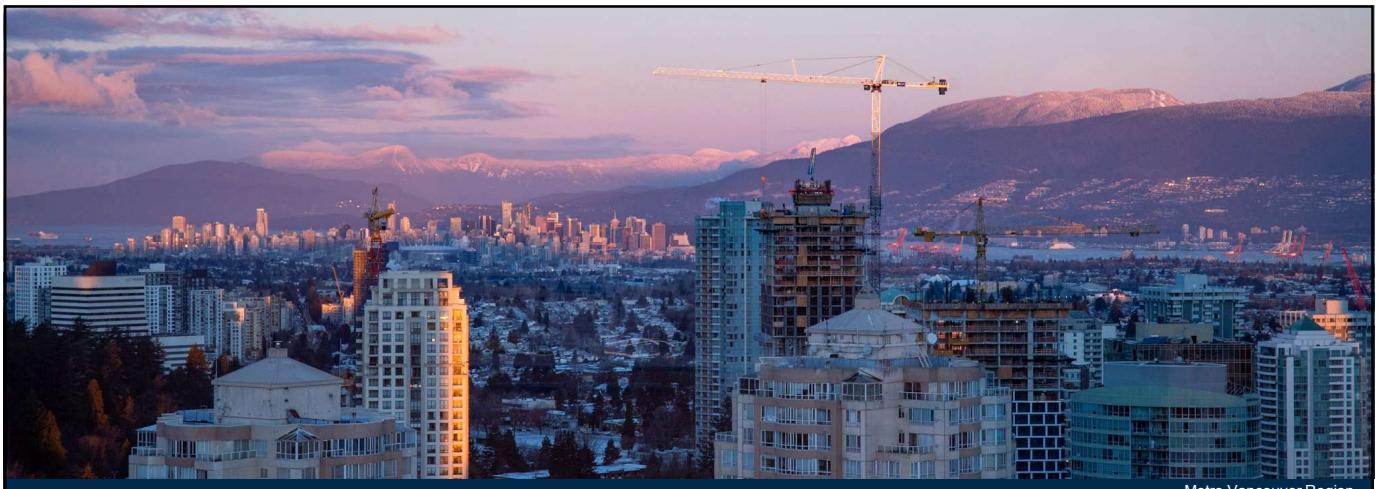
Regional Emergency Management

Regional Emergency Management will be allocated net centralized support costs equal to 5% of its current year's operating program budget excluding one-time grant and reserve-funded expenditures and contributions to reserve. This reflects the level of service associated with the overall administration of the program, purchasing support, and accounts payable.

BOARD POLICY

Sasamat Fire Protection Service

Sasamat Volunteer Fire Service will be allocated net centralized support costs equal to 10% of its current year's operating program budget excluding total annual debt servicing costs, one-time grant and reserve-funded expenditures, and contributions to reserve and large one-time asset purchases. This reflects the level of service associated with function management, fleet vehicle administration, procurement, accounts payable, payroll, budgeting and accounting.



Metro Vancouver Region

Financial Board Policy Review: Corporate Allocation Policy

Linda Sabatini
Deputy Chief Financial Officer, Financial Services

Performance and Audit Committee Meeting – February 19, 2026

metrovancouver

69209933

1

CORPORATE ALLOCATION POLICY

PURPOSE

- **Approved in 2017; provides a budget framework for the apportionment of Metro Vancouver's centralized support costs to its four legal entities**
- **Guided by principles of efficiency, equity, consistency and transparency**
- ***Local Government Act* requires a service to include administration costs attributable to providing that service**

2

CORPORATE ALLOCATION POLICY

CENTRALIZED SUPPORT SERVICES

- Corporate Services
- External Relations
- Financial Services
- Human Resources
- Indigenous Relations
- Legislative Services
- Procurement and Real Estate Services
- Project Delivery

3

CORPORATE ALLOCATION POLICY

ALLOCATION METHODS

- **Direct method:** Used when it can be demonstrated and quantified that a Metro Vancouver service receives a specific direct benefit

- **Indirect allocation method:** Used when centralized costs cannot be assigned under the direct method and is based on a reasonable approximation of services provided

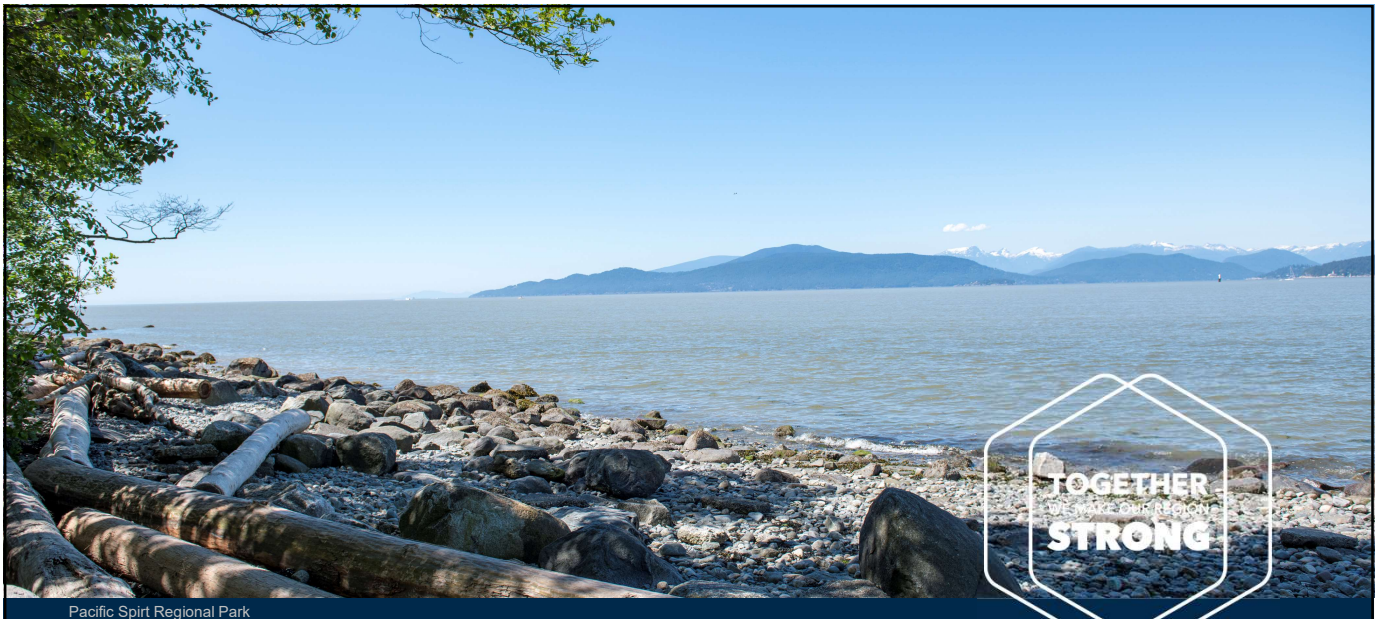
4

CORPORATE ALLOCATION POLICY

PROPOSED AMENDMENTS

Proposed Amendment	Rationale
Administrative Changes to update definitions and name changes	Reflect organizational structure
Indirect allocation method - All entities: exclude one-time funded expenditures	Minimize year-over-year fluctuations
- Metro Vancouver Housing and Sasamat Fire Protection Services: exclude total annual debt servicing costs	Reflect the lower level of services provided for debt servicing costs
- Project Delivery, Project Management Office: new allocation method	Reflect current practices

5



Pacific Spirt Regional Park

Questions?

metrovancouver

6

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Performance and Audit Committee

From: Linda Sabatini, Deputy Chief Financial Officer, Financial Services

Date: February 9, 2026 Meeting Date: February 19, 2026

Subject: **Financial Board Policy Review – Amended *Operating, Statutory and Discretionary Reserves Policy – Proposed Title: Financial Reserves Policy***

RECOMMENDATION

THAT the MVRD/MVHC/GVWD/GVS&DD Board approve the amendments to the *Operating, Statutory and Discretionary Reserves Policy* as presented in the report dated February 9, 2026, titled "*Financial Board Policy Review* – Amended *Operating, Statutory and Discretionary Reserves Policy – Proposed Title: Financial Reserves Policy*".

EXECUTIVE SUMMARY

This report responds to Board direction to complete a review of Metro Vancouver's relevant financial policies in advance of the 2026 April Board Budget Workshop. The *Operating, Statutory and Discretionary Reserves Policy* was adopted in 2018 and provides a framework on the establishment, use, and management of reserves for Metro Vancouver's four legal entities and regional district services. The policy clarifies the priority for allocating surpluses while reinforcing the fundamental principle that surpluses are allocated within their originating purpose and are not transferable between reserves or functions. Metro Vancouver does not hold excess ratepayer funds in reserves, ensuring prudent financial management of programs. Subsequent to review, this report recommends the following amendments:

a) administrative and policy principle updates to reflect regional district services, including changing the policy name to *Financial Reserves Policy*; and
b) introduction of a maximum balance for the centralized support discretionary reserve.

The proposed amendments strengthen financial stability while improving clarity, consistency, and long-term resilience across Metro Vancouver's reserves to align with long-term financial plans.

PURPOSE

This report provides a summary of the key financial principles in the *Operating, Statutory and Discretionary Reserves Policy*, and provides recommended policy changes based on prevailing practices.

BACKGROUND

At the November 28, 2025 GVS&DD Board meeting, the Board passed the following resolutions:

"That the GVS&DD Board direct staff to provide the following at minimum six weeks prior to the Board Budget Workshop:

- *A full capital project update on all major projects, including scope, status, schedule, risks, and cost projections;*
- *The completed and updated Financial Management Policy review, including any recommended changes to borrowing, debt-servicing, reserve management, and long-term capital funding approaches; and*
- *A comprehensive long-range financial plan of at least ten years, outlining projected capital requirements, operating impacts, financing strategies, and rate implications.*

And that the GVS&DD Board direct staff to provide the updated information to the Board in sufficient detail to enable informed decision-making regarding long term financial sustainability."

In response to these resolutions, this report provides a summary of the financial principles in the *Operating, Statutory and Discretionary Reserves Policy* and recommends both administrative and minor substantive policy changes. In addition, the *Financial Management Policy* and *Corporate Allocation Policy* are both on this month's Committee agenda with proposed changes as well.

OPERATING, STATUTORY AND DISCRETIONARY RESERVES POLICY

The *Operating, Statutory and Discretionary Reserves Policy* was originally approved by the four Metro Vancouver Boards in 2018 to provide a framework on the establishment, use, and management of reserves for Metro Vancouver's four legal entities and regional district services. Reserves are an essential component of financial sustainability for Metro Vancouver. They are a means of providing financial security against unforeseen loss, mitigating current and future risks, ensuring stability in rate setting, and demonstrating financial commitment to long range infrastructure plans.

POLICY PRINCIPLES

The policy supports three guiding principles:

1. Financial stability, security, and sustainability
2. Consistent with long-term financial plans, and Board and Corporate strategic goals
3. In accordance with legal requirements under applicable legislation.

In addition, the policy provides direction for the management and administration of reserves as follows:

- All reserves contributions and applications must be approved by the Board, **through the annual budget process or as required throughout the year.**
- All Board approved use of reserves to fund expenditures, must be spent for the intended purpose within the year of approval, or the following budget year.
- All reserve balances will earn interest at a rate based on Metro Vancouver's average return on investments.
- All reserves exclusively belong to a specific legal entity or function and can only be applied to fund business activities of that legal entity, function, or corporate service.
- Financial Services is responsible for the stewardship and oversight of all Meto Vancouver reserves.
- Internal borrowing from reserves is permitted with Board approval, to temporarily finance funding requirements to avoid external temporary borrowing or to fund emergencies as required, in accordance with applicable legislation. Any temporary borrowing from reserves is to be repaid, plus interest within five years.
- Reserves are categorized as either "Operating", "Statutory" or "Discretionary".

This report is not recommending changes to the policy principles, other than the minor wording changes for clarification, bolded above.

PROPOSED ADMINISTRATIVE AMENDMENTS TO THE POLICY

The following table summarizes the proposed administrative changes to the *Operating, Statutory and Discretionary Reserves Policy*. Changes are required to reflect organizational changes since its approval in 2018 and to confirm the Boards' direction on the policy principles. Changes are identified using bold and strikethrough formatting below. The amended policy is included in **Attachment 1** with an edited tracked version in **Attachment 2.**

Table 1. Proposed Administrative Amendments to the Operating, Statutory and Discretionary Reserves Policy

Description	Current Policy	Proposed Amendment
Policy Name Change to reflect the broad scope of the policy	~~**Operating, Statutory and Discretionary**~~ Reserves Policy	**Financial** Reserves Policy
MVRD Service Name Changes to reflect organizational changes	General Government	General Government **Administration**
	Affordable Housing	**Housing Planning and Policy**
	Labour Relations	**Regional Employer Services**
	N/A	**Invest Vancouver**
	N/A	**Mosquito Control**
Add a 5-year Future Policy Review Date	None	**February 2031**
Reserve Balances Reporting	N/A	**The status of reserve balances will be reported to the Performance and Audit Committee three times a year through the Financial Performance Reporting process.**
Definition of Net Annual Operating Expenditures to reflect calculation method of operating reserve minimums	N/A – No Definition	**The total annual operating cost of delivering services and carrying out the ongoing operations for the current year.**

RESERVE CATEGORIES, FUNDING SOURCES AND USAGE

Table 2 below identifies the purpose, funding sources and reserve usage in the existing policy. In addition, **Attachment 3** provides a detailed summary of Metro Vancouver's reserve balances by entity. This report recommends an amendment to the Operating Reserve definition, bolded in the table, to clarify the purpose and use of this type of reserves. No other recommendations to the purpose, funding source, or usage are proposed.

Table 2. Summary of Reserve Category, Definition, Funding Source, and Usage

Reserve	Purpose	Funding Source	Usage
Operating Reserves	Established to serve as a measure of financial security should there be an unforeseen **financial loss beyond the control of the organization and to support the maintenance of adequate working capital to manage cash flow fluctuations, timing differences between revenues and expenditures, and short-term financing or borrowing gaps.**	Appropriation of annual surpluses	Funds unforeseen revenue shortfalls or expenditures obligations where other sources of funding are not available.
Discretionary Reserve	Established for the appropriation of annual surplus to meet a known or anticipated future financial obligation.	Appropriation of annual surpluses	Funds expenditures withing Metro Vancouver's goals and priorities in reducing the need for revenue from rates, levies and tax requisitions.
Statutory Reserve	Established where reserves are required within a legal framework which governs their composition and application.	Appropriation of annual surpluses + Annual budget contributions	Funds authorized for the purpose designated by the Statutory Reserve and must be withdrawn in accordance with legal statute, Board approved bylaw, or governing agreement.

REVIEW OF OPERATING RESERVE MINIMUMS

The objective of reserve minimums is to ensure reserve adequacy reflects revenue volatility, expenditure risk, and fixed financial obligations, while maintaining clarity and consistency across services. This inherently protects organizational cash flow. In the current method, the reserve minimums are calculated as a set percentage (10-15%) of prior year operating budget, net of contributions to reserves, contributions to capital, and debt servicing expenditures. Unlike member jurisdictions, where there is generally one entity, Metro Vancouver has four entities that provide services associated with different tax or ratepayers. Therefore, reserve balances are unique to the establishing entity or service and cannot be used for funding shortfalls or projects for other entities. In addition, Metro Vancouver's approach is not to hold excessive ratepayers' funds and to use those funds to maintain constant levels of HHI or to lower borrowing levels and costs. Critical cash flow risks in each entity are as follows:

- Water Services' primary cash-flow risk arises from volume-based water revenues that are sensitive to weather and conservation outcomes, combined with a largely fixed operating cost structure that cannot readily adjust to consumption variability or unpredictable infrastructure failure.
- Solid Waste faces cash-flow risk from fluctuations in waste volumes that affect tipping-fee revenues, while a high proportion of contractually fixed operating costs limits expenditure flexibility.

- Liquid Waste has low revenue risk due to stable levy-based funding, with cash-flow risk driven primarily by operational disruptions such as extreme weather events, infrastructure failures, or power interruptions.
- Metro Vancouver Housing's cash-flow risk is driven by variability in rental revenues due to vacancies and tenant turnover, combined with exposure to unplanned maintenance costs associated with aging, wood-frame housing assets.

This report recommends retaining the current percentage-based approach and existing target minimum operating reserve levels, as they continue to support financial resilience, preserve working capital and flexibility, enable the use of surpluses for capital investment and debt mitigation, and ensure reserve balances remain appropriately sized without retaining excess funding from member jurisdictions.

After ensuring that all Operating Reserves meet the minimum balances as established under this policy and that all requirements for Statutory Reserves and Discretionary Reserves are met, any Annual Surplus remaining for a legal entity or Regional District Service will be utilized in accordance with the following priority sequence. This report recommends no changes to this sequence.

i. **Fund capital expenditures or pay down existing debt of that legal entity or Regional District Service.** This is consistent with debt avoidance and the mitigation of future financial obligations.
ii. **Fund one-time expenditures of that legal entity or Regional District Service**. This includes but is not limited to funding equipment purchases and consulting initiatives and projects.
iii. **Stabilize rates for a legal entity or Regional District Service**. This involves smoothing out utility rates, levies or tax requisitions resulting from operating budget expenditures. Usage of reserves for rate stabilization is only used in circumstances where priorities 1) and 2) are not applicable or have been met. This application is discretionary and may not be applicable. If not applicable, then move to priority 4.
iv. **Maintain as a Statutory or Discretionary Reserve.** This can represent an addition to an existing Statutory or Discretionary Reserve or the establishment of a new Discretionary Reserve based on new information regarding a future financial obligation.

PROPOSED AMENDMENT TO CENTRALIZED SUPPORT RESERVE

Centralized Support encompasses a range of functions with differing financial risks and funding pressures that are currently managed within a single reserve. To strengthen reserve governance and improve long-term financial planning, this proposal introduces a clear limit on the size of the Centralized Support Discretionary Reserve.

This amendment includes establishing a defined maximum Centralized Support Discretionary Reserve balance equal to 15% of the prior year's approved centralized services budget, net of fleet. Ongoing funding would continue to be provided through the appropriation of annual surpluses from centralized support functions, where such surpluses exist. Any reserve balance exceeding the approved maximum would be redistributed to legal entity reserves in accordance with the apportionment methodology set out in the Corporate Allocation Policy.

If approved, the projected year-end 2026 balance of the Centralized Support Discretionary Reserve would reflect this maximum threshold, and would be fully funded through the appropriation of annual surpluses, should they exist.

Table 3. Summary of Minimum Reserve Balance Amendments

Reserve	Current Definition	Proposed Definition
Operating Reserves		
Water	15% net operating expenditures ~~**representing approximately two months of operating costs**~~	15% of net operating expenditures
Liquid Waste	10% net operating expenditures ~~**representing approximately one month of operating costs**~~	10% of net operating expenditures
Solid Waste	15% net operating expenditures ~~**representing approximately two months of operating costs**~~	15% of net operating expenditures
Metro Vancouver Housing	10% of net operating expenditures ~~**representing approximately one month of operating costs**~~	10% of net operating expenditures
Regional District Services	5% of net operating expenditures ~~**representing approximately one half of one month of operating costs**~~	5% of net operating expenditures
Discretionary Reserves		
Centralized Support Discretionary Reserve	No minimum/maximum balance	**Maximum 15% of the prior year's approved centralized support departments' budgets, net of fleet. Any annual surplus generated from centralized services may be allocated to one-time expenditures within the respective centralized support budgets, subject to approval through the annual budget process. Any balance exceeding the approved maximum would be returned to the legal entity or Regional District Service reserves in accordance with the apportionment methodology set out in the *Corporate Allocation Policy*.**
All Other Discretionary Reserves	No minimum/maximum balance	No change, as these are designated through appropriation of annual surplus to meet a known or anticipated future financial obligations.
Statutory Reserves		
All Statutory Reserves	Specific reserve minimums are dictated by legal framework which governs their composition and application.	No change, as these are dictated by legal framework.

ALTERNATIVES

1. THAT the MVRD/MVHC/GVWD/GVS&DD Board approve the amended *Operating, Statutory and Discretionary Reserves Policy* as presented in the report dated February 9, 2026, titled "*Financial Board Policy Review* – Amended *Operating, Statutory and Discretionary Reserves Policy – Proposed Title: Financial Reserves Policy*".

2. THAT the Performance and Audit Committee direct staff to make additional or alternate amendments to the *Operating, Statutory and Discretionary Reserves Policy – Proposed Title: Financial Reserves Policy* reflecting the discussion at the February 19, 2026 meeting, and include a summary of those comments and an updated policy for Board consideration at the February 27, 2026 Board meeting.

3. THAT the Performance and Audit Committee receive the report dated February 9, 2026, titled *Financial Board Policy Review* – Amended *Operating, Statutory and Discretionary Reserves Policy – Proposed Title: Financial Reserves Policy"* and direct staff to integrate input from the Committee, and bring back a revised policy to the Performance and Audit Committee for its consideration at its March 12, 2026 meeting.

FINANCIAL IMPLICATIONS

If the Board chooses Alternative 1, the updated *Operating, Statutory and Discretionary Reserves Policy – Proposed Title: Financial Reserves Policy* will be integrated into modelling for the April Board budget workshop. If approved by the Board, the projected 2026 year-end reserve balance would include $19 million for the Centralized Services Discretionary Reserve.

If the Committee chooses Alternative 2, staff will summarize the Committee's discussion and additional or alternate amendments in a cover report to the Boards for the February 27, 2026 Board meeting and attach an updated *Operating, Statutory and Discretionary Reserves Policy* for the Boards' consideration. Subject to Board approval, there will be time to integrate the updated policy into materials and modelling for the 2026 April Board Budget Workshop.

If the Committee chooses Alternative 3, staff will bring back an amended *Operating, Statutory and Discretionary Reserves Policy* reflecting the Committee's discussion at the March 12, 2026 Performance and Audit Committee and March Board meeting. ***With a month delay, any amendments to the policy will not be reflected in the April Board Budget Workshop materials and modelling***.

CONCLUSION

The *Operating, Statutory and Discretionary Policy* provides a framework that guides the establishment and maintenance of reserves within Metro Vancouver's four legal entities and the established regional district services. The policy principles and minimum/maximum calculation methods help maintain adequate working capital and statutory required minimums, mitigate against cash flow fluctuations and timing differences between revenues and expenditures.

ATTACHMENTS

1. Policy No. FN-016: *Financial Reserves Policy* – February 19, 2026 – Proposed Changes Accepted.
2. Policy No. FN-016: *Operating, Statutory, and Discretionary Reserves Policy* - April 27, 2018 – Proposed Changes.
3. Schedule of Metro Vancouver Reserves by Entity.
4. Presentation re: Financial Board Policy Review – *Operating, Statutory and Discretionary Reserves Policy* – Proposed Title: Financial Reserves Policy.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

BOARD POLICY

FINANCIAL RESERVES POLICY

Effective Date: April 27, 2018 (Revised February 27, 2026)
Approved By: MVRD/MVHC/GVWD/GVS&DD Boards
Next Review: February 2031

Policy No. FN-016

PURPOSE

To outline principles and requirements that guide the establishment, use and management of Metro Vancouver reserves.

DEFINITIONS

"Annual Surplus" means excess of revenues over expenditures for the current year;

"Legal Entity" means Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD), which includes the legal functions of Liquid Waste and Solid Waste, Metro Vancouver Housing Corporation (MVHC) and Metro Vancouver Regional District (MVRD); and

"Regional District Services" comprise each of the following: Housing Policy and Planning, Air Quality, Electoral Area, General Government Administration, Regional Employer Services, Regional Global Positioning System (GPS), Regional Parks, Regional Planning, E911 Emergency Telephone Service, Regional Emergency Management, Mosquito Control Service and Sasamat Fire Protection Service.

"**Net Annual Operating Expenditures**" means the total annual operating cost of delivering services and carrying out the ongoing operations for the current year.

POLICY

Reserves are funds that are appropriated as a means of providing financial security against an unforeseen financial loss, such as a revenue shortfall and unexpected expenditures, or for meeting future financial obligations. They are a key element of Metro Vancouver's long term financial sustainability and they provide a mechanism to ensure a strong financial position. Metro Vancouver reserves are categorized as Operating, Statutory or Discretionary.

Metro Vancouver's Reserves Policy supports the following principles:

- Financial stability, security and sustainability
- Consistent with long term financial plans, Board and Corporate strategic goals
- In accordance with legal requirements under applicable legislation

In addition to these guiding principles, reserves shall be established and managed in accordance with the following:

- All reserve contributions and applications must be approved by the Board
- All reserve balances will earn interest at a rate based on Metro Vancouver's average return on investments

BOARD POLICY

- All reserves exclusively belong to a specific legal entity or Regional District Service and can only be applied to fund business activities of that legal entity or Regional District Service.
- Financial Services is responsible for the stewardship and oversight of all Metro Vancouver reserves.
- The status of reserve balances will be reported to the Performance and Audit Committee three times a year through the Financial Performance Reporting process.

1. OPERATING RESERVES

Operating Reserves are established for each legal entity and Regional District Service to serve as a measure of financial security should there be an unforeseen financial loss beyond the control of the organization and to support the maintenance of adequate working capital to manage cash-flow fluctuations, timing differences between revenues and expenditures, and short-term financing or borrowing gaps.

A legal entity or Regional District Service's inherent risk of experiencing an unforeseen financial loss increases both with the level of business activity as well as the nature of that business activity. Operating expenditures serve as a measure of an entity or function's level of business activity; therefore, the greater the business activity the greater the risk of an unforeseen financial event. Risk of an unforeseen financial loss also increases with volatility associated with the business activity.

Minimum Reserve. The minimum required Operating Reserve amount for a legal entity or Regional District Service shall be determined as a percentage of the legal entity or Regional District Service's prior year operating expenditures net of reserve contributions, contributions to capital and debt service costs and is based on the inherent risk of incurring a financial loss. As noted above, the higher the level of inherent risk, the higher the required reserve minimum balance.

Operating Reserve balances must be maintained at the established minimum amounts in order to ensure security against unforeseen financial impacts as this financial security is paramount to financial sustainability. Should the Operating Reserve balance fall below the established minimum, the Operating Reserve must be replenished to the minimum level within two budget years.

Contributions to Reserve. Contributions to Operating Reserves are made through the appropriation of annual surpluses generated from operations within a legal entity and Regional District Service.

Usage of Reserve. The usage of Operating Reserve balances will only be contemplated for the funding of unforeseen revenue shortfalls or expenditure obligations where other sources of funding are not available.

a) Greater Vancouver Water District (GVWD) Operating Reserve

The required Operating Reserve for the Water Services function is equal to 15% of net operating expenditures.

The GVWD is an entity whose primary revenue source is the sale of water based on a unit rate per cubic metre of water consumed within the region. The unit rate is set at a rate to cover annual expenditures and based on an estimated volume of overall regional consumption. The

actual level of consumption, however, may vary from expectation due to many factors including weather, effectiveness of conservation measures and the implementation of watering restrictions. This potential volatility in consumption and that the majority of expenditures are not variable with the level of consumption and cannot easily be adjusted should there be a drop in consumption, results in the GVWD having a higher relative level of inherent risk associated with their business activities.

b) Greater Vancouver Sewerage and Drainage District (GVS&DD) – Solid Waste

The required Operating Reserve for the Solid Waste function is equal to 15% of net operating expenditures.

Solid Waste is a function whose primary revenue source is Tipping Fee revenue based on a unit rate per cubic tonne of waste disposed of within the region. The unit rate is set to cover annual expenditures and is based on an estimated volume of overall regional waste tonnage. The actual level of waste tonnage, however, may vary from expectation due to many factors including level of construction and demolition, effectiveness of waste diversion activities and waste migration. While some expenditures in Solid Waste are somewhat variable with waste volumes, many are fixed. This along with the potential volatility in waste volumes leads to Solid Waste having a higher relative level of inherent risk associated with their business activities.

c) Greater Vancouver Sewerage and Drainage District (GVS&DD) – Liquid Waste

The required Operating Reserve for the Liquid Waste function is equal to 10% of net operating expenditures.

Liquid Waste is a function whose primary revenue source is an annual sewer levy collected from member jurisdictions and as a result are low risk in terms of collection. While the majority of revenues in Liquid waste carry a high level of certainty, the nature of the business of collecting and treating sewage has operating risks including weather related overflows, impacts from power interruption and infrastructure failure. As a result, Liquid Waste has a moderate relative level of inherent risk associated with their business activities.

d) Metro Vancouver Housing Corporation (MVHC)

The required Operating Reserve for the Housing Corporation function is equal to 10% of net operating expenditures.

The MVHC is reliant on tenant rents to support the annual expenditures to provide affordable housing. The level of rental revenue has some inherent risk of volatility due to factors including vacancy rates, tenant turnover and rental losses caused by required repairs and maintenance activities. The nature of the housing complexes being of wood construction, include a level of risk of unforeseen significant maintenance requirements. As a result, the MVHC has a moderate relative level of inherent risk associated with their business activities.

e) Metro Vancouver Regional District (MVRD)

The required Operating Reserve for each Regional District Service is equal to 5% of net operating expenditures.

BOARD POLICY

The Regional District Services are reliant on tax requisition collected from member jurisdictions and therefore, have low risk in terms of revenue collection. In addition, the Regional District Services' operating expenditures are relatively consistent annually and quite predictable. As a result, the Regional District Services have a low relative level of inherent risk associated with their business activities.

SUMMARY OF OPERATING RESERVE MINIMUMS	
Legal Entity	**Operating Reserve Amount**
Greater Vancouver Water District	15% of prior year's net operating expenditures
Greater Vancouver Sewerage and Drainage District Solid Waste	15% of prior year's net operating expenditures
Greater Vancouver Sewerage and Drainage District Liquid Waste	10% of prior year's net operating expenditures
Metro Vancouver Housing Corporation	10% of prior year's net operating expenditures
Metro Vancouver Regional District Services: Air Quality E911 Emergency Telephone Service Electoral Area Service General Government Administration Housing Planning and Policy Invest Vancouver Regional Emergency Management Regional Employer Services Regional Global Positioning System Regional Parks Regional Planning Sasamat Fire Protection Service Mosquito Control Service	5% of prior year's net operating expenditures

2. STATUTORY RESERVES

Statutory Reserves are established where reserves are required within a legal framework which governs their composition and application. Statutory Reserves are reserves set aside for a legal entity and Regional District Service for a specific purpose in accordance with the applicable terms and conditions within the establishing legal framework as follows:

- Legislation
- Board approved bylaw
- Governing agreement with another level of government or entity

Examples of Statutory Reserves include Liquid Waste Development Cost Charges (GVS&DD), Cultural Grants (MVRD) and Park Land Acquisition (MVRD).

BOARD POLICY

Contributions to Reserve. Contributions to Statutory Reserves are made through annual budget contributions and the appropriation of the annual surplus generated from operations in accordance with legal statute, Board approved bylaw, or governing agreement.

Usage of Reserves. The usage of Statutory Reserve balances will only be authorized for the purpose designated by the Statutory Reserve and must be withdrawn in accordance with legal statute, Board approved bylaw, or governing agreement.

3. DISCRETIONARY RESERVES

Discretionary Reserves are established by the Board for legal entities and Regional District Services as an appropriation of annual surplus to meet a known or anticipated future financial obligation.

Contributions to Reserve. Contributions to Discretionary Reserves are made through the appropriation of the annual surplus generated from operations for a known or anticipated future financial obligation, or for general future usage in accordance with the priority sequence as outlined under "Appropriation of Annual Surplus."

Usage of Reserves. The usage of Discretionary Reserve balances will fund expenditures as an additional annual revenue source to support Metro Vancouver's goals and priorities in reducing the need for revenue from rates, levies and tax requisitions. The usage of Discretionary Reserves will be included, where applicable, within the five-year financial plan.

SUMMARY OF OPERATING RESERVE MINIMUMS	
Centralized Support Discretionary Reserve	Maximum 15% of the prior year's approved centralized support departments' budgets, net of fleet. Any annual surplus generated from centralized services in excess of the minimum required balance may be allocated to one-time expenditures within the respective centralized support budgets, subject to approval through the annual budget process. Any balance exceeding the approved maximum would be returned to the legal entity or Regional District Service reserves in accordance with the apportionment methodology set out in the *Corporate Allocation Policy*.
All Other Discretionary Reserves	No minimum or maximum balances as these reserves designated through appropriation of annual surplus to meet a known or anticipated future financial obligations

4. APPROPRIATION OF ANNUAL SURPLUS

After ensuring that all Operating Reserves meet the minimum balances as established under this Policy and that all requirements for Statutory Reserves and Discretionary Reserves are met, any Annual Surplus remaining for a legal entity or Regional District Service will be utilized in accordance with the following priority sequence:

i. **Fund capital expenditures or pay down existing debt of that legal entity or Regional District Service.** This is consistent with debt avoidance and the mitigation of future financial obligations

BOARD POLICY

ii. **Fund one-time expenditures of that legal entity or Regional District Service**. This includes but is not limited to funding equipment purchases and consulting initiatives and projects.

iii. **Stabilize rates for a legal entity or Regional District Service**. This involves smoothing out utility rates, levies or tax requisitions resulting from operating budget expenditures. Usage of reserves for rate stabilization is only used in circumstances where priorities 1) and 2) are not applicable, or have been met. This application is discretionary and may not be applicable. If not applicable, then move to priority 4.

iv. **Maintain as a Statutory or Discretionary Reserve.** This can represent an addition to an existing Statutory or Discretionary Reserve or the establishment of a new Discretionary Reserve based on new information regarding a future financial obligation.

Management of Reserves

When the Board has approved the use of reserves to fund expenditures, the funding must be spent for the intended purpose within the year of approval, or the following budget year.

Although reserves are to only be used for their intended purpose, there may be instances when short-term internal borrowing from reserves is financially beneficial or required. Internal borrowing is permitted to temporarily finance funding requirements to avoid external temporary borrowing or to fund emergencies as required, in accordance with the applicable legislation. If money from one reserve is used for temporary financing purposes, there must be repayment of the amount used to the reserve, plus interest within five years of borrowing.

Internal borrowing and transferring of funds from Reserves must be approved by the Board.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

BOARD POLICY

~~OPERATING, STATUTORY AND DISCRETIONARY~~FINANCIAL RESERVES POLICY

Effective Date: April 27, 2018 (Revised February 27, 2026)
Approved By: MVRD/MVHC/GVWD/GVS&DD Boards
Next Review: February 2031

Policy No. FN-016

PURPOSE

To outline principles and requirements that guide the establishment, use and management of Metro Vancouver reserves.

DEFINITIONS

"Annual Surplus" means excess of revenues over expenditures for the current year;

"Legal Entity" means Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD), which includes the legal functions of Liquid Waste and Solid Waste, Metro Vancouver Housing Corporation (MVHC) and Metro Vancouver Regional District (MVRD); and

"~~Statutory Functions"~~ ~~mean functions related to the Metro Vancouver~~ Regional District~~, which include: Affordable~~ Services" comprise each of the following: Housing Policy and Planning, Air Quality, Electoral Area, General Government~~, Labour Relations~~ Administration, Regional Employer Services, Regional Global Positioning System (GPS), Regional Parks, Regional Planning, E911 Emergency Telephone Service, Regional Emergency Management, Mosquito Control Service and Sasamat Fire Protection Service.

"**Net Annual Operating Expenditures**" means the total annual operating cost of delivering services and carrying out the ongoing operations for the current year.

POLICY

Reserves are funds that are appropriated as a means of providing financial security against an unforeseen financial loss, such as a revenue shortfall and unexpected expenditures, or for meeting future financial obligations. They are a key element of Metro Vancouver's long term financial sustainability and they provide a mechanism to ensure a strong financial position. Metro Vancouver reserves are categorized as Operating, Statutory or Discretionary.

Metro Vancouver's Reserves Policy supports the following principles:

- Financial stability, security and sustainability
- Consistent with long term financial plans, Board and Corporate strategic goals
- In accordance with legal requirements under applicable legislation

In addition to these guiding principles, reserves shall be established and managed in accordance with the following:

- All reserve contributions and applications must be approved by the Board

BOARD POLICY

- All reserve balances will earn interest at a rate based on Metro Vancouver's average return on investments
- All reserves exclusively belong to a specific legal entity or ~~statutory function~~Regional District Service and can only be applied to fund business activities of that legal entity or ~~statutory function~~Regional District Service.
- Financial Services is responsible for the stewardship and oversight of all Metro Vancouver reserves.
- The status of reserve balances will be reported to the Performance and Audit Committee three times a year through the Financial Performance Reporting process.

1. OPERATING RESERVES

Operating Reserves are established for each legal entity and ~~statutory function~~Regional District Service to serve as a measure of financial security should there be an unforeseen financial loss beyond the control of the organization and to support the maintenance of adequate working capital to manage cash-flow fluctuations, timing differences between revenues and expenditures, and short-term financing or borrowing gaps.

A legal entity or ~~statutory function's~~Regional District Service's inherent risk of experiencing an unforeseen financial loss increases both with the level of business activity as well as the nature of that business activity. Operating expenditures serve as a measure of an entity or function's level of business activity; therefore, the greater the business activity the greater the risk of an unforeseen financial event. Risk of an unforeseen financial loss also increases with volatility associated with the business activity.

Minimum Reserve. The minimum required Operating Reserve amount for a legal entity or ~~statutory function~~Regional District Service shall be determined as a percentage of the legal entity or ~~statutory function's~~Regional District Service's prior year operating expenditures net of reserve contributions, contributions to capital and debt service costs and is based on the inherent risk of incurring a financial loss. As noted above, the higher the level of inherent risk, the higher the required reserve minimum balance.

Operating Reserve balances must be maintained at the established minimum amounts in order to ensure security against unforeseen financial impacts as this financial security is paramount to financial sustainability. Should the Operating Reserve balance fall below the established minimum, the Operating Reserve must be replenished to the minimum level within two budget years.

Contributions to Reserve. Contributions to Operating Reserves are made through the appropriation of annual surpluses generated from operations within a legal entity and ~~statutory function~~Regional District Service.

Usage of Reserve. The usage of Operating Reserve balances will only be contemplated for the funding of unforeseen revenue shortfalls or ~~expenditures~~expenditure obligations where other sources of funding ~~is~~are not available.

BOARD POLICY

a) Greater Vancouver Water District (GVWD) Operating Reserve

The required Operating Reserve for the Water Services function is equal to 15% of net operating expenditures ~~representing approximately two months of operating costs~~.

The GVWD is an entity whose primary revenue source is the sale of water based on a unit rate per cubic metre of water consumed within the region. The unit rate is set at a rate to cover annual expenditures and based on an estimated volume of overall regional consumption. The actual level of consumption, however, may vary from expectation due to many factors including weather, effectiveness of conservation measures and the implementation of watering restrictions. This potential volatility in consumption and that the majority of expenditures are not variable with the level of consumption and cannot easily be adjusted should there be a drop in consumption, results in the GVWD having a higher relative level of inherent risk associated with their business activities.

b) Greater Vancouver Sewerage and Drainage District (GVS&DD) – Solid Waste

The required Operating Reserve for the Solid Waste function is equal to 15% of net operating expenditures ~~representing approximately two months of operating costs.~~.

Solid Waste is a function whose primary revenue source is Tipping Fee revenue based on a unit rate per cubic tonne of waste disposed of within the region. The unit rate is set to cover annual expenditures and is based on an estimated volume of overall regional waste tonnage. The actual level of waste tonnage, however, may vary from expectation due to many factors including level of construction and demolition, effectiveness of waste diversion activities and waste migration. While some expenditures in Solid Waste are somewhat variable with waste volumes, many are fixed. This along with the potential volatility in waste volumes leads to Solid Waste having a higher relative level of inherent risk associated with their business activities.

c) Greater Vancouver Sewerage and Drainage District (GVS&DD) – Liquid Waste

The required Operating Reserve for the Liquid Waste function is equal to 10% of net operating expenditures ~~representing approximately one month of operating costs~~.

Liquid Waste is a function whose primary revenue source is an annual sewer levy collected from member jurisdictions and as a result are low risk in terms of collection. While the majority of revenues in Liquid waste carry a high level of certainty, the nature of the business of collecting and treating sewage has operating risks including weather related overflows, impacts from power interruption and infrastructure failure. As a result, Liquid Waste has a moderate relative level of inherent risk associated with their business activities.

d) Metro Vancouver Housing Corporation (MVHC)

The required Operating Reserve for the Housing Corporation function is equal to 10% of net operating expenditures ~~representing approximately one month of operating costs~~.

The MVHC is reliant on tenant rents to support the annual expenditures to provide affordable housing. The level of rental revenue has some inherent risk of volatility due to factors including

BOARD POLICY

vacancy rates, tenant turnover and rental losses caused by required repairs and maintenance activities. The nature of the housing complexes being of wood construction, include a level of risk of unforeseen significant maintenance requirements. As a result, the MVHC has a moderate relative level of inherent risk associated with their business activities.

e) Metro Vancouver Regional District (MVRD)

The required Operating Reserve for each ~~MVRD Statutory function~~Regional District Service is equal to 5% of net operating expenditures ~~representing approximately one half of one month of operating costs~~.

~~The statutory functions of the MVRD~~The Regional District Services are reliant on tax requisition collected from member jurisdictions and therefore, have low risk in terms of revenue collection. In addition, the ~~MVRD statutory function's~~Regional District Services' operating expenditures are relatively consistent annually and quite predictable. As a result, the ~~MVRD statutory functions~~Regional District Services have a low relative level of inherent risk associated with their business activities.

SUMMARY OF OPERATING RESERVE MINIMUMS	
Legal Entity~~/Statutory Function~~	**Operating Reserve Amount**
Greater Vancouver Water District	15% of prior year's net operating expenditures ~~(approximately 2 months of operating costs)~~
Greater Vancouver Sewerage and Drainage District Solid Waste	15% of prior year's net operating expenditures ~~(approximately 2 months of operating costs)~~
Greater Vancouver Sewerage and Drainage District Liquid Waste	10% of prior year's net operating expenditures ~~(approximately 1 month of operating costs)~~
Metro Vancouver Housing Corporation	10% of prior year's net operating expenditures ~~(approximately 1 month of operating costs)~~
Metro Vancouver Regional District Services: ~~Affordable Housing~~ Air Quality E911 Emergency Telephone Service Electoral Area Service General Government Administration ~~Labour Relations~~ Housing Planning and Policy Invest Vancouver Regional Emergency Management Regional Employer Services Regional Global Positioning System Regional Parks	5% of prior year's net operating expenditures ~~(approximately 0.5 month of operating costs)~~

BOARD POLICY

Regional Planning Sasamat Fire Protection Service Mosquito Control Service	

2. STATUTORY RESERVES

Statutory Reserves are established where reserves are required within a legal framework which governs their composition and application. Statutory Reserves are reserves set aside for a legal entity and ~~statutory function~~Regional District Service for a specific purpose in accordance with the applicable terms and conditions within the establishing legal framework as follows:

- ~~Legal statute~~
- Legislation
- Board approved bylaw
- Governing agreement with another level of government or entity

Examples of Statutory Reserves include Liquid Waste Development Cost Charges~~,~~ (GVS&DD), Cultural Grants (MVRD) and Park Land Acquisition~~.~~ (MVRD).

Contributions to Reserve. Contributions to Statutory Reserves are made through annual budget contributions and the appropriation of the annual surplus generated from operations in accordance with legal statute, Board approved bylaw, or governing agreement.

Usage of Reserves. The usage of Statutory Reserve balances will only be authorized for the purpose designated by the Statutory Reserve and must be withdrawn in accordance with legal statute, Board approved bylaw, or governing agreement.

3. DISCRETIONARY RESERVES

Discretionary Reserves are established by the Board for legal entities and ~~statutory functions~~Regional District Services as an appropriation of annual surplus to meet a known or anticipated future financial obligation.

Contributions to Reserve. Contributions to Discretionary Reserves are made through the appropriation of the annual surplus generated from operations for a known or anticipated future financial obligation, or for general future usage in accordance with the priority sequence as outlined under “Appropriation of Annual Surplus.”

Usage of Reserves. The usage of Discretionary Reserve balances will fund expenditures as an additional annual revenue source to support Metro Vancouver’s goals and priorities in reducing the need for revenue from rates, levies and tax requisitions. The usage of Discretionary Reserves will be included, where applicable, within the five-year financial plan.

BOARD POLICY

SUMMARY OF OPERATING RESERVE MINIMUMS	
Centralized Support Discretionary Reserve	Maximum 15% of the prior year's approved centralized support departments' budgets, net of fleet. Any annual surplus generated from centralized services in excess of the minimum required balance may be allocated to one-time expenditures within the respective centralized support budgets, subject to approval through the annual budget process. Any balance exceeding the approved maximum would be returned to the legal entity or Regional District Service reserves in accordance with the apportionment methodology set out in the *Corporate Allocation Policy*.
All Other Discretionary Reserves	No minimum or maximum balances as these reserves designated through appropriation of annual surplus to meet a known or anticipated future financial obligations

4. APPROPRIATION OF ANNUAL SURPLUS

After ensuring that all Operating Reserves meet the minimum balances as established under this Policy and that all requirements for Statutory Reserves and Discretionary Reserves are met, any ~~annual surplus~~Annual Surplus remaining for a legal entity or Regional District Service will be utilized in accordance with the following priority sequence:

i. **Fund capital expenditures or pay down existing debt~~.~~ of that legal entity or Regional District Service.** This is consistent with debt avoidance and the mitigation of future financial obligations

ii. **Fund one-time expenditures~~.~~ of that legal entity or Regional District Service**. This includes but is not limited to funding equipment purchases and consulting initiatives and projects.

iii. **~~Rate stabilization~~Stabilize rates for a legal entity or ~~statutory function~~Regional District Service**. This involves smoothing out utility rates, levies or tax requisitions resulting from operating budget expenditures. Usage of reserves for rate stabilization is only used in circumstances where priorities 1) and 2) are not applicable, or have been met. This application is discretionary and may not be applicable. If not applicable, then move to priority 4.

iv. **Maintain as a Statutory or Discretionary Reserve.** This can represent an addition to an existing Statutory or Discretionary Reserve or the establishment of a new Discretionary Reserve based on new information regarding a future financial obligation.

Management of Reserves

When the Board has approved the use of reserves to fund expenditures, the funding must be spent for the intended purpose within the year of approval, or the following budget year.

Although reserves are to only be used for their intended purpose, there may be instances when short-term internal borrowing from reserves is financially beneficial or required. Internal borrowing is permitted to temporarily finance funding requirements to avoid external temporary borrowing or to fund emergencies as required, in accordance with the applicable legislation. If money from one reserve

BOARD POLICY

is used for temporary financing purposes, there must be repayment of the amount used to the reserve, plus interest within five years of borrowing.

Internal borrowing and transferring of funds from Reserves must be approved by the Board.

Attachment 3: Schedule of Metro Vancouver Reserves by Entity

Reserve	Classification	Description	Projected Balance December 31, 2026	Proposed Minimum Balance
GVSDD				
Liquid Waste Services				
Liquid Waste Services Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to operating risks including weather related overflows, impacts from power interruption and infrastructure failure. Each established Sewerage and Drainage Area has its own Operating Reserve Account.	$ 29,586,304	$ 28,174,223
Liquid Waste Biosolids Inventory	Discretionary reserves	Established for the costs related to the processing and removal of biosolids at the Wastewater Treatment Plants. Each Sewerage Area has its own Biosolids Inventory Reserve Account.	-	N/A
Liquid Waste Drainage General	Discretionary reserves	Established for projects related to the Drainage Areas. Each Drainage Area has its own Reserve Account.	2,989,907	N/A
Liquid Waste General Debt Reserve Fund	Discretionary reserves	Originally established to support GVS&DD's historical bond and debenture issuances, ensuring sufficient funds were available to meet payment obligations to bondholders. As GVS&DD no longer issues its own debt and this function is no longer required, this reserve may be considered for transfer to capital.	3,322,196	N/A
Liquid Waste Lions Gate Contingency	Discretionary reserves	Established for the costs related to the current Lions Gate Wastewater Treatment Plant including land lease rents to the Squamish Nation. This reserve is established only for the North Shore Sewerage Area.	1,749,849	N/A
Liquid Waste Development Cost Charge	Statutory reserves	Established to only be used for assisting the GVS&DD in paying debt or capital costs incurred to provide, construct, alter or expand sewerage facilities to service development within the area of the GVS&DD (Sewerage and Drainage function). Each Sewerage Area has its own DCC Reserve Account.	205,060,539	N/A

Liquid Waste Laboratory Equipment	Statutory reserves	Established to only be used for the acquisition, repair, replacement, upgrading or improvements of laboratory equipment used by the GVS&DD for testing and analysis. Each Sewerage Area has its own laboratory equipment Reserve Account.	1,296,630	N/A
Liquid Waste Services Sustainability Innovation Fund	Statutory reserves	Established for the activities described in the Liquid Waste Sustainability Innovation Fund Policy. Each Sewerage Area has its own Sustainability Innovation Fund Reserve Account.	7,900,565	N/A
North Shore Wastewater Treatment Plant	Statutory reserves	Established to provide for "North Shore Program Additional Costs", which means the costs for completing the North Shore Program in excess of $1.06 Billion, to a maximum of $3.86 Billion; stated another way, North Shore Program Additional Costs will not exceed $2.8 Billion.	142,430,196	N/A
Solid Waste Services				
Solid Waste Services Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss such as a reduction in overall regional waste tonnage and volumes.	21,898,995	20,865,666
Solid Waste General	Discretionary reserves	Established for projects and initiatives related to Solid Waste activities.	28,702,441	N/A
Solid Waste Landfill Post Closure		Established to be used to cover unforeseen costs related to the closure of the Vancouver Landfill.	11,983,117	N/A
GVWD				
Water Services				
Water Services Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen loss due to less than expected revenues such as lower water sales due to consumption.	25,897,324	24,441,578

Laboratory Equipment	Statutory reserves	Established for the acquisition, repair, replacement, upgrading or improvements of laboratory equipment used by the GVWD for testing and analysis.	1,036,117	N/A
Water Development Cost Charge	Statutory reserves	Established to only be used for assisting the GVWD in paying debt or capital costs incurred to provide, construct, alter or expand water service facilities to service development within the area of the GVWD.	108,787,088	N/A
Water Services Sustainability Innovation Fund	Statutory reserves	Established to be used for the activities described in the Water Sustainability Innovation Fund Policy.	10,564,699	N/A
MVHC				
MVHC Operating Reserves Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to factors including vacancy rates, tenant turnover and rental losses caused by required repairs and maintenance activities.	9,716,715	3,409,034
MVHC Capital Development	Discretionary reserves	Established for the development and re-development of MVHC housing sites.	66,639,135	N/A
MVHC Capital Replacement	Discretionary reserves	Established for capital replacement activities within the MVHC. This would include major repairs and maintenance activities at MVHC housing sites.	16,389,278	N/A
MVHC Restricted Reserve	Statutory reserves	Established for the MVHC programs per restricted agreements.	6,551,515	N/A
MVRD				
Air Quality and Climate Action				
Air Quality and Climate Action Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	1,063,102	889,129
Air Quality and Climate Action General	Discretionary reserves	Established to fund projects and initiatives within the Air Quality function.	5,032,865	N/A

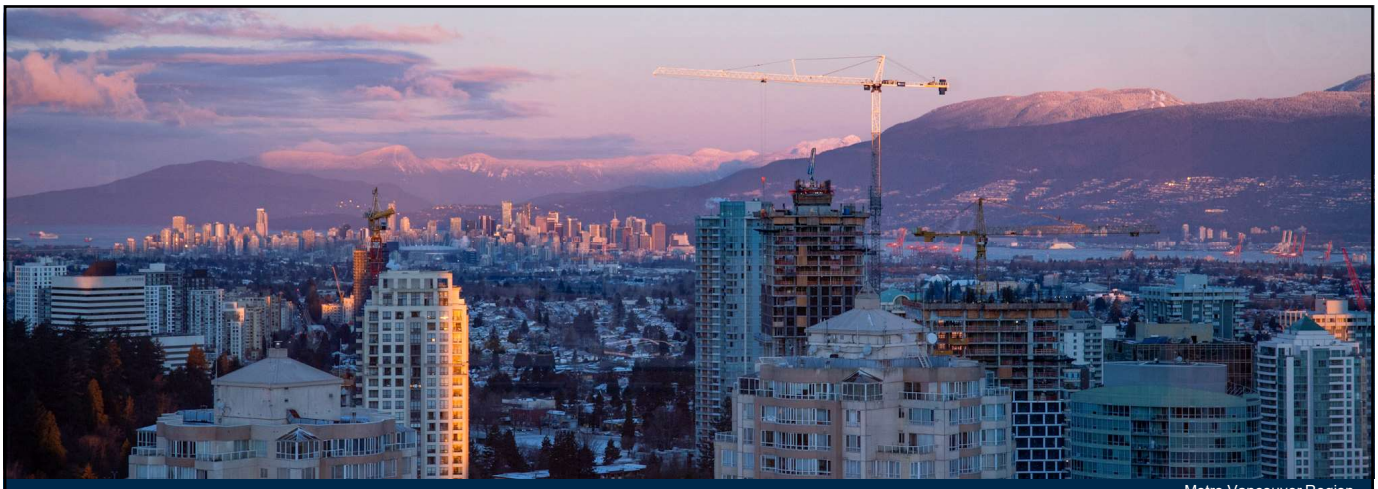
Centralized Support Program				
Centralized Support General	Discretionary reserves	Established to fund projects and initiatives for all centralized support programs. This reserve includes: - Corporate Services Information - Technology Reserve Account - Corporate Benefits Reserve Account - Corporate Programs Reserve Account	19,385,413	N/A
Corporate Fleet	Statutory reserves	Established to provide for costs related to the acquisition, replacement and maintenance of corporate fleet assets.	9,484,829	N/A
Corporate Self Insurance	Statutory reserves	Established to provide for the costs related to funding property and liability claims in accordance with the MVRD General Liability and Property Loss Claims Policy.	1,796,369	N/A
E911 Emergency Telephone Service				
E911 Emergency Telephone Service Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	380,973	363,820
E911 Emergency Telephone Service General	Discretionary reserves	Established to fund projects and initiatives within the E911 Emergency Telephone Service Function.	531,714	N/A
Electoral Area				
Electoral Area Service Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	190,755	304,313
Electoral Area Service General	Discretionary reserves	Established to fund costs associated with projects and initiatives within the Electoral Area Service Function.	1,961,696	N/A
Electoral Area Community Works	Statutory reserves	Established to fund projects and initiatives as per the Community Works Fund Agreement.	1,257,038	N/A
Electoral Area Election	Statutory reserves	Established to fund costs associated with Electoral Area A local government elections, by-elections, projects and initiatives.	22,278	N/A

General Government				
General Government Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	1,136,726	425,077
West Nile Virus	Operating reserves	Originally established to fund Mosquito Control Services. The underlying Mosquito Control Program remains an established Metro Vancouver service through a formal bylaw, although no active budget is currently allocated to it. The reserve remains in place to support potential future needs related to mosquito control or West Nile Virus response.	429,405	N/A
General Government	Discretionary reserves	Established to fund costs associated with projects and initiatives within the General Government Function.	21,528,362	N/A
Grants Reserve Fund	Statutory reserves	Established for funds to be expended solely for the purpose of providing grants to organizations specifically named by the Regional District Board and in accordance with guidelines for this purpose approved by the Board.	2,279,492	N/A
MVRD Sustainability Innovation Fund	Statutory reserves	Established to set aside funds to provide for costs related to activities described in the MVRD Regional District Sustainability Innovation Fund Policy.	4,728,498	N/A
Housing Planning and Policy				
Housing Planning and Policy Development Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	649,576	237,301
Housing Planning and Policy	Statutory reserves	Established to provide for costs related to funding affordable housing development, projects and initiatives.	1,076,353	N/A
Housing Planning and Policy Development	Statutory reserves	Established to provide for costs related to funding new affordable housing development projects on lands owned by MVRD or by MVRD member jurisdictions.	5,221,987	N/A

Invest Vancouver				
Invest Vancouver Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	246,751	237,693
Invest Vancouver General	Discretionary reserves	Established to fund projects and initiatives within the Invest Vancouver Initiative Function.	705,013	N/A
Regional Emergency Management				
Regional Emergency Management Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	19,805	9,984
Regional Emergency Management General	Discretionary reserves	Established to fund projects and initiatives within the Regional Emergency Management Function.	589,277	N/A
Regional Employer Services				
Regional Employer Services Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	235,186	219,127
Regional Employer Services General	Discretionary reserves	Established to fund projects and initiatives within the Regional Employer Services Function.	1,796,053	N/A
Regional Geospatial Reference System				
Regional Geospatial Reference System Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	31,573	22,671
Regional Geospatial Reference System	Statutory reserves	Established to set aside funds to provide for costs, projects, initiatives and equipment related to the Regional GPS Service.	1,084,645	N/A
Regional Parks				
Regional Parks Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	2,674,373	2,590,496
Regional Parks General	Discretionary reserves	Established to fund projects and initiatives within the Regional Parks Function.	3,401,480	N/A

Delta Airpark	Statutory reserves	Established for Delta Airpark building repairs and other capital Airpark improvements and or associated park areas as endorsed by the Delta Airpark Management Committee and adopted by the District Park Committee.	84,373	N/A
Parkland Acquisition	Statutory reserves	Established to set aside funds for the purpose of land acquisition in existing and future regional parks.	12,426,893	N/A
Parkland Acquisition and Development	Statutory reserves	Established for the purpose of acquiring park land, or for the development or construction of improvements on or to park land.	23,639,171	N/A
Parkland Acquisition Development Cost Charge	Statutory reserves	Established to only be used for assisting the MVRD in paying the capital costs of providing regional park land, to service, directly or indirectly, the development for which the charge is being imposed.	681,117	N/A
Regional Parks Infrastructure	Statutory reserves	Established to provide for costs related to the acquisition, construction, replacement and maintenance of capital infrastructure related to the Regional Parks Function.	9,077,124	N/A
Regional Parks Legacy	Statutory reserves	Established to set aside funds to be used for stewardship activities in MVRD's Regional Parks that benefit the community.	2,754,049	N/A
Regional Planning				
Regional Planning Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	347,667	286,585
Regional Planning General	Discretionary reserves	Established to fund projects and initiatives within the Regional Planning Function.	3,542,253	N/A
Sasamat Fire Protection				
Sasamat Fire Protection Service Operating	Operating reserves	Established to serve as a measure of financial security should there be an unforeseen financial loss due to higher than expected operating costs.	351,036	22,849
SFPS Capital Facility Reserve	Statutory reserves	Established to help fund preliminary design for the replacement of two fire halls in Villages of Anmore and Belcarra.	2,068,583	N/A

SFPS Capital Reserve Fund	Statutory reserves	Established to for future capital expenditures for the Sasamat Fire Protection Service including vehicles or equipment.	981,196	N/A
SFPS Communications Capital Reserve Fund	Statutory reserves	Established to set aside funds to provide for the acquisition of new communications equipment and the payment of apportioned infrastructure costs for the Sasamat Fire Protection Service.	79,644	N/A
SFPS Emergency Equipment Reserve Fund	Statutory reserves	Established to set aside funds to provide for emergency repairs to equipment for the Sasamat Fire Protection Service.	60,482	N/A
			$ 847,537,785	**$ 89,614,871**



Metro Vancouver Region

Financial Board Policy Review: Operating, Statutory and Discretionary Reserves Policy – Proposed Title: Financial Reserves Policy

Linda Sabatini
Deputy Chief Financial Officer, Financial Services

Performance and Audit Committee Meeting – February 19, 2026
Orbit Link: Add when archiving presentation to Orbit

metrovancouver

1

RESERVES POLICY
PURPOSE

- **Approved in 2018; provides a framework for the establishment, use and management of Metro Vancouver's reserves within its four legal entities**
- **Guided by the following principles**
  - Reserves provide financial stability, security and sustainability
  - Reserves can only used for the specific entity or function
  - Comply with legal requirements
  - Approved applications must be expended in year of approval or the following year
  - Reserves earn interest annually at the internal rate of return on investments
- **Metro Vancouver approach refrains from holding excess ratepayer funds in reserves**

2

RESERVES POLICY
TYPES OF RESERVES

Reserve Category	Definition	Funding Source	Usage
Operating Reserves	Serve as a measure of **financial security** should there be an unforeseen financial loss beyond the control of the organization	**Annual surpluses**	Funds **unforeseen revenue shortfalls** or expenditures obligations where other sources of funding are not available
Discretionary Reserve	Established for the appropriation of annual surplus to meet a **known or anticipated future financial obligation**	**Annual surpluses**	Funds expenditures as an additional annual revenue source to support Metro Vancouver's **goals and priorities** in reducing the need for revenue from rates, levies and tax requisitions.
Statutory Reserve	Established when required within a **legal framework** which governs their composition and application of funds.	**Annual surpluses + Budget contributions**	Funds are withdrawn in **accordance with legal statute**, Board approved bylaw, or governing agreement**.**

3

RESERVES POLICY
ALLOCATION OF SURPLUS

Balances in excess of operating minimums are utilized in accordance with the following priority sequence:

1. Fund Capital Expenditures or Pay Down Existing Debt
2. Fund One-time Expenditures
3. Rate Stabilization for a Legal Entity or Statutory Function
4. Maintain as a Statutory or Discretionary Reserve for Future Usage

4

RESERVES POLICY
PROPOSED AMENDMENTS

1. Administrative Changes

- Policy Name Change to "*Financial Reserves Policy*"
- Service Name Changes to reflect organizational changes
  - Example: "*Affordable Housing*" →"*Housing Planning and Policy*"
- Definition of "*Net Operating Expenditures*" to reflect calculation method of operating reserve minimums
- Expand definition of Operating Reserves to align with current practice

2. Centralized Support Discretionary Reserve Maximum at 15%

- Fund is designated to fund one-time expenditures that are critical priorities for the organization
- This could include one-time IT and Head Office projects
- Any balance above the established maximum will be redistributed to legal entities in accordance with the Corporate Allocation Policy

5

RESERVES POLICY
SUMMARY OF MINIMUMS / MAXIMUMS

	Current		Proposed
OPERATING RESERVES			
Water	15% net operating expenditures	→	No changes proposed
Liquid Waste	10% net operating expenditures	→	No changes proposed
Solid Waste	15% net operating expenditures	→	No changes proposed
Metro Vancouver Housing	10% net operating expenditures	→	No changes proposed
Regional Districts	5% net operating expenditures	→	No changes proposed
DISCRETIONARY RESERVES			
Centralized Support Discretionary Reserve	No minimum/maximum balance	→	Set maximum to 15%, with excess being redistributed back to entities in accordance with *Corporate Allocation Policy*.
Other Discretionary Reserves	No minimum/maximum balance	→	No changes proposed*
STATUTORY RESERVES			
All Reserves	Designated through legal framework	→	No changes proposed

*See attachment "***Schedule of Metro Vancouver Reserves By Entity***" for a full list of reserves.

6

Pacific Spirt Regional Park

Questions?

metrovancouver

7

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Performance and Audit Committee

From: Linda Sabatini, Deputy Chief Financial Officer, Financial Services
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: February 9, 2026 Meeting Date: February 19, 2026

Subject: **Financial Board Policy Review – Amended *Financial Management Policy***

RECOMMENDATION

THAT the MVRD/MVHC/GVWD/GVS&DD Board approve the amended *Financial Management Policy* as presented in the report dated February 9, 2026, titled "Financial Board Policy Review – Amended *Financial Management Policy*".

EXECUTIVE SUMMARY

This report responds to Board direction to complete a review of Metro Vancouver's relevant financial policies in advance of the 2026 April Board Budget Workshop. The *Financial Management Policy* was adopted in 2018, and provides a framework for funding decisions through a "pay-as-you-go" approach for operating and recurring capital expenditures, and long-term borrowing for major capital infrastructure costs.

The *Financial Management Policy* sets the policy framework for amortization for Metro Vancouver's capital program – currently set at 15 years for all capital projects, with the exception of 30 years for North Shore municipalities' share of the North Shore Wastewater Treatment Plant Program. Amortization period has been a topic of discussion at multiple Board meetings over the past number of years; this report provides a range of scenarios and applies them to Metro Vancouver's 10 Year Capital Outlook – received by the Boards in October 2025 as a tool to be used in discussions about how best to manage the future capital program and the resulting financial implications. The scenarios demonstrate how amortization can be used as one means of addressing future financial challenges, with trade-offs.

Subsequent to review and engagement with the Municipal Finance Authority, this report recommends amending the amortization period for capital projects to 20 years, and to 30 years for projects exceeding $1 billion in net borrowing. In addition, the funding principle of "transitioning to a growth-pays-for-growth" model through development cost charges (DCCs) has been added to align with Board direction over the past number of years.

The policy amendments strengthen financial stability while improving clarity, consistency, and long-term resilience to align with long-term financial plans.

PURPOSE

This report provides a summary of the financial principles in the *Financial Management Policy* and recommends policy changes based on prevailing practices.

BACKGROUND

At the November 28, 2025 GVS&DD Board meeting, the Board passed the following resolutions:

> *"That the GVS&DD Board direct staff to provide the following at minimum six weeks prior to the Board Budget Workshop:*
>
> - *A full capital project update on all major projects, including scope, status, schedule, risks, and cost projections;*
> - *The completed and updated Financial Management Policy review, including any recommended changes to borrowing, debt-servicing, reserve management, and long-term capital funding approaches; and*
> - *A comprehensive long-range financial plan of at least ten years, outlining projected capital requirements, operating impacts, financing strategies, and rate implications.*
>
> *And that the GVS&DD Board direct staff to provide the updated information to the Board in sufficient detail to enable informed decision-making regarding long term financial sustainability."*

In response to this resolution, this report outlines the financial principles within the *Financial Management Policy* and recommends updates to the policy. It also presents options for debt amortization periods and demonstrates how each option would affect debt service levels and household impacts (HHI) over the ten-year long-range financial plan.

In addition, the *Corporate Allocation Policy* and *Operating, Statutory and Discretionary Reserves Policy* are both on this month's Committee agenda with proposed changes as well.

FINANCIAL MANAGEMENT POLICY

The financial sustainability of Metro Vancouver's four legal entities relies on a sound approach to funding both operating and capital expenditures. The *Financial Management Policy*, established in 2018, adopted the approach that:

a) annual revenues fund all operating expenditures as well as a level of capital (infrastructure) expenditures that are incurred consistently from year to year; and
b) long-term debt funding should only be used for funding those capital expenditures above the consistent level of annual capital spending.

The proposed policy updates continue to support these two approaches and adds the concept of "transitioning to growth pays for growth" through the use of development cost charges (DCCs). This principle ensures that new growth-related development pays for the infrastructure it needs, rather than those costs being paid by existing ratepayers and has been supported by Board decisions and direction consistently over the past four years.

The policy notes that long-term debt funding will only be used to fund capital expenditures not funded from "pay as you go", reserves or other revenue sources such as Development Cost Charges or grants. The existing policy sets a debt servicing ratio limit, total interest and principal as a share of total revenues, of 40% and a 15-year amortization period to fund all capital projects. It emphasizes minimizing long-term interest costs through shorter repayment terms. This report is not recommending changes to the debt service ratio limit, but does provide alternatives to amortization periods with a recommendation to move to longer amortization periods of 20 and 30 years.

POLICY PRINCIPLES

The Financial Management Policy is guided by a financial management approach that seeks to balance between two sources of funding for operating and capital expenditures incurred by Metro Vancouver's four legal entities: pay-as-you-go funding and long-term debt funding. The policy notes that relying on these sources of funding is consistent with the requirement of maintaining a sound financial position for

Metro Vancouver while ensuring fiscal sustainability in the long term. Funding capital infrastructure on a pay as you go basis supports lower long term debt funding, thereby providing significant benefits to Metro Vancouver – eliminating risk associated with fluctuating interest rates, reducing overall costs, and providing a measure of intergenerational cost equity.

Since 2018, Metro Vancouver's Boards have consistently provided direction to accelerate 'growth paying for growth' as a means to more equitably distribute the cost of the critical infrastructure in the capital program. In 2023, the Boards concluded, through a Financial Plan Task Force, to mitigate future projected HHI impacts on existing ratepayers, which necessitated more effectively utilizing the provincially regulated Development Cost Charges tool. This also meant bringing all Metro Vancouver DCCs to a one percent assist factor within the five-year financial plan. This direction was reconfirmed at the 2024 Board budget workshop and DCC bylaws were adopted in 2024 with a three-year phase in of rates.

In January 2026, the Boards directed staff to bring back amended DCC bylaws to reverse the 2026 rate increase and spread the 2027 approved increase over two years. This work is underway and will be considered at the April Board Budget Workshop. Despite a short term pause to meet the moment, the principle of 'transitioning to a growth pays for growth' model, ensuring a more equitable distribution of capital costs between existing ratepayers and new development necessitating infrastructure expansion, has been added to the *Financial Management Policy* as a third funding tool.

With these three principles / tools in place, the financial position of the organization would be optimized, allowing a balance among the ability of ratepayers to 'pay-as-you-go' for operating and capital expenditures, the need to secure long-term financing for expenditures in the long-term capital infrastructure program, and the equitable distribution of costs related to new growth related development.

The following table compares the principles in the existing policy with recommended changes. These principles will guide Metro Vancouver's long-term financial planning and budgeting of expenditures through three funding approaches "pay-as-you-go'', "growth pays for growth", and "long term borrowing".

Principles in Existing Policy	Proposed Amendments
Fund ongoing and recurring expenditures directly in the year in which they are incurred	No change
Funding from Reserves in accordance with the "Operating, Statutory and Discretionary Reserves Policy"	Funding from Reserves in accordance with the ~~"Operating, Statutory and Discretionary Reserves Policy"~~ **"Financial Reserves Policy"**
Funding of expenditures matches the realization of the benefit from those expenditures when expenditures are not ongoing or recurring	**Aligning the funding of non-recurring expenditures with the timing of the benefits realized from those expenditures.**
n/a	**Funding of growth-related projects from development cost charges (DCCs), in accordance with the appropriate DCC bylaw**
Consistency with legislative requirements	No change
Financial flexibility to meet future financial requirements	No change
Mitigation of current and future financial risk	No change

The amended policy is included in **Attachment 1** with an edited tracked version in **Attachment 2.** In addition, **Attachment 3** provides a detailed comparison of the proposed changes to the existing policy.

LONG TERM DEBT FUNDING AND DEBT SERVICE LEVEL

The policy notes that long-term debt funding will only be used to fund capital expenditures not funded from "pay as you go", reserves or other revenue sources such as Development Cost Charges or grants. The policy sets a debt servicing ratio limit, total interest and principal as a share of total revenues, of 40%. There are no changes proposed to the Debt Service Level.

DEBT AMORTIZATION PERIOD

The *Financial Management Policy* sets a 15-year amortization period to fund all capital projects. It emphasizes minimizing long-term interest costs through shorter repayment terms. At the time the policy was developed, this approach balanced both ratepayer affordability and long range equity by relying on "pay-as-you-go" funding for maintenance and using borrowing primarily for growth, upgrades, and significant resilience capital projects. Rather than focusing on debt terms to minimize impacts on taxpayers, the policy prioritized shorter amortization terms to limit overall debt servicing costs.

The following table is an illustrative example comparing debt service costs for different amortization periods. Borrowing for shorter terms, as in the existing policy, has a higher annual cost, but is the least expensive in the long term.

Table 1. Illustration of Debt Servicing for $100 million borrowed

Amortization Period	Annual Principal Repayment	Annual Interest Payment (*)	Total Annual Debt Service	Annual Debt Service Costs	Cumulative Interest over Amortization
15 Years	5.2%	4.0%	9.2%	$9.2M	$60M
20 Years	3.5%	4.0%	7.5%	$7.5M	$80M
30 Years	1.9%	4.0%	5.9%	$5.9M	$120M

(*) Current interest rate assumption in the 5-year plan

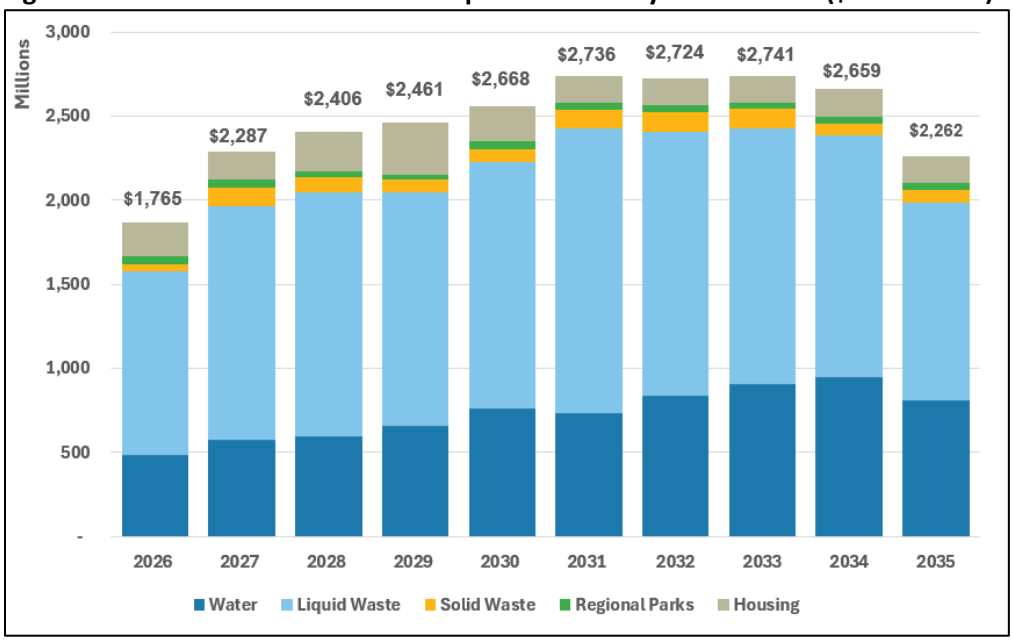
CONSIDERING OPTIONS FOR AMORTIZATION AND IMPACT ON METRO VANCOUVER's 10-YEAR FINANCIAL OUTLOOK

In October 2025, the Boards received Metro Vancouver's 10 Year Financial Outlook as a planning tool to guide and inform future decision making on rate setting over the next ten years with the aim of ensuring continued service levels for a livable, affordable, sustainable region. KPMG supported the development of the 10-Year Outlook, confirming that the 10-Year horizon, cost estimating framework and financial policy toolkit are consistent and aligned with prevailing practices.

Of the planned $24.7 billion capital spend over the next 10 years (Figure 1), $14.2 billion is for Liquid Waste, $7.3 billion is for Water, $0.9 billion is for Solid Waste, $0.4 billion is for Regional Parks and $1.9 billion is for Metro Vancouver Housing. The 10-year capital outlook is funded through pay as you go, DCCs, and over 55% through long term borrowing. Any external funding achieved through partnerships with other orders of government would reduce future borrowing needs and impacts on ratepayers. Metro Vancouver holds hundreds of billions of dollars in capital infrastructure assets, and is responsible to maintain, upgrade, and expand these assets to meet the growing needs of member jurisdictions with sustainable critical services.

In January 2026, the Manager's report for the Performance and Audit Committee noted that "as the Boards consider potential amendments to the *Financial Management Policy* regarding principles such as pay as you go funding, debt servicing level, and amortization period, scenarios regarding the implications for the 10 Year Outlook will be provided so to support the Boards' discussions".

Figure 1. Metro Vancouver 10-Year Capital Outlook by Service Area ($24.7 Billion)



Below are scenarios regarding amortization period amendments using the 10-Year Outlook as an illustrative tool to gauge impact (Table 1). The following five scenarios are provided to demonstrate options and implications for long-term borrowing related to GVWD and GVS&DD projects (representing over 85% of Metro Vancouver's capital spend).

Table 2. Amortization Scenarios

Amortization Scenarios	
1	15-year (Current Policy)
2	15-year amortization + 30 year amortization for projects with >$1 billion net borrowing requirement
3	20-year amortization for all projects
4	20-year amortization + 30 year amortization for projects with >$1 billion net borrowing requirement
5	30-year amortization for all projects

*All scenarios include Board decision for a 30-year amortization for North Shore municipalities' allocation of the incremental cost of $2.8B for the North Shore Wastewater Treatment Plant Program.

The Boards have discussed amortization period many times over the years. Discussion often acknowledges that many Water and Liquid Waste capital assets when built have lifespans of many decades, sometimes up to 100 years, which provides the opportunity to align funding strategy with the long-term benefits of the assets. The trade-off is larger interest payments and concerns about pushing the costs onto future generations. Balancing the significant investments and associated expenditures with the long-term benefits they provide to Metro Vancouver residents requires careful consideration of the impact of long-term borrowing across multiple generations.

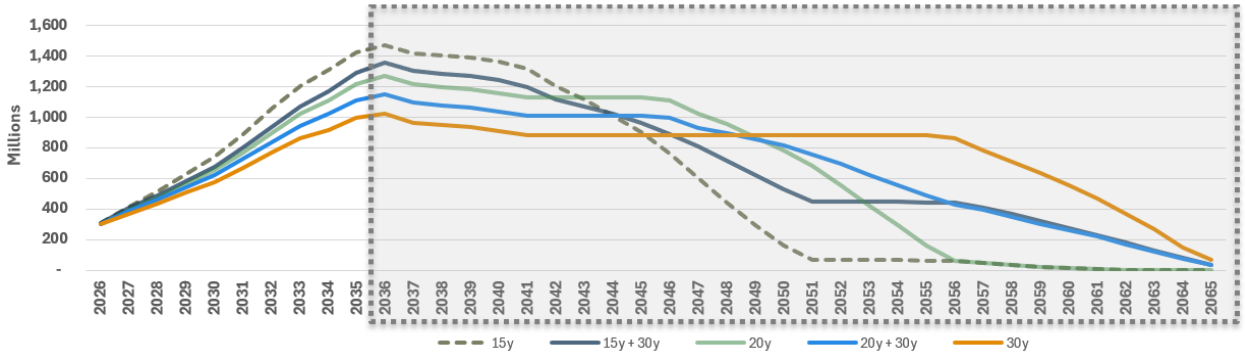
The 10-year outlook includes several projects with costs exceeding $1 billion that will provide benefits across multiple generations and where greater flexibility in amortization periods may be considered. These projects include:

1. Iona Island WWTP – $6.0 billion
2. Coquitlam Lake Water Supply – $4.4 billion
3. North Shore WWTP – $3.86 billion
4. Northwest Langley Wastewater Treatment Program – $2.3 billion
5. Coquitlam Water Main – $1.98 billion

It should be noted that amortization scenarios / options are not included for the Metro Vancouver Housing Corporation or Metro Vancouver Regional District, as borrowing for these entities is evaluated on a project by project basis to align with funding partners and project context.

Figure 2 shows the total debt service payments to fund the 10 year capital program under each of the five amortization scenarios and the total cost of borrowing. For example, under the 30-year amortization scenario, the total cost of borrowing is $29.3 billion; for 15-year amortization, it is $23.9 billion.

Figure 2. Total Debt Service Payments for the 10-year Capital Program with 5 Amortization Scenarios



Amortization Scenario (in Billions)	2026-2035	2036-2045	2046-2055	2056-2065	Total
15-year	$ 8.51	$ 12.60	$ 2.60	0.19	$ 23.89
15-year + 30-year	$ 7.74	$ 11.84	$ 5.81	2.48	$ 27.87
20-year	$ 7.42	$ 11.68	$ 6.87	0.19	$ 26.15
20-year + 30-year	$ 7.02	$ 10.71	$ 7.81	2.42	$ 27.96
30-year	$ 6.41	$ 9.20	$ 8.84	4.88	$ 29.33

Annual Household Impact % Increase and Debt Service Ratio

The following figures show how the five debt amortization scenarios impact debt service level and projected household impact (HHI) over the next ten years. The colours on the figures below match or align with Figure 2 for ease of reading.

Figure 3. Scenario 1: 15-Year Amortization (Current Policy) – Projected Household Impact and Debt Service Ratio over Ten Years

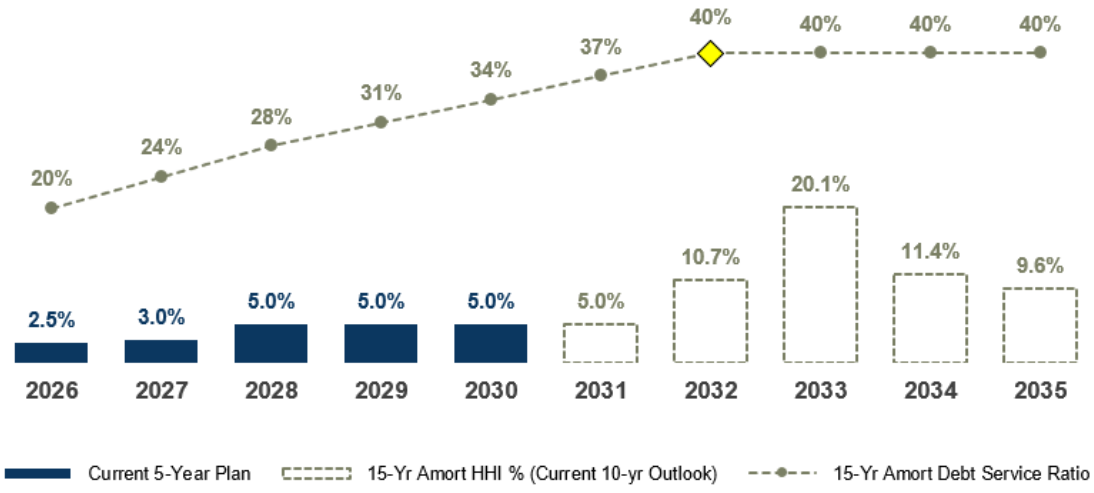


Figure 4. Scenario 2: 15-Year Amortization and 30-Year Amortization for Projects >$1B – Projected Household Impact and Debt Service Ratio over Ten Years

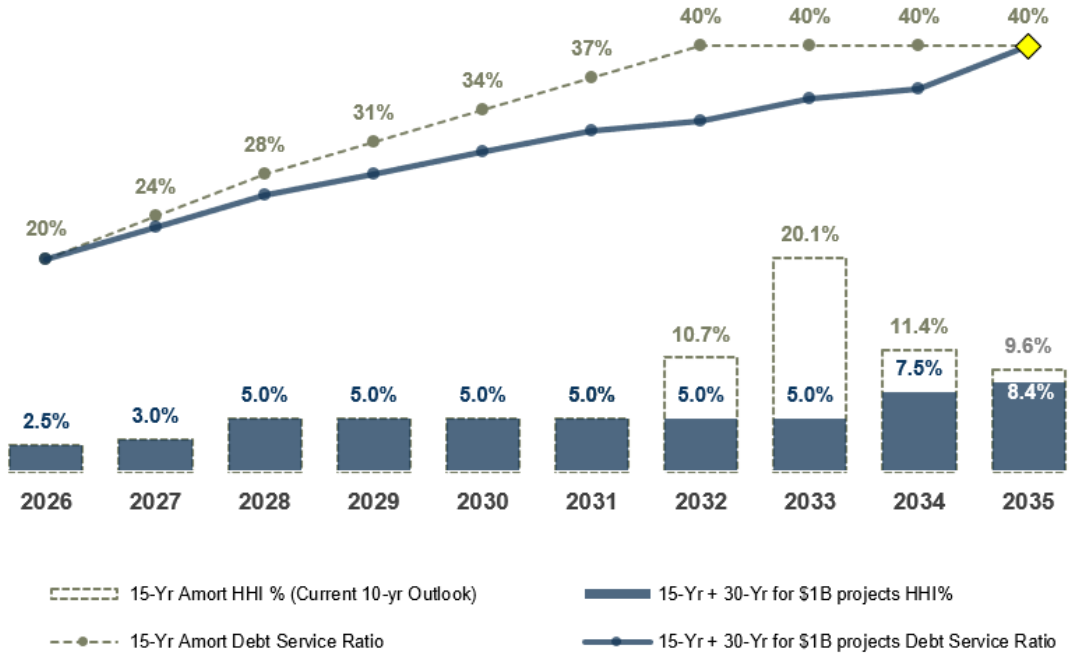


Figure 5. Scenario 3: 20-Year Amortization – Projected Household Impact and Debt Service Ratio over Ten Years

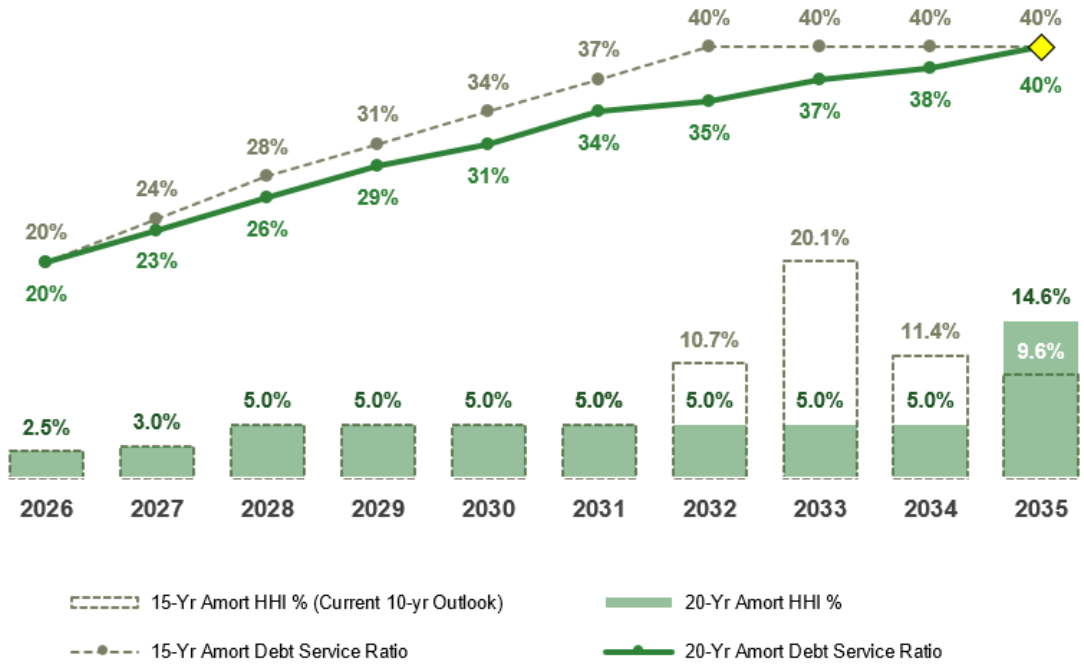


Figure 6. Scenario 4: 20-Year Amortization and 30-Year Amortization for Projects >$1B – Projected Household Impact and Debt Service Ratio over Ten Years

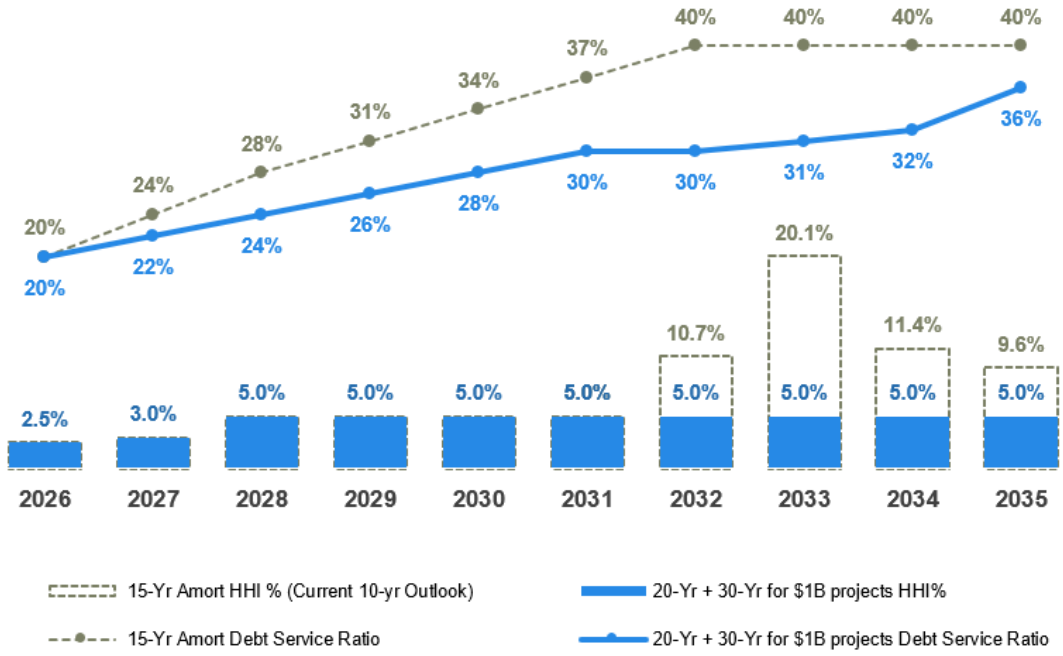
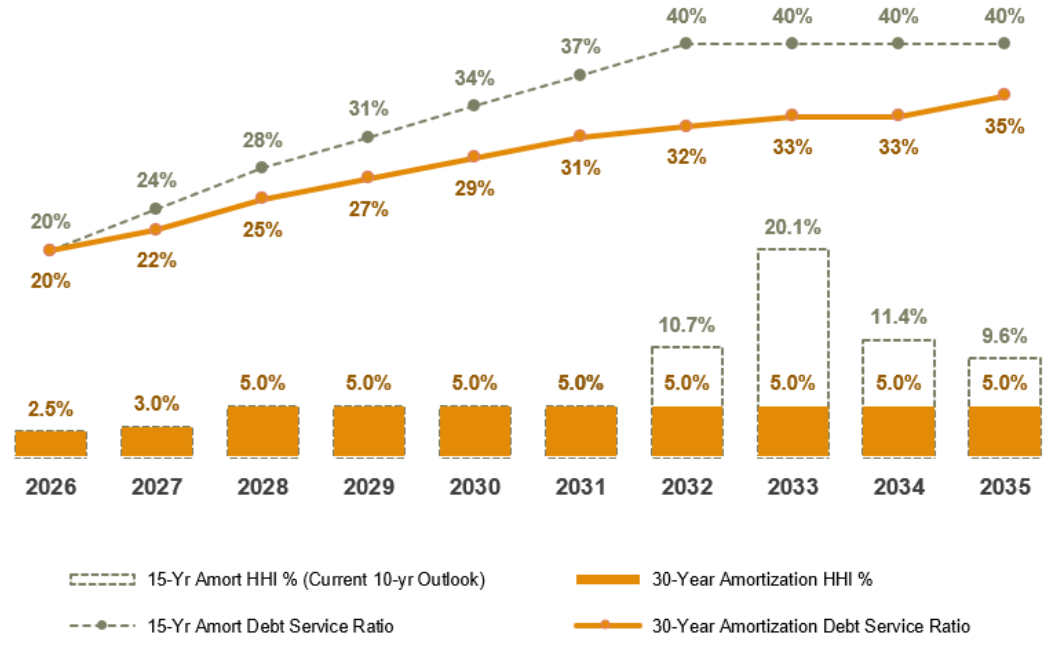


Figure 7: 30-Year Amortization – Projected Household Impact and Debt Service Ratio over Ten Years



COMPARING AMORTIZATION SCENARIOS

To support the Committee and Boards' consideration of possible amendments to Metro Vancouver's amortization period in the *Financial Management Policy*, staff compared the five scenarios using five evaluation criteria:

- Annual Debt Service Payments
- Total Interest Costs
- Maintaining Debt Service Ratio Below 40%
- Ten Year Annual HHI % change
- Cost Equity

Table 3 assesses each amortization scenario against the five criteria.

Shorter amortization periods result in higher annual debt service payments, but lower total interest costs. In contrast, longer amortization periods offer the lowest annual debt service payments, but have higher total interest costs. Lower annual debt payments resulting from longer amortization periods help moderate and smooth the annual household impact over time, while higher annual debt payments from shorter amortization periods lead to steeper household rate increases. Longer amortization periods support financial flexibility and keep the Metro Vancouver debt service level below 40%. In addition, they better align funding strategy with the long-term benefits of Water and Liquid Waste capital assets.

Table 3. Comparing Amortization Scenarios

	Amortization Scenario	Annual Debt Service Payments	Total Interest Costs	Debt Service Ratio Below 40% for 10-Year Outlook	10 Year Annual HHI % change	Cost Equity
1	15-year (Current Policy)	Highest	Lowest	No	High	High
2	15-year amortization + 30-year amortization for projects with >$1 billion borrowing requirement	High	Medium	No	Medium	Medium
3	20-year amortization for all projects	Medium	Low	No	Medium	Medium
4	20-year amortization + 30-year amortization for projects with >$1 billion borrowing requirement	Low	High	Yes	Low	Low
5	30-year amortization for all projects	Lowest	Highest	Yes	Low	Lowest

ENGAGEMENT WITH THE MUNICIPAL FINANCE AUTHORITY

Staff consulted with the Municipal Finance Authority (MFA) regarding the potential of adopting longer amortization periods and MFA is supportive of this approach. MFA advises that approximately 60% of current long-term loans that they manage for their municipal clients had original terms of 20 years or longer. Of the remaining 40% with terms under 20 years, Metro Vancouver accounted for roughly 80%. Also, MFA advises that a longer amortization period is consistent with large Canadian local governments, and global utility issuers that manage long-lived infrastructure costs, where longer-dated debt (20- and 30-year maturities, and even up to 50 years for some utilities) is commonly issued—for example, by the City of Toronto, the City of Ottawa, the City of Montreal, and the Region of York or by many public and private utility entities globally.

In addition, moving to a 20-year amortization may improve pricing over time and allow for greater financial flexibility because new debt issues could be funded through a combination of 10-5-5 or 10-10 structures with rate resets at refinancing, or by issuing 20-year debentures, depending on market conditions. This could allow Metro Vancouver to lock in borrowing costs for the entire 20-year term, providing greater stability and budget certainty. Additionally, 20-year and 30-year amortizations will help MFA broaden its investor base, which is a strategic priority for the organization, as its borrowing requirements are set to grow over the coming years. Some investors, including insurance companies and pension plan managers, prefer longer-dated debt which will deepen the global pool of capital that MFA can tap into with its debenture offerings. This ensures consistent access to the capital markets and the lowest available interest rates over time. If the Boards choose this mixed amortization option, projects that exceed $1 billion could be brought forward on a case-by-case basis for consideration of the amortization period, before automatically moving forward with a 30-year amortization.

METRO VANCOUVER FINANCING

Proposed changes to Section two of the *Financial Management Policy* include recognition of the existing practice of utilizing the Municipal Finance Authority (MFA) as the lending agency for MVRD, GVWD, and GVS&DD borrowing. The policy also notes that short-term financing will use either Municipal Financing Authority (MFA) or internal savings on a short-term basis, and that long-term debt will not be procured in advance of incurring capital expenditures, unless authorized by the respective Board.

For the Metro Vancouver Housing Corporation (MVHC), the policy identifies a combination of funding from the MVHC Development Reserve, traditional mortgage financing, mortgage financing through other levels of government to support large capital projects or MFA. Each project will be evaluated individually on its own merits to determine the appropriate amortization period and debt repayment terms. Staff recommend a minor amendment to this section of the policy to include borrowing from MFA for MVH to reflect current practice.

ALTERNATIVES

1. THAT the MVRD/MVHC/GVWD/GVS&DD Board approve the amended *Financial Management Policy* as presented in the report dated February 9, 2026, titled “Financial Board Policy Review – Amended *Financial Management Policy*”.

2. THAT the Performance and Audit Committee direct staff to make additional or alternate amendments to the *Financial Management Policy* reflecting the discussion at the February 19, 2026 meeting, and include a summary of those comments and an updated policy for Board consideration at the February 27, 2026 Board meeting.

3. THAT the Performance and Audit Committee receive the report dated February 9, 2026, titled *Financial Board Policy Review* – Amended *Financial Management Policy"* and direct staff to integrate input from the Committee, and bring back a revised policy to the Performance and Audit Committee for its consideration at its March 12, 2026 meeting.

FINANCIAL IMPLICATIONS
If the Board chooses Alternative 1, the updated Financial Management Policy will be integrated into modelling for the April Board budget workshop. This would include:

- maintaining the principles / tools of "pay-as-you-go'', and "long term borrowing"
- adding the principle of "transitioning to growth paying for growth" through development cost charges
- maintaining the 40% debt service ratio
- amending the amortization period for capital projects to 20 years, and to 30 years for projects exceeding $1 billion in net borrowing.

With these changes, the Board is in a stronger position when considering options for the 2027 budget, updated five-year financial plan and 10 Year Outlook.

If the Committee chooses Alternative 2, staff will summarize the Committee's discussion and additional or alternate amendments in a cover report to the Boards for the February 27, 2026 Board meeting and attach an updated Financial Management Policy for the Boards' consideration. Subject to Board approval, there will be time to integrate the updated policy into materials and modelling for the 2026 April Board Budget Workshop.

If the Committee chooses Alternative 3, staff will bring back an amended Financial Management Policy reflecting the Committee's discussion at the March 12, 2026 Performance and Audit Committee and March Board meetings. ***With a month's delay, any amendments to the policy will not be reflected in the April Board Budget Workshop materials and modelling***.

CONCLUSION
The *Financial Management Policy* establishes the principles and framework to guide decision making with respect to funding long term operating and capital expenditures for Metro Vancouver's four legal entities. Subsequent to review, staff are bringing forward proposed amendments to the policy that add the principle / tool of "transitioning to growth paying for growth" and that amends the borrowing amortization period for capital projects to 20 year and to 30 years for projects exceeding $1 billion. Staff recommend that the Board approves Alternative 1.

ATTACHMENTS
1. *Financial Management Policy* – October 26, 2018 - Proposed Changes Accepted.
2. *Financial Management Policy* – February 12, 2026 - Proposed Changes.
3. Table of Proposed Changes – *Financial Management Policy.*
4. Presentation re: Financial Board Policy Review – *Financial Management Policy*.

81097108

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

BOARD POLICY

FINANCIAL MANAGEMENT POLICY

Effective Date: October 26, 2018 (Revised February 27, 2026)

Approved By: MVRD/GVWD/GVS&DD/MVHC Boards

Policy No. FN-026

Next Review Date: February 2031

PURPOSE

To establish the principles that will guide decision making with respect to funding long term operating and capital expenditures for the Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD), the Metro Vancouver Regional District (MVRD) and the Metro Vancouver Housing Corporation (MVHC).

DEFINITIONS

"Operating Expenditures" are the costs that are incurred consistently year to year in the delivery of services including labour costs and the day-to-day costs related to staff support, utilities, equipment usage, supplies and the ongoing maintenance of assets and infrastructure, as defined under Generally Accepted Accounting Principles. These are expenditures where the value is realized and charged against revenue in the year incurred;

"Capital Expenditures" are costs that are incurred for expanding, enhancing, upgrading and replacing infrastructure used in the delivery of services as well as the purchase of equipment. These are expenditures where the value is realized for multiple years. These expenditures are treated as assets where the realization of their utilized value is charged to revenues proportionately over their useful life; and

"Debt Amortization" is the term over which a debt obligation (principal and interest) will be repaid.

POLICY

As the primary regional service and utility provider for the region, Metro Vancouver is responsible for ensuring that the services it delivers provide value to its member jurisdictions, to its businesses and to its residents. Ensuring this value is achieved for ratepayers over the long term requires an adherence to sound fiscal policies that balance equity, affordability and continuous improvement through responsible fiscal management.

This Policy supports Metro Vancouver's mandate by establishing sound financial management parameters that will guide the implementation of Metro Vancouver's long term financial plan for its four Metro Vancouver legal entities.

BOARD POLICY

1. FINANCIAL MANAGEMENT PRINCIPLES

Metro Vancouver's financial management approach is to balance between three sources of funding for operating and capital expenditures incurred by the legal entities and functions comprising Metro Vancouver:

- pay-as-you-go funding
- long-term debt funding
- transition to growth pays for growth funding

The approach of relying on these three sources of funding is consistent with the requirement of maintaining a sound financial position for Metro Vancouver's four legal entities while also ensuring that they are fiscally sustainable in the long term.

The objective is to strike a balance between the ability of ratepayers to 'pay-as-you-go' for operating and capital expenditures and the need to secure long term financing for expenditures with a significant financial burden or that form part of a long term capital infrastructure program. It is critical to ensure that the level of long term borrowing does not exceed accepted fiscal parameters which would result in a greater burden on ratepayers in the long term than the benefit derived by this debt. In addition, the principle of 'transitioning to growth pays for growth' ensures that new growth-related development pays for the infrastructure it needs, rather than those costs being paid by existing ratepayers. Development Cost Charges are collected to pay for growth infrastructure.

To achieve the financial management objectives described above, the following principles are established for all Metro Vancouver functions:

- Funding of ongoing and recurring expenditures directly in the year in which they are incurred;
- Funding from Reserves in accordance with the *Financial Reserve Policy*
- Aligning the funding of non-recurring expenditures with the timing of the benefits realized from those expenditures.
- Funding of growth related projects from development cost charges (DCCs), in accordance with the appropriate DCC bylaws
- Consistency with legislative requirements;
- Financial flexibility to meet future financial requirements; and
- Mitigation of current and future financial risk.

Fundamental to the application of these principles is to ensure the necessary balance between fiscal sustainability and the financial impact on current and future ratepayers of the region.

a) Pay-As-You-Go Funding

Using pay-as-you-go funding, annual operating and capital expenditures are funded directly through annual revenues from user rates, fees, levies and requisitions or through the application of reserves in accordance with the *Financial Reserves Policy*. Prudent financially sustainable funding includes:

BOARD POLICY

- Funding ongoing and recurring expenditures directly in the year in which they are incurred; and
- Matching the funding of expenditures with the realization of the benefit from those expenditures when expenditures are not ongoing or recurring.

Operating expenditures are, by their nature, generally ongoing and recurring and when they are not, the benefit is realized in the year incurred; therefore, operating expenditures will always be funded on a pay-as-you-go basis.

Where specific reserves exist to fund capital expenditures, capital expenditures should be funded on a pay-as-you-go basis from those Reserves in accordance with the *Financial Reserves Policy*. These capital expenditures include MVHC capital replacement, laboratory equipment, Park Land acquisition, Parks infrastructure, Air Quality monitoring equipment, Head Office improvements, computer hardware and fleet vehicles.

Capital expenditures that are not generally funded through Reserves will be funded on a pay-as-you-go basis at a annual level that gradually increases over time in relation to the amount of total capital expenditures incurred consistently from year to year. This approach helps to balance affordability and debt avoidance.

b) Long-Term Debt Funding

Long-term debt funding will only be used to fund capital expenditures that are not funded from pay as you go, reserves, or other direct revenue sources (such as grants and DCCs).

c) Pay-As-You-Go vs Long-Term Debt Funding

Funding capital expenditures on a pay-as-you-go basis and avoiding long-term debt funding provides significant benefits to Metro Vancouver. The avoidance of debt eliminates the risk associated with fluctuating interest rates, reduces the overall cost to the organization through the savings of interest payments and provides financial capacity should unforeseen funding needs be required. In addition, the annual funding of capital expenditures using pay as you go provides a measure of generational equality whereby each generation pays their consistent share.

d) Debt Service Level

To achieve pay-as-you-go funding to a level of consistent annual capital expenditures, pay-as-you-go funding will be gradually increased over time such that the amount of annual revenues required to pay for debt service cost does not exceed 40%. This balances the inherent risk associated with borrowing with the financial flexibility needed to meet financial requirements and manage the regions assets in an affordable manner and consistent with the principles of this Policy.

e) Debt Amortization Period

Long-term debenture financing procured by Metro Vancouver on behalf of GVWD and GVS&DD will be amortized over terms of 20 to 30 years. A 30-year amortization period will be used for

projects with net borrowing costs exceeding $1 billion. For all other projects, a 20- year amortization term will be used for long-term borrowing. Amortization period for long-term debenture financing procured by Metro Vancouver on behalf of MVRD and MVHC will be evaluated on a project by project basis and approved by the Board.

f) Transition to Growth paying for Growth

The principle of 'growth pays for growth' ensures that new growth-related development pays for the expanded infrastructure it needs, rather than those costs being paid by existing ratepayers. Development cost charges are collected to pay for growth-related infrastructure. Development cost charges are used to fund capital costs directly, or will be used to fund borrowing required for growth capital costs

2. METRO VANCOUVER FINANCING

a) GVWD, GVS&DD and MVRD

Where debt funding is deemed appropriate in accordance with this Policy, financing for GVWD, GVS&DD and MVRD projects will be obtained through long-term debenture financing procured through the Municipal Finance Authority (MFA).

Long-term financing. Long-term debenture financing requires the repayment of the debt obligations through a combination of principal repayments and interest payments. Principal repayments, paid annually, are based on a sinking fund methodology where payments are deposited into an interest earning sinking fund and at the end of the debt term the combination of principal repayments and interest earned is sufficient to retire the outstanding debt obligation. The amount of the principal repayment amount, paid annually, is actuarially determined based in the debt term or amortization and the expected earnings of the sinking fund. Interest, paid semi-annually, is based on the financing terms as determined by the financial markets.

Short-term financing. The capital expenditures incurred between times when long-term financing is available will be funded on a short-term basis either through the MFA or through the usage of internal borrowing from reserves and repaid in the next available MFA borrowing opportunity. Short-term financing requires payments to cover interest only. Long-term debt funding will not be procured in advance of incurring capital expenditures unless specifically authorized by the Board.

DCC funding. In the GVS&DD Liquid Waste function and the GVWD annual debt service costs for long-term debt associated with capital expenditures for infrastructure growth projects are funded using DCCs in accordance to the *GVS&DD Development Cost Charges Bylaw and the GVWD Development Cost Charges Bylaw*. In the MVRD Regional Parks function, parkland acquisition will be funded from DCCs, in accordance with the *MVRD Development Cost Charge Bylaw.*

BOARD POLICY

b) Metro Vancouver Housing Corporation (MVHC)

Capital expenditures for the MVHC are those associated with the development and major renewal of affordable housing units. The MVHC maintains a development reserve in order to provide partial funding of development and redevelopment opportunities.

The MVHC development expenditures are funded through a combination of funding from the MVHC Development Reserve applied in accordance with the *Financial Reserves Policy*, any funding received from other levels of government and long-term borrowing. The level of long-term financing, either through the Province, Financial Institutions, or MFA is determined based on the maximum annual mortgage payment amount and amortization period that can be supported by the applicable tenant rental revenue.

Each development and redevelopment opportunity will be evaluated on its own merits financially in terms of the rental revenue expectations along with the appropriate combination of funding.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

BOARD POLICY

FINANCIAL MANAGEMENT POLICY

Effective Date: October 26, 2018 (Revised February 27, 2026)

Approved By: MVRD/GVWD/GVS&DD/MVHC Boards

Next Review Date: February 2031

Policy No. FN-026

PURPOSE

To establish the principles that will guide decision making with respect to funding long term operating and capital expenditures for the Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD), the Metro Vancouver Regional District (MVRD) and the Metro Vancouver Housing Corporation (MVHC).

DEFINITIONS

"Operating Expenditures" are the costs that are incurred consistently year to year in the delivery of services including labour costs and the day-to-day costs related to staff support, utilities, equipment usage, supplies and the ongoing maintenance of assets and infrastructure, as defined under Generally Accepted Accounting Principles. These are expenditures where the value is realized and charged against revenue in the year incurred;

"Capital Expenditures" are costs that are incurred for expanding, enhancing, upgrading and replacing infrastructure used in the delivery of services as well as the purchase of equipment. These are expenditures where the value is realized for multiple years. These expenditures are treated as assets where the realization of their utilized value is charged to revenues proportionately over their useful life; and

"Debt Amortization" is the term over which a debt obligation (principal and interest) will be repaid.

POLICY

As the primary regional service and utility provider for the region, Metro Vancouver is responsible for ensuring that the services it delivers provide value to its member jurisdictions, to its businesses and to its residents. Ensuring this value is achieved for ratepayers over the long term requires an adherence to sound fiscal policies that balance equity, affordability and continuous improvement through responsible fiscal management.

This Policy supports Metro Vancouver's mandate by establishing sound financial management parameters that will guide the implementation of Metro Vancouver's long term financial plan for its four Metro Vancouver legal entities.

BOARD POLICY

1. FINANCIAL MANAGEMENT PRINCIPLES

Metro Vancouver's financial management approach is to balance between ~~two~~three sources of funding for operating and capital expenditures incurred by the legal entities and functions comprising Metro Vancouver:

- pay-as-you-go funding
- long-term debt funding
- transition to growth pays for growth funding

The approach of relying on these ~~two~~three sources of funding is consistent with the requirement of maintaining a sound financial position for Metro Vancouver's four legal entities while also ensuring that they are fiscally sustainable in the long term.

The objective is to strike a balance between the ability of ratepayers to 'pay-as-you-go' for operating and capital expenditures and the need to secure long term financing for expenditures with a significant financial burden or that form part of a long term capital infrastructure program. It is critical to ensure that the level of long term borrowing does not exceed accepted fiscal parameters which would result in a greater burden on ratepayers in the long term than the benefit derived by this debt. In addition, the principle of 'transitioning to growth pays for growth' ensures that new growth-related development pays for the infrastructure it needs, rather than those costs being paid by existing ratepayers. Development Cost Charges are collected to pay for growth infrastructure.

To achieve the financial management objectives described above, the following principles are established for all Metro Vancouver functions:

- Funding of ongoing and recurring expenditures directly in the year in which they are incurred;
- Funding from Reserves in accordance with the ~~*Operating, Statutory and Discretionary Reserves Policy;*~~ *Financial Reserve Policy*
- Aligning the funding of non-recurring expenditures with the timing of the benefits realized from those expenditures.
- Funding of growth related projects from development cost charges (DCCs), in accordance with the appropriate DCC bylaws
- Consistency with legislative requirements;
- Financial flexibility to meet future financial requirements; and
- Mitigation of current and future financial risk.

Fundamental to the application of these principles is to ensure the necessary balance between fiscal sustainability and the financial impact on current and future ratepayers of the region.

a) Pay-As-You-Go Funding

Using pay-as-you-go funding, annual operating and capital expenditures are funded directly through annual revenues from user rates, fees, levies and requisitions or through the application of reserves in accordance with the ~~*Operating, Statutory and Discretionary*~~*Financial Reserves Policy*. Prudent financially sustainable funding includes:

BOARD POLICY

- Funding ongoing and recurring expenditures directly in the year in which they are incurred; and
- Matching the funding of expenditures with the realization of the benefit from those expenditures when expenditures are not ongoing or recurring.

Operating expenditures are, by their nature, generally ongoing and recurring and when they are not, the benefit is realized in the year incurred; therefore, operating expenditures will always be funded on a pay-as-you-go basis.

Where specific reserves exist to fund capital expenditures, capital expenditures should be funded on a pay-as-you-go basis from those Reserves in accordance with the ~~*Operating, Statutory and Discretionary*~~*Financial Reserves Policy*. These capital expenditures include MVHC capital replacement, laboratory equipment, Park Land acquisition, Parks infrastructure, Air Quality monitoring equipment, Head Office improvements, computer hardware and fleet vehicles.

Capital expenditures that are not generally funded through Reserves will be funded on a pay-as-you-go basis at a ~~minimum~~ annual level that ~~represents~~gradually increases over time in relation to the amount of total capital expenditures incurred consistently from year to year. This approach helps to balance affordability and debt avoidance.

b) Long-Term Debt Funding

Long-term debt funding will only be used to fund capital expenditures~~. More specifically, those capital expenditures~~ that are not funded from ~~Reserve and in excess of the amount of total capital expenditures incurred consistently from year to year which are funded on a~~ pay ~~-~~as ~~-~~ you ~~-~~go~~-basis.~~, reserves, or other direct revenue sources (such as grants and DCCs).

c) Pay-As-You-Go ~~V~~vs Long-Term Debt Funding

Funding capital expenditures on a pay-as-you-go basis and avoiding long-term debt funding provides significant benefits to Metro Vancouver. The avoidance of debt eliminates the risk associated with fluctuating interest rates, reduces the overall cost to the organization through the savings of interest payments and provides financial capacity should unforeseen funding needs be required. In addition, the annual funding of ~~this consistent level of~~ capital expenditures ~~annually~~using pay as you go provides a measure of generational equality whereby each generation pays their consistent share.

d) Debt Service Level

To achieve pay-as-you-go funding to a level of consistent annual capital expenditures, pay-as-you-go funding will be gradually increased over time such that the amount of annual revenues required to pay for debt service cost does not exceed 40%. This balances the inherent risk associated with borrowing with the financial flexibility needed to meet financial requirements and manage the regions assets in an affordable manner and consistent with the principles of this Policy.

BOARD POLICY

e) Debt Amortization Period

Long-term debenture financing procured by Metro Vancouver on behalf of GVWD and GVS&DD will be amortized over ~~15~~terms of 20 to 30 years. ~~The shorter~~ A 30-year amortization period will be used for projects with net borrowing costs exceeding $1 billion. For all other projects, a 20-year amortization term ~~reduces the risk associated with interest rate fluctuations over the~~ will be used for long-term ~~of the debt, reduces the overall cost~~ borrowing. Amortization period for long-term debenture financing procured by ~~reducing the total amount of interest paid and by retiring the debt sooner,~~ Metro Vancouver ~~has more financial flexibility to absorb~~on behalf of MVRD and MVHC will be evaluated on a project by project basis and approved by the Board.

f) Transition to Growth paying for Growth

The principle of 'growth pays for growth' ensures that new ~~financial requirements.~~growth-related development pays for the expanded infrastructure it needs, rather than those costs being paid by existing ratepayers. Development cost charges are collected to pay for growth-related infrastructure. Development cost charges are used to fund capital costs directly, or will be used to fund borrowing required for growth capital costs

2. METRO VANCOUVER FINANCING

a) GVWD, GVS&DD and MVRD

Where debt funding is deemed appropriate in accordance with this Policy, financing for GVWD, GVS&DD and MVRD projects will be obtained through long-term debenture financing procured through the Municipal Finance Authority (MFA~~) which is available twice per year, March and October.~~).

Long-term financing. Long-term debenture financing requires the repayment of the debt obligations through a combination of principal repayments and interest payments. Principal repayments, paid annually, are based on a sinking fund methodology where payments are deposited into an interest earning sinking fund and at the end of the debt term the combination of principal repayments and interest earned is sufficient to retire the outstanding debt obligation. The amount of the principal repayment amount, paid annually, is actuarially determined based in the debt term or amortization and the expected earnings of the sinking fund. Interest, paid semi-annually, is based on the financing terms as determined by the financial markets.

Short-term financing. The capital expenditures incurred between times when long-term financing is available will be funded on a short-term basis either through the MFA or through the usage of internal ~~savings.~~borrowing from reserves and repaid in the next available MFA borrowing opportunity. Short-term financing requires payments to cover interest only. Long-term debt funding will not be procured in advance of incurring capital expenditures unless specifically authorized by the Board.

BOARD POLICY

DCC funding. In the GVS&DD Liquid Waste function~~,~~ and the GVWD annual debt service costs for long-term debt associated with capital expenditures for infrastructure growth projects are funded using ~~Development Costs Charges~~DCCs in accordance to the *GVS&DD Development Cost Charges Bylaw* *and the GVWD Development Cost Charges Bylaw*. In the MVRD Regional Parks function, parkland acquisition will be funded from DCCs, in accordance with the *MVRD Development Cost Charge Bylaw.*

b) Metro Vancouver Housing Corporation (MVHC)

Capital expenditures for the MVHC are those associated with the development ~~of new~~and major renewal of affordable housing units. The MVHC maintains a development reserve in order to provide partial funding of development and redevelopment opportunities.

The MVHC development expenditures are funded through a combination of funding from the MVHC Development Reserve applied in accordance with the ~~*Operating, Statutory and Discretionary*~~ *Financial Reserves Policy*, any funding received from other levels of government and ~~traditional mortgage financing.~~long-term borrowing. The level of ~~mortgage~~long-term financing, either through the Province, Financial Institutions, or ~~Financial Institution,~~MFA is determined based on the maximum annual mortgage payment amount and amortization period that can be supported by the applicable tenant rental revenue.

Each development and redevelopment opportunity will be evaluated on its own merits financially in terms of the rental revenue expectations along with the appropriate combination of funding.

Attachment 3 – Table of Proposed Changes: *Financial Management Policy*

Existing Policy	Proposed Change
Fund ongoing and recurring expenditures directly in the year in which they are incurred	No change
Funding from Reserves in accordance with the "Operating, Statutory and Discretionary Reserves Policy"	Funding from Reserves in accordance with the ~~"Operating, Statutory and Discretionary Reserves Policy"~~ **"Financial Reserves Policy"**
Funding of expenditures matches the realization of the benefit from those expenditures when expenditures are not ongoing or recurring	**Aligning the funding of non-recurring expenditures with the ~~realization of the~~ timing of the benefits realized from those expenditures**
n/a	**Funding of growth-related projects from development cost charges (DCCs), in accordance with the appropriate DCC bylaws**
Consistency with legislative requirements	No change
Financial flexibility to meet future financial requirements	No change
Mitigation of current and future financial risk	No change
a) Pay-As-You-Go Funding Using pay-as-you-go funding, annual operating and capital expenditures are funded directly through annual revenues from user rates, fees, levies and requisitions or through the application of reserves in accordance with the *Operating, Statutory and Discretionary Reserves Policy*. Prudent financially sustainable funding includes: • Funding ongoing and recurring expenditures directly in the year in which they are incurred; and • Matching the funding of expenditures with the realization of the benefit from those expenditures when expenditures are not ongoing or recurring. Operating expenditures are, by their nature, generally ongoing and recurring and when they are not, the benefit is realized in the year incurred; therefore, operating expenditures will always be funded on a pay-as-you-go basis. Where specific reserves exist to fund capital expenditures, capital expenditures should be funded on a pay-as-you-go basis from those	**a) Pay-As-You-Go Funding** Using pay-as-you-go funding, annual operating and capital expenditures are funded directly through annual revenues from user rates, fees, levies and requisitions or through the application of reserves in accordance with the ~~Operating, Statutory and Discretionary Reserves Policy~~ ***Financial Reserves Policy***. Prudent financially sustainable funding includes: • Funding ongoing and recurring expenditures directly in the year in which they are incurred; and • Matching the funding of expenditures with the realization of the benefit from those expenditures when expenditures are not ongoing or recurring. Operating expenditures are, by their nature, generally ongoing and recurring and when they are not, the benefit is realized in the year incurred; therefore, operating expenditures will always be funded on a pay-as-you-go basis. Where specific reserves exist to fund capital expenditures, capital expenditures should be

Existing Policy	Proposed Change
Reserves in accordance with the *Operating, Statutory and Discretionary Reserves Policy*. These capital expenditures include MVHC capital replacement, laboratory equipment, Park Land acquisition, Parks infrastructure, Air Quality monitoring equipment, Head Office improvements, computer hardware and fleet vehicles. Capital expenditures that are not generally funded through Reserves will be funded on a pay-as-you-go basis at a minimum annual level that represents the amount of total capital expenditures incurred consistently from year to year.	funded on a pay-as-you-go basis from those Reserves in accordance with the ~~Operating, Statutory and Discretionary Reserves Policy~~ ***Financial Reserves Policy***. These capital expenditures include MVHC capital replacement, laboratory equipment, Park Land acquisition, Parks infrastructure, Air Quality monitoring equipment, Head Office improvements, computer hardware and fleet vehicles. Capital expenditures that are not generally funded through Reserves will be funded on a pay-as-you-go basis at a ~~minimum~~ annual level **that gradually increases over time in relation to the** amount of total capital expenditures incurred consistently from year to year. **This approach helps to balance affordability and debt avoidance.**
b) Long-Term Debt Funding Long-term debt funding will only be used to fund capital expenditures. More specifically, those capital expenditures that are not funded from Reserve and in excess of the amount of total capital expenditures incurred consistently from year to year which are funded on a pay-as-you-basis.	**b) Long-Term Debt Funding** Long-term debt funding will only be used to fund capital expenditures~~. More specifically, those capital expenditures~~ that are not funded from pay as you go, reserves, and or **other revenue sources (such as grants and DCCs).** ~~and in excess of the amount of total capital expenditures incurred consistently from year to year which are funded on a pay-as-you-go basis.~~
c) Pay-As-You-Go Vs Long-Term Debt Funding Funding capital expenditures on a pay-as-you-go basis and avoiding long-term debt funding provides significant benefits to Metro Vancouver. The avoidance of debt eliminates the risk associated with fluctuating interest rates, reduces the overall cost to the organization through the savings of interest payments and provides financial capacity should unforeseen funding needs be required. In addition, the funding of this consistent level of capital expenditures annually provides a measure of generational	**c) Pay-As-You-Go Vs Long-Term Debt Funding** Funding capital expenditures on a pay-as-you-go basis and avoiding long-term debt funding provides significant benefits to Metro Vancouver. The avoidance of debt eliminates the risk associated with fluctuating interest rates, reduces the overall cost to the organization through the savings of interest payments and provides financial capacity should unforeseen funding needs be required. In addition, the **annual** funding of ~~this consistent level of~~ capital expenditures **using pay as you go** ~~annually~~ provides a measure of generational equality

Existing Policy	Proposed Change
equality whereby each generation pays their consistent share.	whereby each generation pays their consistent share.
d) Debt Service Level To achieve pay-as-you-go funding to a level of consistent annual capital expenditures, pay-as-you-go funding will be gradually increased over time such that the amount of annual revenues required to pay for debt service cost does not exceed 40%. This balances the inherent risk associated with borrowing with the financial flexibility needed to meet financial requirements and manage the regions assets in an affordable manner and consistent with the principles of this Policy.	No change
e) Debt Amortization Period Long-term debenture financing procured by Metro Vancouver will be amortized over 15 years. The shorter amortization term reduces the risk associated with interest rate fluctuations over the term of the debt, reduces the overall cost by reducing the total amount of interest paid and by retiring the debt sooner, Metro Vancouver has more financial flexibility to absorb new financial requirements.	**e) Debt Amortization Period** Long-term debenture financing procured by Metro Vancouver **on behalf of GVWD and GVS&DD** will be amortized over **20 years. For projects with net borrowing costs exceeding $1 billion, a 30-year amortization period may be used with Board approval**. **Amortization period for long-term debenture financing procured by Metro Vancouver on behalf of MVRD and MVHC will be evaluated on a project-by-project basis and approved by the Board.**
	f) Transitioning to Growth paying for Growth **The principle of 'growth pays for growth' ensures that new growth-related development pays for the expanded infrastructure it needs, rather than those costs being paid by existing ratepayers. Development cost charges are collected to pay for growth-related infrastructure. Development cost charges are used to fund capital costs directly, or will be used to fund borrowing required for growth capital costs**
2. METRO VANCOUVER FINANCING **a) GVWD, GVS&DD and MVRD** Where debt funding is deemed appropriate in accordance with this Policy, financing for	**2. METRO VANCOUVER FINANCING** **a) GVWD, GVS&DD and MVRD** Where debt funding is deemed appropriate in accordance with this Policy, financing for

Existing Policy	Proposed Change
GVWD, GVS&DD and MVRD projects will be obtained through long-term debenture financing procured through the Municipal Finance Authority (MFA) which is available twice per year, March and October. **Long-term financing.** Long-term debenture financing requires the repayment of the debt obligations through a combination of principal repayments and interest payments. Principal repayments, paid annually, are based on a sinking fund methodology where payments are deposited into an interest earning sinking fund and at the end of the debt term the combination of principal repayments and interest earned is sufficient to retire the outstanding debt obligation. The amount of the principal repayment amount, paid annually, is actuarially determined based in the debt term or amortization and the expected earnings of the sinking fund. Interest, paid semi-annually, is based on the financing terms as determined by the financial markets. **Short-term financing.** The capital expenditures incurred between times when long-term financing is available will be funded on a short-term basis either through the MFA or through the usage of savings. Short-term financing requires payments to cover interest only. Long-term debt funding will not procured in advance of incurring capital expenditures unless specifically authorized by the Board.	GVWD, GVS&DD and MVRD projects will be obtained through long-term debenture financing procured through the Municipal Finance Authority (MFA). ~~which is available twice per year, March and October.~~ **Long-term financing.** Long-term debenture financing requires the repayment of the debt obligations through a combination of principal repayments and interest payments. Principal repayments, paid annually, are based on a sinking fund methodology where payments are deposited into an interest earning sinking fund and at the end of the debt term the combination of principal repayments and interest earned is sufficient to retire the outstanding debt obligation. The amount of the principal repayment amount, paid annually, is actuarially determined based in the debt term or amortization and the expected earnings of the sinking fund. Interest, paid semi-annually, is based on the financing terms as determined by the financial markets. **Short-term financing.** The capital expenditures incurred between times when long-term financing is available will be funded on a short-term basis either through the MFA or through the usage of internal ~~savings~~ **borrowing from reserves and repaid in the next available MFA borrowing opportunity.** Short-term financing requires payments to cover interest only. Long-term debt funding will not procured in advance of incurring capital expenditures unless specifically authorized by the Board.
DCC funding. In the GVS&DD Liquid Waste function annual debt service costs for long-term debt associated with capital expenditures for infrastructure growth projects are funded using Development Cost Charges in accordance to the *GVS&DD Development Cost Charges Bylaw*	**DCC funding.** In the GVS&DD Liquid Waste function **and GVWD,** annual debt service costs for long-term debt associated with capital expenditures for infrastructure growth projects are funded using ~~Development Cost Charges~~ **DCCs** in accordance to the *GVS&DD Development Cost Charges Bylaw* ***and the GVWD Development Cost Charges Bylaw*****. In**

Existing Policy	Proposed Change
	the MVRD Regional Parks function, parkland acquisition will be funded from DCCs, in accordance with the *MVRD Development Cost Charge Bylaw.*
b) Metro Vancouver Housing Corporation (MVHC) Capital expenditures for the MVHC are those associated with the development of new affordable housing units. The MVHC maintains a development reserve in order to provide partial funding of development and redevelopment opportunities. The MVHC development expenditures are funded through a combination of funding from the MVHC Development Reserve applied in accordance with the *Operating, Statutory and Discretionary Reserves Policy*, any funding received from other levels of government and traditional mortgage financing. The level of mortgage financing, either through the Province or Financial Institution, is determined based on the maximum annual mortgage payment amount and amortization period that can be supported by the applicable tenant rental revenue. Each development and redevelopment opportunity will be evaluated on its own merits financially in terms of the rental revenue expectations along with the appropriate combination of funding.	**b) Metro Vancouver Housing Corporation (MVHC)** Capital expenditures for the MVHC are those associated with the development of new affordable housing units. The MVHC maintains a development reserve in order to provide partial funding of development and redevelopment opportunities. The MVHC development expenditures are funded through a combination of funding from the MVHC Development Reserve applied in accordance with the ~~*Operating, Statutory and Discretionary*~~ ***Financial Reserves Policy*****,** any funding received from other levels of government and traditional mortgage financing. The level of mortgage financing, through the Province, Financial Institutions, **or MFA**, is determined based on the maximum annual mortgage payment amount and amortization period that can be supported by the applicable tenant rental revenue. Each development and redevelopment opportunity will be evaluated on its own merits financially in terms of the rental revenue expectations along with the appropriate combination of funding.

Financial Board Policy Review: Financial Management Policy

Linda Sabatini
Deputy Chief Financial Officer, Financial Services

Heather McNell
Deputy Chief Administrative Officer, Policy and Planning

Performance and Audit Committee Meeting –February 19, 2026
https://orbit.gvrd.bc.ca/orbit/llisapi.dll/app/nodes/81994765

metrovancouver

1

FINANCIAL MANAGEMENT POLICY: PURPOSE

Established in 2018; provides financial planning framework for:

- Funding capital and operating expenditures
- Long-term debt funding of capital expenditures, including:
  - Setting debt service ratio at 40% and
  - Amortization period for debt at 15 years
- Use of pay-as-you go funding model

2

FINANCIAL MANAGEMENT POLICY: KEY PRINCIPLES

- Fund ongoing and recurring expenditures directly in year incurred
- Use reserves in accordance with policy
- Match funding of expenditures with the realization of the benefits from those expenditures
- Accordance with legislation
- Mitigate current and future financial risk

3

FINANCIAL MANAGEMENT POLICY: FUNDING APPROACHES

1. **Pay-As-You-Go Funding**
   - Operating Expenditures
   - Capital Expenditures
     - A portion of capital expenditures funded directly from annual revenues
     - Reflects capital spending consistently incurred from year to year
2. **Debt Financing**
   - Used to fund capital expenditures exceeding the amount funded by pay-as-you-go and other revenues (grants, DCCs, reserves)
3. **Transition to Growth Paying for Growth**
   - Growth-related projects (or parts of projects) funded by DCCs

4

FINANCIAL MANAGEMENT POLICY: DEBT / AMORTIZATION

No proposed changes to Debt Service Level

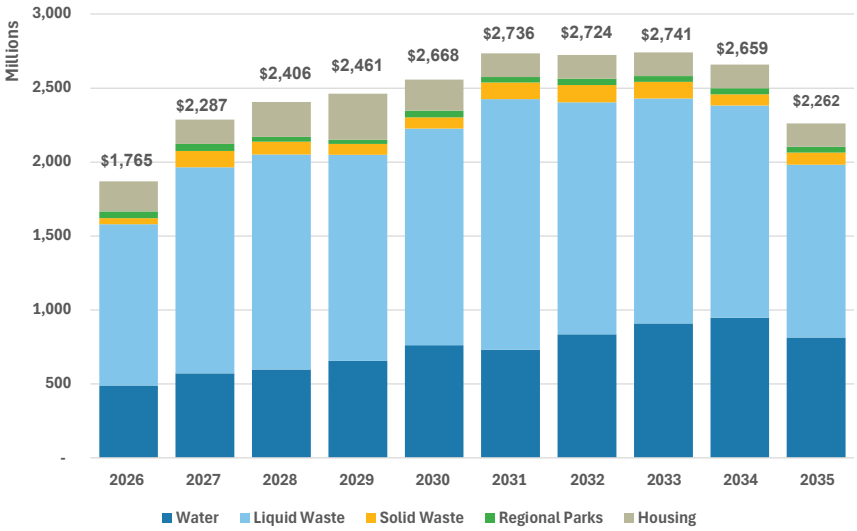
Proposed changes to Debt Amortization Period (Use 10-Year Outlook as Tool to Explore Impacts)

Five Scenarios for Consideration

1. 15-year amortization (current policy)
2. 15-year + 30-year for projects over $1 billion
3. 20-year amortization
4. 20-year + 30-year for projects over $1 billion
5. 30-year amortization

All options include 30-year amortization for North Shore municipalities share of NSWWTP Program

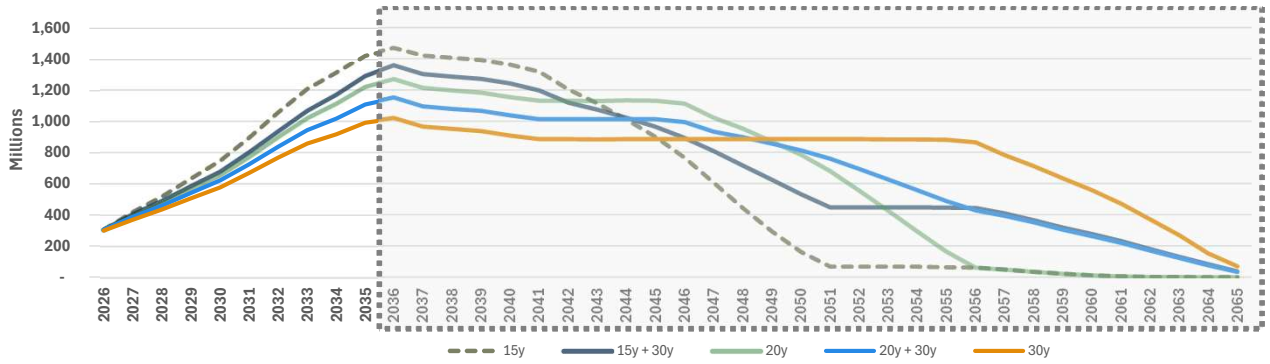
10-YEAR CAPITAL OUTLOOK



Total = $24.7B

- $14.2B - Liquid Waste
- $ 7.3B - Water
- $ 0.9B - Solid Waste
- $ 0.4B - Parks
- $ 1.9B - Housing

TOTAL DEBT SERVICE PAYMENTS OVER AMORTIZATION

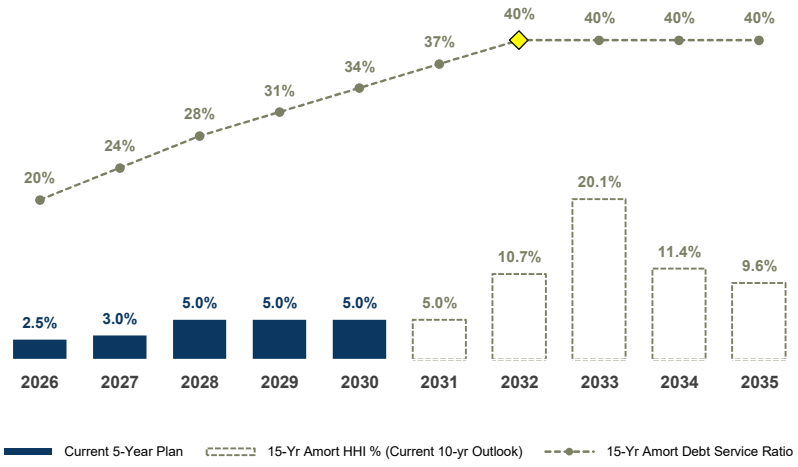


Amortization Scenarios (in Billions)	2026-2035	2036-2045	2046-2055	2056-2065	Total
15-year	$ 8.51	$ 12.60	$ 2.60	0.19	$ 23.89
15-year + 30-year	$ 7.74	$ 11.84	$ 5.81	2.48	$ 27.87
20-year	$ 7.42	$ 11.68	$ 6.87	0.19	$ 26.15
20-year + 30-year	$ 7.02	$ 10.71	$ 7.81	2.42	$ 27.96
30-year	$ 6.41	$ 9.20	$ 8.84	4.88	$ 29.33

7

15-YEAR AMORTIZATION (CURRENT POLICY)

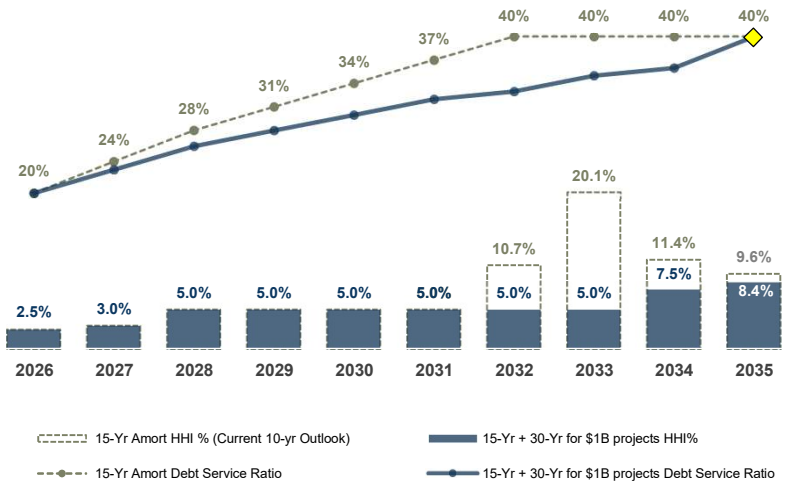
Household Impact and Debt Service Ratio – 10-year outlook



8

15 + 30-YEAR FOR PROJECTS OVER $1 BILLION

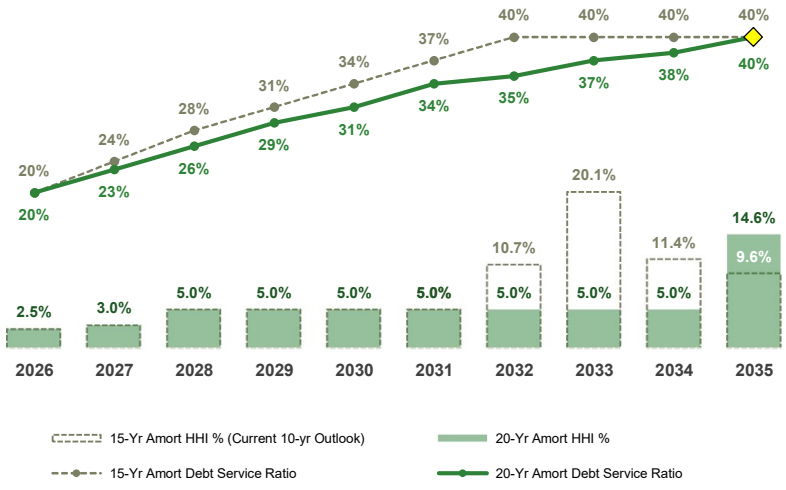
Household Impact and Debt Service Ratio – 10-year outlook



9

20-YEAR AMORTIZATION

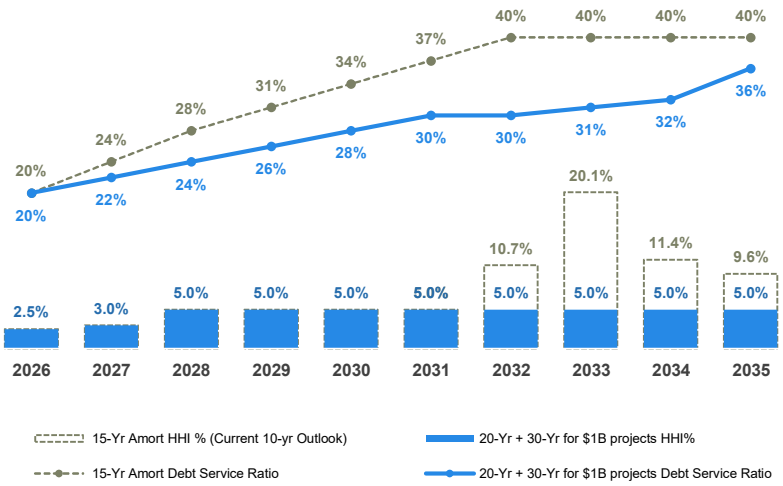
Household Impact and Debt Service Ratio – 10-year outlook



10

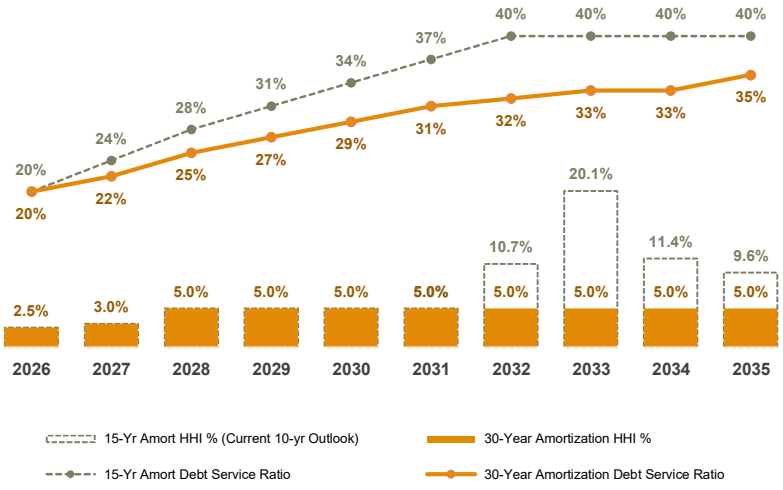
20 + 30-YEAR FOR PROJECTS OVER $1 BILLION

Household Impact and Debt Service Ratio – 10-year outlook



30-YEAR AMORTIZATION

Household Impact and Debt Service Ratio – 10-year outlook



COMPARING AMORTIZATION SCENARIOS

Five evaluation criteria:

- Annual Debt Service Payments
- Total Interest Costs
- Maintaining Debt Service Ratio Below 40%
- Ten Year Annual HHI % change
- Cost Equity

COMPARING AMORTIZATION SCENARIOS

	Amortization Scenario	Annual Debt Service Payments	Total Interest Costs	Debt Service Ratio Below 40% for 10-Year Outlook	10 Year Annual HHI % change	Cost Equity
1	15-year (Current Policy)	Highest	Lowest	No	High	High
2	15-year amortization + 30-year amortization for projects with >$1 billion	High	Medium	No	Medium	Medium
3	20-year amortization	Medium	Low	No	Medium	Medium
4	20-year amortization + 30-year amortization for projects with >$1 billion	Low	High	Yes	Low	Low
5	30-year amortization	Lowest	Highest	Yes	Low	Lowest

RECOMMENDATION

Amend amortization period for capital projects to 20 years and to 30 years for projects over $1B in net borrowing to align with MFA recommendation, other large local governments and large utilities

Add the principle of 'transitioning to growth paying for growth'

Maintain principles / tools of 'pay as you go' and 'long term borrowing'

Maintain 40% Debt Service Ratio

15

Seymour Capilano Filtration Plant

Questions?

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

16

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Performance and Audit Committee

From: George Kavouras, Director, Procurement, Procurement & Real Estate Services

Date: February 4, 2026 Meeting Date: February 19, 2026

Subject: **Financial Board Policy Review - *Procurement and Asset Disposal Authority Policy***

RECOMMENDATION

THAT the MVRD/MVHC/GVSDD/GWVD Boards receive for information the report dated February 4, 2026, titled "Financial Board Policy Review - Procurement and Asset Disposal Authority Policy".

EXECUTIVE SUMMARY

This report is responding to the January 30, 2026 MVRD Board resolution "THAT the *MVRD Board direct staff to review the Procurement and Asset Disposal Authority Policy ("Procurement Policy") as a priority for Q1 2026."* The Procurement Policy was reviewed, updated, and subsequently approved by all Metro Vancouver Boards in April 2024. The Procurement Policy update was the result of a comprehensive and collaborative review process involving internal stakeholders, subject matter experts, end users, and comparative analyses of other jurisdictions to ensure a well-informed and modernized framework. The Procurement Policy provides strong oversight and internal controls, enables operational efficiency, aligns with market and regulatory conditions, and is consistent with practices in comparable public sector organizations.

If the Boards wish to see a review of a particular part of the policy, staff is seeking direction as to areas of interest.

PURPOSE

The purpose of this report is to review the Procurement Policy as directed by the MVRD Board.

BACKGROUND

On January 30, 2026, the MVRD Board received a schedule for planned Board Policy reviews. Several Financial Policies are scheduled for review in Q1 and Q2 of 2026. The Procurement and Asset Disposal Policy was reviewed 2023, with the policy adopted by all Metro Vancouver Boards in April 2024. As per best practice, it was scheduled to be reviewed in 2029, as per a five year review cycle. Subsequent to a short discussion, the Board passed the following resolution:

> "THAT the *MVRD Board direct staff to review the Procurement and Asset Disposal Authority Policy ("Procurement Policy") as a priority for Q1 2026."*

This report responds to that resolution and seeks input as to any areas of the policy the Boards would like reviewed.

PROCUREMENT AND ASSET DISPOSAL AUTHORITY POLICY

In 2022, following the establishment of the Procurement and Real Estate Services department, staff initiated a comprehensive review of the Procurement Policy as part of continuous improvement efforts. The review looked at the Procurement Policy and its associated processes with the intent to strengthen oversight, internal controls, and risk management, while improving operational efficiency, clarifying policy intent, and aligning the policy with market, regulatory, and broader public-sector standards. The Procurement Policy was developed through a comprehensive, multi-step process that engaged a wide range of internal stakeholders, subject-matter experts, end users, and peer public-sector organizations, ensuring the final policy reflected best practices and diverse operational perspectives.

The review culminated with the approval of the Procurement Policy by each of the Metro Vancouver Boards in April 2024. *The Policy Update: Procurement and Real Property Contracting Authority Policies* (**Attachment 1**) outlines the updates and associated improvements for your reference. The Procurement Policy update was a major, organization-wide policy modernization effort and remains current, relevant and aligned with best practices. Staff will conduct the next full review within the five-year period from the date of the last approval.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications to the report; policy reviews can be undertaken within Board approved budgets. If additional consulting funds are required, they would be noted here.

CONCLUSION

Staff have recently completed an in-depth review of the Procurement Policy. The Metro Vancouver Boards approved the updated Procurement Policy in April 2024, as detailed in the “Policy Update: Procurement and Real Property Contracting Authority Policies” board report (**Attachment 1**). If the Boards wish to see a review of a particular part of the policy, staff is seeking direction as to areas of interest.

ATTACHMENTS

1. “The Policy Update: Procurement and Real Property Contracting Authority Policies”, dated March 27, 2024.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

G1.1

To: Finance Committee

From: Nick Kassam, General Manager, Procurement & Real Estate Services

Date: March 27, 2024 Meeting Date: April 10, 2024

Subject: **Policy Update: Procurement and Real Property Contracting Authority Policies**

RECOMMENDATION

That the MVRD/GVWD/GVS&DD/MVHC Boards:

a) adopt the *Procurement and Asset Disposal Authority Policy*, as presented in the report dated March 27, 2024, titled "Policy Update: Procurement and Real Property Contracting Authority Policies", effective June 1, 2024;
b) adopt the *Real Estate Authority Policy*, as presented in the report dated March 27, 2024, titled "Policy Update: Procurement and Real Property Contracting Authority Policies", effective June 1, 2024; and

That the MVRD Board:

a) rescind the *Asset Disposal Policy* (No. FN-011), effective May 31, 2024;
b) rescind the *Procurement and Real Property Contracting Authority Policy* (No. FN-006), effective May 31, 2024.
c) revise the *Fleet Planning and Acquisition Policy* (No. FN-014), as presented in the report dated March 27, 2024, titled "Policy Update: Procurement and Real Property Contracting Authority Policies", effective June 1, 2024;
d) give first, second and third reading to *Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024*; and
e) adopt *Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024*.

That the GVWD Board:

a) rescind the *Procurement and Real Property Contracting Authority Policy* (No. FN-006), effective May 31, 2024.
b) give first, second and third reading to *Greater Vancouver Water District Officers and Delegation Amendment Bylaw No. 263, 2024*; and
c) adopt *Greater Vancouver Water District Officers and Delegation Amendment Bylaw No. 263, 2024*.

That the GVS&DD Board:

a) rescind the *Procurement and Real Property Contracting Authority Policy* (No. FN-006), effective May 31, 2024.
b) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Officers and Delegation Amendment Bylaw No. 373, 2024*; and
c) adopt *Greater Vancouver Sewerage and Drainage District Officers and Delegation Amendment Bylaw No. 373, 2024*.

That the MVHC Board:

a) resolve that, the Consent Resolution made with effect on September 1, 2014 regarding Procurement and Real Property Contracting Authority, ceases to have any force and effect on May 31, 2024*;* and

b) authorizes the Chief Administrative Officer of the Metro Vancouver Regional District to:

i. establish policies and procedures for such matters as may be necessary or desirable for the efficient management, administration and operation of the Metro Vancouver Housing Corporation, including the Corporate Policies;

ii. negotiate and make, enter into, execute and deliver any contracts, agreements, and other documents and instruments to which the *Procurement and Asset Disposal Authority Policy*, or the *Real Estate Authority Policy*, does not apply; and

iii. authorize other appointed officers and employees of the Metro Vancouver Regional District to negotiate and make, enter into, execute and deliver any contracts, agreements, and other documents and instruments to which the *Procurement and Asset Disposal Authority Policy*, or the *Real Estate Authority Policy*, does not apply.

EXECUTIVE SUMMARY

The *Procurement and Real Property Contracting Authority Policy* (No. FN-006) (the "Existing Policy") outlines the authorization and competition requirements for the procurement of goods, services and construction, as well as the authorization and general requirements for the acquisition, disposition, use or management of real property. The Existing Policy was created in 2014 with a minor update in 2017. It is appropriate and best practice for organizations to regularly review policies and delegated authorities to improve accountability and internal controls, risk mitigation, operational efficiency and overall fairness and transparency related to procurement and real estate activity.

Staff have recently conducted a review of the Existing Policy and are recommending replacing the Existing Policy with two new Board policies (the "Board Policies") and two new Corporate policies (the "Corporate Policies", and together with the Board Policies, the "Replacement Policies"). The Replacement Policies have taken into consideration: benchmarks from other public sector organizations; efficiency impacts; internal financial controls and risk management; business needs and changes in the business; financial and regulatory environment; market conditions; and alignment with the Board Strategic Priorities. Staff noted that the proposed changes are aligned with comparable peer public sector organizations (shown in the table on page 3). Specific updates to the Existing Policy, as well as administrative changes to other Board policies and bylaws that reference the Existing Policy, are outlined in the body of the report below.

Staff have enhanced public reporting by publishing procurement contract awards every month on the Metro Vancouver website. As part of quarterly financial performance reporting to the Board, staff will include relevant procurement information, and starting in early 2025, staff will be bringing forward

---

[1] For MVRD: *Greater Vancouver Regional District Officers and Delegation Bylaw No. 1208, 2014*. For GVWD: *Greater Vancouver Water District Officers and Delegation Bylaw No. 247, 2014*.
For GVS&DD: *Greater Vancouver Sewerage and Drainage District Officers and Delegation Bylaw No. 284, 2014.*

[2] Consent Resolution made with effect on September 1, 2014 regarding Procurement and Real Property Contracting Authority.

annual procurement and real estate reports with detailed information on the previous year's activity for both these functions.

For efficient and effective administration of Metro Vancouver, each Board has delegated certain powers, duties, and functions to officers and employees, by bylaw[1] in the case of MVRD, GVWD, and GVS&DD, and by Board resolution[2] in the case of MVHC. Specific authorities discussed in this report include commitment and contract execution authority for procurement and real estate transactions.

PURPOSE

To seek Board approval to replace the *Procurement and Real Property Contracting Authority Policy* (No. FN-006) with the *Procurement and Asset Disposal Authority Policy and* the *Real Estate Authority Policy*, as attached.

BACKGROUND

Following the creation of the Procurement and Real Estate Services department in 2022, staff undertook a review of the existing policies as part of continuous improvement efforts. The review looked at the procurement and real estate activities across the organization, with an intent to ensure effectiveness and recommend to each Board any changes required to optimize these activities.

The Replacement Policies were written to better align with Board Strategic Priorities by improving oversight, controls, and risk management for financial sustainability while enabling work to support other Board priorities and directions. There are additional initiatives currently underway in the department that are focused on improving work processes, systems, and tools which will also generate operational efficiencies and organizational collaboration on planning and strategy.

In this regard, staff have performed an analysis of the current state, identified critical administrative authorities and policies to be revised, and consulted key senior stakeholders across the organization. When reviewing existing authorities and proposed updates, staff have taken into consideration the organizational risks, public sector benchmarks, financial controls, efficiency impacts and increasing costs of doing business in the markets, while maintaining the appropriate level of oversight by each Board. All procurement and real estate transactions require evidence of the Board(s) approved budget for all capital and operating expenditures.

The following table highlights policy thresholds from comparable public sector organizations:

Organization	**Procurement**	**Real Estate**
TransLink	CEO approves contract awards within approved budgets. *(Board approves overall budgets and exceptions)*	Board approves real property transactions > $10 million
ICBC	CEO has full authority for contract awards *(ICBC Operations)*	Board approves real property transactions > $10 million
Toronto	Council approves contract awards > $20 million	Council approves real property transactions > $10 million

BC Hydro	Board approves contract awards > $50 million	Board approves real property transactions > $75 million
Transportation Investment Corp (TI)	Board approves contract awards > $20 million for consulting and > $40 million for construction	CEO has full authority for real property transactions

REPLACEMENT OF EXISTING POLICY

The main administrative update to the Existing Policy is a separation of the procurement and real estate sections into a separate Board Policy for each function. The primary purpose for the separation is to improve clarity on the application of the policy statements for each function, which under the Existing Policy can be ambiguous.

For further simplicity, administrative and operational efficiency, and in accordance with the Chief Administrative Officer's delegated authority granted by bylaw (in the case of MVRD, GVWD and GVS&DD) and by Board resolution (in the case of MVHC), of the CAO will establish two new Corporate Policies (one for each function). The Corporate Policies will establish the CAO's sub-delegation of commitment and contracting authority to certain staff. The creation of the Corporate Policies will optimize administrative efficiency by permitting the CAO to change sub-delegations as required to manage changing operational needs. The creation of the Corporate Policies will not impact the Board's delegation of authority as set out in Board Policies.

As general housekeeping, there are further details on the Replacement Policies highlighted below to clarify the policies' goals, definitions, and scope.

Procurement Policy Updates

The following is a summary of the proposed material updates to the Existing Policy as reflected by the proposed *Procurement and Asset Disposal Authority Policy* (Board Policy) and *associated* Corporate Policy.

- Clear definition of authorities and updated financial thresholds for each authority
    - Commitment Authority: the authority to award a contract, including an administrative amendment, contract amendment or change order, as the context requires.
    - Contracting Authority: the authority to execute a contract, including an administrative amendment, contract amendment or change order, as the context requires.

- Contract Awards
    - *Existing*

      The Existing Policy provides the following commitment and contracting limits:
        - For contract awards over $5,000,000, Board approval required.
        - For contract awards over $2,000,000 and up to $5,000,000, CAO/Commissioner approval with concurrence required by CFO, department GM and Division Manager of Purchasing and Risk Management.
        - For contract awards up to $2,000,000, staff approvals at different levels required.

- *Proposed*
  - For contract awards over $10,000,000, Board approval required.
  - For contract awards up to $10,000,000, CAO/Commissioner approval required with delegation to staff as determined by the CAO/Commissioner in the associated Corporate Policy.

- Contract Amendments / Change Orders
  - *Existing*
    - Change Orders over $500,000 require CAO/Commissioner approval with concurrence required by CFO, department GM and Division Manager of Purchasing and Risk Management.
    - Changes Orders up to $500,000, staff approvals at different levels required.

  - *Proposed*
    - For administrative and operational efficiency, CAO/Commissioner may approve Change Orders and Contract Amendments up to Board approved budget for the capital project or operating program under which the applicable goods, services or construction were procured, and may further sub-delegate to staff as determined by the CAO/Commissioner in the associated Corporate Policy.
    - Change Orders and Contract Amendments are subject to any approval process established by CFO from time to time and confirmation by Director, Procurement that the Change Order or Contract Amendment falls within existing scope of work.
    - CAO/Commissioner may, at their discretion, determine that Board approval is required notwithstanding delegated authority to the CAO/Commissioner or staff.

- Direct Awards and Single-Supplier
  - *Existing*
    - Contract may be awarded without competitive process for value up to $5,000.
    - Exceptions for emergency situations.

  - *Proposed*
    - Contract may be awarded without competitive process for value up to $25,000, at discretion of Director of Procurement.
    - Exceptions for emergency situations.
    - In case of single-supplier or other exigent circumstances which preclude an open competitive process, under the purview of the Director of Procurement, a Notice of Intent to Contract is publicly posted for 10 business days for contracts for goods and services over $75,000 or construction contracts over $200,000.

- Other Administrative Updates
  - Formal inclusion of Sustainable, Social, and Ethical Procurement practices.
  - Formal inclusion of Co-operative Purchasing protocol allowing for collaboration with member jurisdictions and public sector entities.

Real Estate Policy Updates

The following is a summary of the proposed material updates to the Existing Policy as reflected by the proposed *Real Estate Authority Policy* (Board Policy) and *associated* Corporate Policy.

- Clear definition of authorities and updated financial thresholds for each authority
    - Commitment Authority: the authority to approve a real estate transaction, including a contract amendment, as the context requires.
    - Contracting Authority: the authority to execute a contract, including a contract amendment, as the context requires.

- Transaction Authority Limits
    - *Existing*

      The Existing Policy provides the following commitment and contracting limits:
        - For Standard Real Property Transactions (commitment no longer than five years and routine in nature)
            - Over $2,000,000, Board approval required.
            - Up to $2,000,000, CAO/Commissioner approval required with concurrence required by the CFO, department GM and Division Manager of Property.
        - For Long Term Real Property Transactions (commitment greater than five years or permanent in nature, including acquisition/disposition of fee simple interest, licenses, leases, etc.)
            - Over $500,000 and any disposition of a fee simple interest, Board approval required.
            - Up to $500,000 but excluding any disposition of a fee simple interest, CAO/Commissioner approval with concurrence required by department GM and Property Division Director.

    - *Proposed*
        - Eliminate distinction between Standard Real Property Transactions and Long-Term Real Property Transactions.
        - Transactions over $10,000,000, Board approval required.
        - Transactions up to $10,000,000, CAO/Commissioner approval required with delegation to staff as as determined by the CAO/Commissioner in the associated Corporate Policy.

- Other Administrative Updates
    - Only Board having jurisdiction has commitment authority to dispose of fee simple interest in a regional park or a regional trail.
    - CAO/Commissioner may approve the exercise of any lease renewal option, provided that the option and the total value of its exercise were contemplated in the original contract and the exercise does not increase the total value of the transaction in excess of the Board approved budget.

Administrative Updates to Other Board Policies and Bylaws

The following is a summary of the proposed amendments to other Board policies and bylaws resulting from the adoption of the Replacement Policies:

- Rescinding the current *Asset Disposal Policy* (No. FN-011) and consolidating disposition of surplus assets, obsolete assets, and salvage assets into the proposed *Procurement and Asset Disposal Authority Policy.*

- Revising the *Fleet Planning and Acquisition Policy* (No. FN-014) by removing the reference to the "Real Property Contracting Authority and the Procurement and Contracting Employee Procedures" and replacing it with the "*Procurement and Asset Disposal Authority Policy*, *Delegation of Procurement Authority Policy*, and the Procurement Policy Guidelines".

- Amending the *Greater Vancouver Regional District Officers and Delegation Bylaw No. 1208, 2014* by removing the reference to the "*Procurement and Real Property Contracting Authority Policy*" and replacing it with the "*Procurement and Asset Disposal Authority Policy* and *Real Estate Authority Policy*", and updating section references in the bylaw to the *Local Government Act*.

- Amending the *Greater Vancouver Water District Officers and Delegation Bylaw No. 247, 2014* by removing the reference to the "*Procurement and Real Property Contracting Authority Policy*" and replacing it with the "*Procurement and Asset Disposal Authority Policy* and *Real Estate Authority Policy*", and updating section references in the bylaw to the *Local Government Act*.

- Amending the *Greater Vancouver Sewerage and Drainage District Officers and Delegation Bylaw No. 284, 2014* by removing the reference to the "*Procurement and Real Property Contracting Authority Policy*" and replacing it with the "*Procurement and Asset Disposal Authority Policy* and *Real Estate Authority Policy*", and updating section references in the bylaw to the *Local Government Act*.

ALTERNATIVES

1. That the MVRD/GVWD/GVS&DD/MVHC Boards:
   a) adopt the *Procurement and Asset Disposal Authority Policy*, as presented in the report dated March 27, 2024, titled "Policy Update: Procurement and Real Property Contracting Authority Policies", effective June 1, 2024;
   b) adopt the *Real Estate Authority Policy*, as presented in the report dated March 27, 2024, titled "Policy Update: Procurement and Real Property Contracting Authority Policies", effective June 1, 2024; and

   That the MVRD Board:
   a) rescind the *Asset Disposal Policy* (No. FN-011) effective May 31, 2024;
   b) rescind the *Procurement and Real Property Contracting Authority Policy* (No. FN-006), effective May 31, 2024.
   c) revise the *Fleet Planning and Acquisition Policy* (No. FN-014), as presented in the report dated March 27, 2024, titled "Policy Update: Procurement and Real Property Contracting Authority Policies", effective June 1, 2024;
   d) give first, second and third reading to *Metro Vancouver Regional District Officers and*

Delegation Amendment Bylaw No. 1375, 2024; and

e) adopt *Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024.*

That the GVWD Board:

a) rescind the *Procurement and Real Property Contracting Authority Policy* (No. FN-006), effective May 31, 2024.
b) give first, second and third reading to *Greater Vancouver Water District Officers and Delegation Amendment Bylaw No. 263, 2024*; and
c) adopt *Greater Vancouver Water District Officers and Delegation Amendment Bylaw No. 263, 2024*.

That the GVS&DD Board:

a) rescind the Procurement and Real Property Contracting Authority Policy (No. FN-006), effective May 31, 2024.
b) give first, second and third readingto *Greater Vancouver Sewerage and Drainage District Officers and Delegation Amendment Bylaw No. 373, 2024*; and
c) adopt *Greater Vancouver Sewerage and Drainage District Officers and Delegation Amendment Bylaw No. 373, 2024*.

That the MVHC Board:

a) resolve that, the Consent Resolution made with effect on September 1, 2014 regarding Procurement and Real Property Contracting Authority, ceases to have any force and effect on May 31, 2024;
b) authorizes the Chief Administrative Officer of the Metro Vancouver Regional Districtto:
   i. establish policies and procedures for such matters as may be necessary or desirable for the efficient management, administration and operation of the Metro Vancouver Housing Corporation, including the Corporate Policies;
   ii. negotiate and make, enter into, execute and deliver any contracts, agreements, and other documents and instruments to which the *Procurement and Asset Disposal Authority Policy*, or the *Real Estate Authority Policy*, does not apply; and
   iii. authorize other appointed officers and employees of the Metro Vancouver Regional District to negotiate and make, enter into, execute and deliver any contracts, agreements, and other documents and instruments to which the *Procurement and Asset Disposal Authority Policy*, or the *Real Estate Authority Policy*, does not apply.

2. That the Finance Committee refer the proposed *Procurement and Asset Disposal Authority Policy* and *Real Estate Authority Policy*, as presented in the report dated March 27, 2024, titled "Policy Update: Procurement and Real Property Contracting Authority Policies", back to staff to incorporate feedback from the Finance Committee.

FINANCIAL IMPLICATIONS

There are no financial implications related to the proposed replacement of the Existing Policy with the Replacement Policies. All Procurement and Real Estate transactions require evidence of the Board(s) approved budget for all capital and operating expenditures. Contract commitments and real estate

transactions are only executed once approval is provided by the Board(s) or the appropriate staff with delegated authority.

CONCLUSION

As part of continuous improvement efforts and best practice, staff have undertaken a review of the existing *Procurement and Real Property Contracting Authority Policy* (No. FN-006) and are recommending replacement of the Existing Policy for Board consideration. The Existing Policy was created in 2014 and has remained substantially unchanged except for a minor revision in 2017. The Replacement Policies have been developed after conducting internal and external research and the benefits include better overall oversight related to procurement and real estate activity and alignment with the Board Strategic Priorities. Staff are recommending that the Board(s) approve the recommendation outlined in Alternative #1.

ATTACHMENTS

1. Existing *Procurement and Real Property Contracting Authority Policy* (No. FN-006)
2. Existing *Asset Disposal Policy* (No. FN-011)
3. ~~Consent Resolution of the Directors of Metro Vancouver Housing Corporation effective as of September 1, 2014~~
4. Draft *Procurement and Asset Disposal Authority Policy*
5. Draft *Real Estate Authority Policy*
6. *Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024*
7. ~~*Greater Vancouver Water District Officers and Delegation Amendment Bylaw No. 263, 2024*~~
8. ~~*Greater Vancouver Sewerage and Drainage District Officers and Delegation Amendment Bylaw No. 373, 2014*~~
9. Draft revisions to *Fleet Planning and Acquisition Policy* (No. FN-014)

61485382

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Attachment 1

BOARD POLICY

PROCUREMENT AND REAL PROPERTY CONTRACTING AUTHORITY

Effective Date: September 1, 2014 (Revised July 28, 2017)

Approved By: MVRD/MVHC/GVWD/GVS&DD Boards

Policy No. FN-006

PURPOSE

1.1 This Policy outlines:

a) The authorization and competition requirements for procuring Goods, Services and Construction (as these terms are defined in this Policy) ("**Procurement Transactions**"); and

b) The authorization and general requirements for the Acquisition, Disposition, use or management of Real Property (as these terms are defined in this policy) ("**Real Property Transactions**")

(together, "**Transactions**"),

for the Metro Vancouver Regional District, the Greater Vancouver Water District, the Greater Vancouver Sewerage and Drainage District, and the Metro Vancouver Housing Corporation (collectively, "**Metro Vancouver**").

DELEGATION OF AUTHORITY

2.1 The following instruments and this Policy provide the delegated authority for staff to enter into Transactions for or on behalf of Metro Vancouver:

Metro Vancouver Entity	Delegation Instrument
Metro Vancouver Regional District	*Bylaw 1208, 2014 Officers and Delegation Bylaw*
Greater Vancouver Water District	*Bylaw 247, 2014 Officers and Delegation Bylaw*
Greater Vancouver Sewerage and Drainage District	*Bylaw 284, 2014 Officers and Delegation Bylaw*
Metro Vancouver Housing Corporation	By Resolution

2.2 Nothing in this Policy delegates authority to non-Metro Vancouver staff to enter into Transactions for or on behalf of Metro Vancouver.

DEFINITIONS

3.1 The following terms used in the Policy are defined as:

a) **"Acquire"** or **"Acquisition"** means to obtain by any method, accept, receive, purchase, be vested with, lease, take possession, control or occupation of, and agree to do any of those

BOARD POLICY

things, but excludes expropriation, except by agreement under section 3 of the *Expropriation Act*;

b) "**Board**" means the Board of the Metro Vancouver entity undertaking the Transaction;

c) "**Change Order**" means a Construction Contract amendment changing the works or services provided under the Construction Contract, including but not limited to specification, schedule, or price;

d) "**Construction**" means the building, erection, installation, repair, renovation, restoration and demolition of all things including but not limited to: buildings, pipes, roads, reservoirs, tanks, land filling, excavation, landscaping, water and sewerage treatment facilities, pump stations, dams, intake and outfall facilities, dredging, and the related supply of Goods, Services and leased equipment;

e) "**Construction Contract**" means a Contract for Construction, and includes Contracts for the related supply of Goods, Services and leased equipment;

f) "**Contract**" means a contract for the supply (by way of sale, conditional sale, lease or otherwise) of Goods, Services or Construction, including a purchase order or other document evidencing the obligation, and any Contract Amendments;

g) "**Contract Amendment**" means any change to a term, condition or other Contract provision, including a Change Order;

h) **"Cumulative Value"** means the Original Value and the value of all Contract Amendments, excluding taxes;

i) **"Dispose"** or **"Disposition"** means to transfer by any method including assign, give, sell, grant, charge, convey, lease, divest, dedicate, release, exchange, alienate or agree to do any of those things;

j) **"First Nation Entity"** means any business arrangement in which First Nation individuals and/or First Nation communities have an ownership or other interest, and includes a business entity identified by a First Nation community as its designated business partner;

k) **"First Nation Lands"** means Indian Reserves or Treaty Lands;

l) **"First Nation Traditional Territory"** means the geographic area identified by a First Nation to be the area of land which they and / or their ancestors traditionally occupied or used;

BOARD POLICY

m) **"Goods"** means material, supplies, equipment and other property, excluding Real Property, whether or not existing at the time of the Contract;

n) "**Long Term Real Property Transaction**" means a Real Property Transaction of a permanent or long term nature, including but not limited to:
   i. the Acquisition or Disposition of a fee simple interest,
   ii. the Acquisition or Disposition of a permit, licence, lease or similar interest with a term longer than 5 years, and
   iii. the Disposition of a statutory right of way, easement, covenant or similar interest;

o) "**Multi-Phase Contract**" means a Construction Contract where consultancy Services are provided in phases, with progression (if any) from the initial to further phases being determined by project requirements;

p) "**Original Value**" means the contract price or fees for services as at the effective date of the Contract, excluding taxes;

q) **"Procurement Contracting Authority"** has the meaning set out in sections 5.1 and 6.1;

r) **"Real Property"** means land with or without improvements affixed to the land, or any interest in land, including any right, title or estate in it of any tenure;

s) "**Real Property Contract**" means a contract, agreement or instrument to Acquire or Dispose of Real Property or otherwise related to Real Property, including but not limited to any permit, licence, easement, statutory right of way, lease, covenant or any other document required to complete a Real Property Transaction;

t) **"Services"** means services that are not provided by Metro Vancouver employees; and

u) "**Standard Real Property Transaction**" means a Real Property Transaction of a routine or standard nature, including but not limited to:
   i. a residential tenancy agreement,
   ii. the Acquisition or Disposition of a permit, licence, lease or similar interest with a term no longer than 5 years including renewals,
   iii. the Acquisition of a statutory right of way, easement, covenant or similar interest, and

v) an application, instrument or arrangement entered into in anticipation or support of a Real Property Transaction, including but not limited to an application or agreement for rezoning, official community plan amendment, subdivision approval, and a demolition, building or other development permit.

BOARD POLICY

MANDATORY CONDITIONS FOR TRANSACTIONS

4.1 Staff are not authorized to enter into any Transactions unless the following conditions (the "**Mandatory Conditions**") are met:

a) The Transaction is within the scope of the Board approved budget (the "**Approved Budget**");
b) The Transaction has been authorized by a staff member having authority to initiate the Transaction ("**Spending Authority**"); and
c) The staff member entering into the Transaction has authority to execute the relevant document ("**Contracting Authority**"). This Policy sets out the levels of Contracting Authority.

PROCUREMENT CONTRACTING AUTHORITY

5.1 Subject to the terms of this Policy, any statutory requirements, and Metro Vancouver bylaws, the following positions have authority ("**Procurement Contracting Authority**") to execute Contracts for Procurement Transactions up to the identified Cumulative Value limits:

a) Housing Dispatchers (Metro Vancouver Housing Corporation only): $10,000;
b) Dispatchers (Lake City Operation Centre): the greater of $50,000 and 3 months' duration;
c) Purchasing staff with buying authority: $250,000;
d) Division Manager of Purchasing and Risk Management:
    i. $250,000, and
    ii. $500,000 with General Manager approval;
e) Chief Financial Officer: $2,000,000 with General Manager and Division Manager of Purchasing and Risk Management approval;
f) Chief Administrative Officer/Commissioner: $5,000,000 with Chief Financial Officer, General Manager and Division Manager of Purchasing and Risk Management approval; and
g) As directed by the Board: over $5,000,000.

5.2 For Procurement Contracting Authority for Multi-Phase Contracts, the Contract value is the anticipated total value of the Services to be provided over all phases, excluding taxes.

5.3 Splitting Procurement Transactions into multiple increments to circumvent any relevant policy, Spending Authority or Procurement Contracting Authority limit is not permitted.

CHANGE ORDERS FOR CONSTRUCTION CONTRACTS

6.1 The following positions have Procurement Contracting Authority (separate from and additional to the limits set out above) to execute Change Orders up to the identified limits, excluding taxes:

BOARD POLICY

a) Senior Engineer: $25,000 per Change Order, cumulative value not to exceed 5% of the Original Value of the Construction Contract;

b) Senior Engineer: $100,000 per Change Order with Director approval, cumulative value not to exceed 5% of the Original Value of the Construction Contract;

c) Director: $250,000 per Change Order with Division Manager of Purchasing and Risk Management approval, cumulative value not to exceed 10% of the Original Value of the Construction Contract;

d) General Manager: $500,000 per Change Order with Division Manager of Purchasing and Risk Management approval, cumulative value not to exceed 10% of the Original Value of the Construction Contract; and

e) Chief Administrative Officer/Commissioner: over $500,000 per Change Order with Chief Financial Officer, General Manager and Division Manager of Purchasing and Risk Management approval.

6.2 When calculating the cumulative value of Change Orders, the value is calculated by reference to all Change Orders issued under the relevant Construction Contract.

6.3 Change Orders must meet the Mandatory Conditions set out in section 4, including the requirement that the Change Order is within the Approved Budget.

COMPETITION REQUIREMENTS FOR PROCUREMENT TRANSACTIONS

7.1 Metro Vancouver's primary goal in the procurement process is to attain best value, using processes that are competitive, open, transparent, non-discriminatory and support Metro Vancouver's commitment to sustainability.

7.2 The type of competition required for Metro Vancouver procurement is based on the dollar value and nature of the specific Procurement Transaction, ensuring the cost and time associated with using a competitive process is proportionate to the benefit received. Competition requirements apply to the original procurement process and Contract award.

7.3 Contracts for Goods and Services arranged with the assistance of a third party, such as a broker or other intermediary, must be awarded using a process that is consistent with this Policy.

7.4 For these competition requirements, the value of Multi-Phase Contracts is calculated based on the anticipated total value of the Services to be provided over all phases, excluding taxes.

BOARD POLICY

7.5 Sole Source Exception

A Contract may be sole sourced without a competitive process (a "**Sole Source Exception**") when:

a) The Original Value is $5,000 or less; or

b) Goods, Services or Construction are urgently required and delay would be injurious to the public interest; or

c) Only one party is available and capable of performing the Contract; or

d) The Contract is within the authority of the Division Manager or Category Manager, Purchasing and Risk Management who has determined a competitive process would not be practical; or

e) The Contract is within the authority of the Chief Administrative Officer/Commissioner or the Chief Financial Officer, who has determined a competitive process would not be practical; or

f) The Contract is for archaeological work pursuant to section 7.6(b)(i) and the Chief Administrative Officer/Commissioner and the Chief Financial Officer has determined that a competitive process for such work is not appropriate; or

g) The Board of Directors has authorized a sole source Contract at their discretion.

The Procurement Contracting Authority may, at its discretion, seek General Manager approval for the Sole Source Exception.

7.6 First Nation Entities Participation

a) Where a Metro Vancouver project or activity is located on or in proximity to First Nation Lands, the procurement process may include one or more of the following:
   i. Unbundle large procurement competitions so that First Nation Entities can participate in the procurement process; or
   ii. Include provisions in the procurement documents that give preference to a First Nation Entity, or a proponent that sub-contracts a portion of the work to a First Nation Entity.

b) Where a Metro Vancouver project or activity is located within a First Nation's Traditional Territory and archaeological work is required, the procurement process will seek the First Nation's input and recommendations for qualified archaeological consultants:
   i. If only one recommendation is received, Metro Vancouver may unbundle all or a portion of the archaeological work and may sole source, under the provisions of section 7.5, the unbundled portion to the recommended consultant; or
   ii. If more than one recommendation is received, Metro Vancouver may unbundle all or a portion of the archaeological work and undertake a procurement competition in accordance with this Policy.

BOARD POLICY

7.7 Discretionary Competitive Process

Contracts for Procurement Transactions in the following dollar value ranges:

a) Goods and Services: Original Value $5,000 to $75,000; and
b) Construction: Original Value $5,000 to $200,000,

must be awarded using a process that is appropriate to the value and complexity of the Procurement Transaction. Procurement staff may seek bids on an invitation-only basis. Under this process, procurement staff should seek a minimum of three bids.

7.8 Formal Competitive Process

For Contracts for Procurement Transactions in the following dollar value ranges:

a) Goods and Services: Original Value $75,000 or greater; and

b) Construction: Original Value $200,000 or greater, procurement staff must endeavour to use a formal, public procurement process that is competitive, open, transparent, non-discriminatory and supports Metro Vancouver's commitment to sustainability.

REAL PROPERTY CONTRACTING AUTHORITY

8.1 Subject to the terms of this Policy, statutory requirements, and Metro Vancouver bylaws, the following positions have authority ("**Real Property Contracting Authority**") to execute Real Property Contracts for Real Property Transactions up to the identified limits, excluding taxes:

a) **Standard Real Property Transactions**:
   i. Designated housing staff (Metro Vancouver Housing Corporation only): residential tenancies;
   ii. Property Division Manager:
      (1) $250,000 with Director approval, and
      (2) $500,000 with General Manager approval;
   iii. Chief Administrative Officer/Commissioner: $2,000,000 with Chief Financial Officer, General Manager and Property Division Manager approval; and
   iv. As directed by the Board: over $2,000,000.

b) **Long Term Real Property Transactions:**
   i. Chief Administrative Officer/Commissioner: $500,000 with General Manager and Property Division Director approval, excluding any Disposition of a fee simple interest; and
   ii. As directed by the Board: over $500,000, and any Disposition of a fee simple interest.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Attachment 2

BOARD POLICY

ASSET DISPOSAL

Effective Date: April 29, 2016

Approved By: GVRD Board

Policy No. FN-011

PURPOSE

To provide direction regarding the disposal of surplus assets, assets that have reached the end of their economic life and salvage assets owned by Metro Vancouver.

Metro Vancouver's *Asset Disposal Policy* supports the following broad objectives:

- Efficient and effective disposal of assets;
- Highest economic value to Metro Vancouver;
- Non-discriminatory and transparent disposal process; and
- Minimum environmental impacts.

DEFINITIONS

"Assets" are defined as any items of economic value that could be converted to cash;

"Economic life" means the period of time during which assets may be put towards profitable use in a business. Economic life is usually shorter than physical life because assets may become obsolete or too costly to maintain before they are worn out;

"Employee" means an exempt or union employee of Metro Vancouver including an Officer;

"Salvage Assets" are defined as any recovered or reclaimed items of economic value that could be converted to cash. Salvage materials include, scrap metal from steel pipe, stainless steel, insulated wire, copper, brass, aluminium, and tin, which are considered to have economic value to Metro Vancouver; and

"Surplus Assets" are defined as tangible assets that have economic value that could be converted to cash but are no longer needed and cannot be used in any area within Metro Vancouver. These assets can include office furniture and equipment, computers, audio-visual equipment, marine and industrial equipment, lab equipment, construction tools and equipment, and corporate vehicles.

POLICY

This Policy is intended to provide clear direction on the disposition of Metro Vancouver surplus assets, assets that have reached the end of their economic life and salvage assets, but excludes the disposition of electronic equipment covered under the *Electronic Equipment Disposition Policy*. The disposition of assets shall support Metro Vancouver's commitment to sustainability by following a

BOARD POLICY

process that ensures maximum economic value for the Corporation, is transparent and non-discriminatory and considers environmental impacts.

The disposal of assets will be coordinated by the Purchasing Division within the Financial Services Department.

1. Surplus Assets

a) The General Manager or Senior Director within the Department responsible for the assets shall determine and declare when assets are deemed surplus (refer to the Appendix for type of assets and responsible Department).

b) The assets must first be offered at no charge to other potential users within Metro Vancouver.

c) If the assets cannot be used by another user within Metro Vancouver, they are deemed surplus and must be disposed of through the Purchasing Division by way of public auction, trade-in, public tender, negotiated sale or other means that maximizes economic value for Metro Vancouver.

d) In no event shall Surplus Assets be directly sold to an employee by Metro Vancouver.

e) In the event of sections (c) and (d) above, proof of authorization must be retained for up to two years from the date of disposal.

f) In no event shall Surplus Assets be offered to anyone outside Metro Vancouver (including any non-profit organization) unless in accordance with Section 4.

g) In the event Surplus Assets cannot be sold or traded for use, they shall be recycled in a manner that minimizes environmental impacts.

2. Assets at End of Economic Life

a) The General Manager or Senior Director within the Department responsible for the assets shall determine and declare when the assets are at the end of their economic life (refer to the Appendix for the type of assets and responsible Department).

b) Assets that have reached the end of their economic life must be disposed of through the Purchasing Division by way of public auction, trade-in, public tender, negotiated sale or other means that maximizes economic value for Metro Vancouver.

c) In no event shall assets at the end of their economic life be directly sold to an employee by Metro Vancouver.

BOARD POLICY

d) In the event of sections (b) and (c) above, proof of authorization must be retained for up to two years from the date of disposal.

e) In no event shall assets at the end of their economic life be offered to anyone outside Metro Vancouver (including any non-profit organization) unless in accordance with Section 4.

f) In the event assets at the end of their economic life cannot be sold or traded for use, they shall be recycled in a manner that minimizes environmental impacts.

3. Salvage Assets

a) The General Manager, Senior Director or designated staff within the Department responsible for the assets shall determine and declare when the assets are considered salvage (refer to the Appendix for the type of assets and responsible Department).

b) A list of salvage assets shall be documented in the Salvage Asset Tracking Sheet.

c) A copy of the Salvage Asset Tracking Sheet shall be provided to Financial Services on a monthly basis by email or inter-office mail with supporting documentation, as appropriate. Original copies of the document are to be maintained in the files on site for a year.

d) The Purchasing Division is responsible for the disposal of salvage assets, which can only be completed through an approved recycling dealer.

4. Donation of Assets

a) Only surplus assets or assets at the end of their economic life are eligible for donation.

b) The donation of surplus assets or assets at the end of their economic life must meet the following criteria:
   i) The donation must provide a clear and positive community benefit to the Metro Vancouver region;
   ii) The donation must offer specific benefits to Metro Vancouver, or its members;
   iii) The entity that is receiving the donation must have a mandate with a community objective and purpose that is consistent with Metro Vancouver's vision, mission and roles; and
   iv) The entity receiving the donation must be a registered charitable organization or not-for-profit entity.

c) Surplus assets or assets at the end of their economic life that are to be donated must receive prior approval from the Chief Administrative Officer (CAO), with a recommendation from the Chief Financial Officer (CFO), and the Division Manager of Purchasing and Risk Management.

BOARD POLICY

d) When more than one non-profit organization requests the donation of surplus assets, organizations shall be considered equally using the criteria as outlined in section 4(b) above.

e) The donation of surplus assets which have an original combined cost that exceeds $100,000 requires Board approval.

f) Proof of authorization by the Chief Administrative Officer (CAO) must be retained for up to two years from the date of donation.

5. Proceeds on Asset Disposal

a) All proceeds in exchange of the disposed assets shall be remitted directly to Metro Vancouver Financial Services Department.

b) Proceeds shall be in the form of cheque, electronic funds transfer, or if the transaction is less than $5,000, a credit card may be used.

Related References

This Policy is to be followed in coordination with the following:

- *Real Property Contracting Authority Policy*
- *Procurement and Contracting Employee Procedures*
- *Spending Authority Policy*
- *Electronic Equipment Disposition Policy*

BOARD POLICY

APPENDIX

Asset Category and Responsible Department Table

The following table lists the type of assets and the subsequent Department that is responsible for determining whether assets are surplus, at the end of their economic life or salvage. It is intended to provide guidance and can be amended as required.

Asset	Responsible Department
Furniture and Office Equipment	Corporate Services (Building Operations)
Information Technology (IT) Equipment	Corporate Services (Information Technology)
Fleet and Marine Equipment	Financial Services (Fleet Services)
Safety Equipment	Corporate Services (Safety Security Emergency Management)
Industrial Equipment	User Department (Water, Liquid Waste, Solid Waste, Housing, Regional District)
Construction Tools and Equipment	User Department (Water, Liquid Waste, Solid Waste, Housing, Regional District)
Lab Equipment	User Department (Water, Liquid Waste, Solid Waste, Housing, Regional District)

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Attachment 4
BOARD POLICY

PROCUREMENT AND ASSET DISPOSAL AUTHORITY POLICY

Effective Date: June 1, 2024

Approved By: MVRD/GVWD/GVS&DD/MVHC Boards

Policy No. FN-031

PURPOSE

1.1 This Policy:

a) applies to the Metro Vancouver Regional District ("**MVRD**"), the Greater Vancouver Water District ("**GVWD**"), the Greater Vancouver Sewerage and Drainage District ("**GVS&DD**"), and the Metro Vancouver Housing Corporation ("**MVHC**") in the performance of their respective duties and responsibilities when engaging in the procurement of Goods, Services and Construction;

b) outlines the requirements for the procurement of Goods, Services and Construction, as well as the Disposition of Surplus Assets, Obsolete Assets, and Salvage Assets, to achieve overall Best Value for Metro Vancouver; and

c) outlines certain fundamental principles that Metro Vancouver considers applicable to public procurement.

POLICY GOALS

2.1 The goals of this Policy are as follows:

a) to achieve an open, transparent, non-discriminatory and competitive process for the procurement of Goods, Services and Construction that provides Best Value for Metro Vancouver and applies leading practices, risk mitigation strategies and strong financial controls to the procurement process;

b) to ensure compliance with Metro Vancouver's bylaws, its Board and Corporate Policies, the interprovincial, national and international trade agreements that are binding on Metro Vancouver, and all other provincial and federal laws and regulations that apply to the procurement of Goods, Services and Construction;

c) to achieve a transparent, non-discriminatory, efficient and effective process for the Disposition of Surplus Assets, Obsolete Assets, and Salvage Assets that provides Best Value for Metro Vancouver and minimizes environmental impacts; and

d) to optimize Best Value by ensuring that Metro Vancouver utilizes the Procurement Division of the Procurement and Real Estate Services Department ("**PRS**") to conduct all

BOARD POLICY

Calls and to oversee the Disposition of Surplus Assets, Obsolete Assets, and Salvage Assets.

DELEGATION OF AUTHORITY

3.1 The following instruments, this Policy and the *Corporate Procurement Policy* provide the delegated authority for Metro Vancouver staff to enter into Contracts for or on behalf of Metro Vancouver:

Metro Vancouver Entity	Delegation Instrument
MVRD	*Officers and Delegation Bylaw No. 1208, 2014*
GVWD	*Officers and Delegation Bylaw No. 247, 2014*
GVS&DD	*Officers and Delegation Bylaw No. 284, 2014*
MVHC	By Resolution

3.2 Nothing in this Policy delegates authority to non-Metro Vancouver staff to approve, Award, execute or enter into Contracts for or on behalf of Metro Vancouver.

POLICY ADMINISTRATION

4.1 The Procurement Division of PRS, overseen by the Director, Procurement, is the owner and administrator of this Policy. Except where separately authorized by a Department Head, the Corporate Solicitor, the CAO, or the Board, all procurement of Goods, Services and Construction and all Dispositions of Surplus Assets, Obsolete Assets, and Salvage Assets are to be administered by the Procurement Division of PRS.

TRANSACTIONS NOT SUBJECT TO THIS POLICY

5.1 The following Contracts and types of transactions are not covered by this Policy (but may be governed by other Board or Corporate Policies or Metro Vancouver bylaws):

a) the purchase of regulated tariffed services (e.g. electricity, transmission portion of natural gas, cable, tariff portion of non-wireless telecommunications services);

b) financial grants from other governmental authorities to Metro Vancouver;

c) financial grants from Metro Vancouver to non-profit organizations as authorized by the Board;

d) tax rebates;

e) the procurement of Goods or Services from other governmental authorities;

f) Real Estate transactions as governed by the *Real Estate Authority Policy* (No. FN-032) and the *Delegation of Real Estate Authority Policy* (No. FN-033), including the acquisition, disposition, use or management of Real Estate;

g) sponsorships as governed by the *Sponsorship Policy* (No. FN-008); and

h) the retention of external legal counsel and related experts (such as expert witnesses) as governed by the *Legal Services Policy* (No. GV-029).

DEFINITIONS AND INTERPRETATION

6.1 Capitalized terms used in this Policy are defined as follows:

"**Administrative Amendment**" means any change to a Contract that is not a Contract Amendment or a Change Order;

"**Approved Budget"** means the authorized budget (including any contingency amounts) for the capital project or operating program under which the applicable Goods, Services or Construction will be procured pursuant to this Policy and the *Corporate Procurement Policy*, that is approved for expenditure in accordance with the Board-approved budget;

"**Assets**" means any items which are considered to have Economic Value to Metro Vancouver, but excluding Real Estate;

"**Award**" or "**Awarded**" means the decision by Metro Vancouver to enter into a Contract in accordance with this Policy;

"**Best Value**" means the optimal combination of Technical Value, Economic Value, Environmental Value and Social Value, as determined in accordance with the specific criteria and weighting for each criterion established by Metro Vancouver for the applicable procurement. For Dispositions of Assets, "Best Value" means the optimal combination of Economic Value and Environmental Value;

"**Bid**" means, in response to a Call, either: (i) a legally binding tender or quotation which upon written acceptance by Metro Vancouver, automatically creates a Contract; (ii) a non-binding quotation or proposal which forms the basis of a negotiated Contract; or (iii) any non-binding pre-qualification submission, expression of interest, or request for information which may form the basis of a subsequent Call;

"**Bidder**" means any legal entity submitting a Bid in response to a Call;

"**Board**" means, collectively, the MVRD Board of Directors, the GVWD Board of Directors, the GVS&DD Board of Directors, and the MVHC Board of Directors, or any one of them, as the

context requires. For the procurement of Goods, Services or Construction, "Board" means the Board of Directors of the Metro Vancouver entity undertaking the procurement;

"**Call**" means a request or invitation by Metro Vancouver for a Bid, including but not limited to requests for proposal, requests for expressions of interest, invitations to tender, invitations to quote, and invitations to offer;

"**CAO**" means the person appointed from time to time as the Chief Administrative Officer or Commissioner, as the context requires;

"**CFO**" means the person appointed from time to time as the Chief Financial Officer;

"**Change Order**" means any change to the scope, specifications, schedule or Total Price of a Construction Contract and in a manner consistent with the original intent of the Construction Contract;

"**Commitment Authority**" means the authority to Award a Contract, including an Administrative Amendment, Contract Amendment or Change Order, as the context requires, in accordance with this Policy and the *Corporate Procurement Policy* or as the applicable Board otherwise directs;

"**Construction**" means the building, erection, installation, repair, addition, renovation, protection, restoration, demolition, deconstruction, decommissioning, or removal of all things, including but not limited to buildings, improvements and other facilities, pipes, roads, reservoirs, tanks, land filling, excavation, landscaping, water and sewerage treatment facilities, pump stations, dams, intake and outfall facilities, dredging, and the related supply of Goods, Services and/or leased equipment;

"**Construction Contract**" means a contract for Construction;

"**Contract**" means a Construction Contract or a Contract for Goods and Services, as the context requires. For greater certainty, a Contract includes documents that create or modify, or may create or modify, legal rights and obligations of the parties to the Contract, including but not limited to any: (i) purchase order; (ii) work order; (iii) Change Order; (iv) memorandum of understanding, letter of understanding, letter of intent, or similar; (v) standing offer; (vi) supply arrangement; (vii) notice or other communication to a prospective supplier prior to a Contract, including a notice to award, conditional notice to award, notice or permission to proceed or start work prior to Award or Contract; (viii) assignment or consent to assignment of a Contract; (ix) security for performance of a Contract such as a letter of credit, bond, insurance, deposit, security interest, and other financial instruments; (x) Contract Amendment; or (xi) Administrative Amendment;

BOARD POLICY

"**Contract Amendment**" means any change to the scope, specifications, schedule or Total Price of a Contract for Goods and Services and in a manner consistent with the original intent of the Contract for Goods and Services;

"**Contract for Goods and Services**" means a contract for the supply (by way of sale, conditional sale, lease or otherwise) of Goods and/or Services;

"**Contracting Authority**" means the authority to execute and deliver a Contract, including an Administrative Amendment, Contract Amendment or Change Order, as the context requires, in accordance with this Policy and the *Corporate Procurement Policy* or as the applicable Board otherwise directs;

"**Co-operative Procurement**" means the procurement of Goods, Services or Construction in cooperation with other governmental authorities;

"**Corporate Procurement Policy**" means the *Delegation of Procurement Authority Policy* (No. FN-034) as amended or replaced by the CAO from time to time;

"**Corporate Solicitor**" means the person appointed from time to time as the Corporate Solicitor;

"**Department Head**" means the following Metro Vancouver officials, as the context requires: (i) a General Manager; (ii) a Deputy CAO; or (iii) a Deputy General Manager;

"**Deputy CAO**" means the person(s) appointed from time to time as the Deputy Chief Administrative Officer;

"**Deputy General Manager**" means the person appointed from time to time as the Deputy General Manager of the applicable Metro Vancouver department;

"**Direct Award**" or "**Direct Awarded**" means the Award of a Contract without issuing a Call;

"**Director, Procurement**" means the person appointed from time to time as the Director, Procurement;

"**Dispose**" or "**Disposition**" means to transfer by any method, including to assign, give, sell, grant, charge, convey, lease, divest, dedicate, release, exchange, or alienate, and to agree to do any of those things;

"**Economic Life**" means the period of time during which Assets may be put towards profitable use in a business, which period is generally shorter than physical life as Assets may become obsolete or too costly to maintain before they are worn out;

"**Economic Value**" means the financial costs and benefits to Metro Vancouver of Goods, Services and Construction during their acquisition, use and end-of-life phases (i.e. lifecycle costs) including factors such as transportation emissions, training, economic development impacts, energy consumption, disposal and other related costs. For Dispositions of Assets, "Economic Value" means the ability to convert an Asset into cash;

"**Environmental Value**" means the ability to protect and enhance the climate, ecology and natural resources for future generations through approaches that reduce carbon dependency, enhance energy resilience, conserve energy and resources, and reduce waste and toxins;

"**First Nation Entity**" means any business arrangement in which First Nation individuals and/or First Nation communities have an ownership or other interest, and includes a business entity identified by a First Nation community as its designated business partner;

"**First Nation Lands**" means Indian Reserves or Treaty Lands;

"**First Nation Traditional Territory**" means the geographic area identified by a First Nation to be the area of land which they and/or their ancestors traditionally occupied or used;

"**General Manager**" means a member of the Metro Vancouver Corporate Planning Committee (CPC);

"**General Manager, PRS**" means the person appointed from time to time as the General Manager, PRS;

"**Goods**" means material, supplies, equipment and other tangible or intangible property, whether or not existing at the time of the Contract, but excluding Real Estate;

"**GVS&DD**" has the meaning set out in Section 1.1(a);

"**GVWD**" has the meaning set out in Section 1.1(a);

"**Mandatory Conditions**" has the meaning set out in Section 7.1;

"**Maximum Contract Term**" means the maximum term of a Contract (including all options to extend or rights of renewal) as prescribed by this Policy;

"**Metro Vancouver**" means, collectively, MVRD, GVWD, GVS&DD, and MVHC, or any one of them, as the context requires;

BOARD POLICY

"**Multi-Phase Contract**" means a Construction Contract where Services are provided in phases, with progression (if any) from the initial to further phases being determined by project requirements;

"**MVHC**" has the meaning set out in Section 1.1(a);

"**MVRD**" has the meaning set out in Section 1.1(a);

"**Obsolete Assets**" means tangible Assets which are at the end of their Economic Life and cannot be used by Metro Vancouver;

"**PRS**" has the meaning set out in Section 2.1(d);

"**Real Estate**" means land with or without improvements affixed to the land, any interest in land, air, or water (including any right, title or estate in it of any tenure), or any right to occupy or use land, air, or water;

"**Revenue-Generating Contract**" means any Contract which requires or contemplates revenues derived from the Contract to be paid to Metro Vancouver;

"**Salvage Assets**" means any recovered or reclaimed Assets, which may include but are not limited to scrap metal from steel pipe, stainless steel, insulated wire, copper, brass, aluminum, and tin;

"**Services**" means services that are not provided or performed by Metro Vancouver staff;

"**Social Value**" means the ability to cultivate and sustain vibrant, creative, safe, affordable and caring communities for the wide diversity of individuals and families to live in, work in and visit the Metro Vancouver region and beyond;

"**Solicitation**" means the process of communicating a Call to prospective Bidders;

"**Surplus Assets**" means tangible Assets which are no longer needed and cannot be used by Metro Vancouver, which may include but are not limited to office furniture and equipment, computers, audio-visual equipment, marine and industrial equipment, lab equipment, Construction tools and equipment, and corporate vehicles;

"**Technical Value**" means the ability to meet all business requirements, including but not limited to specifications, delivery model, timelines, personnel, Contract terms and conditions, user expectations, Goods and Services requirements, and transition requirements;

BOARD POLICY

"**Total Price**" means the total price payable for all Goods, Services and/or Construction under a Contract over the entire term of the Contract, as of the effective date of the Contract, excluding sales or other taxes payable, but which may include, at the discretion of the applicable Metro Vancouver staff member(s) having Commitment Authority, (i) the value of options to purchase additional Goods, Services and/or Construction during the term, and (ii) the value of Goods, Services and/or Construction for any renewed optional Contract term. For Revenue-Generating Contracts, "Total Price" means the anticipated gross revenue to be received by Metro Vancouver over the entire term of the Contract. For Multi-Phase Contracts, "Total Price" means the anticipated total price payable for the Services to be provided over all phases, excluding sales or other taxes payable. For Dispositions of Assets, "Total Price" means the total price originally paid by Metro Vancouver for the Asset; and

"**Unsolicited Proposals**" means proposals received by Metro Vancouver independently of a Call and which are typically submitted by third parties wishing to sell certain Goods, Services or Construction to Metro Vancouver.

6.2 All references in this Policy to an employee, official, officer, or other representative of Metro Vancouver are deemed to include any designate, deputy, or anyone else authorized in writing by such employee, official, officer, or other representative (or by Board resolution) to act in that person's position. For purposes of this Policy, any supervisor of an employee, official, officer, or other representative of Metro Vancouver is deemed to have the same authority as that person's position.

6.3 Where the title or name of any position, division, or department is changed following the adoption of this Policy as a result of a reorganization of Metro Vancouver's functions or for any other reason, the CAO will have the authority to amend this Policy to reflect such change, provided that the Board is duly informed within a reasonable time of any such amendment.

MANDATORY CONDITIONS FOR COMPLETING A PROCUREMENT

7.1 Metro Vancouver staff are not authorized to procure any Goods, Services or Construction under any Contract, including Contract Amendments and Change Orders, for or on behalf of Metro Vancouver unless the following conditions are satisfied (the "**Mandatory Conditions**"):

a) Approved Budget is in place for the procurement;

b) the procurement has been authorized by the Board or the Metro Vancouver staff member(s) having Commitment Authority and Contracting Authority for the applicable Contract; and

c) the procurement is required to support the short-term or long-term plans, priorities or ongoing operations of Metro Vancouver as set out in the Board Strategic Plan.

BOARD POLICY

COMPETITION AND COMPETITIVE BIDDING

8.1 Except where expressly authorized by this Policy or the Board having jurisdiction, Metro Vancouver will procure all Goods, Services and Construction through an open, public, competitive Call.

8.2 The type of competition required for Metro Vancouver procurement is based on the dollar value and nature of the specific Goods, Services or Construction, ensuring the cost and time associated with using a competitive process is proportionate to the benefit received.

8.3 No public Call will be required for:

a) Contracts for Goods and Services that are expected to have a Total Price of up to $75,000; and

b) Construction Contracts that are expected to have a Total Price of up to $200,000.

The Director, Procurement will endeavor to obtain a minimum of three (3) Bids for the foregoing Contracts.

8.4 The Director, Procurement will procure through a public Call:

a) Contracts for Goods and Services that are expected to have a Total Price of greater than $75,000; and

b) Construction Contracts that are expected to have a Total Price of greater than $200,000.

Solicitation for the foregoing Contracts will be by way of posting the Call particulars through an electronic bidding system accessible to the general public. In addition to posting through the electronic means, local, regional, national, or international advertising may be carried out at the discretion of the Director, Procurement.

8.5 All Unsolicited Proposals will be under the purview of the Director, Procurement.

COMMITMENT AUTHORITY AND CONTRACTING AUTHORITY

9.1 Subject to the terms of this Policy, any statutory requirements, and Metro Vancouver bylaws, the CAO has Commitment Authority and Contracting Authority for:

a) any Contract having a Total Price of up to $10,000,000; and

b) any subsequent Contract Amendments or Change Orders which do not, when combined with the Total Price of the Contract, exceed the Approved Budget at the time of the Contract Amendment or Change Order.

The CAO has the authority to further sub-delegate all such Commitment Authority and Contracting Authority to designated Metro Vancouver staff members as set out from time to time in the *Corporate Procurement Policy*.

9.2 For any Contract having a Total Price of greater than $10,000,000:

a) only the Board having jurisdiction has Commitment Authority;

b) Contracting Authority will be determined by the applicable Board in its sole discretion; and

c) subject to the terms of this Policy, any statutory requirements, and Metro Vancouver bylaws, the CAO has Commitment Authority and Contracting Authority for any subsequent Contract Amendments or Change Orders which do not, when combined with the Total Price of the Contract, exceed the Approved Budget at the time of the Contract Amendment or Change Order.

The CAO has the authority to further sub-delegate the Commitment Authority and Contracting Authority under Section 9.2(c) to designated Metro Vancouver staff members as set out from time to time in the *Corporate Procurement Policy*.

9.3 In addition, all Contract Amendments and Change Orders will be subject to:

a) any Contract Amendment and Change Order approval process established by the CFO from time to time; and

b) confirmation by the Director, Procurement that the Contract Amendment or Change Order falls within the existing scope of work of the Contract or applicable Call.

9.4 Procuring Goods, Services or Construction through a broker or other intermediary or splitting procurement transactions into multiple increments to circumvent this Policy, the *Corporate Procurement Policy*, or any Commitment Authority or Contracting Authority threshold is not permitted.

9.5 The CAO has Commitment Authority and Contracting Authority for any Administrative Amendment. The CAO has the authority to further sub-delegate such Commitment Authority and Contracting Authority to designated Metro Vancouver staff members as set out from time to time in the *Corporate Procurement Policy*.

GENERAL EXCEPTIONS TO COMPETITIVE BIDDING – PERMITTED DIRECT AWARD

BOARD POLICY

10.1 Notwithstanding Section 8.1, an open, public, competitive Call is not required and a Direct Award is permitted if:

a) the Total Price of the Contract does not exceed $25,000;

b) the Director, Procurement and the applicable Department Head have determined that Goods, Services or Construction are urgently required and reasonably necessary to protect life/health (human, animal or plant) or property and any delay would be injurious to the public interest; provided that, in the event of any disagreement between the Director, Procurement and the applicable Department Head, the CAO will make the final determination;

c) there is a single-supplier or other exigent circumstances which preclude an open, public, competitive Call and the following conditions are satisfied:

i. the Director, Procurement has determined that the contemplated Direct Award will provide Best Value for Metro Vancouver;

ii. in the case of a Contract for Goods and Services having a Total Price of greater than $75,000 or a Construction Contract having a Total Price of greater than $200,000, the Director, Procurement has publicly posted a Notice of Intent to Contract for ten (10) business days;

iii. if applicable, no complaints or concerns have been lodged in response to the Notice of Intent to Contract, or if any complaints or concerns have been communicated, the applicable Department Head and the Director, Procurement have reviewed the same and have authorized the Direct Award to proceed; and

iv. the Contract is Awarded and executed in accordance with the Commitment Authority and Contracting Authority requirements set out in this Policy or the *Corporate Procurement Policy*, as applicable;

d) the Contract is for archaeological work pursuant to Section 11.2;

e) subject to the Total Price threshold set out in Section 9.1(a), the CAO at their discretion has determined that the Direct Award would be in the public interest and has authorized the same;

f) the Board at their discretion has determined that the Direct Award would be in the public interest and has authorized the same; or

g) the Director, Procurement has authorized participation in a Co-operative Procurement process.

FIRST NATION ENTITIES PARTICIPATION

11.1 Where a Metro Vancouver project or activity is located on or in proximity to First Nation Lands, the procurement process may include one or more of the following:

a) unbundle large procurement competitions so that First Nation Entities can participate in the procurement process; or

b) include provisions in the procurement documents that give preference to a First Nation Entity, or a Bidder that sub-contracts a portion of the work to a First Nation Entity.

11.2 Where a Metro Vancouver project or activity is located within a First Nation Traditional Territory and archaeological work is required, the procurement process will seek the First Nation's input and recommendations for qualified archaeological consultants:

a) if only one recommendation is received, Metro Vancouver may unbundle all or a portion of the archaeological work and may Direct Award, under the provisions of Section 10.1, the unbundled portion to the recommended consultant; or

b) if more than one recommendation is received, Metro Vancouver may unbundle all or a portion of the archaeological work and undertake a procurement competition in accordance with this Policy.

SUSTAINABLE, SOCIAL AND ETHICAL PROCUREMENT

12.1 Sustainable, social and ethical procurement aligns with Metro Vancouver's long term priorities and commitments to sustainability, equity and regional prosperity as set out in the Board Strategic Plan. Metro Vancouver is committed to optimizing social and environmental benefits to the region in accordance with Best Value requirements throughout its procurement processes.

12.2 Metro Vancouver intends to recognize excellence, leadership and innovation in sustainability, environmental stewardship, equity and fair labour practices within the supplier selection process. Metro Vancouver will undertake to do so in accordance with any sustainable, social and/or ethical procurement policies and procedures that are in effect from time to time.

MAXIMUM CONTRACT TERM

13.1 Subject to any statutory requirements, the Director, Procurement in consultation with the applicable Department Head will set the Maximum Contract Term for a Call. For proposed Maximum Contract Terms of ten (10) years or greater, such terms will be subject to the approval of the CAO in addition to compliance with any statutory requirements.

BOARD POLICY

CONTRACT EXTENSIONS

14.1 Contracts may only be extended past the Maximum Contract Term where one of the following conditions are met:

a) the extension is a permitted Direct Award in accordance with Section 10.1; or

b) there is (or is about to be) a new Call for the Goods, Services or Construction and the Director, Procurement and applicable Department Head have determined that an extension is required to provide time to complete the new Call. In this case, the applicable Department Head will have Commitment Authority and the Director, Procurement, or the CAO, will have Contracting Authority for the extension, provided that the extension:

i. is no longer than twelve (12) months;

ii. when combined with the Total Price of the Contact does not exceed $20,000,000 or the Approved Budget; and

iii. is executed by the parties to the Contract before the expiry of the term.

CO-OPERATIVE PROCUREMENT

15.1 The Director, Procurement may participate in Co-operative Procurement.

15.2 The provisions of this Policy apply to the rights and obligations assumed by Metro Vancouver with respect to any Co-operative Procurement process.

CANCELLATION OF CALLS

16.1 The Director, Procurement will be authorized to cancel any Call where:

a) there is a request by the applicable Department Head and responses are greater than the Approved Budget for the Award in respect of the Call;

b) in the opinion of the Director, Procurement or the applicable Department Head:

i. a change in the scope of work, specifications or other authorizations is required and therefore a new Call should be issued; or

ii. the Goods, Services or Construction to be provided pursuant to the Call no longer meet Metro Vancouver's requirements; or

c) in the opinion of the Director, Procurement the integrity of the Call process has been compromised.

BOARD POLICY

ADMINISTRATION OF CONTRACTS

17.1 Following the exercise by the Procurement Division of PRS of its primary authority over a Call or a contemplated Direct Award, as applicable, and where a Contract results from the Call or contemplated Direct Award, the applicable Department Head will have the primary responsibility for the proper administration and enforcement of the Contract, subject to the *Legal Services Policy* (No. GV-029) and subject to the requirements for any Administrative Amendments, Contract Amendments and Change Orders as set out in this Policy and the *Corporate Procurement Policy*.

DISPOSITION OF ASSETS

18.1 The Disposition of Assets will be coordinated by the Procurement Division of PRS following a process that is transparent and non-discriminatory and which ensures Best Value for Metro Vancouver.

18.2 The Disposition of Surplus Assets will be carried out in accordance with the following:

a) the Department Head responsible for the applicable Assets will determine and declare when such Assets are deemed to be Surplus Assets (refer to the Appendix for the type of Assets and responsible Department);

b) the Surplus Assets must first be offered at no charge to other potential users within Metro Vancouver;

c) if the Surplus Assets cannot be used by another user within Metro Vancouver, they will be Disposed of through the Procurement Division of PRS by way of public auction, trade-in, public tender, negotiated sale or other means that achieves Best Value for Metro Vancouver;

d) in no event will Surplus Assets be directly sold to Metro Vancouver staff, provided that Metro Vancouver staff will be permitted to participate in any public auction process for such Surplus Assets;

e) in no event will Surplus Assets be offered at no charge to any person outside of Metro Vancouver (including any non-profit organization) unless in accordance with Section 18.5;

f) in the event Surplus Assets cannot be sold or traded for use, they will be recycled in a manner that minimizes environmental impacts; and

g) proof of authorization for the Disposition of Surplus Assets must be retained for up to seven (7) years from the date of Disposition.

18.3 The Disposition of Obsolete Assets will be carried out in accordance with the following:

a) the Department Head responsible for the applicable Assets will determine and declare when such Assets are deemed to be Obsolete Assets (refer to the Appendix for the type of Assets and responsible Department);

b) Obsolete Assets will be Disposed of through the Procurement Division of PRS by way of public auction, trade-in, public tender, negotiated sale or other means that achieves Best Value for Metro Vancouver;

c) in no event will Obsolete Assets be directly sold to Metro Vancouver staff, provided that Metro Vancouver staff will be permitted to participate in any public auction process for such Obsolete Assets;

d) in no event will Obsolete Assets be offered at no charge to any person outside of Metro Vancouver (including any non-profit organization) unless in accordance with Section 18.5;

e) in the event Obsolete Assets cannot be sold or traded for use, they will be recycled in a manner that minimizes environmental impacts; and

f) proof of authorization for the Disposition of Obsolete Assets must be retained for up to seven (7) years from the date of Disposition.

18.4 The Disposition of Salvage Assets will be carried out in accordance with the following:

a) the Department Head responsible for the applicable Assets will determine and declare when such Assets are deemed to be Salvage Assets (refer to the Appendix for the type of Assets and responsible department);

b) a list of Salvage Assets will be documented in a Salvage Asset Tracking Sheet;

c) a copy of the Salvage Asset Tracking Sheet will be provided to the Financial Services Department on a monthly basis by email or inter-office mail with supporting documentation, as appropriate. Original copies of the document are to be maintained in the files on site for seven (7) years; and

d) the Procurement Division of PRS will be responsible for the Disposition of Salvage Assets, which may only be completed through an approved recycling dealer.

18.5 The donation of Assets will be carried out in accordance with the following:

a) only Surplus Assets or Obsolete Assets are eligible for donation;

b) the donation must meet the following criteria:

i. it must provide a clear and positive community benefit to the Metro Vancouver region;

ii. it must offer specific benefits to Metro Vancouver or its members;

iii. the entity that is receiving the donation must have a mandate with a community objective and purpose that is consistent with Metro Vancouver's vision, mission and roles; and

iv. the entity receiving the donation must be a registered charitable organization or non-profit organization;

c) Surplus Assets or Obsolete Assets that are to be donated must receive prior approval from the CAO, with a recommendation from the CFO, and the Director, Procurement;

d) when more than one (1) registered charitable organization or non-profit organization requests the donation of Surplus Assets or Obsolete Assets, organizations will be considered equally using the criteria outlined in Section 18.5(b);

e) the donation of Surplus Assets or Obsolete Assets which individually or in the aggregate have a Total Price of greater than $100,000 requires Board approval; and

f) proof of authorization for the donation of Surplus Assets or Obsolete Assets must be retained for up to seven (7) years from the date of donation.

18.6 All proceeds in exchange of the Disposed Assets will be remitted directly to the Financial Services Department. Proceeds must be in the form of cheque, electronic funds transfer, or if the transaction is less than $5,000, a credit card may be used.

BOARD POLICY

APPENDIX

Asset Category and Responsible Department Table

The following table lists the type of Assets and subsequent department that is responsible for determining whether Assets are Surplus Assets, Obsolete Assets or Salvage Assets. It is intended to provide guidance and can be amended as required.

Asset	Responsible Department
Furniture and Office Equipment	Procurement and Real Estate Services (Facilities)
Information Technology (IT) Equipment	Corporate Services (Information Technology)
Fleet and Marine Equipment	Corporate Services (Fleet Services)
Safety Equipment	Corporate Services (Safety Security Emergency Management)
Industrial Equipment	User Department (Water, Liquid Waste, Solid Waste, Housing, Regional District)
Construction Tools and Equipment	User Department (Water, Liquid Waste, Solid Waste, Housing, Regional District)
Lab Equipment	User Department (Water, Liquid Waste, Solid Waste, Housing, Regional District)

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Attachment 5

BOARD POLICY

REAL ESTATE AUTHORITY POLICY

Effective Date: June 1, 2024

Approved By: MVRD/GVWD/GVS&DD/MVHC Boards

Policy No. FN-032

PURPOSE

1.1 This Policy:

a) applies to the Metro Vancouver Regional District ("**MVRD**"), the Greater Vancouver Water District ("**GVWD**"), the Greater Vancouver Sewerage and Drainage District ("**GVS&DD**"), and the Metro Vancouver Housing Corporation ("**MVHC**") in the performance of their respective duties and responsibilities when entering into Real Estate Transactions; and

b) outlines the authorization and general requirements for entering into Real Estate Transactions for or on behalf of Metro Vancouver.

DELEGATION OF AUTHORITY

2.1 The following instruments, this Policy and the *Corporate Real Estate Policy* provide the delegated authority for Metro Vancouver staff to enter into Real Estate Transactions for or on behalf of Metro Vancouver:

Metro Vancouver Entity	Delegation Instrument
MVRD	*Officers and Delegation Bylaw No. 1208, 2014*
GVWD	*Officers and Delegation Bylaw No. 247, 2014*
GVS&DD	*Officers and Delegation Bylaw No. 284, 2014*
MVHC	By Resolution

2.2 Nothing in this Policy delegates authority to non-Metro Vancouver staff to enter into Real Estate Transactions for or on behalf of Metro Vancouver.

POLICY ADMINISTRATION

3.1 The Real Estate Services Division of the Procurement and Real Estate Services Department ("**PRS**"), overseen by the Director, Real Estate Services, is the owner and administrator of this Policy. Except where separately authorized by a Department Head, the Corporate Solicitor, the CAO, or the Board, all Real Estate Transactions are to be administered by the Real Estate Services Division of PRS.

DEFINITIONS AND INTERPRETATION

4.1 Capitalized terms used in this Policy are defined as follows:

BOARD POLICY

"**Acquire**" or "**Acquisition**" means to obtain Real Estate by any method, including to accept, receive, purchase, be vested with, lease, licence, or take possession, control or occupation of Real Estate, or to agree to do any of those things, but excludes expropriation, except by agreement under section 3 of the *Expropriation Act*;

"**Approved Budget**" means the authorized budget (including any contingency amounts) for the capital project or operating program under which the Real Estate Transaction will be completed pursuant to this Policy and the *Corporate Real Estate Policy*, that is approved for expenditure in accordance with the Board-approved budget;

"**Board**" means, collectively, the MVRD Board of Directors, the GVWD Board of Directors, the GVS&DD Board of Directors, and the MVHC Board of Directors, or any one of them, as the context requires. For Real Estate Transactions, "Board" means the Board of Directors of the Metro Vancouver entity entering into the Real Estate Transaction;

"**CAO**" means the person appointed from time to time as the Chief Administrative Officer or Commissioner, as the context requires;

"**Commitment Authority**" means the authority to approve a Real Estate Transaction, including a Contract Amendment, in accordance with this Policy and the *Corporate Real Estate Policy* or as the applicable Board otherwise directs;

"**Contract**" means a contract, agreement or instrument to Acquire or Dispose of Real Estate, to use or manage Real Estate, or otherwise related to Real Estate, including but not limited to any permit, licence or lease (or any extension thereof), option to purchase, option to lease, broker agency agreement, confidentiality agreement, easement, statutory right of way, covenant or modification thereof, or any other document required to complete a Real Estate Transaction, and any Contract Amendment(s) thereto;

"**Contract Amendment**" means any change to a term, condition or other provision of a duly executed Contract;

"**Contracting Authority**" means the authority to execute and deliver a Contract, including a Contract Amendment, in accordance with this Policy and the *Corporate Real Estate Policy* or as the applicable Board otherwise directs;

"**Corporate Real Estate Policy**" means the *Delegation of Real Estate Authority Policy* (No. FN-033) as amended or replaced by the CAO from time to time;

"**Corporate Solicitor**" means the person appointed from time to time as the Corporate Solicitor;

BOARD POLICY

"**Department Head**" means the following Metro Vancouver officials, as the context requires: (i) a General Manager; (ii) a Deputy CAO; or (iii) a Deputy General Manager;

"**Deputy CAO**" means the person(s) appointed from time to time as the Deputy Chief Administrative Officer;

"**Deputy General Manager**" means the person appointed from time to time as the Deputy General Manager of the applicable Metro Vancouver department;

"**Director, Real Estate Services**" means the person appointed from time to time as the Director, Real Estate Services;

"**Dispose**" or "**Disposition**" means to transfer Real Estate (in whole or in part) by any method, including to assign, give, sell, grant, charge, convey, lease, licence, divest, dedicate, release, exchange, or alienate Real Estate, and to agree to do any of those things;

"**General Manager**" means a member of the Metro Vancouver Corporate Planning Committee (CPC);

"**General Manager, PRS**" means the person appointed from time to time as the General Manager, PRS;

"**GVS&DD**" has the meaning set out in Section 1.1(a);

"**GVWD**" has the meaning set out in Section 1.1(a);

"**Mandatory Conditions**" has the meaning set out in Section 5.1;

"**Metro Vancouver**" means, collectively, MVRD, GVWD, GVS&DD, and MVHC, or any one of them, as the context requires;

"**MVHC**" has the meaning set out in Section 1.1(a);

"**MVRD**" has the meaning set out in Section 1.1(a);

"**PRS**" has the meaning set out in Section 3.1;

"**Real Estate**" means land with or without improvements affixed to the land, any interest in land, air, or water (including any right, title or estate in it of any tenure), or any right to occupy or use land, air, or water;

BOARD POLICY

"**Real Estate Transaction**" means the Acquisition, Disposition, use or management of Real Estate, as documented by a Contract, including but not limited to:

i. the Acquisition or Disposition of a fee simple interest, including in the case of a Road Dedication;

ii. the Acquisition or Disposition of a lease or similar interest;

iii. a residential tenancy agreement;

iv. the Acquisition or Disposition of a licence;

v. the Acquisition of a statutory right of way, easement, covenant, permit, highway use permit, railway line crossing agreement, railway works permit, consent or similar interest;

vi. the Disposition of a statutory right of way, easement, covenant, permit, pipeline crossing, consent or similar interest; and

vii. an application, instrument, or arrangement entered into for, or in anticipation or support of, the Acquisition, Disposition, use or management of Real Estate, including but not limited to an application or agreement for rezoning, official community plan amendment, subdivision approval, a demolition, building or other development permit, use of a public road or highway, use of a railway line, and use of a right of way held by other parties;

"**Regional Park**" means a park dedicated by Metro Vancouver under the *Local Government Act*;

"**Regional Trail**" means a trail dedicated by Metro Vancouver under the *Local Government Act*; and

"**Road Dedication**" means the execution by an owner or a charge holder of a subdivision, reference or explanatory plan showing the dedication of land as road or highway to the public, including an application to deposit any such plan at the Land Title Office.

4.2 All references in this Policy to an employee, official, officer, or other representative of Metro Vancouver are deemed to include any designate, deputy, or anyone else authorized in writing by such employee, official, officer, or other representative (or by Board resolution) to act in that person's position. For purposes of this Policy, any supervisor of an employee, official,

officer, or other representative of Metro Vancouver is deemed to have the same authority as that person's position.

4.3 Where the title or name of any position, division, or department is changed following the adoption of this Policy as a result of a reorganization of Metro Vancouver's functions or for any other reason, the CAO will have the authority to amend this Policy to reflect such change, provided that the Board is duly informed within a reasonable time of any such amendment.

MANDATORY CONDITIONS FOR ENTERING INTO A REAL ESTATE TRANSACTION

5.1 Metro Vancouver staff are not authorized to enter into any Real Estate Transaction (other than a Disposition) for or on behalf of Metro Vancouver unless the following conditions are satisfied (the "**Mandatory Conditions**"):

a) Approved Budget is in place for the Real Estate Transaction;

b) the Real Estate Transaction has been authorized by the Board or the Metro Vancouver staff member(s) having Commitment Authority and Contracting Authority for the applicable Contract; and

c) the Real Estate Transaction is required to support the short-term or long-term plans, priorities or ongoing operations of Metro Vancouver as set out in the Board Strategic Plan.

5.2 Metro Vancouver staff are not authorized to complete a Disposition for or on behalf of Metro Vancouver unless the following Mandatory Conditions are satisfied:

a) the Disposition has been authorized by the Board or the Metro Vancouver staff member(s) having Commitment Authority and Contracting Authority for the applicable Contract; and

b) the Disposition is required to support the short-term or long-term plans, priorities or ongoing operations of Metro Vancouver as set out in the Board Strategic Plan.

COMMITMENT AUTHORITY AND CONTRACTING AUTHORITY

6.1 Subject to the terms of this Policy, any statutory requirements, and Metro Vancouver bylaws, the CAO has Commitment Authority and Contracting Authority for:

a) any Real Estate Transaction having a total value of up to $10,000,000; and

b) in the case of a lease, the exercise of any lease renewal option, provided that:

i. the lease renewal option and the total value (or mechanism to calculate the total value) of its exercise were contemplated in the original Contract; and

BOARD POLICY

ii. the total value of exercising the lease renewal option does not exceed the Approved Budget at the time of exercise.

The CAO has the authority to further sub-delegate all such Commitment Authority and Contracting Authority to designated Metro Vancouver staff members as set out from time to time in the *Corporate Real Estate Policy*.

6.2 For any Real Estate Transaction having a total value of greater than $10,000,000:

a) only the Board having jurisdiction has Commitment Authority;

b) Contracting Authority will be determined by the applicable Board in its sole discretion; and

c) subject to the terms of this Policy, any statutory requirements, and Metro Vancouver bylaws, in the case of a lease, the CAO has Commitment Authority and Contracting Authority for the exercise of any lease renewal option, provided that:

i. the lease renewal option and the total value (or mechanism to calculate the total value) of its exercise were contemplated in the original Contract; and

ii. the total value of exercising the lease renewal option does not exceed the Approved Budget at the time of exercise.

The CAO has the authority to further sub-delegate the Commitment Authority and Contracting Authority under Section 6.2(c) to designated Metro Vancouver staff members as set out from time to time in the *Corporate Real Estate Policy*.

6.3 Notwithstanding anything to the contrary in this Policy, but in each case subject to the *Local Government Act*, only the Board having jurisdiction has Commitment Authority for the Disposition of a fee simple interest in a Regional Park or Regional Trail.

6.4 The Director, Real Estate Services, and Real Estate Services staff designated from time to time by the Director, Real Estate Services, have the authority to execute non-binding Real Estate instruments provided they are expressly subject to the approval, as applicable, of the Board, the CAO or the Metro Vancouver staff member(s) with Commitment Authority for the anticipated Contract as set out in Section 6.1 or Section 6.2 or in the *Corporate Real Estate Policy*.

6.5 Contract Amendments must meet the Mandatory Conditions set out in Section 5.1 or Section 5.2, as applicable.

Attachment 6

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1375, 2024
A bylaw to amend "Greater Vancouver Regional District Officers and Delegation Bylaw No. 1208, 2014"

The Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is “Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024”.

Effective Date

2. This bylaw will come into effect on June 1, 2024.

Amendment of Bylaw

3. "Greater Vancouver Regional District Officers and Delegation Bylaw No. 1208, 2014" is amended as follows:

(a) Recital A is deleted and replaced with the following:

A. The *Local Government Act*, R.S.B.C. 2015, Chapter 1 requires and authorizes a board by bylaw to establish officer positions and by bylaw or resolution to assign powers, duties and functions to officer positions; and

(b) In Section 1.1 the definition for “Act” is deleted and replaced with the following:

“**Act**” means the *Local Government Act*, R.S.B.C. 2015, Chapter 1;

(c) In Section 3.1(a) the number “197” is deleted and replaced with the number “235”.

(d) Section 3.1(b) is deleted and replaced with the following:

(b) the power under section 233(1) (Officers and employees for regional district) of the Act to appoint employees and establish their terms and conditions of employment;

(e) In Section 3.2 the number “199” is deleted and replaced with the number “237”.

(f) In Section 3.3 the number “198” is replaced with the number “236”.

(g) Section 4.1 is deleted and replaced with the following:

4.1 The Board delegates to the Regional District's officers and employees the powers, duties and functions of the Board under section 263(1)(a), (b) and (d) of the Act to enter into transactions relating to the Regional District's activities, works or services, subject to the limitations on that delegated authority set out in this bylaw and the *Procurement and Asset Disposal Authority Policy* and the *Real Estate Authority Policy* adopted by the Board and as may be amended from time to time.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Attachment 9

BOARD POLICY

FLEET PLANNING AND ACQUISITION POLICY

Effective Date: September 23, 2016 (revised June 1, 2024)

Approved By: MVRD Board

Policy No. FN-014

PURPOSE

To provide direction and guidance on planning and acquiring Metro Vancouver's fleet assets.

Metro Vancouver's *Fleet Planning and Acquisition Policy* supports the following broad objectives:

- Fleet assets meet operational service requirements
- Fleet planning and acquisition aims to achieve continuous improvement in reducing fleet greenhouse gas emissions (GHGs)
- Fleet management is financially responsible

DEFINITIONS

"Fleet Assets" means all vehicles and mobile equipment;

"**Life Cycle Costs"** means all costs associated with owning and operating fleet assets, including costs of initial capital, fuel, GHG emissions (using an internal price on carbon where applicable), maintenance, and depreciation, using net present value;

"Mobile Equipment" means all equipment that is engine, motor or non-motor powered with attached or towed equipment including rolling machinery in excess of $2000 capital cost or if driven by Metro Vancouver employees, licenced or unlicensed, owned or leased by Metro Vancouver. Examples of mobile equipment include but are not limited to trailers, boats, movers, loaders, graders, excavators, backhoes, forklifts, tractors, chippers, and mobile generators / pumps; and

"Vehicle" means passenger vehicles including sedans, vans, pick-up trucks, sport utility vehicles (SUVs) or similar, licensed or unlicensed, owned or leased by Metro Vancouver.

POLICY

The *Fleet Planning and Acquisition Policy* aligns with the Board Strategic Plan's livability and sustainability objectives by encouraging Metro Vancouver to mitigate the environmental impact of its corporate fleet through transitioning to low emission technologies, where possible, while maintaining excellent standards in the delivery of regional services.

Metro Vancouver will ensure that fleet planning and acquisition will meet operational service requirements while minimizing fleet greenhouse gas emissions and taking into account life cycle costs.

BOARD POLICY

Fleet planning, acquisition, monitoring, and reporting will be managed by Fleet Services within the Financial Services Department, in coordination with user groups, Air Quality and Climate Change Division, and the Energy Management Group.

1. Fleet Planning

Metro Vancouver's Fleet Services, along with the user groups and the Air Quality and Climate Change Division, will undertake a comprehensive *Fleet Planning Process* for all new and replacement fleet assets that will aim to optimize the size of the overall fleet, ensure fleet assets are chosen to meet typical operational requirements and consider low emission technologies where operationally feasible.

Right-Sizing

a) Fleet services will conduct annual fleet utilization assessments in accordance with *Fleet Utilization Procedures* to optimize the size of Metro Vancouver's fleet while meeting operational needs. The assessments will include a process for identifying under-utilized assets so they can be reallocated or removed from the fleet.

b) Fleet Services, in coordination with user groups, will conduct replacement assessments on current fleet assets to determine when assets are to be replaced, using the applicable *Fleet Assessment Procedures*. Each fleet asset will have assessment plans which considers age, kilometers, maintenance and repair costs, asset condition and utilization to determine replacement decisions.
   i) Vehicles will be considered for replacement after eight years and/or when used over 200,000 km;
   ii) Mobile Equipment will be considered for replacement on a case-by-case basis based on consultation between Fleet Services and the user group.

c) Requests for new fleet assets require the user group to complete and submit a *Fleet Asset Business Case Form* to Fleet Services. The business case must justify the additional fleet asset and demonstrate the operational need it is addressing. All requests are subject to verification and audit by Fleet Services.

d) Fleet Services, in coordination with the user group, will ensure that new and replacement fleet assets are an appropriate size to carry out typical operational requirements.

Low Emission Technologies

a) Fleet Services, in coordination with the Air Quality and Climate Change Division, will develop and annually update a *Low Emission Vehicle Standard.* For each applicable vehicle category, the *Low Emission Vehicle Standard* will create a hierarchy of most-preferred to least-preferred technologies based on GHG emissions. The right-sizing process will identify the applicable vehicle category and typical operational requirements and the *Life Cycle Costing*

BOARD POLICY

Tool will determine which technology from the *Low Emission Vehicle Standard* will be selected for tendering.

b) Recognizing that the technologies used in fleet assets are rapidly changing, Fleet Services in coordination with the Air Quality and Climate Change Division, will identify and evaluate new technologies, including supporting infrastructure, which may provide fuel savings and GHG reductions. As part of the *Fleet Planning Process*, studies of such technologies may be proposed and pursued under the Sustainability Innovation Fund process.

2. Acquisition

Using the *Life Cycle Costing Tool* and the *Low Emission Vehicle Standard*, Fleet Services, in coordination with the Air Quality and Climate Change Division, will purchase vehicles that provide the greatest reduction in greenhouse gas emissions where operationally feasible, based on the Life Cycle Analysis Costing Tool and the applicable Low Emission Vehicle Standard.

For mobile equipment, Fleet Services will purchase, on a case-by-case basis, the lowest emitting mobile equipment asset available that is operationally feasible and financially responsible.

Fleet Services will coordinate with the user group to ensure all fleet asset purchases meet operational requirements.

All Fleet purchases must be in accordance with Metro Vancouver's *Procurement and Asset Disposal Authority Policy*, *Delegation of Procurement Authority Policy*, and the Procurement Policy Guidelines.

3. Monitoring and Reporting

a) Fleet Services will establish a baseline inventory of Metro Vancouver fleet assets and report annually on the financial and GHG emissions reduction performance of the fleet. The baseline inventory will include, but is not limited to, the following information:

- Number of fleet assets by category
- Monthly kilometers driven by vehicle/ monthly hours for mobile equipment
- Fuel consumption by fleet asset
- Fuel cost by fleet asset
- Estimated GHG emissions by fleet asset
- Maintenance cost by fleet asset
- Fuel type by fleet asset

Related Documents:

Fleet Asset Business Case Form

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board

From: Lisa Dominato, Chair, Governance Committee
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: February 19, 2026 Meeting Date: February 27, 2026

Subject: **Board Size and Structure: Evaluation Framework**

RECOMMENDATION
That the MVRD Board receive for information the report titled "Board Size and Structure: Evaluation Framework", dated February 19, 2026.

EXECUTIVE SUMMARY
Metro Vancouver's four Boards - the Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, Metro Vancouver Housing Corporation, and Metro Vancouver Regional District - provide strategic direction and oversight to Metro Vancouver's core services to over 3 million people: Drinking Water, Liquid Waste and Solid Waste Services, Metro Vancouver Housing, Regional Parks, Regional Planning, Air Quality Management, and Invest Vancouver. At its January 30, 2026 meeting, as part of the implementation of the 2025 Board Governance Review, the MVRD Board endorsed the process to consider the size and structure of Metro Vancouver's four Boards (Reference 1). This important process begins this month with receipt of a "Current State Analysis", discussion regarding agreed upon problem statements for each Board, and consideration of guiding principles and evaluation criteria. The intent is to inform the planned March Governance Committee and MVRD Board discussion on size and structure options for each of the four Metro Vancouver Boards, including pros and cons and implications. Deloitte is supporting the Committee and Boards' discussion and has prepared a report (**Attachment 1**) to guide the conversation.

This report has been updated subsequent to the February 12 and February 19, 2026 Governance Committee meetings to reflect the committee's discussion, and is provided by the Governance Committee for the Board's information at its February 27, 2026 meeting. The bolded sections reflect input and feedback from Governance Committee members – providing a record of discussion points, not decisions or consensus of the Committee.

PURPOSE
The intent of this report is to support the Committee and Board discussion on an evaluation framework (including current state analysis, problem statement, guiding principles, and evaluation criteria) for considering possible changes to the size and structure of one or more Metro Vancouver Boards.

BACKGROUND

At its May 23, 2025 meeting, the MVRD Board received Deloitte's Metro Vancouver Board Governance Review (Reference 2). The report, commissioned to assess and enhance the effectiveness of the Boards' governance framework, included 47 recommendations for consideration. Specifically, Deloitte provided initial recommendations on size, structure, and composition of Metro Vancouver's Boards. In just 8 months, Metro Vancouver has implemented 21 of the recommendations and has consideration of 13 additional recommendations underway. At its October 3, 2025 meeting, the MVRD Board directed staff to report back on a process for reviewing the size and structure of the Metro Vancouver's four Boards, including information on any required legislative changes, with the goal of implementation prior to the 2026 municipal election. At its January 30, 2026 meeting, the MVRD Board endorsed the process to consider amendments to the Boards size and structure.

Deloitte's presentation (Attachment 1) is intended to provide an evaluation framework for upcoming discussions on Board size and structure. It was updated subsequent to the Governance Committee's February 12 and February 19, 2026 meetings to reflect the Committee's discussion. This report provides information on the current structure of the four Metro Vancouver Boards, a summary of what's working well and what is not working as well, problem statements for each Board, guiding principles, and evaluation criteria and weighting.

CURRENT STATE ASSESSMENT

Deloitte's report in Attachment 1 includes a Current State Assessment that outlines: the size and structure of each of the four Boards, the population-based formula for voting and future state analysis, and seat allocation and voting strength across member jurisdictions. The Current State Assessment summarizes findings from the Metro Vancouver Board Governance Review regarding what components of the current governance structure are working well and what areas may benefit from improvement, according to feedback from Board Directors and other interviewees in early 2025 (Figures1 and 2).

Figure 1. What is Working: What we heard from Board members

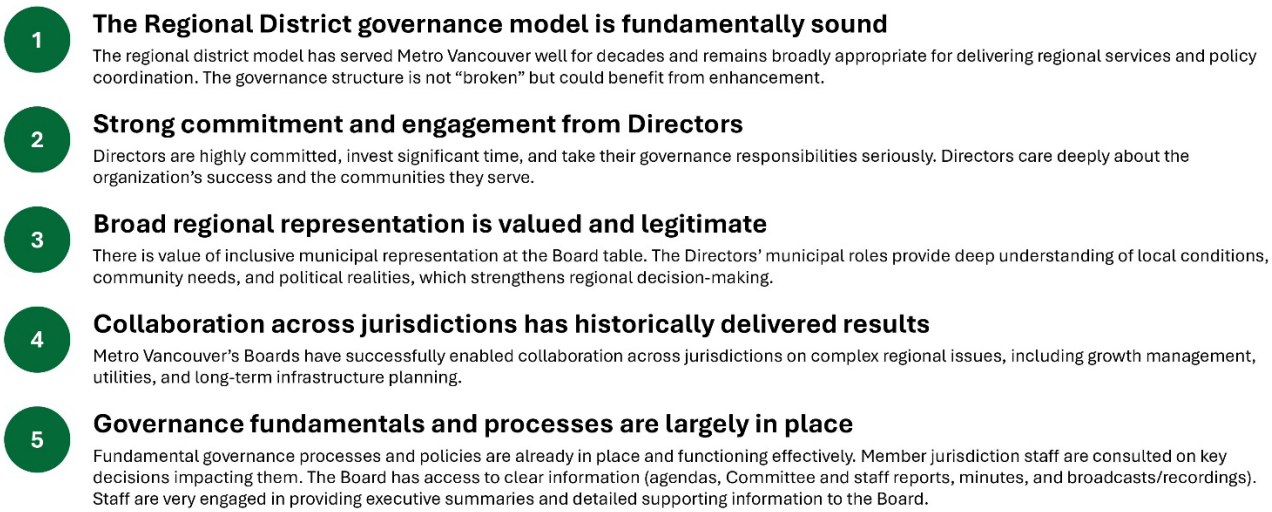


Figure 2. What is not working as well: What we heard from Board members

1. **Board size can be unwieldy and inefficient**
   Large membership leads to repetition, limited airtime for many directors, formation of voting blocs, and challenges maintaining order and focus. Many recommended reducing the number of directors or consolidating representation while maintaining weighted voting.
2. **Fiduciary duty to Metro Vancouver is difficult to balance with municipal obligations**
   Directors expressed that fulfilling Metro Vancouver's fiduciary obligations is challenging when municipal political expectations conflict with regional responsibilities. This can also create a short-term perspective that conflicts with the long-term strategies and planning horizon of the regional district.
3. **Board culture and turnover can inhibit constructive deliberation**
   Political agendas, conflicts, lack of time to invest in understanding issues, and inequal participation reduce the Board's ability to collaborate effectively and operate as one mind. The depth of knowledge and experience varies significantly across the Board, exacerbated by high turnover at each election cycle.
4. **Volume, structure, and timeliness of Board materials limit effective preparation**
   Board packages of 1000+ pages are overwhelming with materials sometimes late. Smaller jurisdictions lack staff support, and some directors don't leverage the MVRD staff effectively. Given the nature of the different Boards, information can be complex and technical with significant long-term implications.
5. **Committee structures and meeting processes can be duplicative**
   Committee roles, selection, and decision pathways are inconsistent, and decisions are is often re-assessed at the Board, reducing efficiency and value. Many support reducing the number of committees, standardizing mandates, and ensuring committees are composed of the appropriate decision-makers.
6. **Perceived lack of subject matter expertise on Boards with high-risk exposure**
   Concerns that the entities carrying the greatest financial and reputational risk do not receive a correspondingly focused level of expertise. Board composition (and alignment with necessary skills matrices) across entities was seen as not comprehensive relative to mandate and risk.

At the February 12, 2026 Governance Committee meeting, members were asked if they wanted to add any insights to the two lists. Members brought up the challenge of four sewerage areas as a critical challenge for the GVS&DD Board, in terms of funding and equity. Committee members noted that the GVWD does not have the same challenges. Members also largely concurred with the Current State Assessment noted in Figures 1 and 2.

PROBLEM STATEMENT

Recognizing that each of the four Metro Vancouver Boards is unique given their different mandates and structure, the report provides problem statements for each one – the Metro Vancouver Regional District providing 13 services collaboratively, the Metro Vancouver Housing Corporation providing and developing non-market rental housing, the Greater Vancouver Sewerage and Drainage District providing liquid waste and solid waste services, and the Greater Vancouver Water District providing drinking water for the region. **At the February 12, 2026 Governance Committee meeting, members discussed each Board in turn and a summary of those discussions is provided in bold below.**

MVRD Board

For the MVRD Board, the Deloitte report notes that challenges include: balancing the intent for all jurisdictions to have a voice at the table with differing expectations for collaboration for larger and smaller jurisdictions; and the challenge of revisiting issues multiple times after divided decision making at the Board.

- **Some Governance Committee members voiced that the current size of the MVRD Board is a challenge, while others expressed that size is not the issue, but rather it is Board culture and acknowledgement and respect for Board decisions made.**
- **Members agreed that the trajectory for future growth of the Board is unsustainable.**
- **Some committee members also brought up Board culture, decision making, and public perception / reputational risk.**

GVS&DD Board

For the GVS&DD, Deloitte's report notes that challenges include: providing strong governance over complex, costly infrastructure decisions with long-term implications, ensuring sufficient expertise and experience to the Boards' oversight role, and addressing both duplication and a 'sometimes broken link' of information between Committees and Boards.

- **At the Governance Committee, there were differing opinions about whether the current size of the Board is a problem, however there was general agreement that the trajectory of growth of the Boards is unsustainable.**
- **Having four sewerage areas and resulting equity and funding issues was again brought up as a source of conflict and challenge.**
- **Duplication of work between Committee and Board, as well as some members expressing that as they were not part of a Committee discussion, where 'all the heavy lifting' is done, they feel less equipped when making decisions at the Board.**
- **Several members brought up the need for more trust building at the Board; that bringing expertise to the Board is not about having a private Board, but rather utilizing and trusting the tools available to support Board decision making including: strong professional staff and expertise, strong project management controls including the cost estimating framework (independent estimates), stage gate process, and independent expert panels on large projects.**

GVWD Board

For the GVWD, Deloitte's report notes that challenges include: providing strong governance over complex, costly infrastructure decisions with long-term implications, ensuring sufficient expertise and experience to the Boards' oversight role, and addressing both duplication and a 'sometimes broken link' of information between Committees and Boards.

- **At the Governance Committee, there were differing opinions about whether the current size of the Board is a problem, however there was general agreement that the trajectory of growth of the Boards is unsustainable.**
- **Duplication of work between Committee and Board, as well as some members expressing that as they were not part of a Committee discussion, where 'all the heavy lifting' is done, they feel less equipped when making decisions at the Board.**
- **Several members brought up the need for more trust building at the Board; that bringing expertise to the Board is not about having a private Board, but rather utilizing and trusting the tools available to support Board decision making including: strong professional staff and expertise, strong project management controls including the cost estimating framework (independent estimates), stage gate process, and independent expert panels on large projects.**
- **It was acknowledged by committee members that funding model for GVWD supports good governance in contrast to the challenges with GVS&DD.**

MVHC Board

For the MVHC Board, the Deloitte report notes that the main governance challenge is the expectation of regional equity for a non-profit whose mandate is to develop and operate (legacy) affordable rental housing communities through partnership and to maintain financial sustainability.

- **Governance Committee members expressed that the MVHC is functioning well and is not in need of change.**
- **There was strong support voiced for MVHC's operations, growth and success, and it was noted that there is no need to have representation from all member jurisdictions on this Board.**
- **At the Governance Committee, there were differing opinions about whether the current size of the Board is a problem, with some members noting that a much smaller Board may function as well and others expressing that broad membership from member jurisdictions is preferable.**

GUIDING PRINCIPLES

Guiding principles are also provided to establish a clear framework for the evaluation process. The report proposes any changes to the Board size and structure must support: a) better governance, b) be legally feasible, c) be sustainable, and d) generally be acceptable to Metro Vancouver's member jurisdictions, the Province and other stakeholders.

EVALUATION CRITERIA

Deloitte proposed four evaluation criteria – governance effectiveness, impact on stakeholders, municipal representation, and transition readiness. Deloitte also provided draft weighting for each of the criteria. Deloitte noted that the criteria and weighing do not need to be set in stone, but rather are there to support the Committee's evaluation of options in March.

The Governance Committee discussed both aspects - criteria and weighting, and supported the following:

Criterion	Considerations	Weighting
Governance Effectiveness	• Improved decision-making efficiency and effectiveness • Trusted oversight, collaboration, and strategic alignment • Operates effectively without unnecessary structural or administrative burden • Effectively identify and respond to strategic, financial, operational, and reputational risks • Reinforce clear decision-making accountability, including who is responsible for decisions, outcomes, and oversight	30%
Size / Scalability	• Board size and scalability align with mandate and complexity and is sustainable for the future	10%
Member Jurisdiction Representation and Impact	• Member jurisdiction representation for services provided • Fairness and equity; Support the broader provision of regional services to member jurisdictions • Proportionate representation of the population served	30%
Broader Stakeholder Impact	• Support the broader provision of regional services to the public, Province of BC and other partners • Accountability and transparency; Public trust and expectations	20%
Transition Readiness	• Readiness and ease of implementation • Requirement to adjust enabling legislation. Timing and ease of legal structure change and impacts on funding, programs and projects • Impact on bylaws, policies, board meeting logistics, remuneration and other operational practicalities	10%

ALTERNATIVES

This report is provided for information. However, to prepare for the March Committee and Board discussions / workshop on Board size and structure options, the Governance Committee provided input regarding the proposed problem statement(s), guiding principles and evaluation criteria and weighting. This input is being conveyed to the Board.

FINANCIAL IMPLICATIONS

There are no financial implications to endorsing the Current State report or reviewing the Boards' size and structure options as all activities can be accomplished within the MVRD Board approved 2026 budget. In March, the Governance Committee will be reviewing two reports: first the evaluation of options by Metro Vancouver legal entity / Board, including implications for implementation as well as interaction with Standing Committees and meeting schedule; and second, a draft engagement plan.

CONCLUSION

In January, the MVRD Board endorsed the process provided by Deloitte to consider the size and structure of Metro Vancouver's four Boards – the Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, Metro Vancouver Housing Corporation, and Metro Vancouver Regional District. The process begins in February with receipt of a "Current State Analysis", discussion regarding agreed upon problem statement(s), and consideration of guiding principles and evaluation criteria to inform the planned March committee discussion on options, pros and cons, and implications for each of the four Metro Vancouver boards.

ATTACHMENTS

1. Deloitte. "Board Size and Structure: Evaluation Framework (Meeting #1)".

REFERENCES

1. Deloitte. "Considering Board Size and Structure for Metro Vancouver's Boards – Proposed Process", dated January 6, 2026. https://metrovancouver.org/boards/GVRD/RD-2026-01-30-AGE.pdf page#524
2. Deloitte. (2025, May). *Metro Vancouver Board Governance Review.* [MVRD Board report on 2025, May 23]. https://metrovancouver.org/boards/Documents/Deloitte-MV-Board-Governance-Review-2025-05-23.pdf

Deloitte.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Metro Vancouver Governance Committee
Board Size and Structure: Evaluation Framework (Meeting #1)

Metro Vancouver Governance Committee Meeting: February 12, 2026

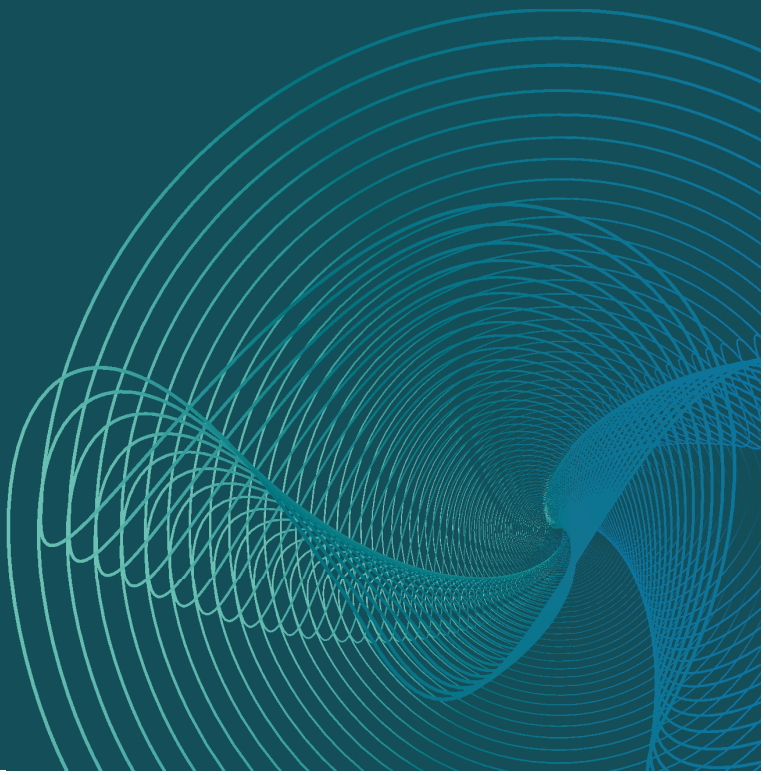
Agenda and objectives

Meeting #1 – Workshop Approach

TITLE	ACTIVITY	DURATION	OBJECTIVES
Current State	• Review current state assessment (4 Boards) • Discuss what was heard and observed through research – interviews, and external scan	*30 minutes*	• Alignment on current state governance of the four Metro Vancouver Boards
Problem Statement	• Set up the problem statement • Discuss "what we are solving for"	*30 minutes*	• Consensus on problem statement (what we are solving for)
Guiding Principles	• Validate guiding principles	*20 minutes*	• Validation of guiding principles for evaluation process
Evaluation Criteria	• Board evaluation and proposed scoring criteria	*30 minutes*	• Agreement on process for evaluation and associated criteria

© Deloitte LLP and affiliated entities.

Current State Assessment



Current State Assessment

Current state of the four Boards: similarities, and differences

	Metro Vancouver Regional District (MVRD)	Greater Vancouver Water District (GVWD)	Greater Vancouver Sewerage & Drainage District (GVS&DD)	Metro Vancouver Housing Corporation (MVHC)
# of Directors	41	38	37	41
Elected	Y	Y	Y	Y
Member Jurisdictions	Full region (23)	Water-serving (20)	Wastewater/solid-waste (19)	Full region (23)
Operating Budget ($)	$133M	$450M	$926M	$62M
Capital Cash Flow ($)	$48M (Parks)	$488M	$1,027M	$207M
Information Flow	Board meeting freq: monthly Agenda load: high **Committees: 5***	Board meeting freq: monthly Agenda load: mod-high **Committees: 1***	Board meeting freq: monthly Agenda load: high **Committees: 2***	Board meeting freq: monthly Agenda load: low-mod **Committees: 1***
Decision-Making Complexity	**Moderate-High** — broad regional scope; multi-service decisions	**Very High** — deep technical requirements; large projects and budgets	**Very High** — deep technical requirements; largest budgets	**Low–Moderate** — focused mandate; smaller capital footprint
Transparency	Publicly available meeting agendas and minutes, and the public is allowed to attend meetings in person (except for legally closed sessions)			

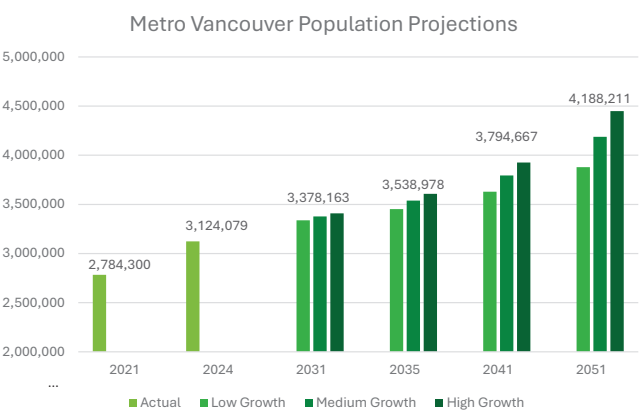
***Note:** All committees are MVRD committees, but some serve the other legal entities; MVRD has **4 additional standing committees** that serve all legal entities: Performance and Audit, Mayors, Caucus of Committee Chairs and Governance

© Deloitte LLP and affiliated entities.

Current State Assessment

Population-based formula context, and future state analysis

The Province establishes the population-based Board representation formula in the *Local Government Act*, which sets the number of directors for the MVRD Board after each census. The other Boards hinge off the LGA via their own acts / corporate articles.
Both the voting unit and voting divisor can be unique for each regional district – MVRD's are 20,000 and 5 respectively, as reflected in its Letters Patent. Metro Vancouver could change its letters patent without affecting any other regional district.



	Current Directors	Projected Directors (2031)	Projected Directors (2041)
MVRD # of Directors	41	49	52
MVRD # of Votes	145	182	203

Current MVRD Directors are based on 2021 Census numbers

(1) Metro Vancouver Regional Population Projections (2024)
(2) Projection numbers are for the Medium Growth scenario

© Deloitte LLP and affiliated entities.

Current State Assessment

Board seats per jurisdiction

Member Jurisdiction	Type	Population	# of Directors	Voting Strength	Voting %
Vancouver	City	662,248	7	34	23.4
Surrey	City	568,322	6	29	20.0
Burnaby	City	249,125	3	13	9.0
Richmond	City	209,937	3	11	7.6
Coquitlam	City	148,625	2	8	5.5
Township of Langley	District	132,603	2	7	4.8
Delta	City	108,455	2	6	4.1
Maple Ridge	City	90,990	1	5	3.4
District of North Vancouver	District	88,168	1	5	3.4
New Westminster	City	78,916	1	4	2.8
Port Coquitlam	City	61,498	1	4	2.8
City of North Vancouver	City	58,120	1	3	2.1
West Vancouver	District	44,122	1	3	2.1
Port Moody	City	33,535	1	2	1.4
City of Langley	City	28,963	1	2	1.4
White Rock	City	21,939	1	2	1.4
Pitt Meadows	City	19,146	1	1	0.7
Electoral Area A (incl UBC)	Electoral Area	18,612	1	1	0.7
Bowen Island	Island municipality	4,256	1	1	0.7
Anmore	Village	2,356	1	1	0.7
Tsawwassen First Nation	Treaty First Nation	2,256	1	1	0.7
Lions Bay	Village	1,390	1	1	0.7
Belcarra	Village	687	1	1	0.7
Metro Vancouver		**2,642,825**	**41**	**145**	**100.0**

Director seats are allocated by population per the Local Government Act; in weighted votes, each Director gets 1 vote per 20,000 residents (max 5 votes); 2021 Census

© Deloitte LLP and affiliated entities.

Current State Assessment

What is working: What we heard from Board members

1. **The Regional District governance model is fundamentally sound**
   The regional district model has served Metro Vancouver well for decades and remains broadly appropriate for delivering regional services and policy coordination. The governance structure is not "broken" but could benefit from enhancement.

2. **Strong commitment and engagement from Directors**
   Directors are highly committed, invest significant time, and take their governance responsibilities seriously. Directors care deeply about the organization's success and the communities they serve.

3. **Broad regional representation is valued and legitimate**
   There is value of inclusive municipal representation at the Board table. The Directors' municipal roles provide deep understanding of local conditions, community needs, and political realities, which strengthens regional decision-making.

4. **Collaboration across jurisdictions has historically delivered results**
   Metro Vancouver's Boards have successfully enabled collaboration across jurisdictions on complex regional issues, including growth management, utilities, and long-term infrastructure planning.

5. **Governance fundamentals and processes are largely in place**
   Fundamental governance processes and policies are already in place and functioning effectively. Member jurisdiction staff are consulted on key decisions impacting them. The Board has access to clear information (agendas, Committee and staff reports, minutes, and broadcasts/recordings). Staff are very engaged in providing executive summaries and detailed supporting information to the Board.

© Deloitte LLP and affiliated entities.

Current State Assessment

What is not working as well: What we heard from Board members

1. **Board size can be unwieldy and inefficient**
   Large membership leads to repetition, limited airtime for many directors, formation of voting blocs, and challenges maintaining order and focus. Many recommended reducing the number of directors or consolidating representation while maintaining weighted voting.

2. **Fiduciary duty to Metro Vancouver is difficult to balance with municipal obligations**
   Directors expressed that fulfilling Metro Vancouver's fiduciary obligations is challenging when municipal political expectations conflict with regional responsibilities. This can also create a short-term perspective that conflicts with the long-term strategies and planning horizon of the regional district.

3. **Board culture and turnover can inhibit constructive deliberation**
   Political agendas, conflicts, lack of time to invest in understanding issues, and inequal participation reduce the Board's ability to collaborate effectively and operate as one mind. The depth of knowledge and experience varies significantly across the Board, exacerbated by high turnover at each election cycle.

4. **Volume, structure, and timeliness of Board materials limit effective preparation**
   Board packages of 1000+ pages are overwhelming with materials sometimes late. Smaller jurisdictions lack staff support, and some directors don't leverage the MVRD staff effectively. Given the nature of the different Boards, information can be complex and technical with significant long-term implications.

5. **Committee structures and meeting processes can be duplicative**
   Committee roles, selection, and decision pathways are inconsistent, and decisions are often re-assessed at the Board, reducing efficiency and value. Many support reducing the number of committees, standardizing mandates, and ensuring committees are composed of the appropriate decision-makers.

6. **Perceived lack of subject matter expertise on Boards with high-risk exposure**
   Concerns that the entities carrying the greatest financial and reputational risk do not receive a correspondingly focused level of expertise. Board composition (and alignment with necessary skills matrices) across entities was seen as not comprehensive relative to mandate and risk.

© Deloitte LLP and affiliated entities.

Problem Statement & Guiding Principles

Problem Statement

Do we agree on the problem we are seeking to solve?

Does the current Board size and governance structure of Metro Vancouver's four Boards effectively support their mandates, ensure equitable representation of member jurisdictions and stakeholders, and enable efficient decision-making in the context of its responsibilities and regional diversity?

What ARE we solving for:	What are we NOT solving for:
1. Board structures that are optimal for each of the four Boards	1. Other Regional Districts
2. Strengthening the decision-making of the organization	2. Creating a uniform (one size fits all) model
3. A solution that works for the entire region	3. Considering Metro Vancouver's scope of services
4. Supporting transparency and accountability	4. Changing the funding model
5. Proportionality and practicality	5. Director nomination and allocation to Boards

Note: If we solve for the above, we are likely solving for overall cost of governance (remuneration) and Board size challenges.

© Deloitte LLP and affiliated entities.

Problem Statement

How does this differ from Board to Board?

MVRD

- Coordinating collaboratively on shared priorities
- All voices important / Ensuring optimal treatment of competing priorities between larger and smaller jurisdictions
- Avoiding revisiting issues multiple times after divided decision making

GVS&DD / GVWD

- Providing strong governance over complex, costly, infrastructure decisions with long term implications
- Bringing sufficient expertise and experience to the Board's oversight role
- Addressing duplication of analysis or broken link of information between Committees and Board

MVHC

- Addressing concerns regarding equity of regional representation
- Balancing jurisdictional needs, financial sustainability, and delivering housing where needed

© Deloitte LLP and affiliated entities.

Problem Statement

Discussion topics

1) Why is change needed?

2) What change is needed for the four Boards?

3) Are we solving for anything else?

4) What else are we not solving for?

© Deloitte LLP and affiliated entities.

Guiding Principles

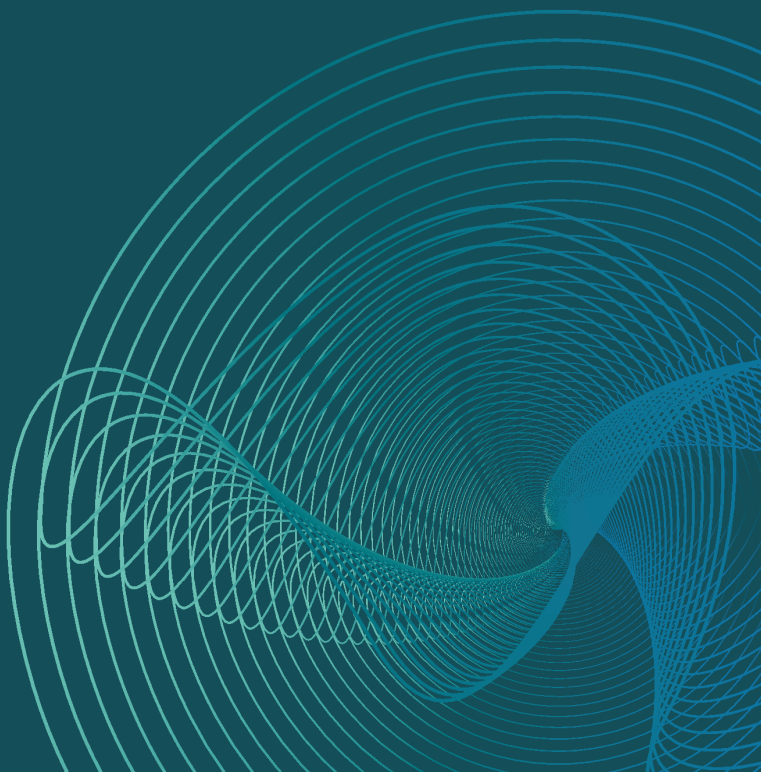
Discuss and validate guiding principles

Whatever we decide should support...

Guiding Principle	Description
Better governance	• Has to be aligned with and provide the foundation for good governance practices
Legal feasibility	• Has to be easily implemented and legitimate by design
Sustainability	• Stand the test of time (can we sustain an efficient governance model for another 50+ years?) • Proactively address the trajectory of board size as municipal populations grow
The region / our stakeholders' expectations / values	• Supported by the provincial government • Acceptable to municipalities in the region (including those seeking additional seats or stronger representation) • Be seen as an improvement by other stakeholders and the general public

© Deloitte LLP and affiliated entities.

Evaluation Criteria



Evaluation Criteria

Weighting Criteria – to evaluate options for each Board

Table Updated by Governance Committee

Criterion	Considerations	Weighting
Governance Effectiveness	• Improved decision-making efficiency and effectiveness • Trusted oversight, collaboration, and strategic alignment • Operates effectively without unnecessary structural or administrative burden • Effectively identify and respond to strategic, financial, operational, and reputational risks • Reinforce clear decision-making accountability, including who is responsible for decisions, outcomes, and oversight	30%
Size / Scalability	• Board size and scalability align with mandate and complexity and is sustainable for the future	10%
Member Jurisdiction Representation and Impact	• Member jurisdiction representation for services provided • Fairness and equity; Support the broader provision of regional services to member jurisdictions • Proportionate representation of the population served	30%
Broader Stakeholder Impact	• Support the broader provision of regional services to the public, Province of BC and other partners • Accountability and transparency; Public trust and expectations	20%
Transition Readiness	• Readiness and ease of implementation • Requirement to adjust enabling legislation. Timing and ease of legal structure change and impacts on funding, programs and projects • Impact on bylaws, policies, board meeting logistics, remuneration and other operational practicalities	10%

Request of Committee

Seeking feedback from the Committee on the problem statement(s), guiding principles, and evaluation criteria to support the March discussion on options for each of the four Metro Vancouver Boards (recommendation to the MVRD Board)

© Deloitte LLP and affiliated entities.

Deloitte.

This material has been provided to Metro Vancouver for the purpose of providing a proposed process for evaluation of the Boards following an Independent Governance Review.

This presentation represents a briefing on the current state of Board structure, proposed definition of a "problem statement" for the Governance Committee to contemplate, guiding principles to guide the evaluation, and a proposed evaluation framework . The material does not provide any recommendations or conclusions regarding the governance or board remuneration at Metro Vancouver and nor should any conclusions be inferred from this document.

Deloitte LLP ("Deloitte") does not assume any responsibility or liability for losses incurred by any party as a result of the circulation, publication, reproduction or use of this analysis contrary to its intended purpose. This analysis has been made only for the purpose stated and shall not be used for any other purpose. Neither does this analysis (including references to it) nor any portions thereof (including without limitation the identity of Deloitte or any individuals signing or associated with this report, or the professional associations or organizations with which they are affiliated) shall be disseminated to third parties by any means or included in any document without the prior written consent and approval of Deloitte. Our report and work product cannot be included, or referred to, in any public or investment document without the prior consent of Deloitte.

We note that the analysis herein is limited to information available as of January 30, 2026. We disclaim any undertaking or obligation to advise any person of any change in any fact or matter affecting this analysis, which may come or be brought to our attention after the date hereof. Without limiting the foregoing, in the event that there is any material change in any fact or matter affecting the analyses after the date hereof, we reserve the right to change, modify or withdraw the analysis.

Observations are made on the basis of economic, industrial, competitive and general business conditions prevailing as at the date hereof. In the analyses, we may have made assumptions with respect to the industry performance, general business, and economic conditions and other matters, many of which are beyond our control, including government and industry regulation.

No opinion, counsel, or interpretation is intended in matters that require legal or other appropriate professional advice. It is assumed that such opinion, counsel, or interpretations have been, or will be, obtained from the appropriate professional sources. To the extent that there are legal issues relating to compliance with applicable laws, regulations, and policies, we assume no responsibility.

We believe that our analyses must be considered as a whole and that selecting portions of the analyses or the factors considered by it, without considering all factors and analyses together, could create a misleading view of the issues related to the report. Amendment of any of the assumptions identified throughout this report could have a material impact on our analysis contained herein. Should any of the major assumptions not be accurate or should any of the information provided to us not be factual or correct, our analyses, as expressed in this report, could be significantly different.

About Deloitte

Deloitte refers to one or more of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"), its network of member firms, and their related entities. DTTL and each of its member firms are legally separate and independent entities. DTTL (also referred to as "Deloitte Global") does not provide services to clients. In the United States, Deloitte refers to one or more of the US member firms of DTTL, their related entities that operate using the "Deloitte" name in the United States and their respective affiliates. Certain services may not be available to attest clients under the rules and regulations of public accounting. Please see www.deloitte.com/about to learn more about our global network of member firms.

© 2026 Deloitte Development LLC. All rights reserved.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Dorothy Shermer, Corporate Officer

Date: February 18, 2026 Meeting Date: February 27, 2026

Subject: **Participating Area Approval for MVRD Loan Authorization – Sasamat Fire Hall Replacement Funding**

RECOMMENDATION

THAT MVRD Board receive for information the report dated February 18, 2026, titled "Participating Area Approval for MVRD Loan Authorization – Sasamat Fire Hall Replacement Funding."

EXECUTIVE SUMMARY

The MVRD Board gave three readings to *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* at their meeting held on January 30, 2026 and forwarded the bylaw to the Inspector of Municipalities for approval. The MVRD Board also directed the Corporate Officer to, upon approval from the Inspector of Municipalities, obtain approval from the councils of the Village of Anmore and the Village of Belcarra to satisfy participating area approval requirements per the *Local Government Act*.

On February 13, 2026, the Ministry of Housing and Municipal Affairs requested that the MVRD obtain participating area approval prior to requesting statutory approval from the Inspector of Municipalities. This report informs the MVRD Board that the Corporate Officer will seek participating area approval from the councils of Anmore and Belcarra prior to receiving approval from the Inspector of Municipalities as directed by the Ministry.

Once participating area approval and approval from the Inspector of Municipalities are obtained, *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* will be presented to the MVRD Board for consideration of adoption.

PURPOSE

To inform the MVRD Board that the Corporate Officer will be seeking participating area approval from the councils of Anmore and Belcarra prior to receiving approval from the Inspector of Municipalities as directed by the Ministry of Housing and Municipal Affairs.

BACKGROUND

On January 30, 2026, the MVRD Board considered a report dated January 5, 2026, titled "Sasamat Fire Hall Replacement Funding – MVRD Loan Authorization Bylaw 1443, 2026" (**Attachment 1**) and passed the following resolution:

THAT the MVRD Board:

a) approve the use of $2.5 million from existing Sasamat Volunteer Fire Department reserves in 2026 to fund detailed design and site preparation work for the fire hall replacement project within the Sasamat Fire Service area.

b) approve the Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026; under the participating area approval process at a maximum borrowing limit of $19.5 million;

c) give first, second, and third reading to Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026 and forward it to the Inspector of Municipalities for approval;

d) upon approval from the Inspector of Municipalities, direct the Corporate Officer to obtain approval from the councils of the Village of Anmore and the Village of Belcarra, to satisfy participating area approval for the Bylaw pursuant to section 407(3)(c) of the Local Government Act.

On February 3, 2026, *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* was sent to the Ministry of Housing and Municipal Affairs for approval by the Inspector of Municipalities. On February 13, 2026, staff from the Ministry requested that the MVRD obtain participating area approval prior to requesting statutory approval from the Inspector of Municipalities. Accordingly, the Corporate Officer will seek participating area approval from the councils of Anmore and Belcarra prior to receiving approval from the Inspector of Municipalities as directed by the Ministry. This report is provided to inform the Board that the sequence of approvals differs from the Board resolution.

Once participating area approval and approval from the Inspector of Municipalities are obtained, *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* will be presented to the MVRD Board for consideration of adoption.

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

FINANCIAL IMPLICATIONS
There are no financial implications related to receiving this report for information.

CONCLUSION
The sequence of approvals for *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* differs from the Board resolution of January 30, 2026. Once participating area approval and approval from the Inspector of Municipalities are obtained, *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* will be presented to the MVRD Board for consideration of adoption.

ATTACHMENTS
1. “Sasamat Fire Hall Replacement Funding– MVRD Loan Authorization Bylaw 1443, 2026” dated January 5, 2026.

83124575

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Performance and Audit Committee

From: Linda Sabatini, Deputy CFO, Financial Services

Date: January 5, 2026 Meeting Date: January 16, 2026

Subject: **Sasamat Fire Hall Replacement Funding– MVRD Loan Authorization Bylaw 1443, 2026**

RECOMMENDATION

THAT the MVRD Board:

a) approve the use of $2.5 million from existing Sasamat Volunteer Fire Department reserves in 2026 to fund detailed design and site preparation work for the fire hall replacement project within the Sasamat Fire Service area *(only Anmore and Belcarra may vote);*
b) approve the *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026;* under the participating area approval process at a maximum borrowing limit of $19.5 million;
c) give first, second, and third reading to *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* and forward it to the Inspector of Municipalities for approval; and
d) upon approval from the Inspector of Municipalities, direct the Corporate Officer to obtain approval from the councils of the Village of Anmore and the Village of Belcarra, to satisfy participating area approval for the Bylaw pursuant to section 407(3)(c) of the *Local Government Act*.

EXECUTIVE SUMMARY

At its November 28, 2025, MVRD Board meeting, the MVRD Board approved the replacement project for the two existing Sasamat Volunteer Fire Department's (SVFD) fire halls in the Village of Anmore and the Village of Belcarra, at an estimated cost of $22 million, and directed staff to prepare all required bylaws to fund the project.

This report recommends that the MVRD Board approve two key actions to advance the funding for the Sasamat Firehall Replacement Project: the use of $2.5 million from the existing SVFD reserves in 2026 to fund detailed design and site preparation, and the adoption by the MVRD Board of the *Metro Vancouver Regional District Loan Authorization Bylaw 1443, 2026* to provide the authority for MVRD to borrow the additional funding required for the Project. Prior to any actual borrowing, the Board would be required to adopt a security issuing or temporary borrowing bylaw, similar to the borrowing process followed for member jurisdictions. The debt servicing costs related to such borrowing will be incorporated in the 2027 and 2028 budgets, and equally shared by the Villages of Anmore and Belcarra, per *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024*. This investment will deliver modern fire protection infrastructure, improve emergency response capabilities, and ensure compliance with applicable standards.

PURPOSE

The purpose of this report is to obtain Committee support and Board approval for the use of $2.5 million from existing SVFD reserves in 2026 for design and site preparation, and for approval of the *MVRD Loan Authorization Bylaw 1443, 2026* authorizing the borrowing of up to $19.5 million to complete the Sasamat Firehall Replacement Project.

BACKGROUND

On November 28, 2025, the MVRD Board approved a capital project to replace the SVFD Fire Halls and directed staff to prepare all required bylaws to fund their replacement, with the total cost of both fire halls shared by the Village of Anmore and the Village of Belcarra at 50% each, per *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024* (**Attachment 1**)**.** This project was also formally endorsed on November 5, 2025 by the SVFD Board of Trustees under the Sasamat Fire Protection Service framework (**Attachment 2**).

This report introduces the Sasamat fire halls funding plan, which includes use of SVFD reserves of $2.5 million with the remaining amount of $19.5 million to be financed through borrowing.

Adoption of*Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* will provide the authority for the MVRD to borrow funding for the Project. Prior to any actual borrowing, the Board would be required to adopt a security issuing or temporary borrowing bylaw, similar to the borrowing process followed for member jurisdictions.

SASAMAT FIRE HALL REPLACEMENT

The Sasamat Fire Service, which serves the Villages of Belcarra and Anmore, currently operates two aging fire halls that require upgrades to achieve modern standards for emergency response and safety services. In 2024, the MVRD Board adopted *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024*, formalizing capital cost-sharing between the two villages at 50% each. The estimated replacement cost of the two fire halls is $22 million, and the financial strategy to fund the project proposes using $2.5 million from existing SVFD reserves (**Attachment 3**) and the remaining balance of approximately $19.5 million funded through debt financing.

Spending allocations for 2026, 2027, and 2028 are outlined in **Attachment 4**, and details of the borrowing bylaw required for debt financing are included in **Attachment 5**.

HOUSEHOLD IMPACT

At the September 5, 2024 SVFD Board of Trustees meeting, the Household Impact (HHI) related to financing the replacement of the two Sasamat fire halls was reviewed. MVRD staff presented estimated annual debt service costs under different borrowing scenarios, with projected household impacts ranging from $510 to $925 for Anmore and between $905 and $1,655 for Belcarra. Following updated design findings and financial modeling, the revised combined estimated Sasamat HHI is estimated to be an average of $805 over the life of the loan.

BORROWING BYLAW PROCESS

Under sections 406 of the *Local Government Act* and 179(1)(a) of the *Community Charter* of British Columbia, the Metro Vancouver Regional District, through an adopted loan authorization bylaw, may borrow funds for any purpose of a capital nature. Sasamat Fire Service is an established service of the MVRD and the replacement of the fire halls for this service is of a capital nature. Therefore, with an adopted loan authorization, MVRD has the authority to borrow for the Sasamat Fire Service Firehall Replacement Project. After the adoption of the loan authorization bylaw and prior to any actual borrowing, the Board will also be required to adopt a security issuing and/or temporary borrowing bylaw, similar to the borrowing process followed by member jurisdictions. Debt incurred pursuant to this process is debt of the MVRD to the MFA and constitutes a joint and several liability of the District's members.

The process to adopt an MVRD loan authorization bylaw requires approval from the Inspector of Municipalities as well as participating area approval.

There are three primary methods to obtain participating area approval. The first is through assent of the electors through assent voting, commonly known as a referendum. The second is by way of the alternate approval process, whereby MVRD publicly advertises the proposed borrowing and approval is obtained unless ten percent or more of the electorate indicate that the Board may not proceed with the bylaw unless is it approved by assent of the electors through assent voting. The final option is to obtain approval from each participating member council, which provides formal consent from the participating areas. For the Sasamat Firehall Replacement Project, the third option, approval by the councils of the Village of Anmore and Village of Belcarra is recommended, as it ensures direct endorsement by the Villages' councils and is the most cost-effective option.

ALTERNATIVES

1. THAT the MVRD Board:
   a) approve the use of $2.5 million from existing Sasamat Volunteer Fire Department reserves in 2026 to fund detailed design and site preparation work for the fire hall replacement project within the Sasamat Fire Service area *(only Anmore and Belcarra may vote);*
   b) approve the *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026;* under the participating area approval process at a maximum borrowing limit of $19.5 million;
   c) give first, second, and third reading to *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* and forward it to the Inspector of Municipalities for approval; and
   d) upon approval from the Inspector of Municipalities, direct the Corporate Officer to obtain approval from the councils of the Village of Anmore and the Village of Belcarra, to satisfy participating area approval for the Bylaw pursuant to section 407(3)(c) of the *Local Government Act*.

2. THAT the MVRD Board:
   a) approve the use of $2.5 million from existing Sasamat Volunteer Fire Department reserves in 2026 to fund detailed design and site preparation work for the fire hall replacement project within the Sasamat Fire Service area *(only Anmore and Belcarra may vote);*
   b) approve the *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026;* under the participating area approval process at a maximum borrowing limit of $19.5 million;
   c) give first, second and third reading to *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026*; and forward it to the Inspector of Municipalities for approval; and
   d) upon approval from the Inspector of Municipalities, direct the Corporate Officer to obtain participating area approval through the alternate approval process or through assent voting (referendum).

3. THAT the MVRD Board receive for information the report dated January 5, 2026, titled "Sasamat Fire Hall Replacement Funding– MVRD Loan Authorization Bylaw 1443, 2026".

FINANCIAL IMPLICATIONS

Replacing the fire halls in the Villages of Anmore and Belcarra represents a significant capital investment for the communities, requiring substantial funding to ensure that the new facilities meet modern standards for emergency response and public safety. The estimated cost of the Sasamat Firehall

Replacement Project is $22 million, and the financial strategy to pay for this is to use $2.5 million from existing SVFD reserves and fund the remaining balance of approximately $19.5 million through debt financing. Household financial impacts for the Villages of Anmore and Belcarra are anticipated in 2028 at an average of $805 per year.

If the Board chooses Alternative 1, the Sasamat Fire Service can proceed with the process of replacing the fire halls in 2026 through a streamlined participating area approval process. If the Board chooses Alternative 2, the process will also proceed, and will require a longer, more complex participating area approval process. If the Board chooses Alternative 3, the process and project will not proceed.

CONCLUSION

This report recommends that the MVRD Board approve the use of $2.5 million from SVFD reserves and advance the *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026* to authorize borrowing up to $19.5 million in long-term borrowing to fund the replacement of the two existing SVFD fire halls in the Village of Anmore and the Village of Belcarra.

ATTACHMENTS

1. *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024*.
2. Sasamat Volunteer Fire Department Board of Trustees: "Fire Hall Replacement – Village of Anmore and Village of Belcarra", dated, October 27, 2025 (https://belcarra.ca/assets/media/2025/11/2025-11-05-SVFD-Board-of-Trustees-Special-Meeting-Agenda-Package.pdf).
3. Sasamat Fire Protection Services Application of Reserves.
4. Sasamat Firehalls Fire Protection Capital Project Budget.
5. *Metro Vancouver Regional District Loan Authorization Bylaw No. 1443, 2026.* Document Properties: MVRD Loan Authorization Bylaw No. 1443, 2026 DRAFT

81114758

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1402
A bylaw to convert the continued Sasamat Fire Service

WHEREAS:

A. By Division X Supplementary Letters Patent approved and ordered August 2, 1979 (the "**1979 SLP**"), the Metro Vancouver Regional District (formerly the Greater Vancouver Regional District, the "**MVRD**") was authorized to undertake the function of Fire Regulation with Electoral Areas B and C as participating member municipalities;

B. Pursuant to Letters Patent approved and ordered August 22, 1979, the municipality of "Village of Belcarra", formerly part of Electoral Area B of the MVRD, was incorporated;

C. By Division XI Supplementary Letters Patent approved and ordered January 10, 1980 (the "**1980 SLP**"):

(1) the MVRD was authorized to undertake the function of Fire Protection within the Village of Belcarra and that portion of Electoral Area B defined in the 1980 SLP as participating member municipalities; and

(2) the 1979 SLP was amended to exclude from the Division X – Fire Protection function of the MVRD those parts of Electoral Areas B and C participating in the Division XI – Fire Protection function of the MVRD;

D. Pursuant to Letters Patent approved and ordered November 19, 1987, the municipality of "Village of Anmore", formerly part of Electoral Area B of the MVRD, was incorporated;

E. By Supplementary Letters Patent approved and ordered March 10, 1989:

(1) the 1979 SLP was amended to exclude the Village of Anmore from the Division X – Fire Protection function of the MVRD; and

(2) the function of Division XI Fire Protection granted by the 1980 SLP was renamed Division XX Fire Protection (the "**Service**") and revised to, among other things, include only the member municipalities of the Village of Anmore and the Village of Belcarra as participants;

F. The Service is a continued service and may, by bylaw adopted by the MVRD Board, be converted to a service exercised under the authority of an establishing bylaw pursuant to section 341 of the *Local Government Act*;

G. The Village of Belcarra and the Village of Anmore, being the only two participating members of the Service, have requested that the Service be converted to one exercised under the authority of an establishing bylaw, as contemplated by this Bylaw; and

H. Participating area approval of this Bylaw has been obtained in accordance with section 342(2)(c) of the *Local Government Act.*

NOW THEREFORE the Board of the Metro Vancouver Regionals District enacts as follows:

Citation

1. This Bylaw may be cited as the "Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024".

Conversion of Service

2. The Service is hereby converted to and established as a fire suppression, fire prevention and emergency response service exercised under the authority of an establishing bylaw as the "**Sasamat Fire Service**".

Participating Areas

3. The participating areas for the Sasamat Fire Service are the Village of Anmore and the Village of Belcarra (the "**Participating Areas**").

Service Area

4. The service area for the Sasamat Fire Service is all land within the municipal boundaries of the Participating Areas.

Cost Recovery

5. The annual costs for the Sasamat Fire Service may be recovered by one or more of the following:
   (a) property value taxes imposed in accordance with Part 11, Division 3 *[Requisition and Tax Collection]* of the *Local Government Act*;
   (b) parcel taxes imposed in accordance with Part 11, Division 3 *[Requisition and Tax Collection]* of the *Local Government Act*;
   (c) fees and charges imposed by bylaw under section 397 *[imposition of fees and charges]* of the *Local Government Act*;
   (d) revenues raised by other means authorized under the *Local Government Act* or another Act; and
   (e) revenues received by way of agreement, enterprise, gift, grant or otherwise.

Cost Apportionment

6. The costs of the Sasamat Fire Service after deducting the revenues (if any) received under subsections 5(d) and (e) above and except as set out in section 7 below, shall be apportioned between the Participating Areas by the method established by section 380(2)(a) of the *Local Government Act*.

7. The annual cost of contributions to any capital reserve fund pertaining to the Sasamat Fire Service and the servicing of outstanding debt shall be shared equally (50:50) by the Participating Areas.

Maximum Requisition

8. Pursuant to section 339(1)(e) of the *Local Government Act*, the maximum amount that may be requisitioned for the Sasamat Fire Service is the amount yielded by applying the rate of $1.25 per each $1,000 of the net taxable value of land and improvements in the service area.

Board of Trustees

9. The Board of the MVRD has by *Greater Vancouver Regional District Sasamat Volunteer Fire Department Administration and Regulation Bylaw No. 1204, 2014* established, and shall continue by bylaw provide for, a board of trustees for the administration and operation of the Sasamat Fire Service and associated appointments and voting rules.

Services outside Service Area Permitted by Agreement

10. Notwithstanding section 4 of this Bylaw, the Sasamat Fire Service may provide fire suppression, fire prevention and / or emergency response services outside of the service area where the MVRD has entered into an agreement for such purpose, consistent with section 332 of the *Local Government Act*.

Read a first, second, and third time this 29 day of November, 2024.

Third reading rescinded this 28 day of February, 2025.

Read a third time as amended this 28 day of February, 2025.

Approved by the Inspector of Municipalities this 25 day of April, 2025.

Adopted this 23rd day of MAY, 2025.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

BRITISH COLUMBIA

Statutory Approval

Under the provisions of section 349

of the Local Government Act

I hereby approve Bylaw No. 1402

of the Metro Vancouver Regional District ,

a copy of which is attached hereto.

Dated this ***Twenty-fifth*** ***day***

of **April** ***, 2025***

M. Dana

Deputy Inspector of Municipalities

SASAMAT VOLUNTEER FIRE DEPARTMENT (SVFD)
BOARD OF TRUSTEES MEETING

SPECIAL MEETING

Wednesday, November 5, 2025
7:00 P.M.
Anmore Community Hub
2697 Sunnyside Road

A G E N D A

1. ADOPTION OF THE AGENDA

1.1 November 5, 2025 Special Meeting Agenda
That the SVFD Board of Trustees adopt the agenda for its special meeting scheduled for November 5, 2025 as circulated.

2. ADOPTION OF THE MINUTES

2.1. September 11, 2025 Regular Meeting Minutes
That the SVFD Board of Trustees adopt the minutes for its regular meeting held September 11, 2025 as circulated.

3. REPORTS FROM COMMITTEE OR STAFF

3.1 SVFD Fire Hall Replacement – Village of Anmore and Village of Belcarra
That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees approve a Design Build approach and budget to build two new fire halls as presented in the report "Fire Hall Replacement – Village of Anmore and Village of Belcarra" dated October 29, 2025.

4. OTHER BUSINESS

5. ADJOURNMENT/CONCLUSION
That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees adjourn/conclude its special meeting of November 5, 2025.

Membership:

Penner, Darrell (C) - MV Board
Clark, Carolina - Village of Belcarra
McEwen, John - Village of Anmore
Ross, Jamie - Village of Belcarra
Trowbridge, Kim - Village of Anmore
Weverink, Paul - Village of Anmore
Wilder, Liisa - Village of Belcarra

Page intentionally left blank

SASAMAT VOLUNTEER FIRE DEPARTMENT (SVFD)
BOARD OF TRUSTEES MEETING

Minutes of the Regular Meeting of the Sasamat Volunteer Fire Department (SVFD) Board of Trustees held at 7:00 p.m. on Thursday, September 11, 2025 in person.

MEMBERS PRESENT:
Chair, Councillor Darrell Penner, Port Coquitlam
Councillor Carolina Clark, Belcarra
Mayor John McEwen, Anmore
Mayor Jamie Ross, Belcarra
Councillor Paul Weverink, Anmore
Councillor Liisa Wilder, Belcarra
Councillor Kim Trowbridge, Anmore

STAFF PRESENT:
Jay Sharpe, Fire Chief, Sasamat Volunteer Fire Department, Metro Vancouver
Brant Arnold-Smith, Division Manager, Protective Services and Emergency Management, Metro Vancouver
Amie Hadley, Office Supervisor, Corporate Safety/Protective Services and Emergency Management, Metro Vancouver

1. ADOPTION OF THE AGENDA

1.1 September 11, 2025 Regular Meeting Agenda

It was MOVED and SECONDED
That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees adopt the agenda for its regular meeting scheduled for September 11, 2025 as circulated.

CARRIED

2. ADOPTION OF THE MINUTES

2.1 June 5, 2025 Special Meeting Minutes

It was MOVED and SECONDED
That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees adopt the minutes for its regular meeting held June 5, 2025 as circulated.

CARRIED

3. REPORTS FROM COMMITTEE OR STAFF

3.1 2026 Draf Budget and 2026 – 2030 Financial Plan – Sasamat Fire Protection Service

Brant Arnold-Smith provided an overview of the 2026 budget and the 2026 – 2030 Financial Plan.

The total operating budget in 2026 is proposed at $952,629, which is a $3,550 increase over 2025 largely due to inflationary adjustments.

The financial plan does not include the potential replacement of fire halls.

Discussion

Discussion followed over the amounts in the projected reserves under table 3.1 attachment 3. The Capital Facility Reserve currently projected to be $1,623,008 at close of 2025.

The contribution in 2026 will be $400k, should this stay the same or increase. Trustees discussed increasing contribution to all reserves by rate of inflation.

Trustees agreed that all four reserves should increase by inflation (3%).

It was MOVED and SECONDED

That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees endorse the 2026 Budget and 2026 – 2030 Financial Plan with changes made at its regular meeting scheduled for September 11, 2025.

CARRIED

3.2 2025 SVFD Quarterly Work Plan Update

Brant Arnold-Smith presented the report to Trustees, the work plan in 2025 aligns with the Business Plans and budget for the SVFD function.

Jay Sharpe provided a work plan update.

Ahead of schedule. Fire fighter training is ongoing. Live fire training preparation on hold, it was delayed from last year. Waiting to see what the budget looks like at the end of the year.

Work on tender 2 for 2025 on hold.

Discussion

11 people on waitlist, 1 from Belcarra. Some applicants from Port Moody, right on border. Mandate to only train volunteers from Villages of Anmore and Belcarra, but if deficient, would consider taking.

It was MOVED and SECONDED

That the SVFD Board of Trustees receive for information the update to the Work

Plan as presented in the report dated September 5, 2025 titled "2025 SVFD Quarterly Work Plan Update".

CARRIED

3.3 Fire Chief's Report

Staffing Levels – Currently 33 responders.
Equipment – All vehicles completed CVIP and pump tests. Ladder 7 required work on valves, it was determined that the main intake valve had been wired incorrectly. Further work on tender 2 replacement has been put on hold pending Trustee direction.
Halls and Grounds – Looking for clarification on expectation of village staff to cut grass at fire halls. In the winter, it should be a priority of village staff to ensure snow plowing which is essential for ability of trucks to get out of the fire hall driveway.
Training – New recruit training class will start this October.
SVFD Association put on a fire safety talk which went well. A lot of interest in holding a CPR training day.
Reports and Information:
Radio system upgrade in Belcarra is now complete. Will now have three redundancies built into system.
Experiencing some issues with thieves stealing copper wire.
Call outs as of September 3rd include a total of 95 calls – 12 fire, 57 medical, 8 MVIs and 18 alarm and other.
New Business:
Applied for a BC Gaming grant for total of $67K with $41K to purchase of PPE cleaning machine.
The remaining $26K would be for battery operated extraction equipment. Currently only have 100 feet of hose, cannot always reach comfortably if car goes of bank etc.

It was MOVED and SECONDED
That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees receive for information the report dated September 11, 2025, titled "SVFD Fire Chief's Report".

CARRIED

4. INFORMATION ITEMS

Fire Hall Funding
M.P. Royer will do what she can, however, there needs to be a formal design to make funding requests to the government and other organizations.
Question from Trustees on whether issues over capital costs should be resolved prior to moving forward. Could proceed with fire hall plans and tackle both at the same time.
Metro Vancouver staff will connect with MV Procurement about going to market with an

RFP.
Trustees voiced concerns over putting forward money without knowing how much the total cost will be. Have not agreed on certain details on what needs to be included. A few items were discussed including the level of public use of the new buildings and stipulating what building details are council directed and what are fire hall directed.
Village of Anmore has sent a funding proposal to Village of Belcarra. Belcarra council will be responding.
Metro Vancouver staff will bring back a report withing the next 30 days on suggested next steps and schedule a special meeting.
Buildings need to be resilient as they may serve as community refuge.
Trustees tasked the Fire Chief to put together a report on what temporary facilities would be required in each village.

It was MOVED and SECONDED
That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees direct Metro Vancouver staff to draft a report on next steps looking at different options for building two fire halls.

CARRIED

5. OTHER BUSINESS

Command vehicle for Fire Chief
There may be a need for a command vehicle to supplement operations. The Fire Chief has been utilizing personal vehicle during responses to recent structure fires. Metro Vancouver has a 2024 Ford Escape Hybrid with the option for SVFD to take over the lease. This is a fully outfitted emergency vehicle which would meet those operational needs.

Response fleet currently includes a Ford F150 which served as the duty chief vehicle; however, its real value became apparent as an emergency response vehicle (speed, agility). As department gets busier and demands increase, not fair to expect members to use their personal vehicles.

It was MOVED and SECONDED
That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees approve up to $1,500 a month for the lease of the Duty Chief vehicle.

CARRIED

6. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED
That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees adjourn/conclude its regular meeting of September 11, 2025.

CARRIED
(Time: 7:54 p.m.)

To: Sasamat Volunteer Fire Department Board of Trustees

From: Brant Arnold-Smith, Division Manager - Protective Services & Emergency Management

Date: October 27, 2025 Meeting Date: November 5, 2025

Subject: **Fire Hall Replacement – Village of Anmore and Village of Belcarra**

RECOMMENDATION
That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees approve a Design-Build method and proposed budget to replace the two fire halls in the Village of Anmore and Village of Belcarra and direct Metro Vancouver staff to prepare required borrowing bylaws to secure funding for the projects.

EXECUTIVE SUMMARY
The fire halls in the Village of Anmore and the Village of Belcarra have been assessed for their structural condition, operational capacity, and long-term suitability. Based on this review, replacement of both facilities is recommended to meet current and future emergency service needs, as well as health and safety of firefighters as per WorkSafe BC requirements. This report outlines a proposed timeline for the replacement process and provides an estimate of associated costs to be approved.

PURPOSE
The purpose of this report is to seek formal approval for the replacement of the two existing fire halls located in the Village of Anmore and the Village of Belcarra.

BACKGROUND
The current fire halls, built in 1977, have escalating maintenance needs, energy inefficiency, and inadequate space for modern operations. They do not meet post-disaster requirements, lack proper decontamination facilities, and cannot accommodate modern apparatus. These issues have become more pressing over time. The issues arising from the current condition of the two fire halls have been discussed with the Trustees, leading to this report outlining options for their replacement.

SASAMAT VOLUNTEER FIRE DEPARTMENT FIRE HALL REPLACEMENT
The fire halls were the subject of a report by Johnston Davidson Architecture in 2019 (the "JD Report").[1] The JD Report found the following:

- The two fire halls, each originally built in 1977, were at the end of their useful life and did not meet current Building Code post-disaster requirements for emergency response facilities.[2]
- The maintenance requirements for the fire halls were escalating, and they were energy inefficient.[3]

[1] Johnston Davidson Planning and Architecture Inc., *Anmore and Belcarra Firehalls: Condition and Needs Assessment* (April 2019).

[2] JD Report, Section 2.0

[3] JD Report, Section 2.0

- There were inadequate crew accommodations and insufficient operational space to support current and future Department operations. Among other issues noted: there is insufficient space for administration; the halls do not support proper decontamination processes (e.g., separation of gear from truck bays); the fire hall bays are too small for modern apparatus; and there is no extraction system for vehicle exhaust.[4]

The issues identified in the JD Report have become more pressing with the passage of time.

Fire Underwriters Survey Requirements

The Fire Underwriters Survey ("FUS") grading[5] includes the assessment of the fire halls in use. The assessment considers factors such as suitability for current and future requirements, post-disaster construction, ability to accommodate operational requirements and storage of apparatus and equipment, among other matters.

FUS reviews also examine fire hall locations and the ability of a department to respond in a timely fashion to incidents from those locations. Given the overall geographic footprint of the two communities, and the maximum permitted travel distances under the FUS rating system – where commercial properties must be within five kilometres of a fire hall to be considered "protected" and residential properties must be within eight kilometres – it would not be possible for the Department to operate from a single hall and protect the entire service area.

Health and Safety Issues

WorkSafe BC now recognizes 18 cancers as presumptively related to firefighting, in addition to heart disease and post-traumatic stress disorders.[6] WorkSafe requirements for the fire service include the need for proper contamination control, including diesel exhaust extraction systems, cleaning and proper storage of firefighter turnout equipment, and shower facilities for members to properly decontaminate following fire exposures. The current fire halls lack the space to support the necessary contamination control processes.

Fire Hall Replacement Options

When considering options for replacing the fire halls, several construction delivery methods are available, each with distinct advantages and challenges. The recommended approach is the Design-Build method, which consolidates both design and construction responsibilities under a single contract. This model streamlines communication and reduces administrative overhead, resulting in a shortened project timeline thanks to early contractor involvement. Design-Build also provides greater cost certainty, as the price is developed early in the process and the likelihood of change orders is minimized. Risk management is more collaborative, with single-point accountability for both design and construction, and the approach offers flexibility, making it easier to adjust the scope as the project progresses. Best practices for successful Design-Build projects include early collaboration among stakeholders, establishing clear goals, maintaining transparent communication, proactively managing

[4] JD Report, Section 3.0

[5] See: https://fireunderwriters.ca/

[6] These presumptions apply to career as well as volunteer and paid-on-call firefighters

risks, ensuring strong leadership, and fostering continuous improvement throughout the project lifecycle.

Alternatively, the Design-Bid-Build method separates the design and construction phases into distinct contracts. While this traditional approach allows for competitive bidding and potentially lower initial costs, it often results in a longer overall timeline due to the sequential nature of the process. Collaboration between designers and builders is limited, which can lead to misalignment and a higher risk of cost overruns and change orders. Accountability is fragmented, requiring the owner to mediate disputes between parties, and there is less flexibility to make adjustments once construction is underway.

A third option is Construction Management at Risk, which involves engaging a construction manager early in the process. This method features open-book accounting and collaborative planning, allowing for shared risk and enabling the owner to retain a higher degree of control over the project. Construction Management at Risk is particularly useful when the project scope or funding is still evolving, as it provides the flexibility to adapt to changing requirements while maintaining transparency and oversight.

ALTERNATIVES

An alternative could include a process to remediate the two fire halls rather than replacement. The caveat is that remediation may not result in structures that will address the regulatory requirements or meet the evolving service mandate. Alternatives are:

1. That the SVFD Board of Trustees approve a Design-Build method and proposed budget to replace the two fire halls in the Village of Anmore and Village of Belcarra and direct Metro Vancouver staff to prepare required borrowing bylaws to secure funding for the projects; or
2. That the SVFD Board of Trustees receive this report for information and provide alternate direction.

FINANCIAL IMPLICATIONS

Replacing the fire halls in Anmore and Belcarra represents a significant capital investment for the communities, requiring substantial upfront funding to ensure that new facilities meet current standards for emergency response and public safety. Among the available construction delivery methods, the Design-Build approach offers notable financial advantages. By consolidating design and construction under a single contract, Design-Build provides greater cost certainty, as project pricing is established early and the risk of unexpected change orders is minimized. This method also streamlines project management and can lead to potential savings compared to the traditional Design-Bid-Build model, which often experiences cost overruns due to fragmented accountability and limited collaboration between designers and builders. As a result, Design-Build is recommended not only for its efficiency and

risk management benefits, but also for its ability to help control costs and deliver better value for the investment**.** The estimated budget for both fire halls is $21,914,060.20.

Anmore Fire Hall Budget

Item	Cost
Project Estimate (construction, design, fees, insurance etc.)	**$13,445,543.98**
Additional Building Options	$441,000.00
Estimate + Options	$13,886,543.98

Belcarra Fire Hall Budget

Item	Cost
Project Estimate (construction, design, fees, insurance etc.)	**$7,658,516.23**
Additional Building Options	$369,000.00
Estimate + Options	$8,027,516.23

OTHER IMPLICATIONS

Beyond the financial considerations, replacing the fire halls in Anmore and Belcarra will have important implications for the health and safety of firefighters, the effectiveness of emergency response, and regulatory compliance. Modern facilities will provide improved contamination control, proper gear storage, and dedicated decontamination areas, directly supporting the well-being of fire service personnel and helping to mitigate risks associated with occupational hazards such as cancer and heart disease. Enhanced infrastructure will also strengthen the department's ability to respond quickly and effectively to emergencies, ensuring that both communities are better protected. Furthermore, new fire halls will be designed to meet current building codes and regulatory standards, including post-disaster requirements and Fire Underwriters Survey grading criteria, which are essential for maintaining public safety and insurance ratings. These improvements collectively support a safer work environment, more reliable emergency services, and ongoing compliance with evolving regulations.

CONCLUSION

This report recommends approval of a process for replacing the Anmore and Belcarra fire halls with an estimated budget and construction procurement options

ATTACHMENTS

1. Johnston Davidson Planning and Architecture Inc., *Anmore and Belcarra Firehalls: Condition and Needs Assessment* (April 2019).

Anmore and Belcarra Firehalls

Sasamat Volunteer Fire Services Department
Village of Anmore + Village of Belcarra
Metro Vancouver

90% draft

condition and needs assessment

issued: 2019-04-18

johnston davidson architecture + planning inc. suite 301 - 877 east hastings street, vancouver, bc V6A 3Y1 t. 604. 684. 3338 f. 604. 684. 3600 www.jdarch.ca

anmore and belcarra firehalls
condition and needs assessment

TEAM LIST

client:

Sasamat Volunteer Fire Department
2690 E Road
Anmore, BC
V3H 5G9

Contact: Jay Sharpe

e-mail: Jay. Sharpe@anmore.com
tel: 604-765-2944

Metro Vancouver
Metrotown III
4730 Kingsway
Burnaby, BC
V5H 0C6

Contact: Mike Ducey
Division Manager , Corporate Facilities and Fleet Maintenance

e-mail: mike@metrovancouver.org
tel: 604.432.6424

consultant team:

Architect / Prime Consultant:
Johnston Davidson Architecture + Planning Inc.
Suite 301 – 877 East Hastings Street, Vancouver, BC V6A 3Y1
T 604 684 3338 F 604 684 3600

Contact: Kimberly Johnston, Architect AIBC, MRAIC, LEED® AP, Principal
e-mail: kim@jdarch.ca

Contact: John Botelho, LEED® AP, Senior Associate
e-mail: john@jdarch.ca

99% draft

anmore and belcarra firehalls
condition and needs assessment

TABLE OF CONTENTS

SECTIONS PAGE

TEAM LIST

1.0 EXECUTIVE SUMMARY 1

2.0 EXISTING BUILDING / SITE CONDITIONS 2

REPORT

EXISTING SITE ANALYSIS

EXISTING BUILDING ANALYSIS

EXISTING PHOTOGRAPHS

3.0 PROGRAMMING 24

REPORT

SPACE PROGRAM

SPACE PROGRAM COMPARISON DIAGRAM

4.0 SITING OPTIONS 48

REPORT

TYPICAL APPARATUS BAYS DIAGRAM

IDEAL SITE DIAGRAMS

FIT TEST OPTIONS

5.0 APPENDIX 60

99% draft

anmore and belcarra firehalls
condition and needs assessment

EXECUTIVE SUMMARY

1.0 executive summary

The Fire Rescue Services is an essential service for the safety and well being of any community. The Sasamat Volunteer Fire Department (SVFD) was established in 1977, before the incorporation of both Belcarra and Anmore, with a contingent of 100% volunteer members. Since that time, the Department has grown to include over 45 paid-on-call / volunteer members operating out of two firehalls - Anmore Firehall and Belcarra Firehall both of which were built in 1977. However, after over 41 years in service, the two firehall buildings are facing deteriorating conditions, non-compliance with post disaster standards, and significant programmatic deficiencies despite the best efforts of the SVFD. The spaces found in the both the Anmore and Belcarra Firehalls can no longer provide suitable crew accommodations, nor sufficient operational spaces to sustain the required level of service for the community now or into the future.

This needs assessment / feasibility study was commissioned to evaluate the current state of the firehall, create a comparison of the existing functionality with the current industry standards, and to provide siting options to accommodate the current and future needs of the Sasamat Volunteer Fire Department (SVFD). In short, this report identifies wideness of the "gap" between the existing conditions and required functional building spaces needed to maintain current industry standards. In addition, this report looks at the possibility of redevelopment options to renovate or rebuild a the firehall to accommodate the programmatic, BC Building Code and site needs.

90% draft

existing conditions

As noted above, the existing firehall buildings have met the end of their respective service lives. Deficient building envelope performance (energy loss), low seismic design capacity, general ongoing operating costs (repairs to aged finishes, asbestos management, pest control, etc.) code deficiencies and a lack of key programmatic spaces are all present in both firehalls. This is outlined in more detail in **Section 2.0** of this report.

needs analysis - program / facilities

A needs analysis regarding the spatial programming of firehall functional spaces revealed several gaps between the existing facility and the needs of modern day firehalls. Unfortunately, both the Anmore Firehall and Belcarra Firehall have issues with lack of essential functional spaces to accommodate fire department administration, decontamination, gender neutrality and industry standard key operational spaces required to meet the need of current fire department industry standards, both for today and for the future. This is outlined in more detail in **Section 3.0** of this report.

siting studies

The last portion of this study examines the existing sites for potential redevelopment and narrows down the possibilities to 2 preferred options in more detail. This is outlined in more detail in **Section 4.0**. along with high level costing for each site and each site with potential housing development.

Please do not hesitate to contact us if there are any follow-up concerns regarding this report, as Johnston Davidson Architecture + Planning will be more than happy to discuss any issues in person or present to the Mayors, The SVFD Board and or Metro Vancouver if required.

Sincerely,

Kimberly Johnston, Architect AIBC, MRAIC, LEED AP
Principal

johnston davidson architecture + planning inc. suite 301 - 877 east hastings street, vancouver, bc V6A 3Y1 t. 604. 684. 3338 f. 604. 684. 3600 www.jdarch.ca

2.0 existing building / site conditions

99% draft

2.0 existing building

"You can't manage what you don't measure."
W. Edwards Deming

the process

This report was created through discussions with the Sasamat Volunteer Fire Department and the Metro Vancouver Regional District to ensure that all concerns were addressed and reviewed. This included discussions and progress reviews which outlined the findings and assessment of the buildings and site conditions for each facility.

This section of the report outlines the collection of data regarding the current state of both the Anmore and Belcarra Firehalls run by the Sasamat Volunteer Fire Department. For this report, both buildings were assessed and reviewed under three main categories: site, spatial program, and code compliance.

introduction

The Fire Rescue Services is an essential service for the safety and well being of any community. The Sasamat Volunteer Fire Department (SVFD) was established in 1977, before the incorporation of both Belcarra and Anmore, with a contingent of 100% volunteer members. Since that time, the Department has grown to include over 45 paid-on-call / volunteer members operating out of two firehalls - Anmore Firehall and Belcarra Firehall both of which were built in 1977. However, after over 41 years in service, the two firehall buildings are facing deteriorating conditions, non-compliance with post disaster standards, and significant programmatic deficiencies despite the best efforts of the SVFD. The spaces found in the both the Anmore and Belcarra Firehalls can no longer provide suitable crew accommodations, nor sufficient operational spaces to sustain the required level of service for the community now or into the future.

The buildings that the SVFD currently resides in were originally designed in 1977 to serve the needs of the volunteer fire department. However, after over 41 years in service as the main Firehall, these buildings have met the end of its respective service lives and will need to be extensively upgraded or replaced in order to meet the demands on the fire service today and into the future. The buildings are suffering from physical deficiencies such as lack of an energy efficient building envelope, structural deficiencies in the roof structure and non compliance with BC Building Code requirements. In addition, the spaces found in both the Anmore and Belcarra Firehalls can no longer provide suitable accommodations, nor sufficient operational spaces to sustain the required level of service for the community. The following sections will outline these deficiencies in more detail.

60% draft

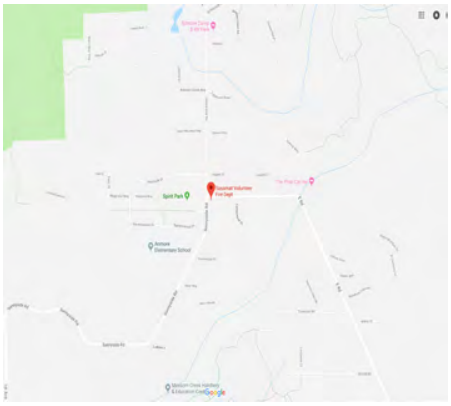
The Anmore Firehall houses the main suppression crew quarters and apparatus bays was renovated in 1997 to accommodate the growing needs to the department by increasing the numbers of bays and the size of the training rooms. The Belcarra Firehall has also has undergone an addition in 1997 which added the hose tower, SCBA and training rooms. It is important to note that no structural upgrades have been implemented to either firehall since the original designs in 1977.

The following is historical population data from the BC Government - Stats Municipal Census Data for both Anmore and Belcarra:

		Anmore	Belcarra
• 1991	Population census data	741	596
• 2001	Population census data	1,344	682
• 2006	Population census data	1,785	676
• 2011	Population census data	2,092	644

Given that the nature of the fire service has changed so drastically with the need to

address increased equipment sizes, technology, gender, inclusion, decontamination and an increase in population since the department's inception, it would be unreasonable to expect another 41 years of service from these firehalls. These facilities were appropriate for the era and population base of the time, however, they were never strategically built to allow for for the number of changes in the building code and the challenges facing the fire services today.



Over those past 41 years, the advancements in both fire fighting and the associated equipment have necessitated larger firehalls with increased functional requirements for items such as gender inclusivity, decontamination, Self-Contained Breathing Apparatus (SCBA) maintenance, Personal Protective Equipment (PPE) cleaning and storage, training, fitness and other programmatic requirements needed to meet current industry standards. Many of these items aiding in the containment of continual exposure to harmful contaminants and reducing the incidents of presumptive cancers in Firefighters.

In addition, the existing structure presents several physical concerns ranging from building code issues, seismic capacity limitations, snow load capacity and environmental performance with regards to energy efficiency and requirements of the bc building code.

facility statistics

Currently the Sasamat Volunteer Fire Department operates out of two firehalls and provides services for over an estimated 2,853 constituents (2016) and a larger population during the summertime. The two firehalls are located in the Village of Anmore and the Village of Belcarra respectively. The following is a brief overview of the existing building:

Anmore Firehall (Headquarters):

- Location: 2609 E Rd., Anmore, BC
- Built: Original Anmore firehall (1977).
  Addition and renovation: (1997)
- Building Size: Total Building = 4,245sf (395 sm)
- Site Size: 1.06 acre (4,306 sm / 46,350 sf)
- Construction: 1.5 + 2 storey structure comprised mostly of concrete block with wood / metal trusses, wood cladding (siding and shingles) + exposed concrete block around the apparatus bays.
- Function: suppression crews, fire department administration, office of the fire chief, fire prevention, training officers.
- Apparatus Bays:
  2 bays - 12.5m (41'-0") long (single, non-drive through bays)
  1 bay - 8.85m (29'-4") long (single, non drive thru bays)
- Other:
  minimal on site training + parking area for 6-10 spots currently on site.
  water tanks stored on site.

Belcarra Firehall:

- Location: 4082 Bedwell Bay Road, Belcarra, BC
- Built: Original Firehall (1978).
  Addition and renovation: (1997).
- Building Size: Total Building = 2,386sf (221.69 sm)
- Site Size: .87 acre (3,509.93 sm / 37,780 sf)
- Construction: 1.5 + 2 storey structure comprised mostly of concrete block and metal cladding (non-combustible construction).
- Function: suppression crews, training, exercise facilities + scba / filling.

99% draft

- Apparatus: 2 bays 12.5m (41'-0") long (single, non-drive through bays)

- Other:
  no training yard + parking area for 4 spots currently on site.

There is currently the following reports which have been complied for the project to date outside of this reports and drawings:

1. Anmore existing building drawings.
2. Belcarra existing building drawings.

99% draft

A. site data

The existing Anmore Firehall Site is located at the civic address of 2609 E Rd., Anmore, BC at the corner of East Road and Sunnyside Road, two main arterial roads connecting the area with the Lower Mainland. This location is central to the local business district and local residential properties, with quick access to both and the surrounding residential neighborhoods.

The current firehall site is a small square piece of land which is bordered along the eastern and southern sides by multifamily residential / single family, and roadways to north and west. Vehicular access is currently provided along the north and west side with a substantial grade change running form the western side across the site to the east. East Road is a reasonable width for accommodating exiting emergency vehicles due to the some adjustments to the road width directly opposite the current location of the apparatus bays, while Sunnyside Road is narrower and has significant grade impediments making it less optimal for exiting emergency response. However, it could be suitable for access for slower returning vehicles if a drive through bay scenario was to be revisited in the planning section of this report. Street parking is permitted on a part of the eastern side of Sunnyside Road and for a portion of East Road - both for restricted SVFD use only. A bus stop is located on East Road along the southern side of the street directly to the east side of the site entrance. This is a fair distance from the existing apparatus bays, but is not an ideal situation for visibility for out going and incoming emergency vehicles. There is an additional bus stop located directly across from firehall site access on Sunnyside Road on the western side of this street.

The hall is currently located in a good position as it provides excellent service delivery coverage; however, it is directly adjacent residential neighborhoods and access can be impeded by traffic in peak visitor season. The overall site area is small but can be designed to accommodate parking for members during training and / or an emergency event so crews can use a good portion of the available street parking when these events are underway.

The site plan drawings, site analysis and site photographs are located within **Section 2.0** of this Report for further information.

The site measures approximately 1.06 of an acre (4,306 sm) with a large swath along the southern edge being identified as a BC Hydro R.OW. rendering it unusable for development for the SVFD. This reduces the overall usable site area to .533 (2,160sm) which by industry standards is a very small site. It has a significant grade change running west to east across the site with vehicular site access currently being established from two sides - along the western side of the site (Sunnyside Road) as well as along the northern side of the site along the East Road. Approximately 25% of the site is currently paved with a substantial portion of the site currently left as green space. There is no clear direction for visitors or traffic control for the hall currently. The majority of vehicular traffic enters the site from the western edge along Sunnyside Road with an large apron along the northern side to help accommodate returning and exiting emergency vehicles as they back into the apparatus bays.

An overhead service to the Firehall is provided from a power pole located on East Road. Substantial power lines and power poles are located against western side of Sunnyside Road directly along the Firehall site. This condition in combination with the narrowness of the street and the grade issue, renders emergency vehicle exiting access in this direction difficult, limiting SVFDs ability to deploy from tandem bays in two directions. The remainder of the site could be access for training opportunities.

Site servicing has not been analyzed in this needs assessment.

99% draft

B. site analysis

The existing site currently houses a building footprint of 395sm (4,245sf) including the main floor, upper floor and apparatus bays. This compact facility is comprised of two main components within the tight building footprint- the first being the original apparatus bays containing two truck bays which run north south on the site and also house the SVFD gear storage, workshop, and storage. The second being the additional apparatus bay, administration quarters, training rooms, radio and storage located in an addition at the front of the bays and on the second floor. This component adds a second storey to the original building and re-clad the entire facility.

The positioning of the apparatus bays is ideal for exiting from this site directly onto a relatively low traffic street during non peak visitor season. However, traffic congestion can be an issue during the summer months and traffic control measures should be considered such as street marking to keep the bays clear. Staff parking is situated west of the apparatus bays. There is presently no physical separation of Public access from the Paid On Call (POC) members parking and site access which can cause a conflict / safety concerns when crews are arriving for a call.

The current layout of the Firehall occupies approximately 6% of the overall site area for the entire site and 11.7% of the developable site area. The apparatus bays are single, non drive-through bays with a reasonable front apron of 13.5m in depth which is utilized for positioning, trucks checks and backing vehicles into the apparatus bays. Consideration to future development of this site should address the following points:

The Anmore Firehall facility is located on a medium sized site overall based on industry standards, which is impacted by the location of the BC Hydro R.O.W rendering approximately 1,175sm or 27.2% of the site unusable. It currently does not share site access with any other colocated municipal user groups. In order to accommodate the current and future needs of the SVFD, redevelopment would require the following design considerations:

The following points identify the prime design concerns with the site:

- from an operational perspective, the concerns relate to the movement of emergency response vehicles and personnel when responding to a call.
    - emergency response vehicles must use the front apron to assist with backing into the apparatus bays without having to use the public street.
    - crews arrive at the site rapidly and need to get access to parking without conflict with emergency vehicles leaving the site. There is currently not enough parking to accommodate more than 20% of crew members on site. Parking for training or emergencies would need to be accommodated on the local streets.
    - public parking is currently undesignated and not required for operation of the hall. However, as a public building this normally would need to be provided to bring the building up to By-Law standards unless a relaxation was to be provided.
    - parking is located along the west side of the site using the same driveway that incoming crew may use when arriving on site. On this rare occasion, there could be conflict with emergency response vehicles leaving the site.
- the building currently sits inside the setbacks as shown on the site plan included in this report.
- in order to house the current number of vehicles, 6 tandem or single apparatus bays would be required to meet current industry standards. This footprint would occupy a larger portion of the building able area an likely increase the apron size along East Road.
- with the development of the new apparatus bays, access to the rear of the site, water storage and relocation of a generator would need to be assessed. Examples of possible layouts are shown on the siting option in **Section 4.0.**

sg'd draft

- permitted site coverage under and require a variance as part of the future project depending on the further development in the next stages project.
- 6 tandem drive-through bays are recommended for any future redevelopment to allow for flexibility of deployment.

C. current space program

The Anmore Firehall is the main headquarters hall and has functioned reasonably as the home for the SVFD over the past 41 years. In order to understand the size and organization of this facility, please refer to the existing floor plan drawing following this Section. Space for decontamination,separation of PPE gear, inclusive washrooms to address gender issues, facilities to act as a first responder EOC are not allocated within the current design.

Due to the size and changing industry standards, this building no longer meets the current needs of the SVFD's for various reasons as outlined below. A comparison of the existing space program to that of the current needs of the Fire Services will be found in **Section 3.0** of this report.

A summary sheet of the current space program is attached to this Section which catalogues the current size and types of spaces found at the Firehall. Included on this chart are spaces which would be found in a typical firehall built in accordance with today's best practices and NFPA standards. Those spaces are currently not present in the Anmore Firehall. In addition to any missing programmatic spaces, many of the present spaces are undersized for the current services that the Fire Department provides and / or the changing operational requirements of the department.

99% draft

D. space program - areas of concern

The description below summarizes the major spatial deficiencies found at the Anmore Firehall. (See the Space Program for future space program recommendations).

The current building program utilizes 4,245sf (403sm) of programmed space. The following is a summary of those spaces on the project and areas of concern related to the current layout.

- **Public Areas:**
  - there is currently a lack of space allocated for the public and separation of those areas from the operational and admin spaces.
  - there is no security at the current time separating Fire Rescue Services from incoming public. Once in the building, the public is are no longer physically separated from the operational / crew quarters of the Firehall. This may not be a major concern for the operation currently, but in the evaluation needs to be recognized.
  - the public access of the Firehall is located on the main level with a single access point, no handicapped door access buttons to the building or other accessible access is currently provided. It is acceptable to have the crew quarters unavailable from an accessible perspective with the BCBC; however, the remainder of the administration, and meetings rooms should be designed to meet the accessibility standards of the BC Building Code (BCBC).
  - there is no H/C washroom available for the Public, retired personnel or visiting groups.

- **Administration (Fire Chief, Assistant Chiefs, Training + Support Staff):**
  - current floor space is maximized.
  - there are no offices provided in this location for any administration officers or staff. There is currently a single desk offered in

administration side of the hall and another within the apparatus bays.
- medium size meeting space for public consultation and fire department training required to be separate from the office area and the crew quarters. Currently this space does not exist.
- office space required for crews should be added into the space program. There is currently only space designated to report writing within the educational area for crews such as an open work station area is located adjacent to the kitchen area.
- these areas are key in providing spaces for future development of the department and keeping volunteers separated from the dirty spaces of the hall.

- **FH Operational Areas:**
  - Apparatus Bays - two single 12.5m (41'-0") long bays - both non drive through and 4.5m (14.5')
    - the current bays themselves are too small to accommodate the current standard for emergency vehicle sizes with width and length of the bays being the most crucial deficiency.
    - typical firehall design in today's standards would create apparatus bays 27m (85'-90') in length for tandem and 13.7 (45') for single bays. Widths of 5.2. or 5.6 (17.25'- 18.25') clear inside space, with overhead doors being a minimum of 14' wide to accommodate larger vehicles and reduce the need for custom vehicles to be purchased.
    - this will also allow for vehicles to be seamless relocated between the two halls without restriction as requirements may change.
  - the apparatus bays can house up to 3 vehicles. Additional vehicles are stored outdoors or off-site which is undesirable, as it requires additional costs for maintenance and difficulties for access.
  - there is currently no bays allocated to store the archive vehicles.
  - radio room, gear storage, general storage, hose storage are all currently exposed to the general apparatus bays mixing clean and dirty spaces which allows for contaminates to spread from operational areas into living quarters and home with volunteers.
  - vehicle Exhaust Systems: there is no vehicle exhaust system located within the apparatus bays. This is major element which impacts Work Safe and the overall safety of the firefighter's gear within the hall and is now one of the mainstays of the current industry standards for the design of apparatus bays.
  - the current standards of best practice for decontamination are not able to be followed due to the current building design. BC Building Code Standards have changed since the design of the current firehall and these could be costly to address; in some cases, the issues are simply unable to be achieved with the current building design.
    - there is no definite separation of clean and dirty spaces - creating an approach which does not limit exposure to crews and all that visit the hall to contaminants.
    - there is no decontamination washroom located on the dirty side of the hall. This enables contaminants to stay out of the clean areas reducing the risk the spread of these carcinogens.
    - gear washing facilities- the current hall has no gear washing amenities.
    - the hall should also have residential washer and dryer facilities within the clean side of the hall.
    - turnout gear (Personal Protection Equipment = PPE) is currently stored within a the apparatus bays. This is

99% draft

no longer industry standard as is exposes clean gear to contaminants and providing no proper drying area for the PPE equipment.

- **Hose / Training Tower:**
  - there is no hose drying / training tower which is usable. There was a hose tower provided as part of the addition in 1997, but it is not longer available for hose drying.
  - a hose tower provides the space for hose drying as well as training opportunities and is still used in many modern, multi-functional towers. Hose and Gear Dryers are available for small sites or buildings where necessary but this does not address the need for training off the hose tower.

- **Suppression Crew Quarters.**
  - there is direct access to the operational quarters through the rear of the bays and into the kitchen area creating a difficulty in managing the separation of the “clean” and “contaminated zones” within the hall.
  - there are two kitchen / kitchenette areas located within this hall. one on the main floor and the other on the upper level. both are relatively small.
  - there are currently no spaces allocated to temporary sleeping quarters.
  - there are not enough washrooms suitable for the number of staff and crews. Currently there is only one washroom with the hall. This washroom has a shower which is not completely operational at this time and is located on the clean side of the hall. A washroom on the apparatus bays side of the building creates an opportunity to reduce the spread of contaminants throughout the building.
  - there is no space available for decontamination washrooms and showers directly off of the bays. This again works to separate clean and dirty spaces and keep contaminants in the apparatus bay zone.
  - gender inclusive solutions are addressed in **Item D of Section 3.0.**

E. existing building

This section aims to compare existing conditions to best practices using three categories. This information is then used to assess the gaps between existing and new program outlined in **Section 3.0** to identify the gaps between current and spatial needs. The Anmore Firehall (AFH) was assessed under the following three categories:

1. building code issues
2. environmental concerns
3. building systems

E.1 building code issues

The building code requirement under the 2012 British Columbia Building Code (BCBC) and the new upcoming 2018 Building Code have different requirements from previous versions of the BC Building Code which have been upgraded over the past 41 years since the building was built in 1977. As a result, it is not unusual for buildings in this situation to not comply with current code nor is it always necessary that the existing building issues be upgraded. However, as part of this report we have outlined the current deficiencies in order to give a full picture of the gaps between existing conditions and current standards.

- Seismic Concerns: in British Columbia, firehalls are designated to be

99% Draft

constructed to meet post-disaster design standards which simply means that the buildings are designed to withstand 1.5 times the seismic force of conventional buildings during an earthquake. This is required so essential services maintain operations during these kinds of emergencies. In general, the building does not meet seismic standards of the current BC Building Code for the following general requirements:

- there are no structural headers installed above the overhead doors. The wall above the doors is concrete block with no structural header to hold up the wall, the doors and associated architectural elements. The result is that under a seismic event it is likely that this portion of the wall will crumble or fall to the ground blocking the entrance / exit from the apparatus bays and rendering emergency vehicles ineffective.
- the majority of the original firehall was designed in 1977. There have been 7 updates to the BCBC since the design was completed and built. The post disaster standards for structural systems have greatly changed since this time.
- concrete block supporting walls would need to be core filled with extensive horizontal bond beams and vertical rebar within the cavities of this structure. As per the original drawings - these items are extremely limited in the original design and would not meet current requirements.
- the mounting bracket and the top chord of the roof trusses for the apparatus bays are both undersized.

- BCBC Classification: the current Firehall is classified under BCBC 3.2.2.81, Group F, Division 3 up to 4 storeys - non sprinklered.
  - the building is 2 storeys, facing 2 streets allowing for a maximum building area of 1,000 sm.
  - the building is permitted to be non-sprinklered and built of non - combustible or combustible construction.
  - floor assemblies are required to have a fire separation of not less than 45 minutes.
  - load bearing walls must be rated to 45 minutes or built out of non combustible construction. Many of the walls in the original walls were built out of concrete block (non-combustible construction). The renovated portion of the hall was designed with wood frame construction (combustible construction) which appear to be the correct rating. However, a more detailed review of these existing walls was unable to be completed to determine the thickness of the gypsum wall board.

- BCBC 2012: fire separations between the living quarters and the apparatus bays / operation spaces are to be 1.5 hours meaning that spaces such as the SCBA / workshop /apparatus bays / gear storage should all be separated from the living / training / office areas by a 1.5 hour fire separation.
  - the AFH currently has a concrete block wall between the apparatus bays and some of the living quarters which should technically meet the 1.5 hour FRR requirement, but is not fire stopped around penetrations and there is limited core filling and rebar within the existing walls which do not meet the BCBC requirement.
  - the doors in this separation must be rated to 1.5 hours and all should be rated to this effect and have closers. Currently, this is not the case.
  - all fire stopping separation should be reviewed to meet the 1.5 hour rating of this wall.

- Handicapped accessibility: BCBC 2012 Section A3.8.1.1 “to make buildings accessible for persons with disabilities”. In protective services buildings, a reasonable case can be made that in order to perform as a firefighter one must be able bodied; therefore, much of building does not need to be accessible. This exception would not apply to areas such as

99% draft

the public areas, administration, EOC, emergency programs or anywhere where persons with disabilities may work. As suppression crew areas would fall under this exception, accessibility in the firehalls would only be required for areas accessed by the Public.

- public reception is non existent.
- front entry does not have a handicapped door opener.
- entry itself would need to ensure that door widths and slopes in all cases met accessible requirements.
- handicapped accessible washroom will need to be made available.

- Exiting requirements: BCBC 3.4.2.1 for an F3 classification: the floor area break downs are as follows:
    - Main Floor - Apparatus Bays/Operational = 253sm (2,723sf)
    - Admin and Training = 141.31m (1521sf)
  - a building which is unsprinklere can have only one exit if the follow two items have been met under the F3 classification:
    - The floor area is not greater than 200sm.
    - travel distance to the exit is not greater than 15m
  - the main floor is greater than 200sm as a result needs more than 1 exit. There currently are two exits both throughthe apparatus bays. The exit in the original apparatus bays meets the requirement as the max travel distance is 13.5m. The second exit through apparatus bay addition does not meet the travel distance requirements at over 20m.
  - the original apparatus bays have 1 pedestrian exit directly to the exterior - BCBC requires that there must be at least 2 exits directly from the apparatus bays positioned 1/2 diagonal distance of the bays apart from each other in order to meet travel distance. This requirement has not been met under the current layout for either the original two bays or the additional single bay.
  - the upper floor administration / training areas of the hall:
    - size of the floor plate: on this basis the exiting requirements have been met as there are two stairs provided; however, the original stair does not meet exiting requirements as it does not exit directly outside or through a lobby and is not enclosed at the top or bottom. As a result it needs to be eliminated from the equation.
    - currently only 1 stair can be considered an exit from the upper floor. This is acceptable as the area of the upper floor is less than 200sm, however, the travel distance to an exit is over 23m which is not acceptable by BCBC. This is because the stair is not enclosed at the top and therefore the travel distance is measured by code to the exit door. (BCBC 3.4.2.4)

- Sprinklers: under BCBC 3.2.2.83 sprinklers are not required. The building is permitted to be non sprinklered and constructed of both/ either combustible and non-combustible construction.

- Washrooms: BCBC 3.1.17.1.
  - occupant load is calculated by area and type of building.
  - firehall occupant load for the updated building estimated at:
    - 165.71sm / 46 = 2.05 (apparatus bays)
    - 237.29sm / 9.6 = 24.71 (living quarters)
  - total occupant load = 2 (per gender) = 13.38 persons of each gender.
  - total washrooms required by code (BCBC 3.7.2.2.C) = 4 fixtures in total - 2 male and 2 female. If there are gender neutral or accessible individual washrooms, the total load can be reduced by 15, reducing further the overall requirement for only 2 washrooms

60% Draft

in total.
- current Firehall does not meet code as there are 2 fixtures in 2 individual washrooms - none of these existing washrooms are considered a single universal toilet.

E.2 environmental

The building code requirement under the 2012 British Columbia Building Code (BCBC) requires that the building meet new energy standards as outlined by ASHRAE 90.1 (2010) or NECB 2010. This requirement means that architectural, mechanical and electrical components of new buildings must meet the environmental energy performance as outlined in these standards. When identifying the gaps between existing and current best practices it needs to be recognized that this Firehall would **not** meet the current energy code requirements for following reasons. These building requirements are likely to increase with the acceptance of the new BCBC 2018 and the BC Energy Step Code.

1. Building Envelope: a high performance building envelope is to be designed to equal the R values as required by the BCBC and outlined below.
2. From review of the existing drawings only, it appears as if the building envelope has limited insulation in the walls and roof, leaving the building exterior with low energy performance. As a result, the building would not likely meet the R-values as summarized below.
    - R Value definition: the capacity of an insulating material to resist heat flow. The higher the R-value, the greater the insulating power.
    - each building material has an established insulating power and together the items which make up the roof, walls and floors must meet the following requirements as outlined be ASHREA 90.1 (2010).
    - walls = R11.4 - R16.8 (varies with construction type)
    - roofs = R20 + floors = R10 - R30 (varies with construction type)
    - slab on Grade (Heated) R-15.

3. Electrical: The revised ASHRAE standards will require that the electrical systems be approximately 27% more efficient than the previous Code requirements. This includes lighting and power. The current Firehall would not meet this code requirement.

E.3 building content

The space program of the Firehall has been reviewed under **Section 3.0** of this Appendix and outlines existing spaces as well as those which are missing from a typical contemporary Firehall. This section is an initial evaluation of the content of the project from a building stand point. The following points are general to the overall building and apply for most scenarios.

- Apparatus Bays:
    - the bays are seisimically unstable and there is no operational hose tower. There have been no structural improvements since 1977 and to do so at this stage would be increasingly expensive and disruptive to the operation of the fire department.

- Security:
    - currently there are no doors located between the front entry and the remainder of the hall to help keep visitors from accessing the hall beyond the front entry without permission. There should be engineered controls for administrative safety and security and or a small weather / security vestibule which could address these concerns.
    - proximity readers have not been installed on the exterior doors to the hall. Access is currently though key access only.
    - HQ offices are directly accessible from the main entry where there is a low level or security between the Public interface and these spaces.

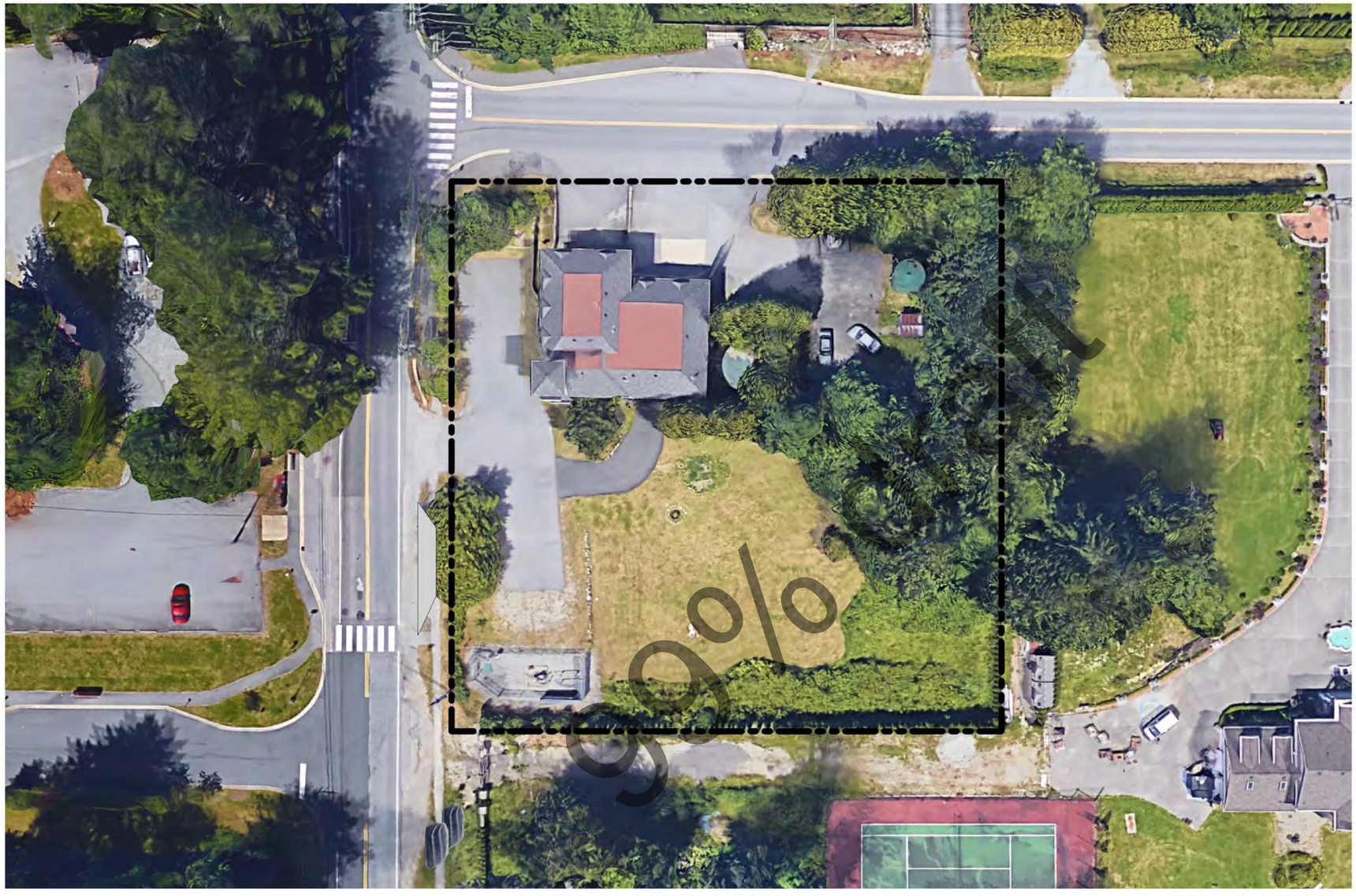
99% draft

- Personnel Flow:
  - flow from the operation quarters on the main floor is reasonably acceptable from space to space as there is a general circular circulation path. However, the PPE gear is located behind the trucks which creates a conflict in flow as crews need to shimmy past the vehicles, to get to their gear. This greatly limits the response time and creates a dysfunctional flow between crews and the equipment and vehicles.
  - the current NFPA 1710 + 1720 standards set separate benchmark times for Fire and EMS responses with the same compliance criteria for Turnout. Turnout time represents the elapsed time from the moment a call is dispatched, until the assigned Emergency Response Unit(s) is physically en route.
    - NFPA 1720 standard states:
      - 90% of all emergency responses to fire calls must turnout within 80 seconds or less.
      - 90% of all emergency responses to EMS calls must turnout within 60 seconds or less.
  - current firehall design standards would keep this access to PPE gear separate from any other rooms in order to provide an unimpeded route to the emergency vehicles improving response times.

- Equipment:
  - gear storage drying system, SCBA room and equipment in clean room, (fill station and compressor), separate radio or rip/run area, AV training systems are all areas of deficiency from a contemporary typical firehall design.
  - emergency genset is present but would need to be evaluated to assess how much of the building could be powered. Current best practice would be to power the entire building, minus any cooling systems for a minimum of 72 hours. This would require fuel storage to support this operation on site as well as the generator.

- Systems:
  - from an environmental perspective, low flow fixtures, LED lighting and a high efficiency mechanical system would be some of the usual areas where older buildings do not match current design and BCBC standards.
  - Traffic preemption control is not existing.

99% draft



Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

N
project north 179°

feasibility study

Metro Vancouver Regional District
Anmore Firehall

aerial

1:500
18 - sept - 14

draft
99%

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

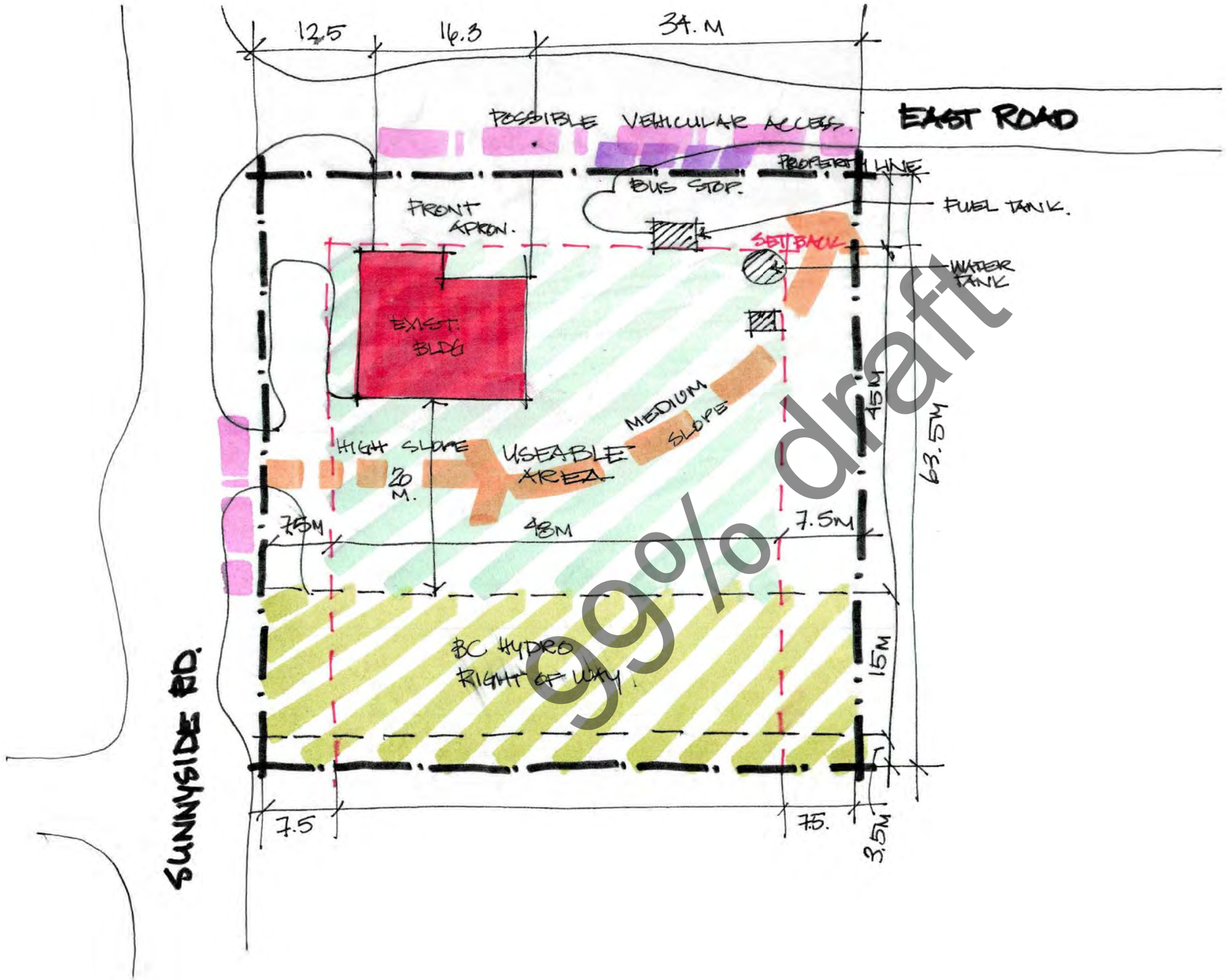
N
project north 179°

feasibility study

Metro Vancouver Regional District
Anmore Firehall

site plan

1:400
18 - sept - 14



99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

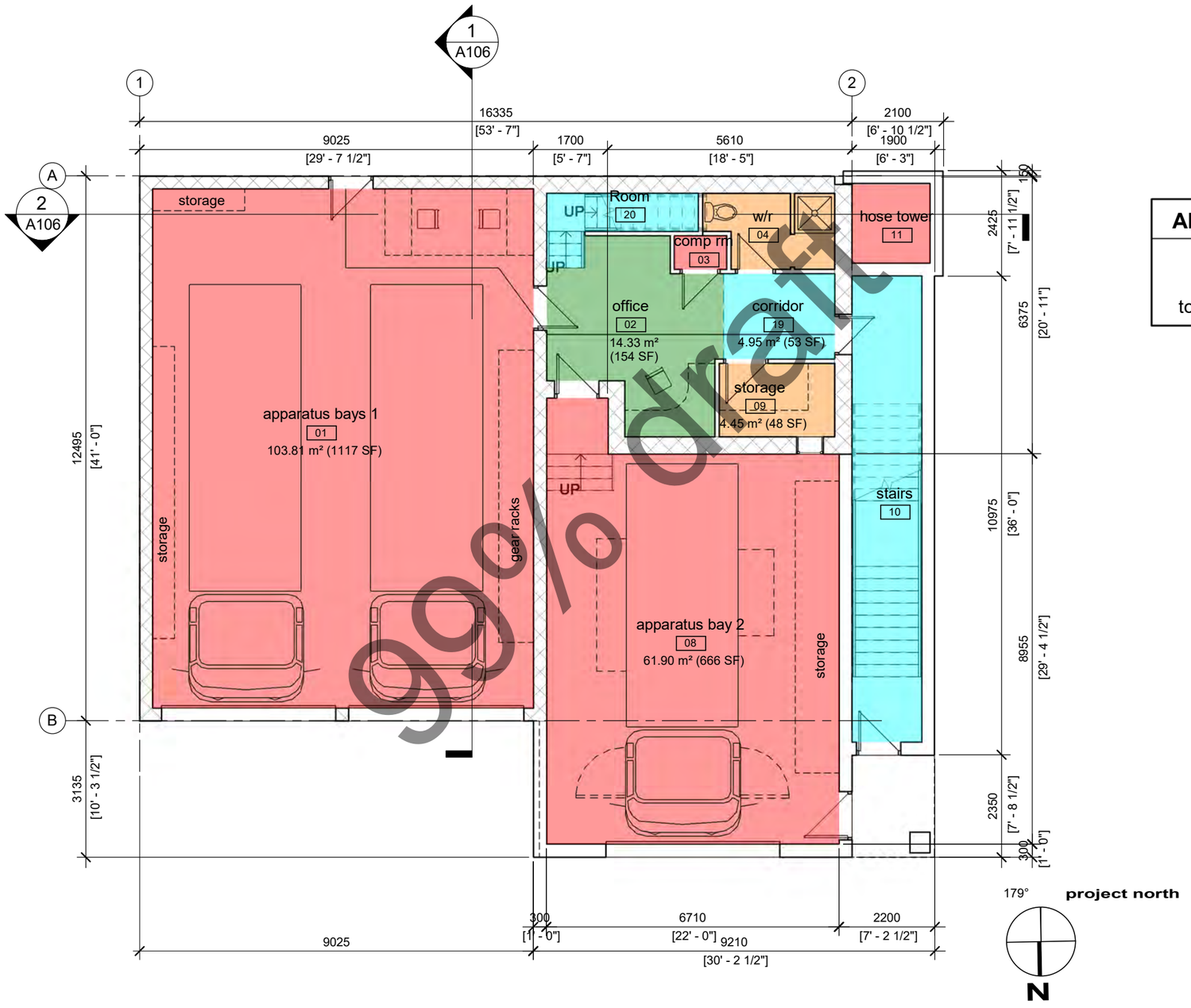
N
project north 179°

feasibility study

Metro Vancouver Regional District
Anmore Firehall

site analysis

1:400
18 - sept - 14



draft
99%

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

AREA

main floor = 253.02 sm (2,723 sf)
upper floor = 141.31 sm (1,521 sf)
total floor area = 394.33 sm (4,245 sf)

space allocation legend

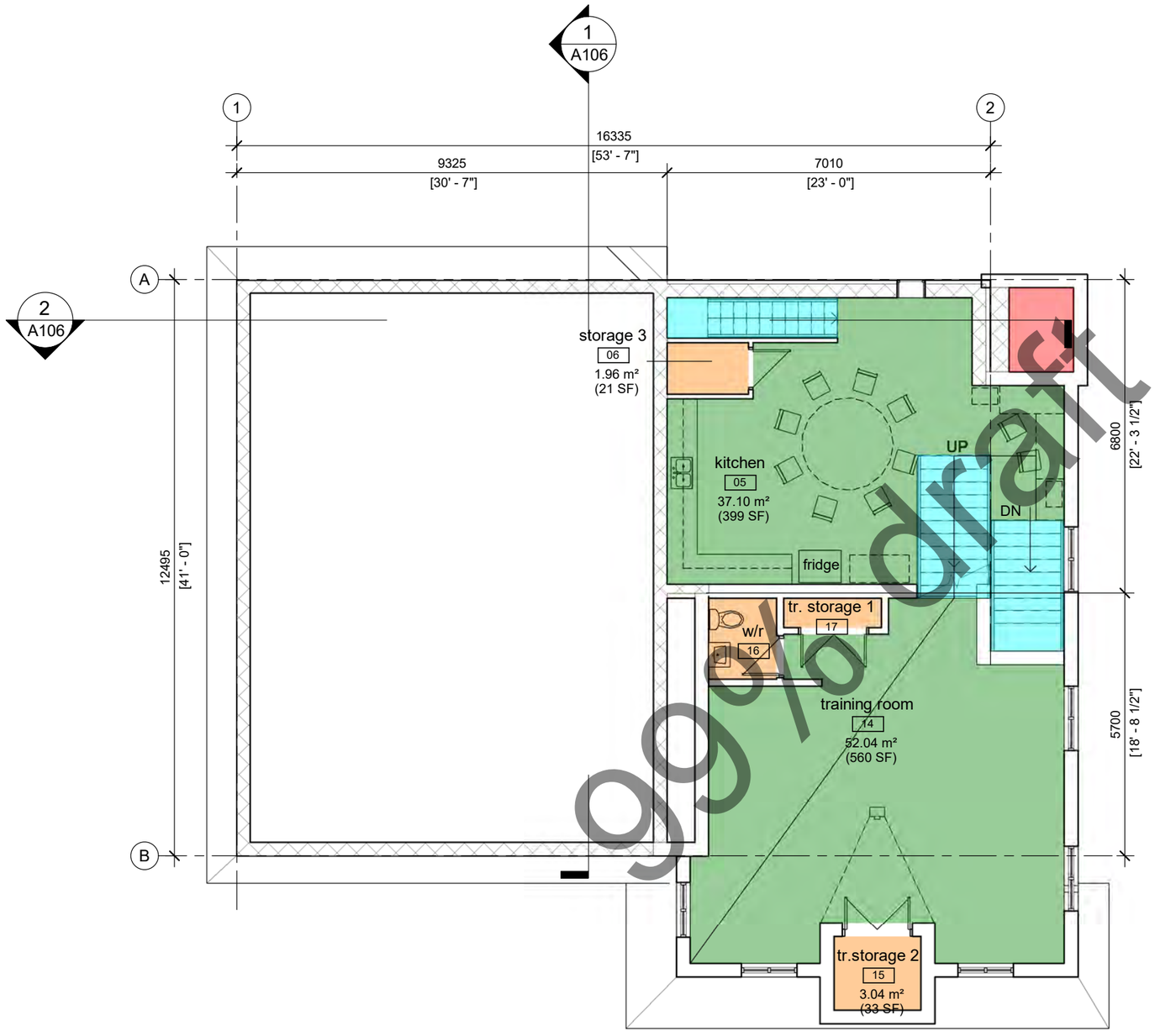
- operational
- admin
- crew quarters
- public spaces
- service spaces
- circulation

feasibility study

Metro Vancouver Regional District
Anmore Firehall

main floor plan

1:100
18 - sept - 14



draft
99% Complete

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

AREA

main floor = 253.02 sm (2,723 sf)
upper floor = 141.31 sm (1,521 sf)
total floor area = 394.33 sm (4,245 sf)

space allocation legend

- operational
- admin
- crew quarters
- public spaces
- service spaces
- circulation

179° project north

N

feasibility study

Metro Vancouver Regional District
Anmore Firehall

second floor plan

1:100
18 - sept - 14

anmore firehall **existing building photos**

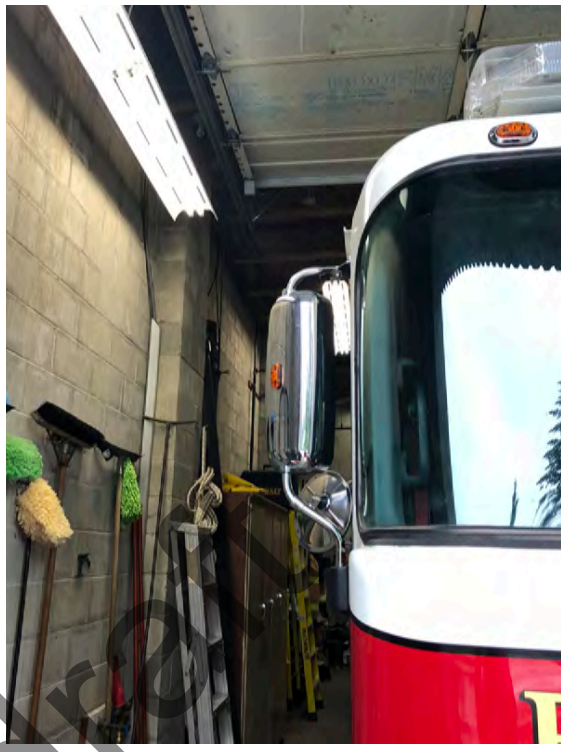
Exterior view of the Anmore Firehall from northeast corner of the site from E Road. This Firehall was constructed in 1977 and consists of 3 apparatus bays, training tower and reception.

Exterior view of the Anmore Firehall from western side of teh site along Sunnyside Road.

99% draft

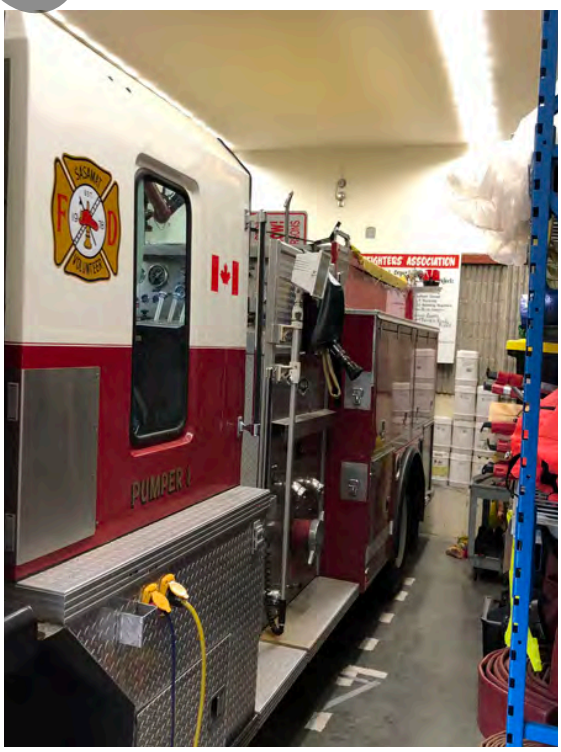
anmore firehall **existing building photos**

Apparatus bays with extremely limited space between vehicles and doors.



Equipment and materials stored between vehicles and wall space, making walkway narrow.

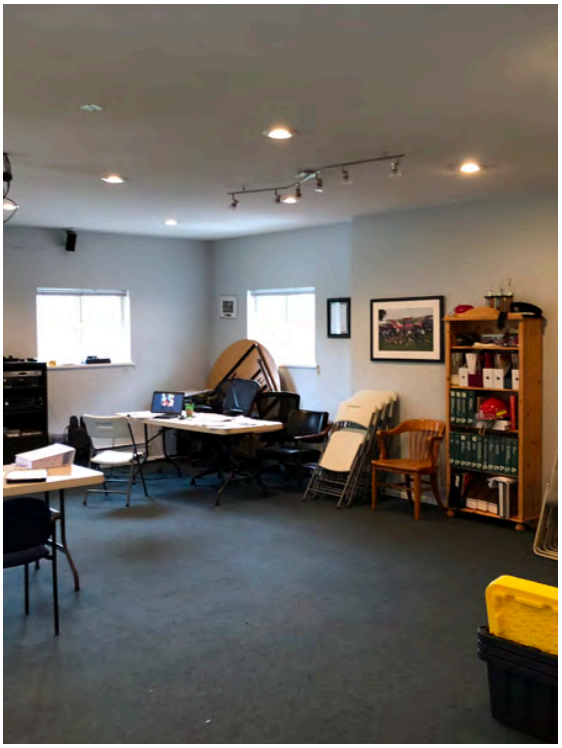
Less than 2 feet of space between apparatus and overhead door when closed.



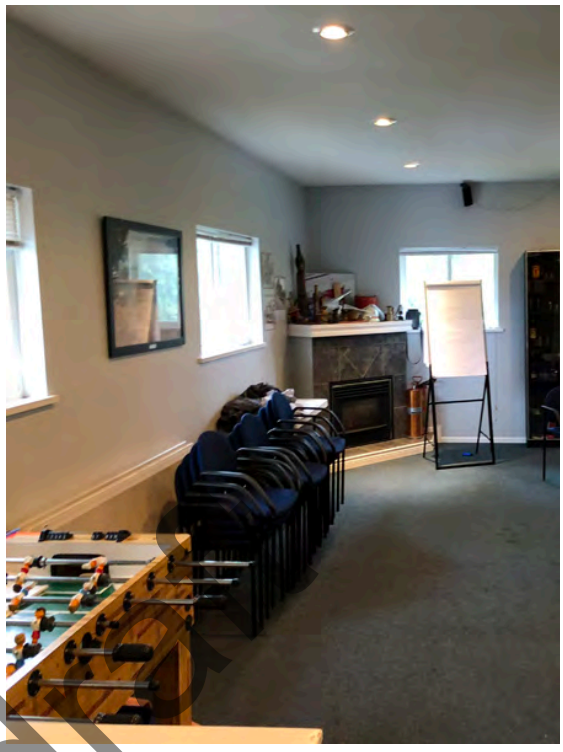
Circulation space around vehicles is inadequate and compromises personnel safety when trying to access vehicles quickly during an emergency

going draft

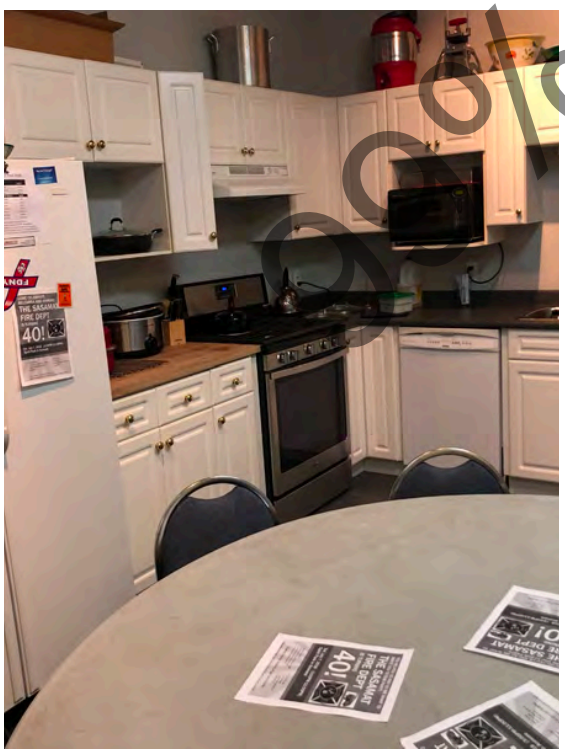
anmore firehall **existing building photos**



Training Room has limited areas to store tables and chairs.



Day Room doubles as dining room, located on second floor of building.



Existing counter/kitchen space is limited for a department of this size, small food preparation and mealtime area.

Limited area throughout kitchen/dining area, potential to be easily crowded.

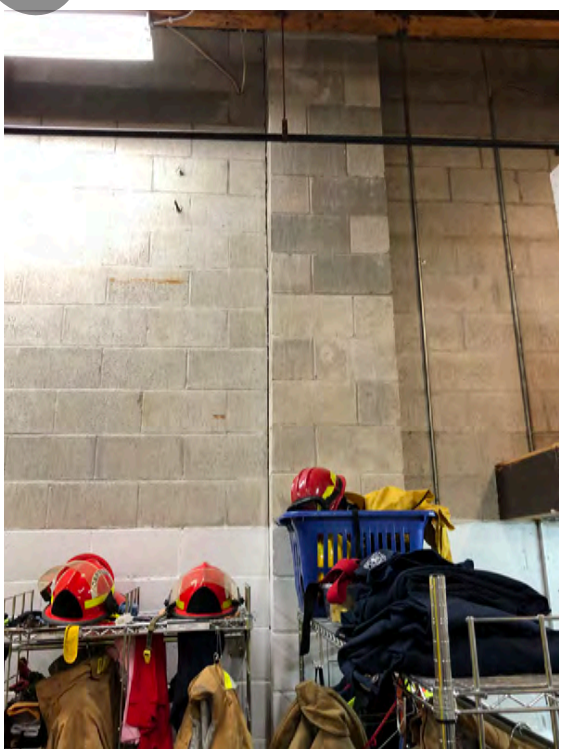
COPY

anmore firehall **existing building photos**

Storage area for SCBA equipment - this is located on the clean side of the hall

Low-quality lighting in makeshift storage areas, options for storage include utilizing underused spaces.

Storage of firefighting equipment narrow and difficult to utilize efficiently.

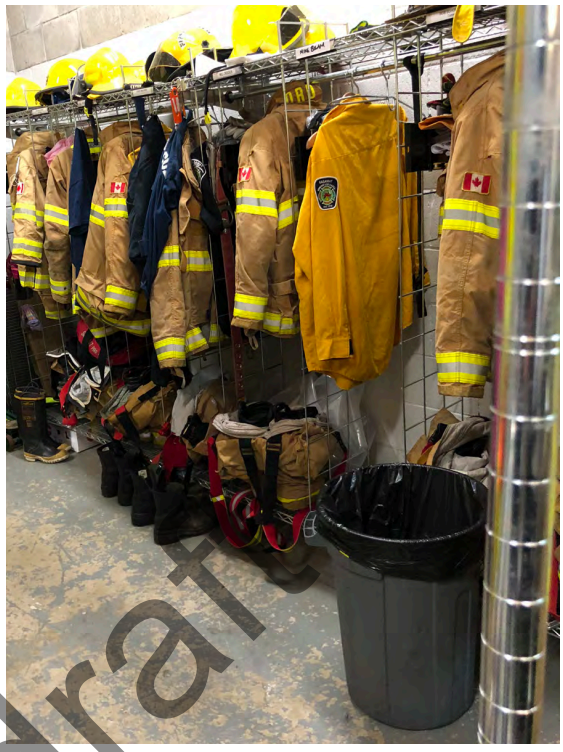


Limited structural capacity leading to cracks and structural deficiencies in walls.

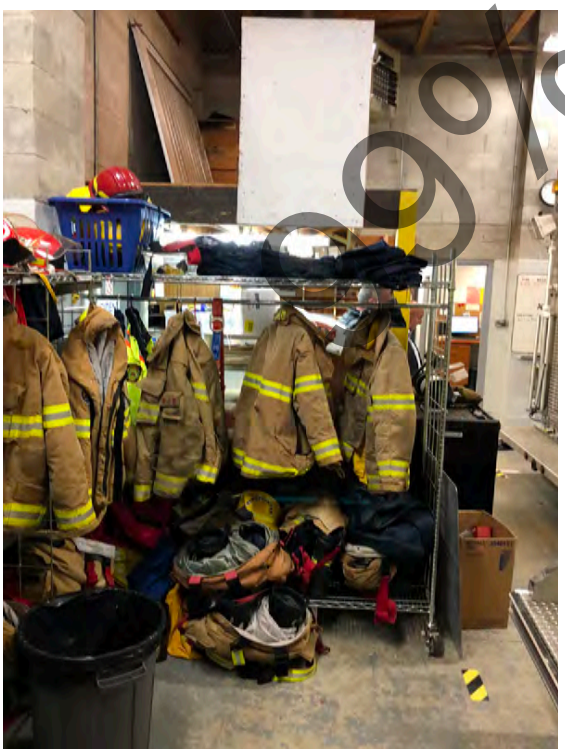
99% draft

anmore firehall **existing building photos**

Exposed ceiling structure requires fire-rated enclosure.



PPE area located within the apparatus bays instead of separate room. Limits movement around vehicles

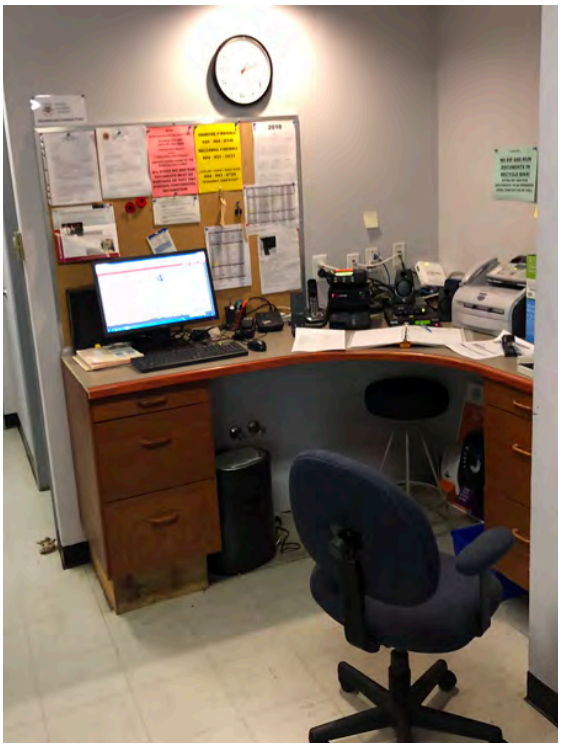


PPE hanging area is small for department size, also set to dry in apparatus bays and exposed to vehicle contaminants.

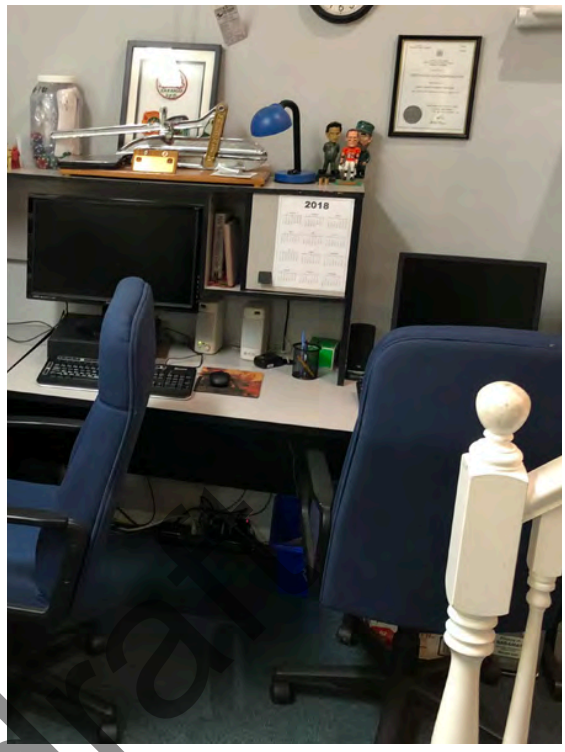
Makeshift storage located above filing area, not structural sound for post-disaster requirements.

99% draft

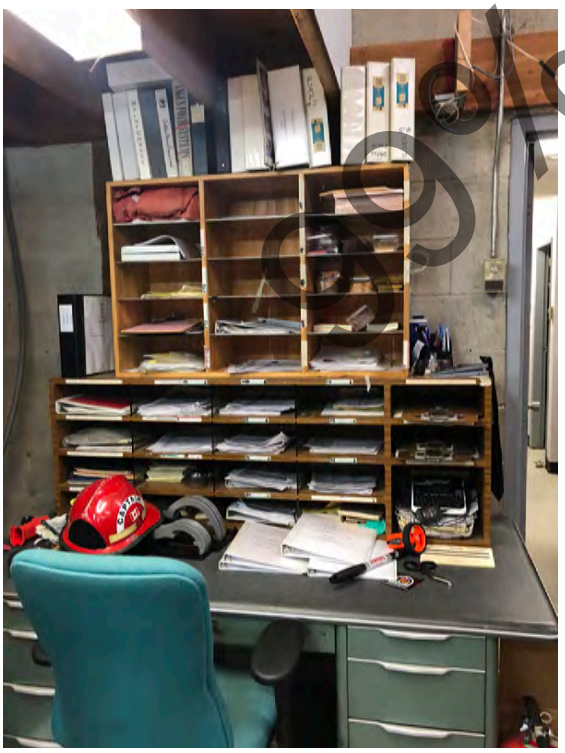
anmore firehall **existing building photos**



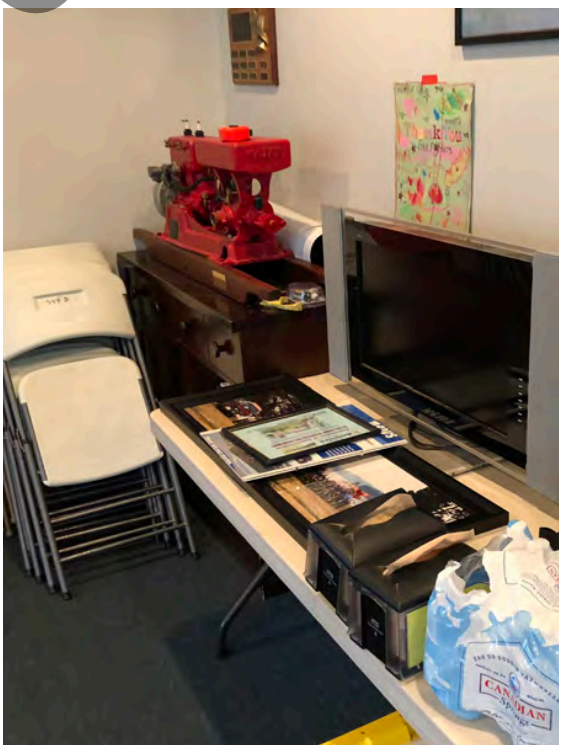
Limited office space adjacent to the apparatus bays - clean side.



Additional office space located at upper floors and limited to small area. Little area to display awards



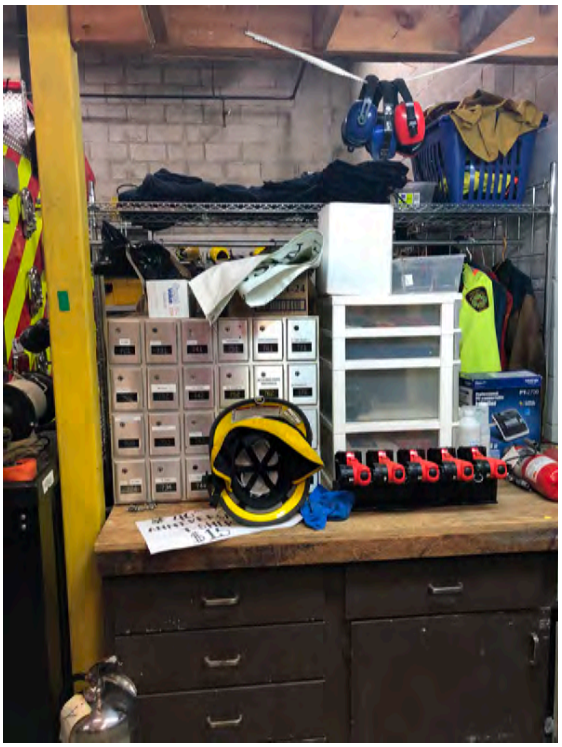
Filing / desk area located directly within apparatus bays with exposure to noise and contaminants.



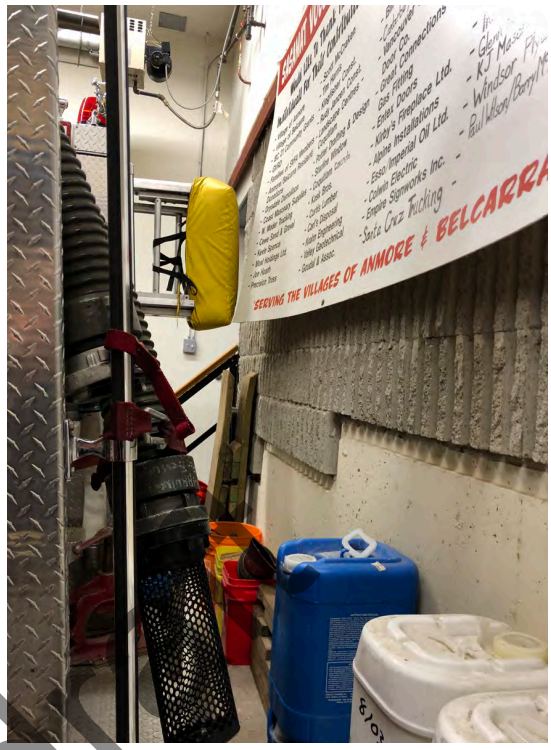
AV storage within the training room.

Regional draft

anmore firehall **existing building photos**



Workspace and storage limited.



Circulation around fire trucks very limited, truck must back up against farthest wall to create space.

Training tower no longer usable for training, exterior wood panelling worn by elements.

Exterior wood panelling worn by elements.

99% dr

A. site data

The existing Belcarra Firehall Site is located at the civic address of 2609 E Rd., Belcarra, BC adjacent to the Village of Belcarra Municipal Hall. This location is central to the main residential area of Belcarra and on the main route to local recreational areas.

The current firehall site is a relatively rectilinear shape which is bordered on the eastern side by single family residences, the west by the Municipal Hall and on the northern side by parkland. Vehicular access is currently provided in a single access along the northern side of the site with a substantial grade change from the road running south. Overall the grade drop accross the site is approximately 40' from the southern edge down to the road along the northern edge of the site. Bedwell Bay Road is a standard residential road with a relatively reasonable width for accommodating exiting emergency vehicles. Street parking is permitted on Bedwell Bay Rd immediately to the west of entrance apron for firefighters parking only.

There are no bus stops located within the vicinity and driveway access to residential properties on the northern side of the road are located to either side of the firehall apron but not directly across from the exit. The hall is currently located in a position to provide excellent service delivery coverage, however it is directly adjacent residential neighborhoods and the site grading does make the access to this property challenging. The overall site area is a reasonable for a satellite hall but is heavily treed and has limited parking and general use of the site to date.

There is no clear direction for visitors or traffic control for the hall currently. The majority of vehicular traffic enters the site from the western edge along Sunnyside Road with an large apron along the northern side to help accommodate returning and exiting emergency vehicles as they reverse into the apparatus bays.

An overhead service to the Firehall is provided from a power pole located on the north side of Bedwell Bay Road where the substantial power lines for the area also run.

Site servicing has not been analyzed in this needs assessment.

99% draft

B. site analysis

The existing site currently houses a building footprint of 221.93sm (2,386sf) including the main floor, upper floor and apparatus bays. This compact facility is comprised of two main components within the tight building - the first being the original firehall containing two apparatus bays which also house the SVFD gear storage, workshop, and storage. An addition to increase space for training added a hose tower, SCBA facilities and additional training space was added to the second story in 1997. This component creates a two storeys in height with the training room and kitchen facilities on the second level.

The positioning of the apparatus bays is not ideal for exiting. This is because the bays are not positioned directly perpendicular to the road meaning that each time the trucks leave the bays they must navigate a right angle turn before they hit the main road. In addition, the emergency vehicles must navigate a slope of over 8.3% as they are leaving the site to respond to emergencies. Both conditions increase the wear and tear on the vehicles over time.

Traffic congestion can be an issue during the summer months and traffic control measures should be considered (such as street marking) to keep the bays clear. Staff parking is situated to the east of the apparatus bays and in front of the firehall administration area. however, parking on site is limited with a few additional spots being provided for crews along Bedwell Bay Rd. There is presently no physical separation of public site access

from the volunteer members parking and site access which can cause a conflict / safety concerns when crews are arriving for a call.

The current layout of the Firehall occupies approximately 4.9% of the overall site area for the entire site with approximately 40% (to be confirmed by topographical survey) of the developable site area being covered by relatively steep grade. The apparatus bays are single, non drive-through type bays with a reasonable front apron of 13.5m in depth which is utilized for positioning, truck checks and reversing vehicles into the apparatus bays. Consideration to future development of this site should address the following points:

The Belcarra Firehall facility is located on a small sized site overall by industry standards, which is also impacted by the steep grades which surround it and render much of the site expensive to redevelop in the same location at a larger size. It currently does not share site access with any other colocated municipal user groups - in order to accommodate the current and future needs of the SVFD, redevelopment would require the following design considerations:

The following points identify the prime design concerns with the site:

- from an operational perspective the concerns relate to the movement of emergency response vehicles and personnel when responding to a call.
    - emergency response vehicles must use the parking area to assist them in backing into the apparatus bays.
    - crews arrive at the site rapidly and need access to parking without conflict with emergency vehicles leaving the site - the combined single access point here creates conflict.
    - there is currently not enough parking to accommodate more than 20% of crew members on site. Parking for training or emergencies would need to be accommodated on the local streets.
    - public parking is currently undesignated and not required for operation of the hall. However, as a public building this normally would need to be provided to bring the building up to by-law standards unless a relaxation was to be provided.
- the building currently sits inside the setbacks as shown on the site plan included in this report.
- in order to house the current number of vehicles, 2 tandem or single apparatus bays would be required to meet current industry standards.
- with the development of the new apparatus bays, access to the rear of the site, water storage and relocation of a generator would need to be assessed.
- there would not be enough room to accommodate extensive crew parking on site.
- developing the new space program on the current site would require a site coverage of approximately 8%.

99% draft

C. current space program

The Belcarra Firehall is a satellite firehall and has functioned reasonably for the Fire Service over the past 41 years. In order to understand the size and organization of this facility, please refer to the existing floor plan drawing following this Sections. Space for decontamination, separation of PPE gear, inclusive washrooms to address gender issues, facilities to act as a first responder EOC are not accomodated within the current design.

A comparison of the existing space program to that of the current needs of the Fire Services will be found in **Section 3.0** of this report. A summary sheet of the current space program is attached to this Section which catalogues the current size and types of spaces found at the Firehall. Included on this chart are spaces which would be found in a typical firehall built in accordance with today's best practices and NFPA standards. Those spaces are currently not present in the Belcarra Firehall. In addition to any missing programmatic spaces, many of the present spaces are undersized for the current services that the Fire Department provides and / or the changing operational requirements of the department. Due to the size and changing industry standards, this building no longer meets the current industry standards and needs of the SVFD's for various reasons which will be outlined below.

D. space program - areas of concern

The description below summarizes the major spatial deficiencies found at the Belcarra Firehall. (See the Space Program for future space program recommendations).

The current building program utilizes 2,386 sf (221.93sm) of programmed space. The following is a summary of those spaces on the project and areas of concern related to the current layout.

- **Public Areas:**
  - there is currently a lack of space allocated for the public and separation of those areas from the operational and admin spaces.
  - there is no security at the current time separating Fire Rescue Services from incoming public. Once in the building, people are no longer physically separated from the operational / crew quarters of the Firehall. This may not be a major concern for the operation currently, but in the evaluation needs to be recognized. This could be accomplished with a small security vestibule added to the overal program.
  - the public access of the Firehall is located on the main level with a single access point where there are no handicapped access buttons to the building, and no accessible access is currently provided. It is acceptable to have the crew quarters unavailable from an accessible perspective with the BCBC; however, it is important to question if this meets the intent of the BCBC in this case as a satellite firehall.
  - there is no H/C washroom available for the Public, retired or visiting groups.

- **Administration (Fire Chief, Assistant Chiefs, Training + Support Staff):**
  - current floor space is maximized.
  - there are no offices provided in this location for any administration officers or staff. There currently is a single desk offered in administration side of the hall and another within the apparatus bays.
  - as this is a satellite hall an additional meeting room could be considered as this hall is a fair distance from the Anmore hall but a medium meeting space for public consultation and fire department training may not be required.
  - office space required for crews should be added into the space program. The only space currently designated to writing report and educational area for crews such as an open work station area is located with the training room.
  - these areas are key in providing spaces for future development of the department and keeping volunteers separated from the dirty spaces of the hall.

- **FH Operational Areas:**
  - Apparatus Bays - two single 12.5m (41'-0") long bays - both non drive through and 4.5m (14.5')
    - the current bays themselves are too small to accommodate the current standard for emergency vehicle sizes. Width and length of the bays being the most crucial deficiency.
    - typical firehall design in today's standards would create apparatus bays 27m (85'-90') in length for tandem and 13.7 (45') for single bays. Widths of 5.2. or 5.6 (17.25'- 18.25') clear inside space, with overhead doors being a minimum of 14' wide to accommodate larger vehicles and reduce the need for custom vehicles to be purchased.
    - this will also allow for vehicles to be seamless relocated

99% draft

between the two halls without restriction as requirements may change.

- the apparatus bays can house up to 2 vehicles. Additional vehicles are stored outdoors or off-site which is undesirable, as this requires additional costs for maintenance and difficulties for access.
- gear storage, exercise room, hose storage are all currently exposed to the general apparatus bays mixing clean and dirty spaces allowing for contaminates to spread from operational areas into living quarters and home with volunteers.
- vehicle Exhaust Systems: there is no standard vehicle exhaust system located within the apparatus bays. This is major element which impacts Work Safe and the overall safety of the firefighter's gear within the hall and is now one of the mainstays of the current industry standards for the design of apparatus bays.
- the current standards of best practice for decontamination are not able to be followed due to the current building design. BC Building Code standards have changed since the design of the current firehall and these could be costly to address, in some cases the issues are simply unable to be achieved with the current building design.
    - there is no definite separation of clean and dirty spaces - creating an approach which does not limit exposure to crews and all that visit the hall to contaminants.
    - gear washing facilities - the current hall has no gear washing available.
    - The hall should also have residential washer and dryer facilities within the clean side of the hall.
    - turnout gear (Personal Protection Equipment = PPE) is currently stored within a the apparatus bays. Great gear storage racks but the placement is no longer industry standard as is exposes clean gear to contaminants and no proper drying area for the PPE equipment.

- **Hose / Training Tower:**
    - there is no functional hose drying / training tower.
    - a hose tower provides the space for hose drying as well as training opportunities and is still used in many modern, multi-functional towers. Hose and gear dryers are available for small site or buildings where necessary but the need for training off the hose tower.

- **Suppression Crew Quarters.**
    - there is direct access to the operational quarters through the rear of the bays and into the kitchen area creating a difficulty in managing the separation of the "clean" and "contaminated zones" within the hall.
    - the kitchen is a good size and would be suitable to provide for an EOC or other similar emergency-type situation.
    - there are currently no spaces allocated to temporary sleeping quarters.
    - there are not enough washrooms suitable for the number of staff and crews.
    - there is no space available for decontamination washrooms and showers directly off of the bays. This again works to separate clean and dirty spaces and keep contaminants in the apparatus bay zone.
    - an exercise area is provided at this hall which is common practice fro all volunteer halls. However, is is currently located within the apparatus bays and as a result breaks downs the division between

99% draft

dirty and clean spaces. The exercise room should be kept separate to avoid the spread of contaminants throughout the hall and to members personal gear / clothing.

- gender-neutrality solutions are addressed in **Item D of Section 3.0.**

E. existing building

This section aims to compare existing conditions to best practices using three categories. This information is then used to assess the gaps between existing and new program outlined in **Section 3.0** to identify the gaps between current and spatial needs. The Belcarra Firehall (BFH) was assessed under the following three categories:

1. building code issues
2. environmental concerns
3. building systems

E.1 building code issues

The building code requirement under the 2012 British Columbia Building Code (BCBC) and then new upcoming 2018 Building Code have different requirements from previous versions of the BC Building Code which have been upgraded over the past 41 years since the building was built in 1977. As a result, it is not unusual for buildings in this situation to not comply with current code nor is it always necessary that the existing building issues be upgraded. However, as part of this report we have outlined the current deficiencies in order to give a full picture of the gaps between existing conditions and current standards.

- Seismic Concerns: In British Columbia, firehalls are designated to be constructed to meet post-disaster design standards which simply means the buildings are designed to withstand 1.5 times the seismic force of conventional buildings during an earthquake. This is required in order for essential services maintain operations during these kinds of emergencies. In general, the building does not meet seismic standards of the current BC Building Code for the following general requirements:
  - a comprehensive seismic review of current codes has been completed as part of this review and is located in Appendix A.
    - there are no structural headers installed above the overhead doors. The wall above the doors is concrete block with no structural header to hold up the wall, the doors and associated architectural elements. The result is that under a seismic event it is likely that this portion of the wall will crumble or fall to the ground blocking the entrance / exit from the apparatus bays and rendering emergency vehicles ineffective.
    - the majority of the original firehall was design in 1977. There has been 7 updates to the BCBC since the design was completed and built. The post disaster standards for structural systems have greatly changed since this time.
    - concrete block supporting walls would need to be core filled with extensive horizontal bond beams and vertical rebar within the cavities of this structure. As per the original drawings - these items are extremely limited in the original design and would not meet current requirements.
    - the mounting bracket and the top chord of the roof trusses for the apparatus bays are both undersized.

- BCBC Classification: The current Firehall is classified under BCBC 3.2.2.83, Group F, Division 3 up to 2 storeys - non sprinklered.
  - The building is 2 storeys, facing 1 street which allows for a maximum building area of 860 sm.
  - The building is permitted to be non-sprinklered and built of non -

90% draft

combustible or combustible construction.
  - Floor assemblies are required to have a fire separation of not less than 45 minutes.
  - Load bearing walls must be rated to 45 minutes or built out of non combustible construction. Many of the walls in the original construction were built out of concrete block (non-combustible construction). The renovated portion of the hall was designed with wood frame construction (combustible construction) and appear to be the correct rating. However, a more detailed review of these existing walls is required to determine the thickness of the gypsum wall board.

- BCBC 2012: fire separations between the living quarters and the apparatus bays / operation spaces are to be 1.5 hours meaning that spaces such as the SCBA / workshop / apparatus bays / gear storage should all be separated from the living / training / office areas by a 1.5 hour fire separation.
  - the BFH currently has a concrete block wall between the apparatus bays and some of the living quarters which should technically meet the 1.5 hour FRR requirement but is un fire stopped around penetrations and there is limited core filling and rebar within the existing walls which not meet the BCBC requirement.
  - the doors in this separation must be rated to 1.5 hours and all should have closers on them. This is currently not the case.
  - all fire stopping separation should be reviewed to meet the 1.5 hour rating of this wall.

- Handicapped accessibility: BCBC 2012 Section A3.8.1.1 "to make buildings accessible for persons with disabilities". In protective services buildings, a reasonable case can be made that in order to perform as a firefighter one must be able bodied, therefore much of building does not need to be accessible. This exception would not apply to areas such as the public areas, administration, EOC, emergency programs or anywhere where persons with disabilities may work. As suppression crew areas would fall under this exception, accessibility in the firehalls would only be required for areas accessed by the Public.
  - the Public reception is non existent and not required for this location.
  - the front entry does not have a handicapped door opener.
  - the entry itself would need to ensure that door widths and slopes in all cases meet accessible requirements.
  - there would need to be a handicapped accessible washroom available.

- Exiting requirements: BCBC 3.4.2.1 for an F3 classification: The floor area break downs are as follows:
    - Main Floor- Apparatus Bays/Operational = 165.90sm (2,1786sf)
    - Admin and Training = 55.79m (601sf)
  - a building which is unsprinklered, can have only one exit if the following two items have been met under the F3 classification:
    - The floor area is not greater than 200sm.
    - Travel distance to the exit is not greater than 15m
  - the main floor is not greater than 200sm as a result it only needs one exit as long as the travel distance requirements are met. There currently are two exits - one through the apparatus bays and the other through the front door. The travel distance from the farthest locations on the main floor just meets the travel distance requirements.
    - The exit in the apparatus bays meets the requirement as the max travel distance is 14.5m. The second exit through entry from the office area is well under 15m.
  - the upper floor administration / training areas of the hall:

99% draft

- size of the floor plate: on this basis the exiting requirements have been met as there only needs to have one exit from the upper floor.
- the interior stair does meet exiting requirements from a travel distance perspective as one exit is permitted to exit through a lobby, however the stair is not enclosed at the top or the bottom, it creates an unrated vertical chase between floors which is a code deficiency.

- Sprinklers: under BCBC 3.2.2.83 sprinklers are not required. The building is permitted to be non sprinklered and constructed of both/either combustible and non-combustible construction.

- Washrooms: BCBC 3.1.17.1.
  - occupant load is calculated by area and type of building.
  - firehall occupant load for the updated building estimated at:
    - 103.81sm / 46 = 2.26 (apparatus bays)
    - 117.88 sm / 9.6 = 12.28 (living quarters)
  - total occupant load = /2 = 7.27 persons of each gender.
  - total Washrooms required by code (BCBC 3.7.2.2.C) = 1 fixture in total - 1 male and 1 female.
  - current Firehall has 1 fixtures in 1 individual washrooms - the existing washrooms are considered a single universal toilet and do not meet accessibility requirements.

E.2 environmental

The building code requirement under the 2012 British Columbia Building Code (BCBC) requires that the building meet new energy standards as outlined by ASHRAE 90.1 (2010) or NECB 2010. This requirement means that Architectural, Mechanical and Electrical components of new buildings must meet the environmental energy performance requirements as outlined in these standards. When identifying the gaps between existing and current best practices it needs to be recognized that this Firehall would **not** meet the current energy code requirements for following reasons. These building requirements are likely to increase with the acceptance of the new BCBC 2018 and the Energy Step Code.

1. Building Envelope: a high performance building envelope is to be designed to equal the R values as required by the BCBC and outlined below.
2. From review of the existing drawings only, it appears as if the building envelope has limited insulation in the walls and roof leaving the building exterior with low energy performance. As a result, the building would not likely meet the R-values as summarized below.
   - R Value definition: the capacity of an insulating material to resist heat flow. The higher the R-value, the greater the insulating power.
   - Each building material has an established insulating power and together the items which make up the roof, walls and floors must meet the following requirements as outlined be ASHREA 90.1 (2010).
   - Walls = R11.4 - R16.8 (varies with construction type)
   - Roofs = R20 + floors = R10 - R30 (varies with construction type)
   - Slab on Grade (Heated) R-15.

3. Electrical: The revised ASHRAE standards will require that the electrical systems be approximately 27% more efficient than the previous Code requirements. This includes lighting and power. The current Firehall would not meet this code requirement.

E.3 building content

The space program of the Firehall has been reviewed under **Section 3.0** of this Appendix and outlines existing spaces as well as those which are missing from a typical contemporary Firehall. This section is an initial evaluation of the content of the project from a building stand point. The following points are general to the overall building and apply for most scenarios.

99% draft

- Apparatus Bays:
  - the bays are seisimically unstable and there is no hose tower. There have been no structural improvements since 1977 and to do so at this stage would be increasingly

- Security:
  - currently there are no doors located between the front entry and the remainder of the hall to help keep visitors from accessing the hall beyond the front entry without permission. There should be engineered controls for administrative safety and security and or a small weather / security vestibule which could address these concerns.
  - proximity readers have not been installed on the exterior doors to the hall. Access is currently though key access only.
  - HQ offices are directly accessible from the main entry where there is a low level or security between the Public interface and these spaces.

- Personnel Flow:
  - flow from the operation quarters on the main floor is reasonably acceptable from space to space as there is a general circular circulation path. However, the PPE gear is located beside the trucks which creates a conflict in flow as crews are getting dressed directly adjacent to the vehicles. This greatly limits the response time, a safety concern for moving vehicles and creates a dysfunctional flow between crews and vehicles.
  - the current NFPA 1710 + 1720 standards set separate benchmark times for Fire and EMS responses with the same compliance criteria for Turnout. Turnout time represents the elapsed time from the moment a call is dispatched, until the assigned Emergency Response Unit(s) is physically en route.
    - NFPA 1720 standard states:
      - 90% of all emergency responses to fire calls must turnout within 80 seconds or less.
      - 90% of all emergency responses to EMS calls must turnout within 60 seconds or less.
  - current firehall design standards would keep this access to PPE gear separate from any other rooms in order to provide an unimpeded route to the emergency vehicles improving response times.

- Equipment:
  - gear storage drying system, separate radio or rip/run area, AV training systems are all areas of deficiency from a contemporary typical firehall design.
  - fill station and compressor are provided within this hall but there should be an accompanying SCBA room and clean room separate from bays to complete the areas necessary for repairs or cleaning.
  - emergency genset is present but would need to be evaluated to assess how much of the building could be powered. Current best practice would be to power the entire building, minus any cooling systems for a minimum of 72 hours. This would require fuel storage to support this operation on site as well as the generator.

- Systems:
  - from an environmental perspective, low flow fixtures, LED lighting and a high efficiency mechanical system would be some of the usual areas where older buildings do not match current design and BCBC standards.
  - traffic preemption control is not existing.

99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

99% draft

feasibility study

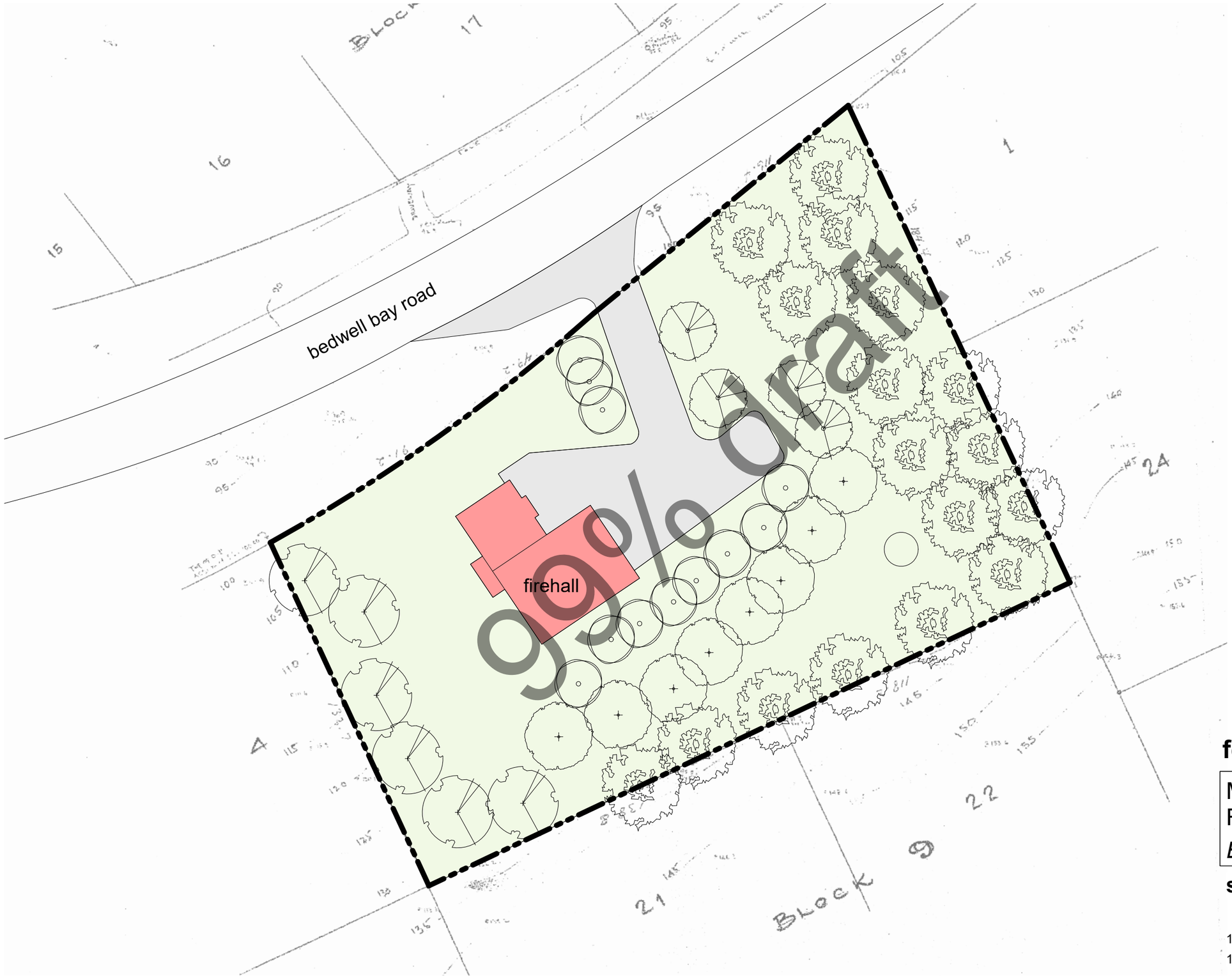
Metro Vancouver
Regional District
Belcarra Firehall

aerial

1:500
18-sept-14

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.



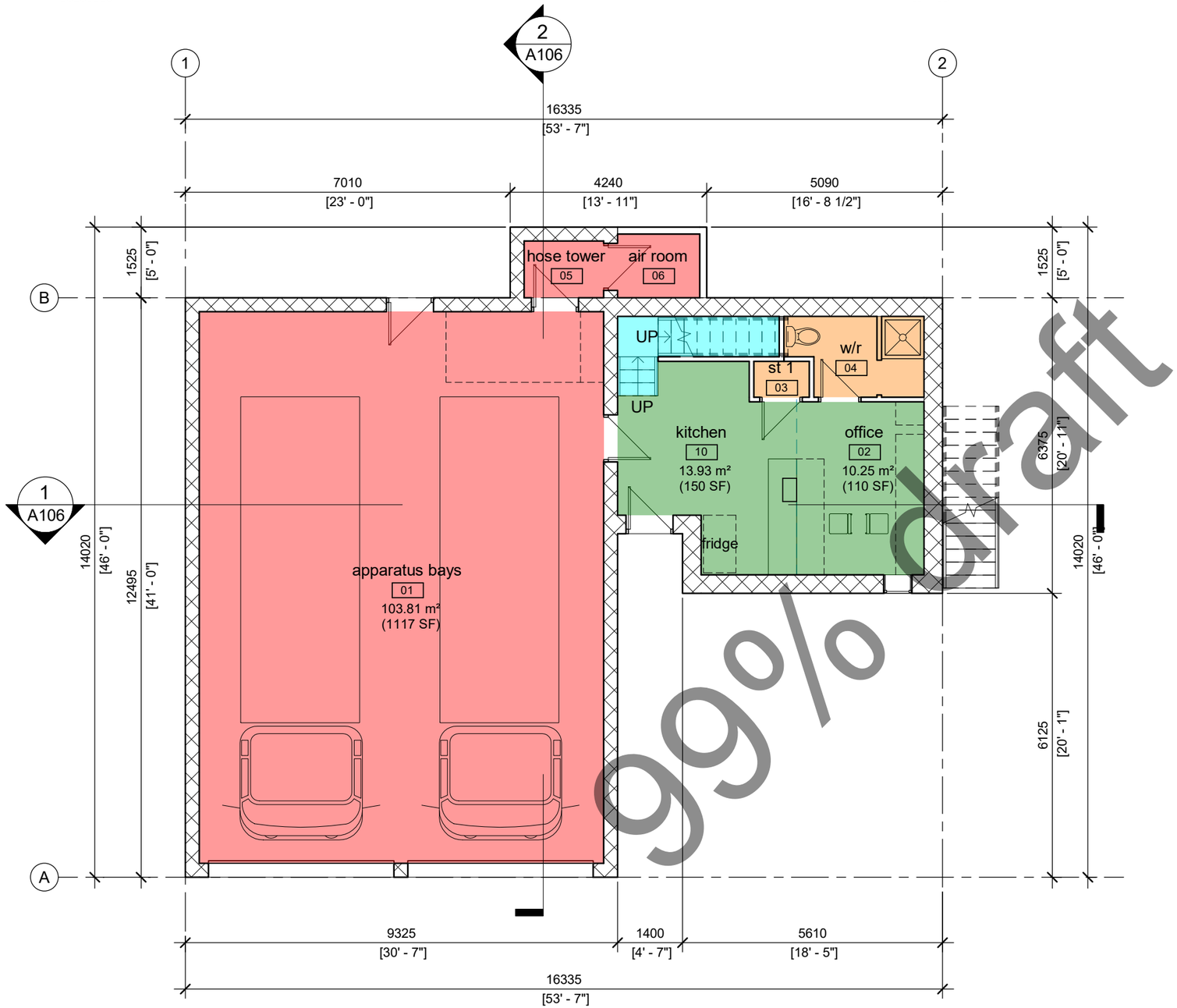
N
124° project north

feasibility study

Metro Vancouver
Regional District
Belcarra Firehall

site plan

1:400
18-sept-14



draft
99%

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

AREA

main floor = 165.90 sm (1,786 sf)
upper floor = 55.79 sm (601 sf)
total floor area = 221.69 sm (2,386 sf)

space allocation legend

- operational
- admin
- crew quarters
- public spaces
- service spaces
- circulation

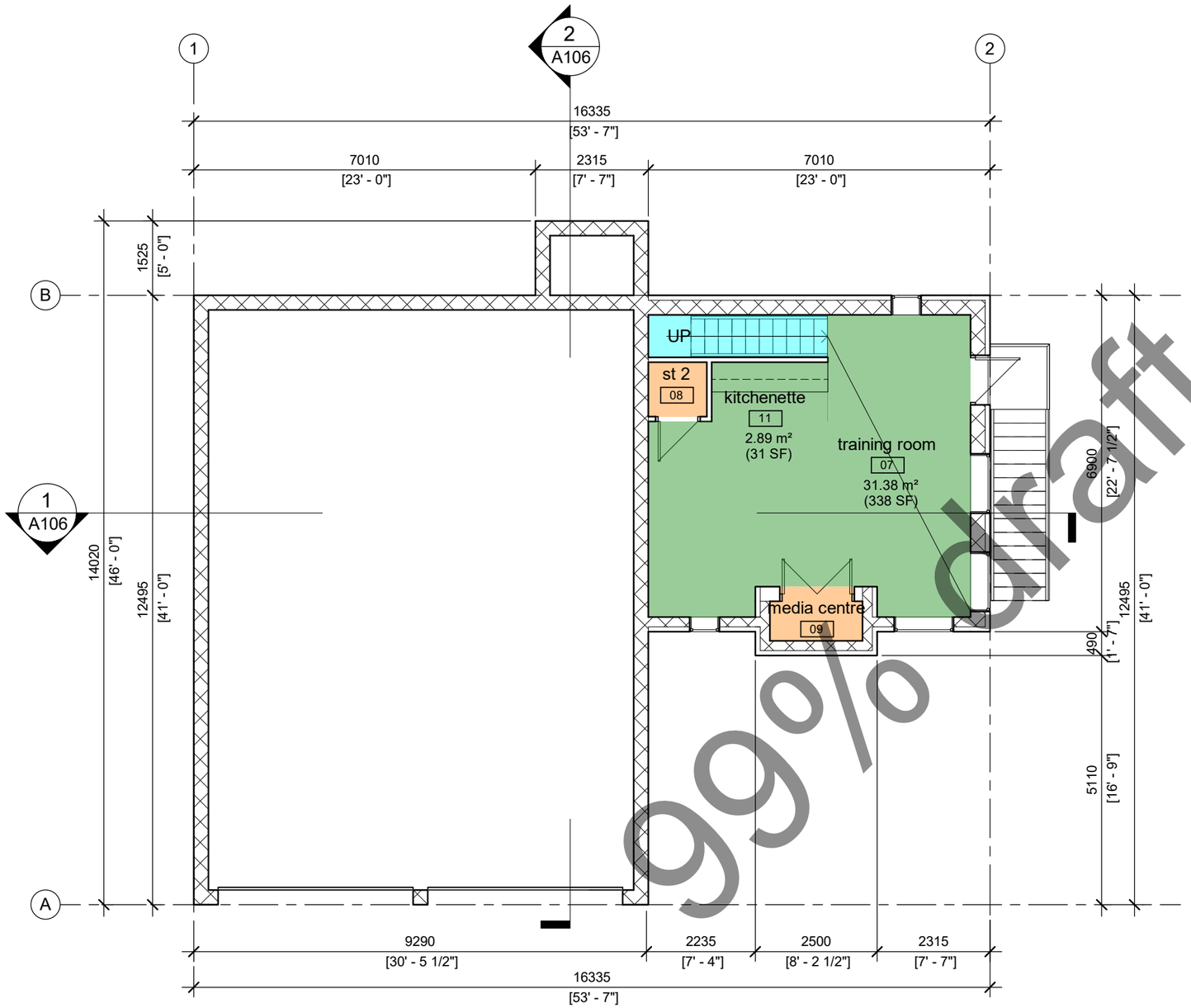
project north 124°

feasibility study

Metro Vancouver Regional District
Belcarra Firehall

main floor plan

1:100
18 - sept - 14



draft
99%

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

AREA

main floor = 165.90 sm (1,786 sf)
upper floor = 55.79 sm (601 sf)
total floor area = 221.69 sm (2,386 sf)

space allocation legend

- operational
- admin
- crew quarters
- public spaces
- service spaces
- circulation

project north 124°

feasibility study

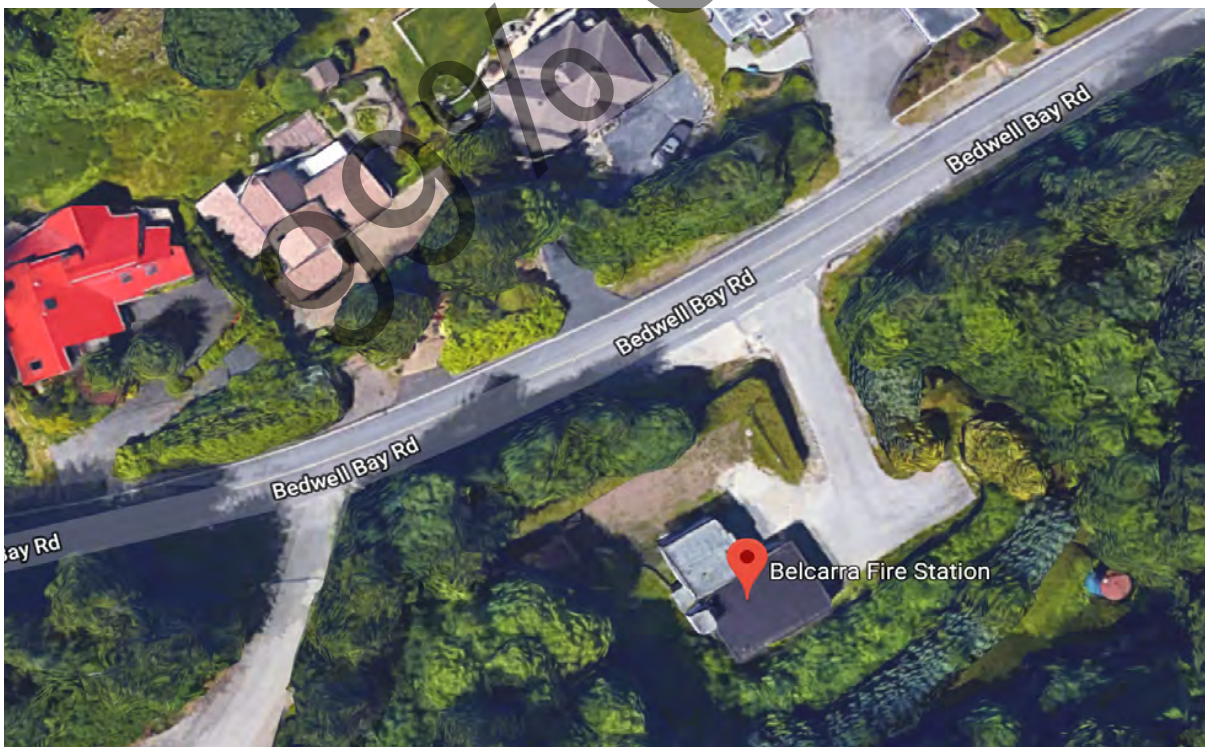
Metro Vancouver Regional District
Belcarra Firehall

second floor plan

1:100
18 - sept - 14

belcarra firehall **existing building photos**

Exterior view of the Belcarra Firehall facing southwest along Bedwell Bay Road. This Firehall was constructed in 1977 and consists of 2 apparatus bays.



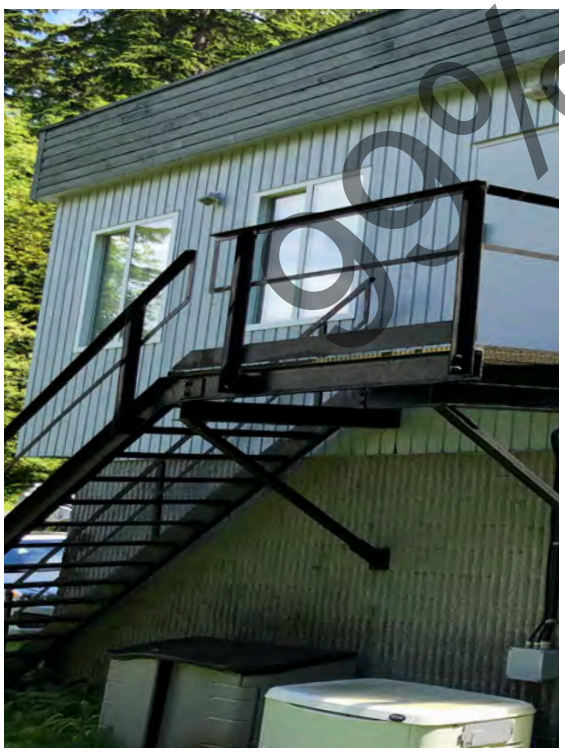
Aerial view of the Belcarra Firehall, fire trucks entering and exiting the premises encounter a sloped driveway from Bedwell Bay Road.

ogo/o draft

belcarra firehall **existing building photos**

Exterior of building has not been renovated since 1977.

Small training tower added in 1997 along with SCBA facilities.

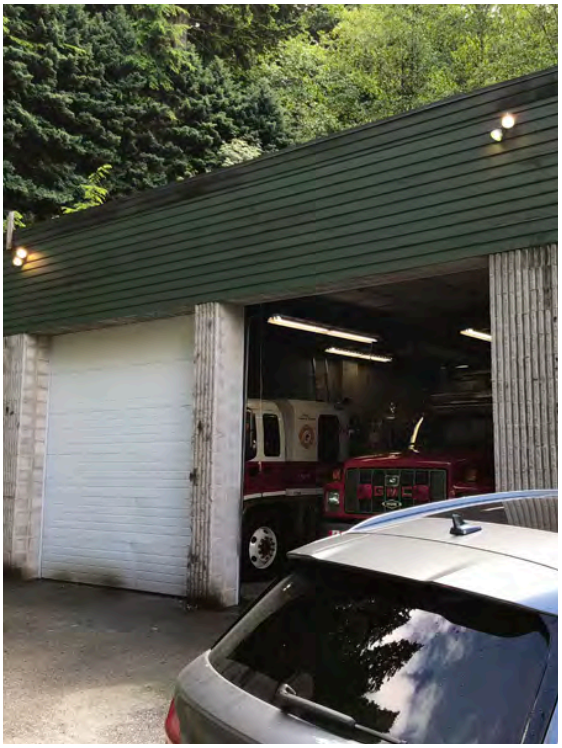


Exterior metal stairs and entrance walkway.

Response equipment and storage space for memorabilia limited.

90% draft

belcarra firehall **existing building photos**



12’ apparatus bay doors with less than adequate space for fire trucks.

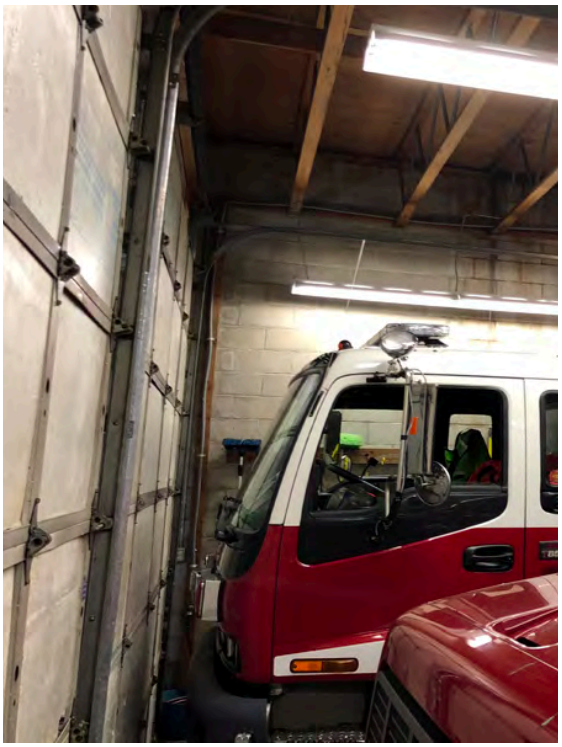
Sloped driveway with limited vision of traffic along Bedwell Bay Road - road approach at 8.3%

Firehall located against steep terrain with no retaining wall or slide protection.

Steep slope and difficult turning radius for apparatus.

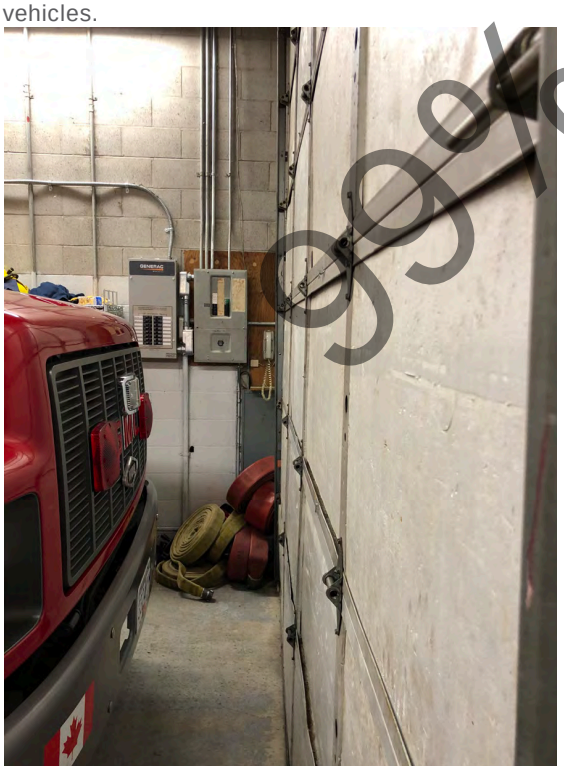
draft

belcarra firehall **existing building photos**



Extremely narrow space between truck and apparatus doors - limiting crew flow to gear & vehicles.

PPE hanging area is small for department size, also set to dry in apparatus bays and exposed to vehicle contaminants.

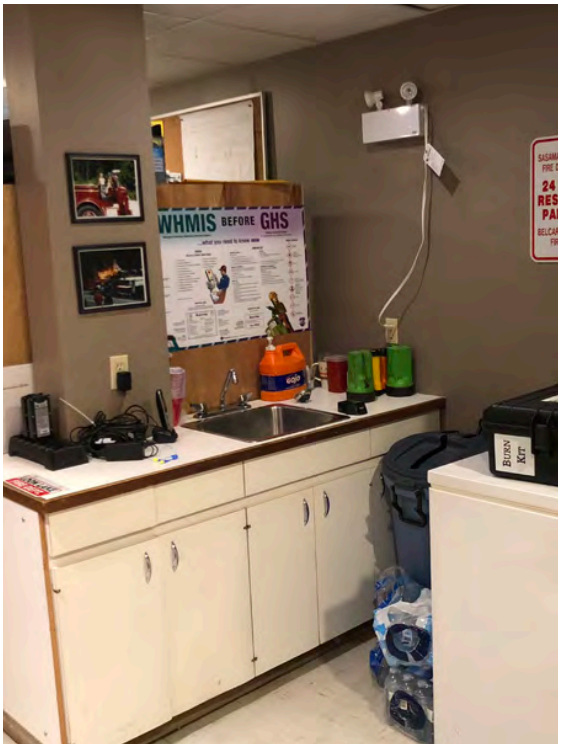


Circulation space around vehicles is inadequate and compromises personnel safety when trying to access vehicles quickly during an emergency.

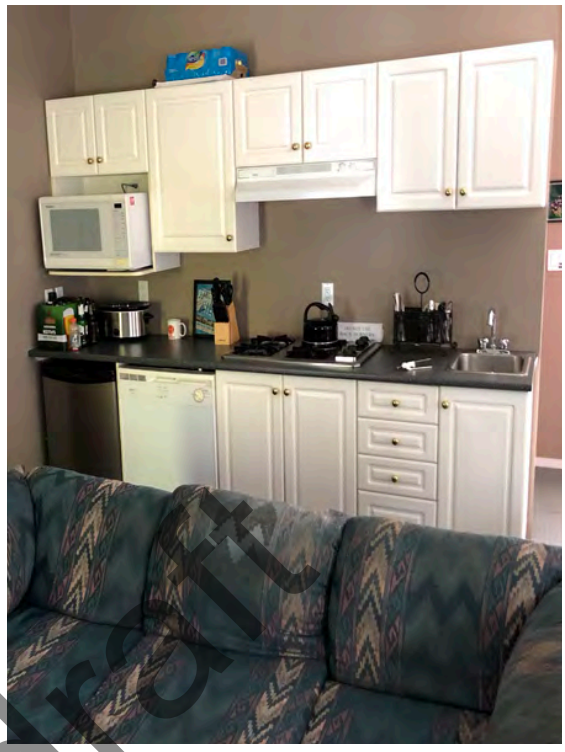
PPE storage located with apparatus bays - limiting access to and around vehicles. this also places gear with the same space as the vehicles which exposes them to further contaminants once they have been cleaned and does not allow for them to dry effectively.

ggb draft

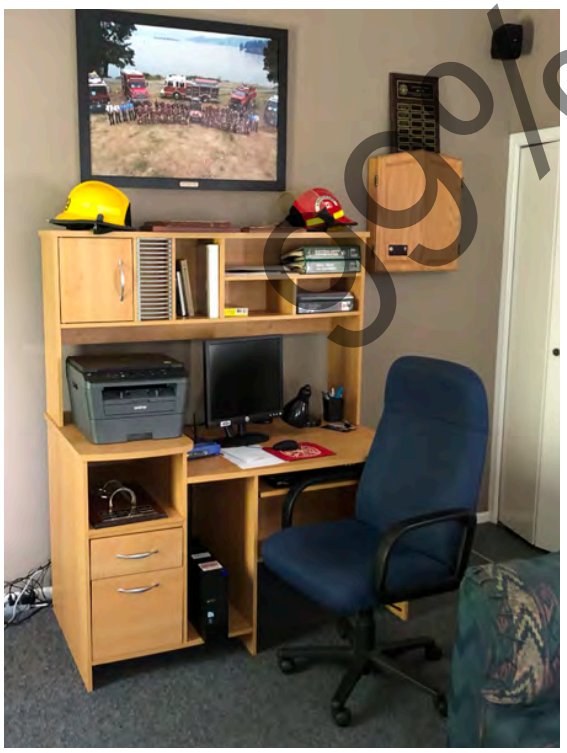
belcarra firehall **existing building photos**



Sink washing area limited and only located within the clean side of the hall.



Day Room and kitchen within limited shared space.



Day Room and office area combined into a singular space.

Infrastructure is suffering from ongoing water ingress.

ggp draft

3.0 needs analysis - programming

99% draft

3.0 needs analysis - program / facilities

All buildings are based on an initial architectural 'program' is a combination of client objectives and needs that the architect then interprets to create a feasible list or arrangement of spaces, ultimately becoming the pragmatic basis of the built structure.

A survey of the building programs for both buildings was conducted to primarily review function, size and relationship of spaces in order to establish whether the existing facilities are suitable to maintain effective fire and rescue services and meet current standards. In addition to evaluating the existing architectural programs, recommendations have been made to modify or add functional spaces to meet the current standards. In short, this report aims to identify the current needs of the SVFD as well those projected into the future. This is determined by staff interviews, industry standards and recommending programmatic spaces which not only typically required for modern firehalls but dictated by best practice methodologies, British Columbia building codes, and the National Fire Protection Association guidelines.

The following is a brief overview of the primary program for a replacement firehall for each site and is intended to lend context to the program scope. This hall focuses on providing suppression and rescue services and as such requires facilities which accommodate equipment and staff necessary to these functions. In addition, the building also needs to house supplementary suppression crew functions such as basic dorms, kitchen, day room, training and fitness for the crews. As a Headquarters hall, SVFD Anmore location needs to house a larger collection of functions, such as Administration, Training, and possible EOC.

Building Program:
The existing and proposed spatial program for both Belcarra and Anmore Firehalls has been compared in two key documents which have been organized into a matrix type chart for ease of use.

1. Proposed Space Program Chart
   (A full list of proposed programmatic spaces with associates area sizes in square metres and square feet).

2. Programming Spatial Diagram
   (Graphic representation of the space program and a comparison with the existing).

The first of these two documents compares the spatial program of the current hall and types of spaces with that of current and future needs of the Department. The second document compares these spaces graphically for an easy visual comparison.

Upon completion of the programming needs analysis, the next stage of the report tested the program on the existing sites - to examine if the new space program could fit in a variety of configurations to help provide the tools to move forward into the future. The report at this point examines the pros and cons of these siting options in **Section 4.0**.

99% draft

A. Current Industry Standards

The current halls do not meet best practice industry standards in terms of flow, decontamination, security and building code. The SVFD has made the best of the situation; however, as technology, equipment and training needs of the Fire Services changes so do the requirements for facilities which house them. This issue pertains to those spaces which are considered to be standard practice for today's fire fighter.

Some examples are as follows:

- Fire fighters are exposed to micro carcinogenic particles during an event which need to be kept from contaminating other equipment or being dragged into the clean portions of the hall.

- Decontamination Washroom: a washroom should be positioned directly off the apparatus bays, or directly off a vestibule adjacent to the apparatus bays, to allow for the fire fighters to perform a first stage decontamination when returning from a fire. This room allows them to shower and bag their soiled uniforms before entering the remainder of the hall which limits the spread of contaminants which are potentially harmful.
    - Currently the existing hall does not have a decontamination washroom.

- Personal Protective Gear (Turnout Gear) is required to be worn by firefighters to every emergency. Currently the firehall has PPE Gear stored in the apparatus bays which is not ideal - a dedicated room should have the following considerations:
    - PPE is exposed to vehicle exhaust, grease, oil, fuel and other similar pollutants.
    - Cleaned and ready-to-wear PPE Gear which is stored in the apparatus bays are exposed to contaminants from other dirty gear + equipment. By storing this equipment located in a separate room meets today's standards.
    - There should be provisions for an on site official gear washer to ensure that gear is able to be cleaned to limit the spread and exposure of contaminants.
        - this is available in the FH currently but located on the clean side the hall.
    - A separate room for PPE also allows for the gear to dry effectively and in a timely manner; if located in a large, open space such as the bays, slow drying can deteriorates it over time and requires the storage of additional gear incase there is another call before the gear is dry.
    - The gear clutters the apparatus bays making quick access to vehicles slower and works against NFPA 1710 + 1720 standards.
    - Current industry standards dictate a dedicated and environmentally controlled room, designed to store and dry PPE Gear is required for a new firehall.

- SCBA room: industry standards for Firehall design requires a SCBA room which is limited to this function only. The SCBA area houses the filling station and usually located adjacent to the SCBA compressor to maintain the breathing apparatus and masks essential to fighting fires. This equipment should be washed, dried and maintained in a clean environment as this equipment plays a crucial role in protection of fire fighters in the field.
    - Currently the Belcarra Hall has a dedicated SCBA room for filling but not for cleaning. The Anmore Firehall has no dedicated SCBA cleaning facilities. Currently the compressor and filling station are located within a couple of rooms at the Belcarra site. The compressor should be located in its own room due to the noise and impact on crews when they would be working in the room.

99% draft

- NFPA 1500 specifies the minimum requirements for an occupational safety and health program for fire departments or organizations that provide rescue, fire suppression, emergency medical services, hazardous materials mitigation, special operations, and other emergency services.

- WorkSafe BC has recognized 10 presumptive cancers associated with Firefighting. Under the Workers Compensation Act of BC, when a firefighter who was regularly exposed to the hazards of a fire scene contracts a prescribed occupational disease, the disease must be presumed to be due to the nature of the worker's employment as a firefighter. The Firefighters' Occupational Disease Regulation lists the following ten cancers as prescribed occupational diseases that are causally related to the occupation of firefighting:

    1. Primary leukemia
    2. Primary non-Hodgkin's lymphoma
    3. Primary site bladder cancer
    4. Primary site brain cancer
    5. Primary site colorectal cancer
    6. Primary site kidney cancer
    7. Primary site lung cancer
    8. Primary site testicular cancer
    9. Primary site ureter cancer
    10. Primary site esophageal cancer

- Provision of current industry standard Decontamination Washrooms, PPE Gear Washing and Storage Rooms and SCBA Rooms are required to comply with current the NFPA 1500 Standard and assist with the mitigation of presumptive cancers associated with firefighting.

99% draft

B. Gender Neutrality or Inclusivity

The fire department "family" is a much different entity in 2019 compared to when the current firehalls were built 39 years ago. In the 1970's, departments were primarily made-up of male dominated crews who would work and live together in the firehall. Dorms and washrooms were designed in an open style, with beds or cots all contained within one large room and male only washrooms with gang-type shower facilities.

- As this hall was designed not to accommodate crew quarters, these facilities are relatively limited. The building was designed with limited washroom facilities which were focused on serving one gender and with limited privacy, as well as no separate locker areas.

Over the years, women firefighters on suppression crews have become more and more prevalent. In addition, privacy is equally important regardless of gender so the old days of group changing areas and washrooms are being quickly phased out.

The general approach today dictates that all Fire Department members be treated equally and with dignity. The simple fact before us is that the current buildings do not have enough or appropriate accommodations to address crew changes now or into the future. There is a need to provide the opportunity to accommodate women, men and transgender crew members under one roof as a unified team. These issues have a level complexity which flows between encouraging camaraderie, personal privacy, and cost. The SVFD has established a policy to address these issues first hand with the current layout of the hall, but due to lack of available space, this is clearly a deficiency which needs to be addressed with the next reiteration of facility.

C. Specialized Programmatic Needs

As the nature of the fire services has evolved, so has the scope of work for the firefighter. Additional services, such as Medical Response, Motor Vehicle Accidents, Search and Rescue and Hazardous Materials handling have firefighters expanding their skill sets well beyond the suppression of a traditional structure fire. Current training needs, both classroom and physical, require adequate classroom facilities with modern teaching aids. Physical training requires an outdoor yard with life-size props to simulate real life scenarios, which can also test and certify specific apparatus equipment. In addition to maintaining the training and certification levels of firefighters, specialized facilities are required to respond to current industry standards for PPE Gear Washing and Storage, SCBA and Mask Repair and Fleet Maintenance to keep moving the SVFD into the future.

- The establishment of training facilities and associated interior spaces at the Firehall is a necessary step to maintain required training and certification levels for the firefighters. A large, dedicated classroom-style training room(s) is necessary to allow for the frequency of training and expanded skill set requirements for today's firefighter. The classroom should be located with exterior access to the training yard and possess modern teaching aids and technology.
    - This space can be used effectively as the EOC space to create a multifunctional use of the training rooms.

- PPE Gear Washing and Storage Room will allow the SVFD to wash and maintain their own gear on site within a decontamination room on the dirty side of the hall, which reduces costs and provides quality control in order to meet current industry and NFPA standards. A dedicated Gear Storage Room will also allow the Service to meet current industry and NFPA standards for decontamination and preservation of PPE Gear.

- Specialized Suppression Crew Teams needs to have the ability for specialized training, storage of purpose-built vehicles and props.

- Emergency Operation Centre: The firehall is often one of the only post disaster buildings in a community which make it ideal to serve as the community's EOC. The intention for the Anmore Firehall could be to design the training rooms so that they are easily adaptable to become and EOC for what every Emergency arrises. This would include the ability to quickly set up in EOC mode and flexibility within the rooms to handle multiple desking situations. In addition, associated storage room would be provided within the near vicinity of the main EOC rooms.

s.g. draft

anmore firehall

Space Program			EXISTING	EXISTING		PROPOSED	PROPOSED	
						AREA	*NET AREA*	
ITEM			SF	SM		SF	SM	
		PUBLIC AREAS						
1		VESTIBULE	0.00	0.00		53.80	5.00	
2		FRONT ENTRY	0.00	0.00		161.40	15.00	
3		PUBLIC WASHROOM (H/C	0.00	0.00		48.42	4.50	
		Sub Total	**0.00**	**0.00**		**263.62**	**24.50**	
		FH - ADMINISTRATION						
4		Office	154.19	14.33		161.40	15.00	
5		Storage 1	47.88	4.45		107.60	10.00	
6		Washroom w/ shower	49.82	4.63		43.04	4.00	No shower. Move shower into the Decon Washroom.
7		Training Room (30 members)	559.95	52.04		753.20	70.00	
8		Kitchen + Dining Room	399.20	37.10		408.88	38.00	
9		Staff Washroom 2	27.98	2.60		32.28	3.00	
10		Training Storage 1	14.90	1.39		107.60	10.00	
11		Training Storage 2	32.71	3.04		0.00	0.00	
12		Storage 3	21.09	1.96		0.00	0.00	
13		COPY ROOM + STORAGE	0.00	0.00		107.60	10.00	
14		GENERAL OFFICE	0.00	0.00		129.12	12.00	
		Sub Total	**1307.72**	**121.54**		**1850.72**	**172.00**	
		FH - OPERATIONAL AREAS						
15		Dispatch / Rip & Run / Radio Rm	0.00	0.00		64.56	6.00	EXIST: Included in office area
16		SCBA Storage	9.93	0.92		53.80	5.00	Cylinder storage but no clean room required.
17		Apparatus Bays 1 (single bays)	1,117.00	103.81		0.00	0.00	
		2 bays @ 12.5m(41')L x 4.5m(29.5') W						
18		Apparatus Bay 2 (single)	667.12	62.00		0.00	0.00	
		1 bay @ 8.95m(29.5')L x 5.6m(18.3') W						
19		Hose Tower	35.51	3.30		0.00	0.00	NEW - Hose tower required?
20		NEW APPARATUS BAY (tandem)	0.00	0.00		4,411.60	410.00	Inside clear dimensions
		1 bay @ 25m (82'L) x 5.2m (18')						
		2 bays @ 25m (82'L) x 5.6m (18')						
21		UTILITY ROOM + GEAR WASHER	0.00	0.00		107.60	10.00	NEW: Dirty Utility
22		GEAR STORAGE ROOM (40 units)	0.00	0.00		538.00	50.00	EXIST: Gear Storage is currently in the apparatus bays.
23		DECON W/R with SHOWER	0.00	0.00		80.70	7.50	
24		SECURE STORAGE	0.00	0.00		161.40	15.00	NEW: Storage which can be regulated for secure items.
25		FIRST AID STORAGE	0.00	0.00		21.52	2.00	Closet for First Aid Storage
26		HOSE STORAGE	0.00	0.00		129.12	12.00	EXIST: currently in the apparatus bays.
27		WORKSHOP	0.00	0.00		107.60	10.00	EXIST: located in apparatus bays.
28		EMERGENCY PROGRAM STORAGE	0.00	0.00		107.60	10.00	EXIST: located in apparatus bays.
29		HAM RADIO	0.00	0.00		0.00	0.00	
30		BIKE STORAGE	0.00	0.00		0.00	0.00	
31		INFRARED DETOX	0.00	0.00		0.00	0.00	
32		FIRE POLE	0.00	0.00		0.00	0.00	
		Sub Total	**1829.56**	**170.03**		**5783.50**	**537.50**	
		FH - QUARTERS						
33		EXERCISE ROOM	0.00	0.00		398.12	37.00	
34		LAUNDRY	0.00	0.00		161.40	15.00	Crew Laundry non gear laundry

99% draft

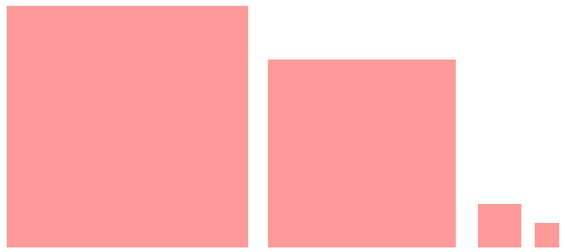
anmore firehall									
Space Program				EXISTING	EXISTING		PROPOSED	PROPOSED	
							AREA	*NET AREA*	
ITEM				SF	SM		SF	SM	
35			LOCKERS (20 units)	0.00	0.00		215.20	20.00	Could be half size lockers but a place for staff to put their personal items.
36			JANITOR'S CLOSET	0.00	0.00		53.80	5.00	Clean Janitor's Room
			Sub Total	**0.00**	**0.00**		**828.52**	**77.00**	
			CIRCULATION						
37			Existing Corridor + Stair	365.84	34.00		0.00	0.00	NEW: Noted below in mark-up
38			NEW STAIR or STAIRS	0.00	0.00		344.32	32.00	
			Sub Total	**365.84**	**34.00**		**344.32**	**32.00**	
			SERVICE SPACES						
39			ELECTRICAL ROOM	0.00	0.00		107.60	10.00	
40			MECHANICAL ROOM	0.00	0.00		107.60	10.00	
41			VALVE ROOM	0.00	0.00		32.28	3.00	
42			BACK UP SERVER RM	0.00	0.00		0.00	0.00	
43			IT CLOSET	0.00	0.00		0.00	0.00	
			Sub Total	**0.00**	**0.00**		**247.48**	**23.00**	
			Building Total (Pre Mark-up) sm	**3,503.11**	**325.57**		**9,318.16**	**866.00**	
			Mark-up 1	715.83	68.74		1,863.63	173.20	Mark-up for EXIST = 31% NEW = 20%
			Mark-up 2	0.00	0.00		465.91	0.00	
			TOTAL FIREHALL	**4,218.95**	**394.31**		**11,647.70**	**1,039.20**	

99% draft

existing

public spaces = none

administration



operational

crew quarters = none

circulation

proposed

public spaces

administration

operational

crew quarters

circulation

service spaces

99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

feasibility study

Metro Vancouver
Regional District

Anmore Firehall

programmatic diagram

1:250

18 - sept - 14

belcarra firehall										
Space Program				**EXISTING**	**EXISTING**		**PROPOSED**	**PROPOSED**	
							AREA	***NET AREA***	
ITEM				**SF**	**SM**		**SF**	**SM**	
			PUBLIC AREAS						
1			VESTIBULE	0.00	0.00		53.80	5.00	
2			FRONT ENTRY	0.00	0.00		0.00	0.00	
3			PUBLIC WASHROOM (H/C	0.00	0.00		0.00	0.00	
			Sub Total	**0.00**	**0.00**		**53.80**	**5.00**	
			FH - ADMINISTRATION						
4			Office	110.29	10.25		161.40	15.00	
5			Washroom w/ shower	49.82	4.63		43.04	4.00	No shower. Move shower into the Decon Washroom.
6			Storage 1	10.76	1.00		53.80	5.00	
7			Kitchen	149.89	13.93		322.80	30.00	NEW : ADD small dining area
8			Day Room	337.65	31.38		322.80	30.00	
9			Kitchenette	31.10	2.89		0.00	0.00	
10			Storage 2	16.14	1.50		0.00	0.00	
11			Media Center	16.61	1.54		0.00	0.00	
12			STAFF WASHROOM 2	27.98	2.60		32.28	3.00	
13			COPY ROOM + STORAGE	0.00	0.00		0.00	0.00	Locate in office
14			GENERAL OFFICE	0.00	0.00		0.00	0.00	
			Sub Total	**750.23**	**69.72**		**936.12**	**87.00**	
			FH - OPERATIONAL AREAS						
15			Dispatch / Rip & Run / Radio Rm	0.00	0.00		64.56	6.00	EXIST: Included in office area
16			SCBA	26.15	2.43		107.60	10.00	Cylinder storage but no clean room required.
17			Apparatus Bays 1 (single bays)	1,117.00	103.81		0.00	0.00	
			2 bays @ 12.5m(41')L x 4.5m(29.5') W						
19			Hose Tower	21.52	2.00		0.00	0.00	No Hose Tower Required.
20			APPARATUS BAY	0.00	0.00		2,474.80	230.00	Inside clear dimensions
			2 bays @ 12.5m (41'L) x 5.6m (18')						
			1 bay @ 15.5m (50') x 5.6m (18')						
20			UTILITY ROOM + GEAR WASHER	0.00	0.00		107.60	10.00	Gear Washer
21			GEAR STORAGE ROOM (25 units)	0.00	0.00		269.00	25.00	EXIST: Gear Storage is currently in the apparatus bays.
22			DECON W/R with SHOWER	0.00	0.00		80.70	7.50	
24			SECURE STORAGE	0.00	0.00		161.40	15.00	Storage which can be regulated for secure items.
26			FIRST AID STORAGE	0.00	0.00		21.52	2.00	Closet for First Aid Storage
27			HOSE STORAGE	0.00	0.00		129.12	12.00	EXIST: currently in the apparatus bays.
28			WORKSHOP	0.00	0.00		107.60	10.00	EXIST: located in apparatus bays.
29			EMERGENCY PROGRAM STORAGE	0.00	0.00		107.60	10.00	EXIST: located in apparatus bays.
29			HAM RADIO	0.00	0.00		0.00	0.00	
30			BIKE STORAGE	0.00	0.00		0.00	0.00	
31			INFRARED DETOX	0.00	0.00		0.00	0.00	
32			FIRE POLE	0.00	0.00		0.00	0.00	
			Sub Total	**1164.66**	**108.24**		**3631.50**	**337.50**	
			FH - QUARTERS						
34			EXERCISE ROOM	0.00	0.00		430.40	40.00	EXIST: located in apparatus bays.
35			LAUNDRY	0.00	0.00		161.40	15.00	Crew Laundry non gear laundry
36			LOCKERS (PERSONAL)	0.00	0.00		161.40	15.00	Could be half size lockers but a place for staff to put their personal items.

99% draft

belcarra firehall									
Space Program				**EXISTING**	**EXISTING**		**PROPOSED**	**PROPOSED**	
							AREA	***NET AREA***	
ITEM				**SF**	**SM**		**SF**	**SM**	
37			JANITOR'S CLOSET	0.00	0.00		53.80	5.00	Clean Janitor's Room
			Sub Total	**0.00**	**0.00**		**807.00**	**75.00**	
			CIRCULATION						
38			Existing Corridor + Stair	277.18	25.76		0.00	0.00	NEW: Noted below in mark-up
39			NEW STAIR or STAIRS	0.00	0.00		215.20	20.00	
			Sub Total	**277.18**	**25.76**		**215.20**	**20.00**	
			SERVICE SPACES						
40			ELECTRICAL ROOM	0.00	0.00		107.60	10.00	
41			MECHANICAL ROOM	0.00	0.00		107.60	10.00	
42			VALVE ROOM	0.00	0.00		32.28	3.00	
43			BACK UP SERVER RM	0.00	0.00		0.00	0.00	
44			IT CLOSET	0.00	0.00		0.00	0.00	
			Sub Total	**0.00**	**0.00**		**247.48**	**23.00**	
			Building Total (Pre Mark-up) sm	**2,192.07**	**203.72**		**5,891.10**	**547.50**	
			Mark-up 20%	193.51	17.98		1,178.22	109.50	
			Mark-up 10%	0.00	0.00		294.56	0.00	
			TOTAL FIREHALL	2,385.58	221.71		7,363.88	657.00	

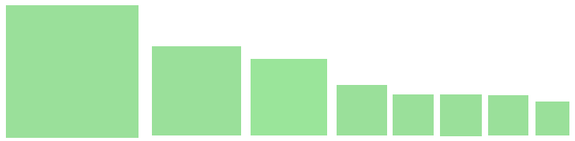
99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

existing

public spaces = none



administration

operational

crew quarters = none

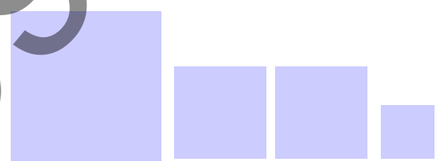
circulation

proposed

public spaces

administration

operational



crew quarters

circulation

service spaces

99% draft

feasibility study

Metro Vancouver
Regional District
Belcarra Firehall

programmtic diagram

1:250
18 - sept - 14

4.0 siting options

99% draft

1. fit tests

The siting studies for the Anmore Firehall began with the development of an elementary site analyses, defining general site characteristics, context influences and zoning impacts. As part of this report, the existing firehall site was examined to assess the feasibility of a variety of redevelopment options with the goal of all site development to use the existing site to the best possible advantage. In this case, the existing site has a number of challenges such as site shape, size, topography and the location of the existing building which impact the possible options.

Preliminary siting studies were completed by positioning the total space program onto the site and examining the positives / negatives for each option. Each study examined the possible orientation of the firehall on the site, potential for Public interface, the optimal layout for the apparatus bays, and the overall functionality for the Sasamat Voluntary Fire Department.

Upon completion of an initial site analysis of the existing site, the number of siting options were narrowed down to 4 potential development strategies. All associated drawings are at the end of this section.

general layout comments

The four siting options shown after this section will outline high level layouts for further discussion. The following is a list of concerns which need to be addressed for all options.

- One of the main objectives in siting the firehall is to position the apparatus bays as perpendicular to the road as possible so that the wear and tear on the vehicles is not extensive upon exiting – all layouts shown are based on this premise.
- programmatic zoning of the site in all layouts: current industry standards in a volunteer department for a separation of the vehicular traffic between the general public, exiting emergency vehicles and P.O.C staff. This is especially crucial as these groups converge on the Firehall, as emergency vehicles leave to address emergent events. Keeping these zones separate is key in protecting the safety of the surrounding public and the firefighters.
- The depth and the width of the ideal site are crucial in understanding optimum site selection. The minimum depth of the ideal site should be 60m and minimum width approximately 62-65m to accommodate the apparatus bays, return road, fire truck turning radii, and the firehall portion of the space program. This will ensure that the fire fighters have the room they need for training, completion of their regular duties and that site development will not create additional cost or maintenance over time.
- The ability to keep the existing firehall operational while the new building is being constructed was a key consideration in the overall approach to the new project and thus affects possible development for the new apparatus bays in particular.
- Traffic control as needed will be addressed in the next phases of the project where needed.

99% draft

2. existing site summary

The existing site is located at the civic address of 2690 Anmore, BC. and measures approximately 1.0 acre (4,040sm), in overall size. The site a reasonable size by industry standards for a volunteer firehall, accommodating 25 volunteer firefighters. The the location of the site at the intersection of East Road and Sunnyside Road supports both a separate entry and exit route lending itself to the design of a firehall with drive-through bays even though there are elevation changes that could effect the vehicle access from Sunnyside Road. This is identified further in both the typical bay layout and the site analysis included at the end of this section.

The site grades rise to the south and there is a 15m BC Hydro R.O.W across the entire south end of the property which limits the south end of the site development to non building elements and functions. Future development should also ensure vehicle access is located to accommodate the rising grade along Sunnyside Road as it is preferred that the redeveloped site should have minimal slope and grade changes if possible as emergency vehicle exiting should try to be kept to a maximum of 5% slope. Set backs on the property are 7.5m on all sides except the south which is effected by the hydro R.O.W.

a. general pros / cons for all options

These pros and cons are common to all layouts as they relate to the the challenges with this particular site.

pros:

- Having a corner site is extremely advantageous as it permits the SVFD to use the adjacent streets as return access to the site which means that there is less drive aisle access required on site.

cons:

- Site size provides dimensions which are less than the ideal which creates a bit of a short fall in the apron area on the property; however, with the additional space between the property line and the edge of the road this should not be a huge effort.
- The 15m BC Hydro R.O.W. running the entire width of the south end of the property limits development as no building or parts of building can be erected within this right-of-way.
- Most options place paved spaces below the Hydro ROW which may require approval moving forward in the design process.

b. site plan - option 1

This option examines the possibility of renovating the existing firehall and adding new apparatus bays and operational spine. It would be possible to keep the existing firehall operational during construction, if phasing construction was carefully considered as part of the documents moving forward. The premise in this layout is to design new post disaster apparatus bays and operational spaces essential to the operation of the firehall to meet all current industry standards.

pros:

- Allows for the existing hall to remain operational during construction.
- Operational spine (gear storage, radio room, SCBA, workshop, utility etc.) are able to be located fairly adjacent to the crew parking providing quick access from the parking area to the key spaces for deployment.
- Uses an existing asset to the best advantage possible. it is proposed that the existing building would be used for non emergency functions with an upgrade to renovate the existing building to meet exiting, fire separations and washrooms code requirements but not to meet current post disaster standards.
- The Public does not use the same drive aisle as returning Emergency vehicles to access the site.

99% draft

cons:

- The front apron was only able to be 12m in depth maximum in order to have enough room at the rear of the site to accommodate drive through bays. This overall dimension is measured to the property line, with approximately an additional 3m to the edge of the road, creating an overall length of 15m which is a good depth for the emergency vehicles to safely leave the building.
- Crews use the same drive aisle as returning emergency vehicles to access the training area and crew parking.
- The entire building will not meet the post disaster requirements as outlined by BCBC which could have an effect in the future if full time crew quarters were to be implemented in to the existing building.

c. site plan - option 2

This option examines the possibility renovating the existing firehall and providing drive-through apparatus bays in a single, side by side layout (not tandem). The footprint of the new building in this option would be smaller than in option 1 as the apparatus bays only contain space for 5 vehicles due to the width of the site only 5 bays could be positioned on site. In this option, because the bays use the majority of the width of the site, the firehall operations, training and administrative areas would have to be located in the existing hall.

pros:

- Operationally the site will be used in a similar fashion to Site Option 1 in that emergency vehicle entry will be from Sunnyside Road and exiting onto East Road.
- There is enough room for a 14m apron on site which provides more depth for a safer approach for emergency vehicles exiting the bays.
- Uses an existing asset to the best advantage possible. it is proposed that the existing building would be used for non emergency functions with an upgrade to renovate the existing building to meet exiting, fire separations and washrooms code requirements but not to meet current post disaster standards.
- Separation of public and crew entries which avoids conflict between exiting emergency vehicles and incoming crew members.
- Places the generator and fueling system close to the building which is cost effective.
- Good size training yard.

cons:

- Operational spine (gear storage, radio room, SCBA, workshop, utility etc.) would need to be located within the existing building which does not allow for them to be located within the new post disaster building and thus would not meet current building code.
- There is only room for 5 apparatus bays due to the width of the site. This reduces functionality and limits access for the future.
- The entire building will not meet the post disaster requirements as outlined by BCBC which could have an effect in the future if full time crew quarters were to be implemented in to the existing building.
- The project will require phasing to accommodate the continued operation of the facility. This will lengthen the time of construction.
- The 15m BC Hydro R.O.W. running the entire width of the south end of the property limits development as no building or parts of building can be erected within this right-of-way.
- Crews use the same drive aisle as returning emergency vehicles to access the training area and crew parking.

d. site plan - option 3

This option examines the possibility of demolishing the existing firehall and providing an entirely new single story facility with tandem drive-through apparatus bays. The footprint of the new building in this option be would be larger then Site Option 1 or 2 as the firehall operations, training and administration areas would all be contained in

99% draft

a single storey. The premise in this layout is to design a new post disaster building which contains all functions related to a volunteer firehall.

pros:

- Operationally the site will be used in a similar fashion to Site Option 1 in that emergency vehicle entry will be from Sunnyside Road and exiting onto East Road.
- Operational spine (gear storage, radio room, SCBA, workshop, utility etc.)would be located within the new post disaster building.
- The entire project is located within a post disaster building designed to meet 2018 BCBC.
- Apparatus bay portion of building is sized to accommodate 6 emergency vehicles.
- Good size training yard

cons:

- The project will require demolition of the existing hall in its entirety. This means that the firehall will need to temporarily be relocated while the new hall is under construction or construction would need to be phased.
- This option is most expensive of the 4 presented.
- Apron at Apparatus Bays leading to East Road has been reduced to 12m + 3m approximately to the edge of the road. Longer emergency vehicles may extend beyond property line and onto sidewalk when fully outside of Apparatus Bays.
- Large single storey footprint which uses more of the overall site create more roof, and foundations.
- Limited access to public parking off of East Road due to the change in grade would require retaining walls in this location.

e. site plan - option 4

This option examines the possibility of demolishing the existing firehall and providing an entirely new two story facility with tandem drive-through apparatus bays. The footprint of the new building in this option be would be smaller than that of Site Option 3 as the operations spaces including training and administration spaces would be contained over two storeys. The premise in this layout is to design a new post disaster building which contains all functions related to a volunteer firehall.

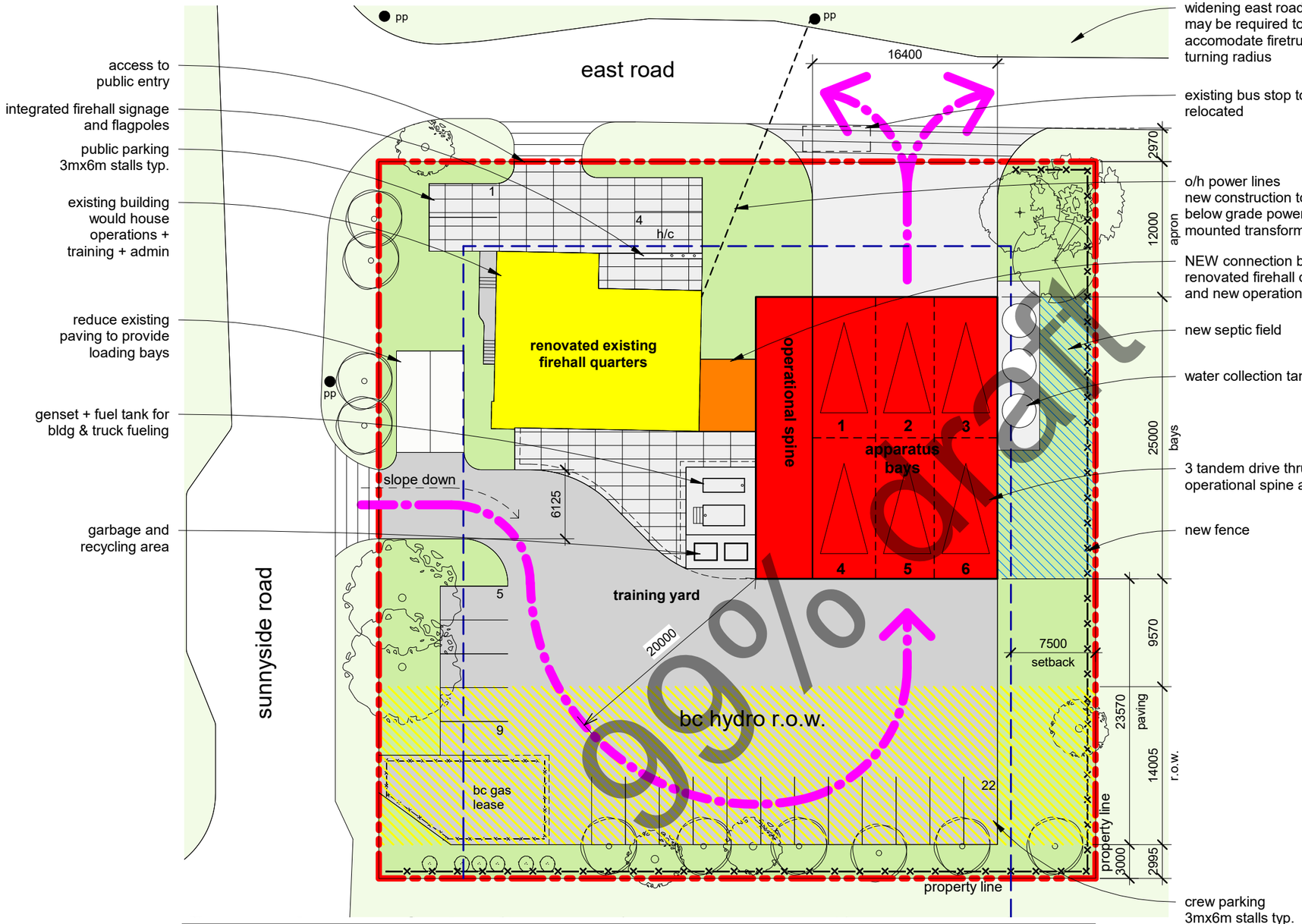
pros:

- Operationally the site will be used in a similar fashion to all options in that emergency vehicle entry will be from Sunnyside Road and exiting onto East Road.
- Operational spine (gear storage, radio room, SCBA, workshop, utility etc.)would be located within the new post disaster building.
- Apparatus bay portion of building is sized to accommodate 6 emergency vehicles.
- Good size training yard.
- Builds up rather than out which is determined to be a more sustainable approach to the project overall and most often less costly.

cons:

- The project will require demolition of the existing hall in its entirety. This means that the firehall will need to temporarily be relocated while the new hall is under construction or construction would need to be phased.
- The 15m BC Hydro R.O.W. running the entire width of the south end of the property limits development as no building or parts of buildings can be erected within this right-of-way.
- Apron at Apparatus Bays leading to East Road has been reduced to 12m + 3m approximately to the edge of the road. Longer emergency vehicles may extend beyond property line and onto sidewalk when fully outside of Apparatus Bays.
- Limited access to public parking off of East Road due to the change in grade would require retaining walls in this location.

99% draft



SITE LEGEND:

	APPARATUS BAYS + OPERATIONAL SPACES		STAMPED CONCRETE		NEW SEPTIC FIELD
	EXISTING FIREHALL QUARTERS RENOVATION		ASPHALT		NEW CHAIN LINK FENCE
	CONNECTION BETWEEN NEW AND RENOVATION		GRAVEL		NEW ARCH. FENCE
	NEW FIREHALL QUARTERS		BC HYDRO R.O.W.		PROPERTY LINE
	CONCRETE		NEW LANDSCAPING		SETBACK (6.0m)

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

N

project north 179°

feasibility study

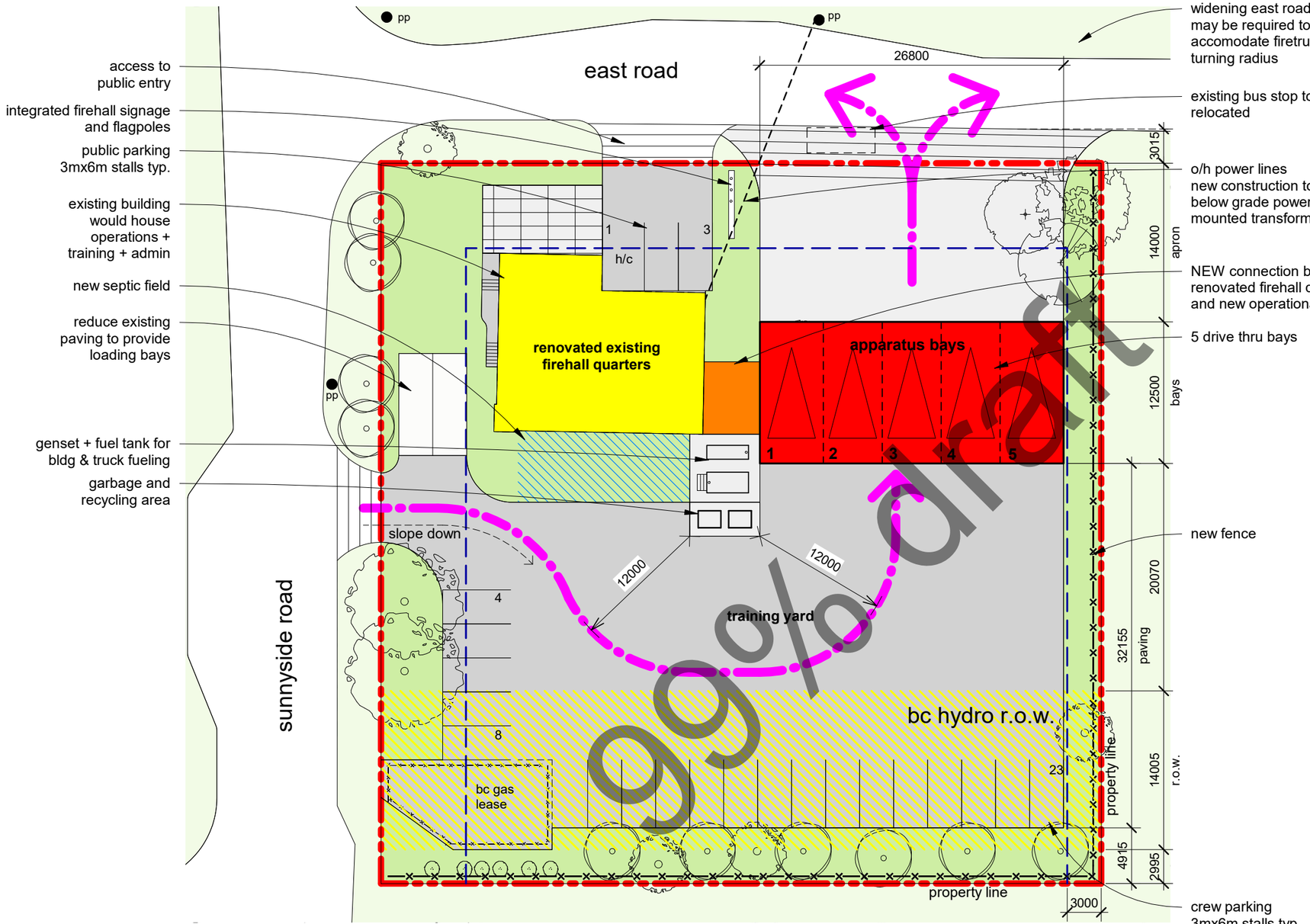
Metro Vancouver Regional District

Anmore Firehall

site plan - option 1

1:400

18 - nov - 18



draft
99%

SITE LEGEND:

APPARATUS BAYS + OPERATIONAL SPACES	STAMPED CONCRETE	NEW SEPTIC FIELD
EXISTING FIREHALL QUARTERS RENOVATION	ASPHALT	NEW CHAIN LINK FENCE
CONNECTION BETWEEN NEW AND RENOVATION	GRAVEL	NEW ARCH. FENCE
NEW FIREHALL QUARTERS	BC HYDRO R.O.W.	PROPERTY LINE
CONCRETE	NEW LANDSCAPING	SETBACK (6.0m)

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

N
project north 179°

feasibility study

Metro Vancouver Regional District
Anmore Firehall

site plan - option 2

1:400
18 - nov - 18

SITE LEGEND:

APPARATUS BAYS + OPERATIONAL SPACES	STAMPED CONCRETE	NEW SEPTIC FIELD
EXISTING FIREHALL QUARTERS RENOVATION	ASPHALT	NEW CHAIN LINK FENCE
CONNECTION BETWEEN NEW AND RENOVATION	GRAVEL	NEW ARCH. FENCE
NEW FIREHALL QUARTERS	BC HYDRO R.O.W.	PROPERTY LINE
CONCRETE	NEW LANDSCAPING	SETBACK (6.0m)

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

N

project north 179°

feasibility study

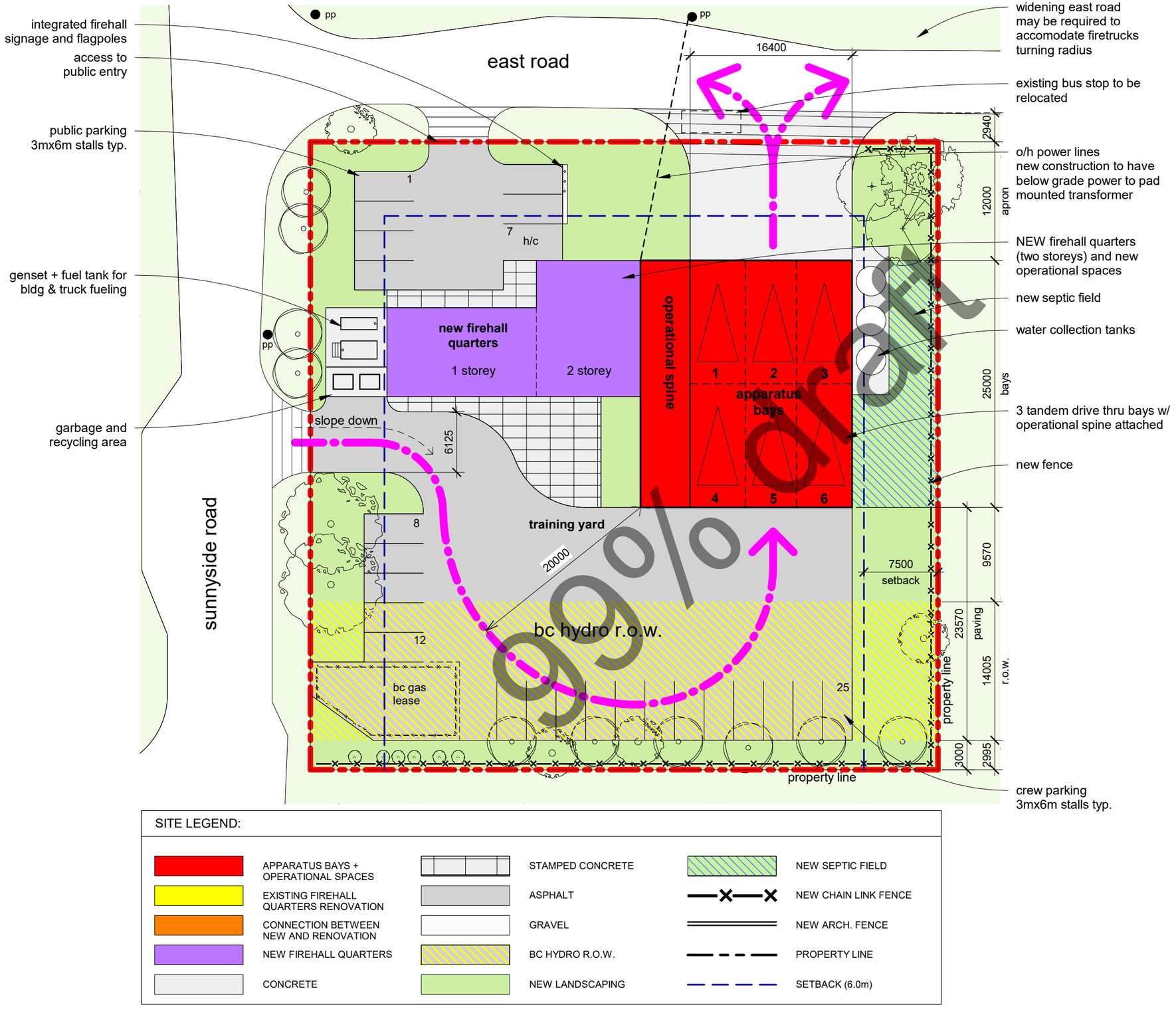
Metro Vancouver Regional District

Anmore Firehall

site plan - option 3

1:400

18 - nov - 18



SITE LEGEND:

APPARATUS BAYS + OPERATIONAL SPACES	STAMPED CONCRETE	NEW SEPTIC FIELD
EXISTING FIREHALL QUARTERS RENOVATION	ASPHALT	NEW CHAIN LINK FENCE
CONNECTION BETWEEN NEW AND RENOVATION	GRAVEL	NEW ARCH. FENCE
NEW FIREHALL QUARTERS	BC HYDRO R.O.W.	PROPERTY LINE
CONCRETE	NEW LANDSCAPING	SETBACK (6.0m)

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

N

project north 179°

feasibility study

Metro Vancouver Regional District

Anmore Firehall

site plan - option 4

1:400

18 - nov - 18

1. fit tests

The siting studies for the Belcarra Firehall began with the development of an elementary site analyses, defining general site characteristics, context influences and zoning impacts. The existing firehall site was examined for feasibility options for redevelopment as part of this report. The goal of all site development is to use the existing site to the best possible advantage. In this case the existing site has a number of challenges in examining redevelopment which impact the various option such as site shape, dimension, grade change and the location of the existing building.

Preliminary fit test studies were completed by positioning the space program onto the site for further study. Each study examined the possible orientation of the firehall on the site, potential for Public interface, functionality for the Sasamat Voluntary Fire Department, parking on site and site access.

Upon completion of an initial site analysis of the existing site, the number of options were narrowed down to 2 potential development strategies which will be outlined in this Section of the report. All associated drawings are at the end of this section.

99% draft

general layout comments

Two siting options shown after this written portion titled the “site option 1 and site option 2” will outline high level layouts for discussion. The following is a list of concerns which need to be addressed for all options.

- One of the main objectives in siting the firehall is to position the apparatus bays as perpendicular to the road as possible so that the wear and tear on the vehicles is not extensive upon exiting – site option 1 accommodates this recommended layout.

- programmatic zoning of the site in all layouts: current industry standards in a volunteer department requires a separation of the vehicular traffic between the general public, exiting emergency vehicles and P.O.C. staff. This is especially crucial as these groups converge on the Firehall and as vehicles leave to address emergent events. Keeping these zones separate is key in protecting the safety of the surrounding public and the Fire Fighters.

- The depth and the width of the ideal site are crucial in the site selection. The minimum depth of the site should be 60m and minimum width needs to be 62-65m to accommodate the apparatus bays, return road, fire truck turning radii, and the firehall portion of the space program. This will ensure that the fire fighters have the room they need for training, completion of their regular duties and that site development will not create additional cost or maintenance over time.

- The ability to keep the existing firehall operational while the new building is being constructed was a key consideration in the overall approach to the new project and thus affects possible development for the new apparatus bays in particular.

- Traffic control as needed will be addressed in the next phases of the project where needed.

2. existing site summary

The existing site is located at the civic address of 4082 Bedwell Bay Road, Belcarra BC and is in the heart of a residential neighborhood.

The site measures approximately 0.87acre (3,510sm), in overall size, which is on the small side, but is still an acceptable size for a site in terms of industry standards for a volunteer firehall accommodating 25 volunteer firefighters. The shape of the site somewhat limits the options for redevelopment for the Firehall. This is identified further in both the typical bay layout and the site analysis included at the end of this section.

The site grades are complicated as the site rises significantly to the south and east, which limits the available area for use as it is preferred that the redeveloped site should have minimal slope and grade changes if possible as emergency vehicle exiting should try to be kept to a maximum of 5% slope. Set backs on the property are 7.5m on all sides except the side facing Bedwell Bay Road therefore reducing the available developable area. Site access is also currently limited to a single access point for vehicles unless an additional route is provided for returning vehicles. The lengthy frontage on Bedwell Bay Road lends itself to the addition of a second access point for entry/exit of volunteer staff and for returning emergency vehicles. Alternately, this can be provided with another access point from the adjacent municipal property to the west.

a. general pros / cons for all options

These pros and cons are common to all layouts as they relate to the challenges with particular site.

pros:

- Site size permits drive through apparatus bays.
- Places the generator and fueling system close to the building and to emergency vehicle traffic so both are ideally located for use in an economic way.
- The Public uses the same drive aisle as returning Emergency vehicles to access the site. Because the vehicles are returning at a slower rate this is usually not an issue.

cons:

- Due to the lower elevation of Bedwell Bay Road, vehicle entry and exit from the site will contend with sloped drive aisles and apron.

99% draft

b. site option 1 - site plan

This option examines the possibility of keeping the existing firehall operational during construction. The premise in this layout is to design a new set of apparatus bays and operational spaces essential to the operation of the firehall in a new post disaster building which meets all current industry standards. The old firehall would remain operational until new facility is completed. This option would require a secondary access from Bedwell Bay Road which would be aligned with the apparatus bays and would serve as the exit for emergency vehicles. The existing driveway would be maintained but would serve only for returning emergency vehicles and staff entry/exit.

pros:

- Allows for the existing hall to remain operational during construction.
- Site size has enough area and the right amount of depth to house both apparatus bays and provide parking on site for both public and crews.
- Uses the deepest part of the site for the addition of the new building training yard.
- Enough room for a 19m apron which provides a safe generous approach for emergency vehicles exiting the Bays and allows for vehicles to fully exit the Bays before entering the street.
- Operational spine (gear storage, radio room, SCBA, workshop, utility etc.) are located directly adjacent to the crew parking providing quick access from the parking area to the key spaces for deployment.

- Good size training yard.

cons:
- Due to the lower elevation of the street, vehicle entry and exit from the site will contend with sloped drive aisles and apron.
- Retaining walls at south and east sides of the site will be required to accommodate needed vehicle circulation area at rear of site.

c. site option 2 - site plan

This option examines the possibility positioning the new firehall in a similar location to the existing firehall and maintaining a single access to the site. The premise in this layout is to design a new post disaster firehall building which meets all current industry standards. The old firehall would be demolished prior to construction of the new facility and the SVFD would be required to temporarily relocate to an alternate site or provide temporary facilities on site during the construction of the new facility.

pros:
- Site size meets area requirements and depth to house the new firehall and provide parking on site for both public and crews.
- Operationally the site will be used in a similar fashion. Note that the existing site entry/exit to Bedwell Rd. will be maintained.
- Operational spine (gear storage, radio room, SCBA, workshop, utility etc.)are located directly adjacent to the crew parking providing quick access from the parking area to the key spaces for deployment.
- Enough room for a 16m apron which provides a safe approach for emergency vehicles exiting the Bays and allows for vehicles to fully exit the Bays before entering the street.
- Places the generator and fueling system close to the building which is cost effective.
- Good size training yard.
- Start with new program and none of the complications when dealing with a renovation.

cons:
- Unless the second access is provided from the adjacent City Hall property there will only be a single access to the site.
- Apparatus bays are not perpendicular to Bedwell Bay Road therefore emergency response vehicles will have to turn 90 degrees then turn again left or right when entering onto Bedwell Bay Road.
- Apparatus bays will not be drive-through without the secondary access from the adjacent City Hall property.
- The building and training yard positions are limited by setbacks.
- The property is sloped with significant elevation changes to the south and to the north which will likely require the construction of retaining walls.
- Crews use the same drive aisle as exiting Emergency vehicles.
- Temporary housing of crews will be required either on or off site.

99% draft

SITE LEGEND:

APPARATUS BAYS + OPERATIONAL SPACES	STAMPED CONCRETE	NEW SEPTIC FEILD
EXISTING FIREHALL QUARTERS RENOVATION	ASPHALT	NEW CHAIN LINK FENCE
CONNECTION BETWEEN NEW AND RENOVATION	GRAVEL	NEW ARCH. FENCE
NEW FIREHALL QUARTERS	AUTO EX ZONE	PROPERTY LINE
CONCRETE	NEW LANDSCAPING	SETBACK (6.0m)

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

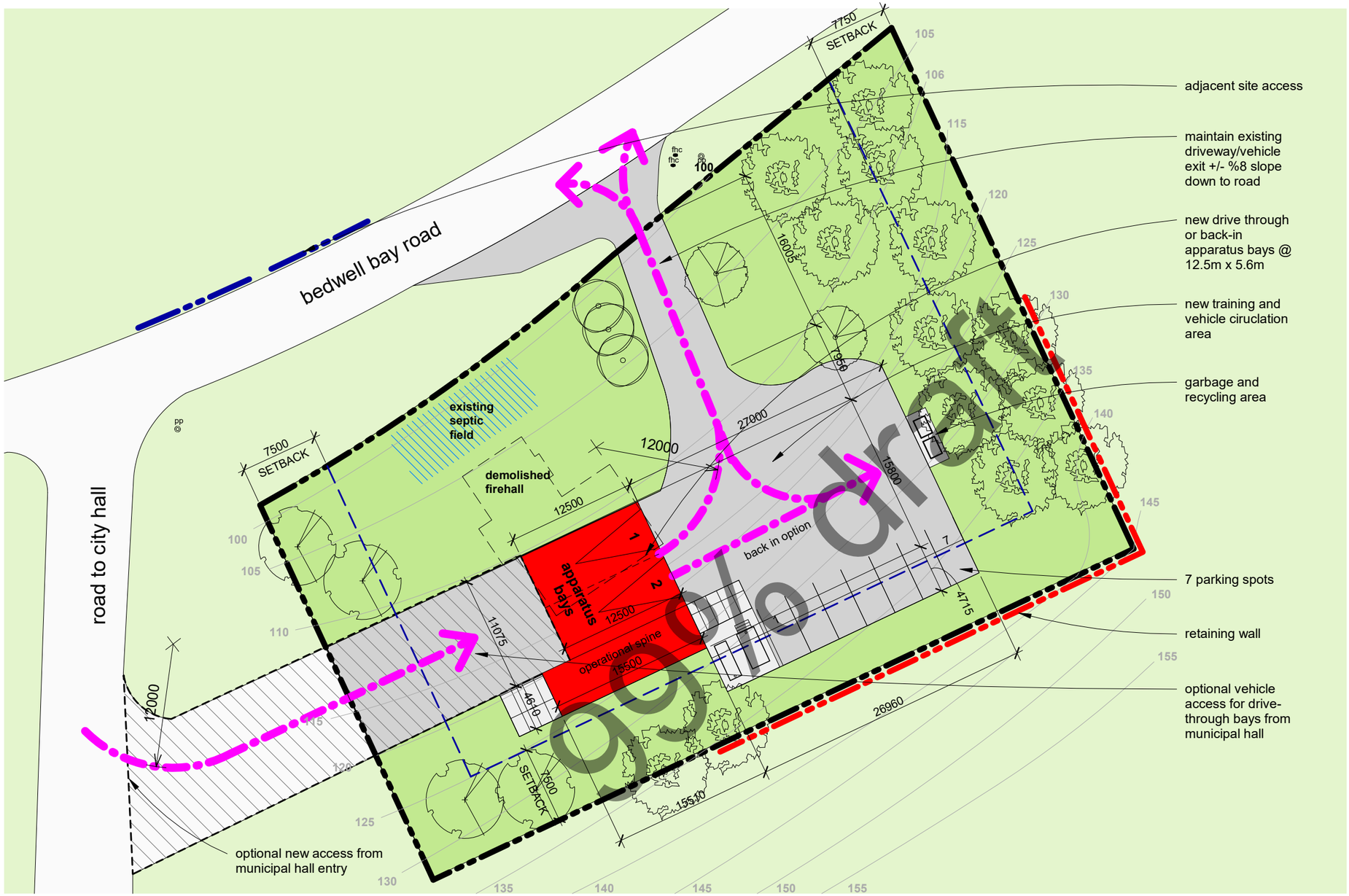
N
124° project north

feasibility study

Metro Vancouver Regional District
Belcarra Firehall

site option 1

1:400
18 - dec - 03



SITE LEGEND:

APPARATUS BAYS + OPERATIONAL SPACES	STAMPED CONCRETE	NEW SEPTIC FEILD
EXISTING FIREHALL QUARTERS RENOVATION	ASPHALT	NEW CHAIN LINK FENCE
CONNECTION BETWEEN NEW AND RENOVATION	GRAVEL	NEW ARCH. FENCE
NEW FIREHALL QUARTERS	AUTO EX ZONE	PROPERTY LINE
CONCRETE	NEW LANDSCAPING	SETBACK (6.0m)

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

N
124° project north

feasibility study

Metro Vancouver Regional District
Belcarra Firehall

site option 2

1:400
18 - dec - 03

5.0 costing

99% draft

A. high level costing

The following information has been provided at the very high level in order to provide some context to the Options 1, 2 and 3 for the Anmore Firehall replacement as shown in the above sections of the report. The costs listed below are construction related costs only and do not provide include soft costs such as Consultants, Land, Permitting etc.

These costs do not include a rate of escalation which is projected to be within 5-6% for 2019 and 2020. due to the effects of the tariffs on construction. This information is from Hanscomb Cost Consultants.

a. **Option 1: existing site / renovation of existing building / new addition with tandem apparatus bays: $ 4,260,000**
   - Renovation costs: $250.00 / sf @ 4,240sf = $1,060,000.00
   - New addition costs: $500.00 / sf @ 6,100sf = $3,050,000.00
   - Hazardous Materials removal: $50,000.00
   - Additional high level structural upgrade to meet basic BC Code Compliance: $ 100,000.00

* This option would create post disaster apparatus bays and operational spine but the existing hall would not be upgraded to post disaster standards. There separation of these two spaces is shown on the drawings.

* There has not been an environmental report completed on the Anmore project so a budget of $ 25,000 is recommended to address hazardous materials removal.

* The additional structural costs noted above address any minor structural improvements needed to bring the project up to a basic BCBC level but not to the level of post disaster. A budget of $25.00 / sq foot is added above to address this concern.

a. **Option 2: existing site / renovation of existing building / new addition with single apparatus bays: $ 3,185,000**
   - Renovation costs: $250.00 / sf @ 4,240sf = $1,060,000.00
   - New addition costs: $500.00 / sf @ 3,950sf = $1,975,000.00
   - Hazardous Materials removal: $50,000.00
   - Additional structural upgrade to meet basic BC Code Compliance: $ 100,000.00.

* This option would create post disaster apparatus bays and operational spine but the existing hall would not be upgraded to post disaster standards. There separation of these two spaces is shown on the drawings.

* There has not been an environmental report completed on the Anmore project so a budget of $ 25,000 is recommended to address hazardous materials removal.

* The additional structural costs noted above address any minor structural improvements needed to bring the project up to a basic BCBC level but not to the level of post disaster. A budget of $25.00 / sq foot is added above to address this concerns.

* This option only has room for 5 vehicles as opposed to Option 1 and 3 which house 6 vehicles.

99% draft

b. Options 3 + 4 : existing site / new building with tandem apparatus bays: $ 5,480,000.00

- Demolition costs: $100,000.00
- Hazardous Materials removal: $50,000.00
- New Building costs: $500.00 / sf @ 10,300sf = $5, 150,000.00
- Relocation Costs: $ 7,500 - $10,000 / per month for approximately 18 months. = $135,000 - $180,000

* It is anticipated that the work for this firehall would not need to **exceed 12 - 14 months of construction;** however the relocation costs have been extended to 18 months to ensure that there would be a seamless transition for the the Fire Department as construction starts and finishes.

* Relocation costs include the relocation costs associated with radio, 911 antenna and a temporary generator.

* This information is based on construction costs based on the 2018 BCBC changes and is an high level estimate only.

99% draft

A. high level costing

The following information has been provided at the very high level in order to provide some context to the Options 1 and 2 for the Belcarra Firehall replacement as shown in the above sections of the report. The costs listed below are construction related costs only and do not provide include soft costs such as Consultants, Land, Permitting etc.

These costs do not include a rate of escalation which is projected to be within 5-6% per year for 2019 and 2020. due to the effects of the tarrifs on construction. This information is from Hanscomb Cost Consultants.

a. **Option 1: existing site / new building: $ 1,750,000**
   - Demolition Costs: $75,000.00
   - Hazardous Materials Removal: $25,000.00
   - New Building costs: $550.00 / sf @ 3,000sf (increased square footage costs due to extensive retaining wall requirements) = $1,650,000.00
   - No relocation costs - existing fire hall would be operational until new-build is complete.

b. **Option 2: existing site / new building: $ 1,848,000**
   - Demolition Costs: $75,000
   - Hazardous Material Removal: $25,000.00
   - New Building costs: $500.00 / sf @ 3,000sf
   - Relocation Costs: $ 5,000 - $7,000 / per month for approximately 14 months. = $70,000 - $98,000.00

* Cost of the new road to the rear of the site for Option 2 has not been included in this pricing at this time. More information would be needed about the grading in the location and any stream relocation / remediation that would be required as a result of this new construction.

* It is anticipated that the work for this firehall would not need to **exceed 12 months of construction;** however the relocation costs have been extended to 14 months to ensure that there would be a seamless transition for the the Fire Department as construction starts and finishes.

* Relocation costs could be reduced if the rental of temporary quarters could be kept to one vehicle and one site trailer. This also includes the relocation costs associated with radio, 911 antenna and a temporary generator.

* This information is based on construction costs based on the 2018 BCBC changes and is an high level estimate only.

99% draft

6.0 appendix

99% draft

metro vancouver anmore firehall **feasibility study project summary**

September 14, 2018

A. Project Data:

General

1. Goals: to update the design for the Anmore Firehall by renovating and possibly adding to the existing building as needed to accommodate 5-6 vehicles in post disaster apparatus bays and essential operational facilities. Building upgrades to include renovating the existing building to improve functionality, energy efficiency and structural integrity
   a. Building will NOT house a backup City Server.
   b. EOC: The building will not function as an EOC.
   c. Client requests include the following to be reviewed/added:
      i. Apparatus bay size
      ii. Gear Storage location
      iii. Decontamination
      iv. Drive through truck bays
      v. New hose tower to be incorporated into project (for training only)
      vi. Confined space and ladder training
      vii. Relocated/add hydrant to training area
      viii. Caretakers suite incorporated
      ix. Three offices with additional two work stations for crew
      x. Workbench area
      xi. Overflow parking is across the street.
      xii. Current generator is natural gas
      xiii. Diesel tank is on site
2. Client and Building Authority is Metro Vancouver
3. Anmore Firehall:
   i. Volunteer firehall with operational quarters to accommodate 50 volunteer firefighters (currently 35).
   ii. Civic Address: 2690 East Road, Anmore, BC
   iii. Legal Address: Plan Showing Position of Forms on Lot "A" (L60982E) Lot 21, Section 20, Township 39, New Westminster District, Plan 3350
   iv. Site Size: 4,040m². (current legal survey required)
   v. Regulatory:
      - Current Zoning:
   vi. Site services:
      - Gas: existing gas service to site
      - Sanitary: to be confirmed – currently septic field
      - Hydro Service: above ground service at pole location to be confirmed Pa Mounted Transformer will be incorporated into this project.
      - Water: exiting municipal water service to site
   vii. Project Size: 394.3m² (4,245 ft²) measured to outside face of cladding.
      - New Apparatus Bays (main floor) : to be determined/confirmed
      - New Apparatus Bays (mezzanine) : to be determined/confirmed
      - Renovation Area: to be determined/confirmed
   viii. Sustainable Design Goals:
      - Active approach
         - Geothermal
         - Photovoltaic
         - Solar Thermal
      - Passive Approach
         - Storm water management
         - Regional and recycled materials.
         - Low flow fixtures
         - Low VOC materials.
   ix. Geotechnical: Geotechnical report/information to be provided by client.
4. Building SPRINKLERING: Not required by BCBC. Building will not be SPRINKLERED.

99% draft

5. The project will be designed to meet the Post Disaster Standards and the energy requirements as required by new BC Building Code (2018).

Building:

1. See Space Program for detailed breakdown.

Note: *This document should be considered a work in progress and will be altered and changed to reflect decisions and information provided at all design meetings. The items shown in yellow are intended for the client group to provide a response, or discussion. This document should be read in conjunction with the space program.*

99% draft

metro vancouver belcarra firehall **feasibility study project summary**

September 14, 2018

A. Project Data:

General

1. Goals: to update the design for Belcarra Firehall by renovating and possibly adding to the existing building as needed to accommodate 3 vehicles in post disaster apparatus bays and essential operational facilities.
   a. Building upgrades to include renovating the existing building to improve functionality, energy efficiency and structural integrity. Potential for drive through bays to be explored.
   b. New training room to accommodate up to 25 people.
   c. Building will NOT house a backup City Server.
   d. EOC: The building will not function as an EOC.
2. Client and Building Authority is Metro Vancouver
3. Belcarra Firehall:
   i. Volunteer firehall with operational quarters to accommodate 25 volunteer firefighters.
   ii. Civic Address: 4082 Bedwell Bay Road, Belcarra, BC
   iii. Legal Address: to be confirmed
   iv. Site Size: 4,040m². (current legal survey required)
   v. Regulatory:
      - Current Zoning:

   vi. Site services:
      - Gas: to be confirmed
      - Sanitary: to be confirmed
      - Hydro Service: above ground service at pole location to be confirmed. Pad Mounted Transformer will be incorporated into this project.
      - Water: existing municipal water service to site

   vii. Project:
      - New Apparatus Bays (main floor) : to be determined/confirmed – note that new bay is to accommodate 37'-8" ladder truck
      - New Apparatus Bays (mezzanine) : to be determined/confirmed
      - Renovation Area: to be determined/confirmed

   viii. Sustainable Design Goals:
      - Active approach
         - Geothermal
         - Photovoltaic
         - Solar Thermal
      - Passive Approach
         - Storm water management
         - Regional and recycled materials.
         - Low flow fixtures
         - Low VOC materials.

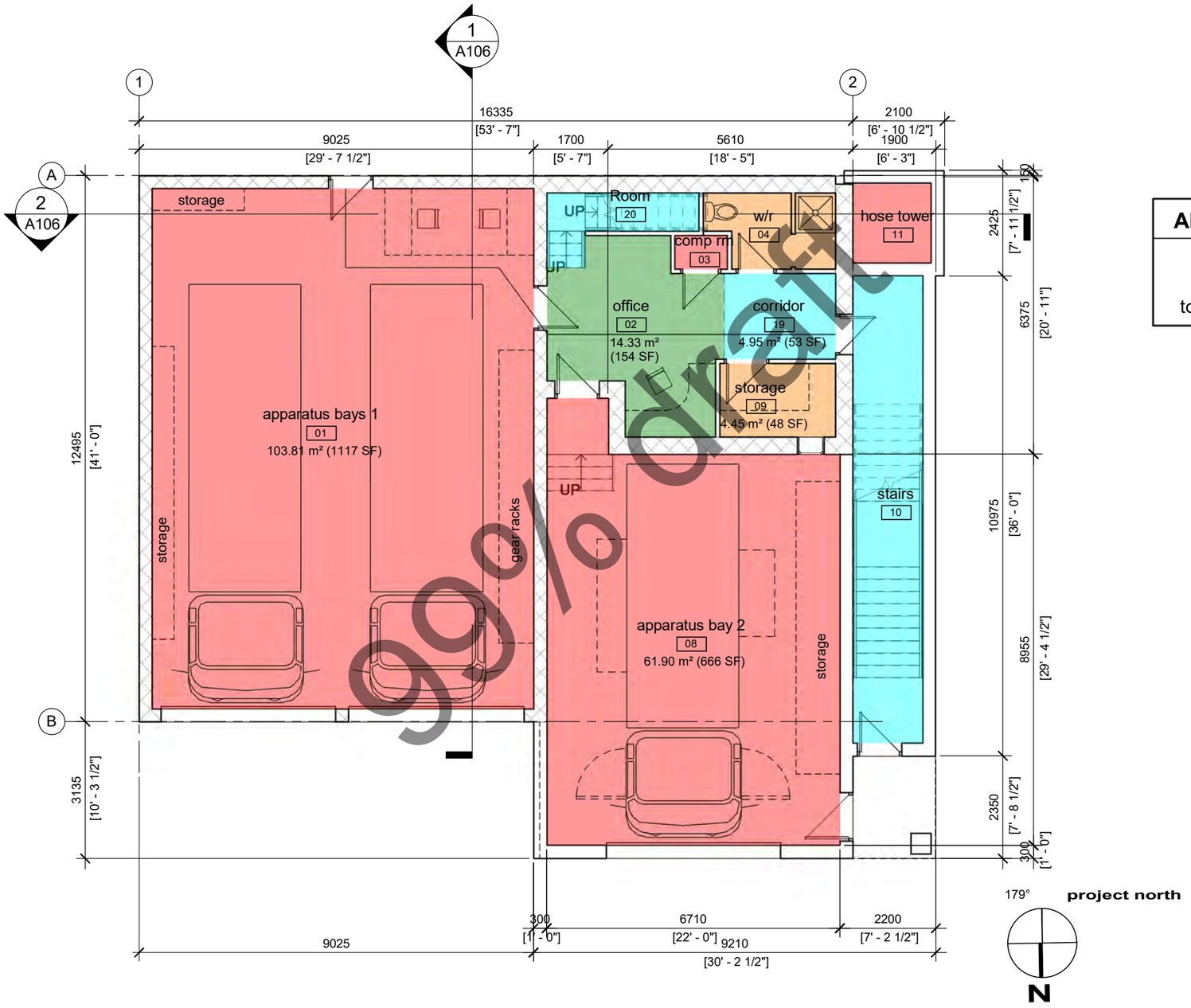
   ix. Geotechnical: Geotechnical report/information to be provided by client.
4. Building SPRINKLERING: Not required by BCBC. Building will not be SPRINKLERED.
5. The project will be designed to meet the Post Disaster Standards and the energy requirements as required by new BC Building Code (2018).

Building:

1. See Space Program for detailed breakdown.

Note: *This document should be considered a work in progress and will be altered and changed to reflect decisions and information provided at all design meetings. The items shown in yellow are intended for the client group to provide a response, or discussion. This document should be read in conjunction with the space program.*

99% draft



draft
99% C

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

AREA

main floor = 253.02 sm (2,723 sf)
upper floor = 141.31 sm (1,521 sf)
total floor area = 394.33 sm (4,245 sf)

space allocation legend

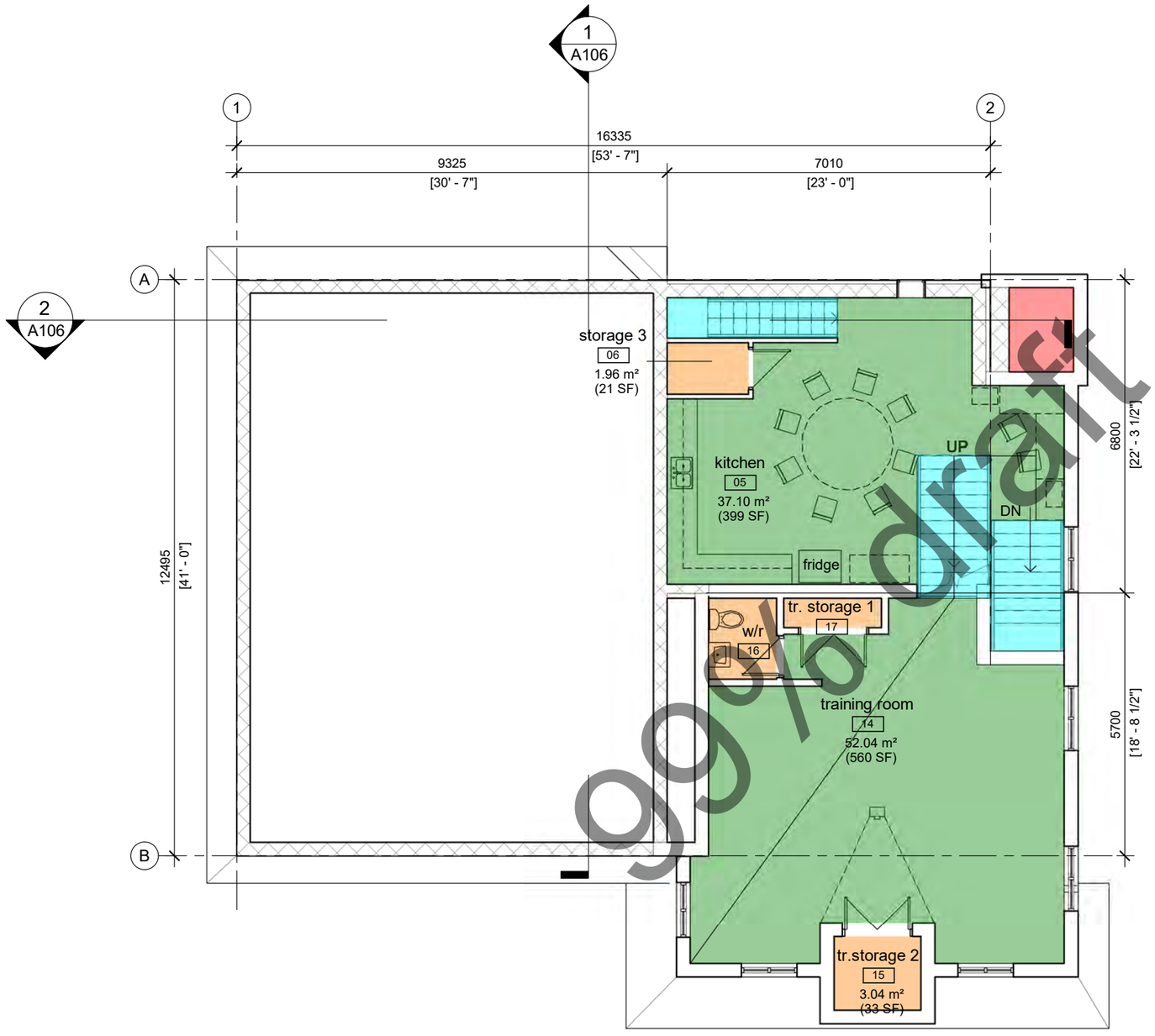
- operational
- admin
- crew quarters
- public spaces
- service spaces
- circulation

feasibility study

Metro Vancouver Regional District
Anmore Firehall

main floor plan

1:100
18 - sept - 14



draft
99% Complete

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

AREA

main floor = 253.02 sm (2,723 sf)
upper floor = 141.31 sm (1,521 sf)
total floor area = 394.33 sm (4,245 sf)

space allocation legend

- operational
- admin
- crew quarters
- public spaces
- service spaces
- circulation

179° project north

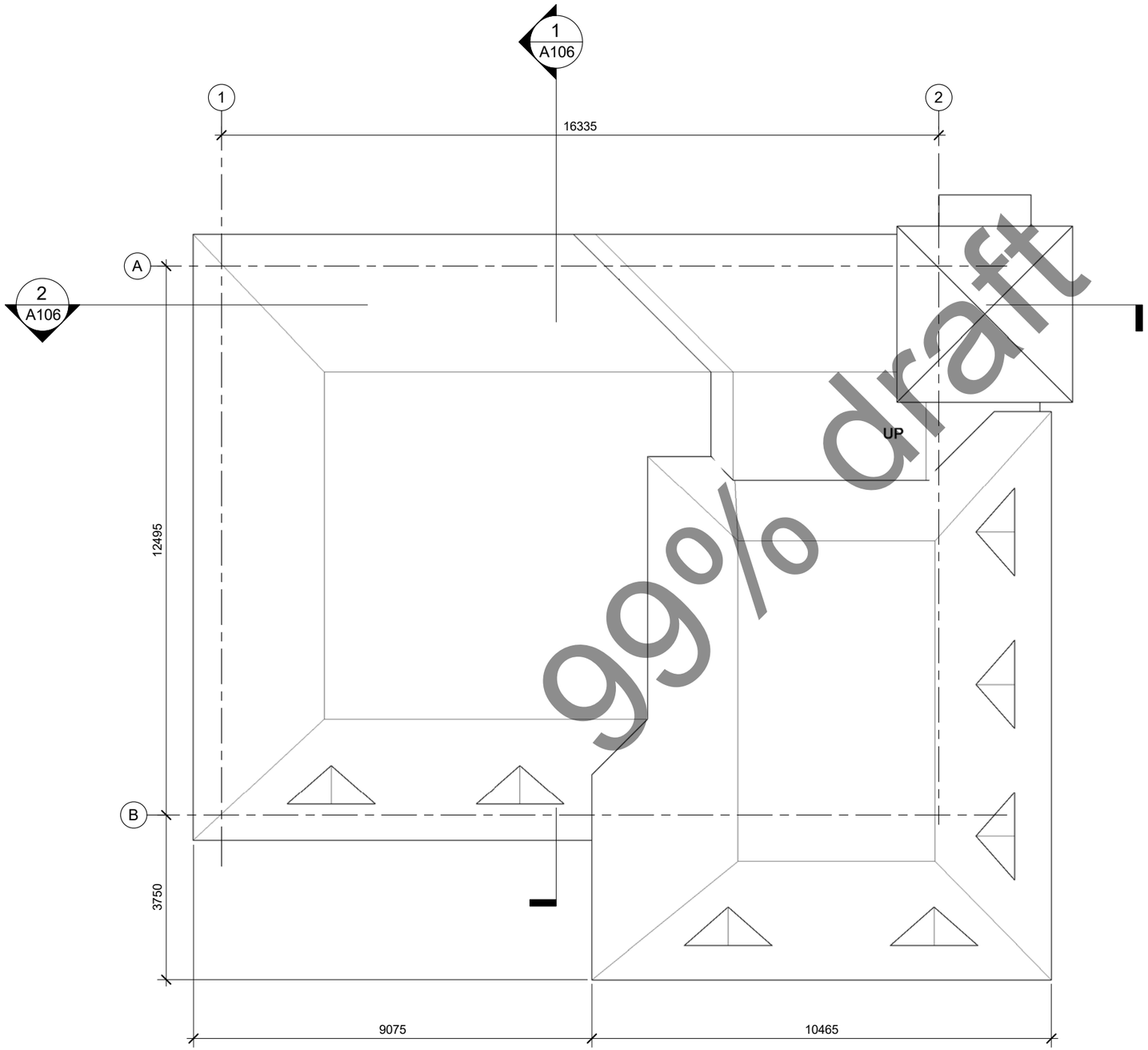
N

feasibility study

Metro Vancouver Regional District
Anmore Firehall

second floor plan

1:100
18 - sept - 14



Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

179° project north

N

feasibility study

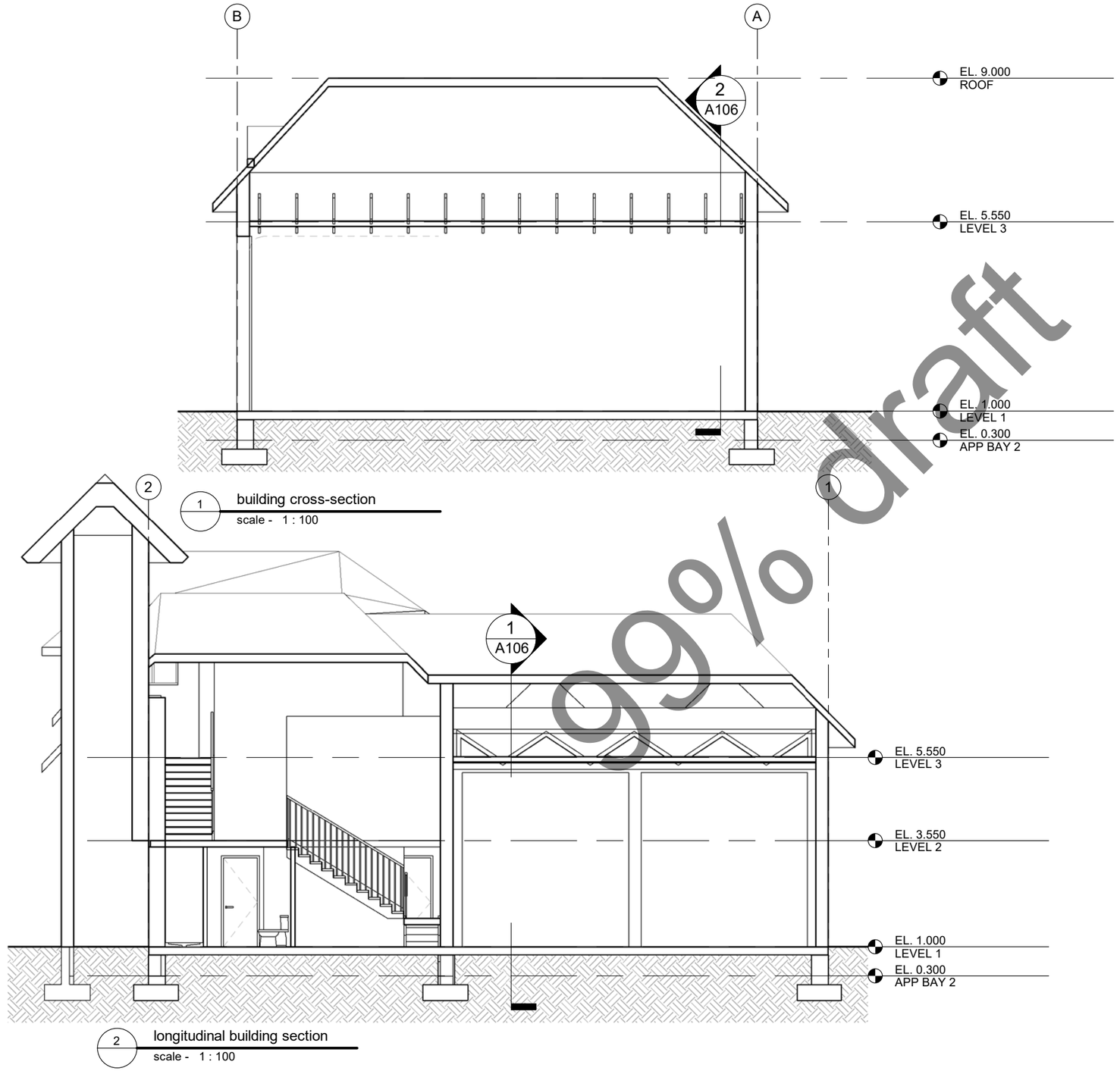
Metro Vancouver Regional District

Anmore Firehall

roof plan

1:100

18 - sept - 14



99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

feasibility study

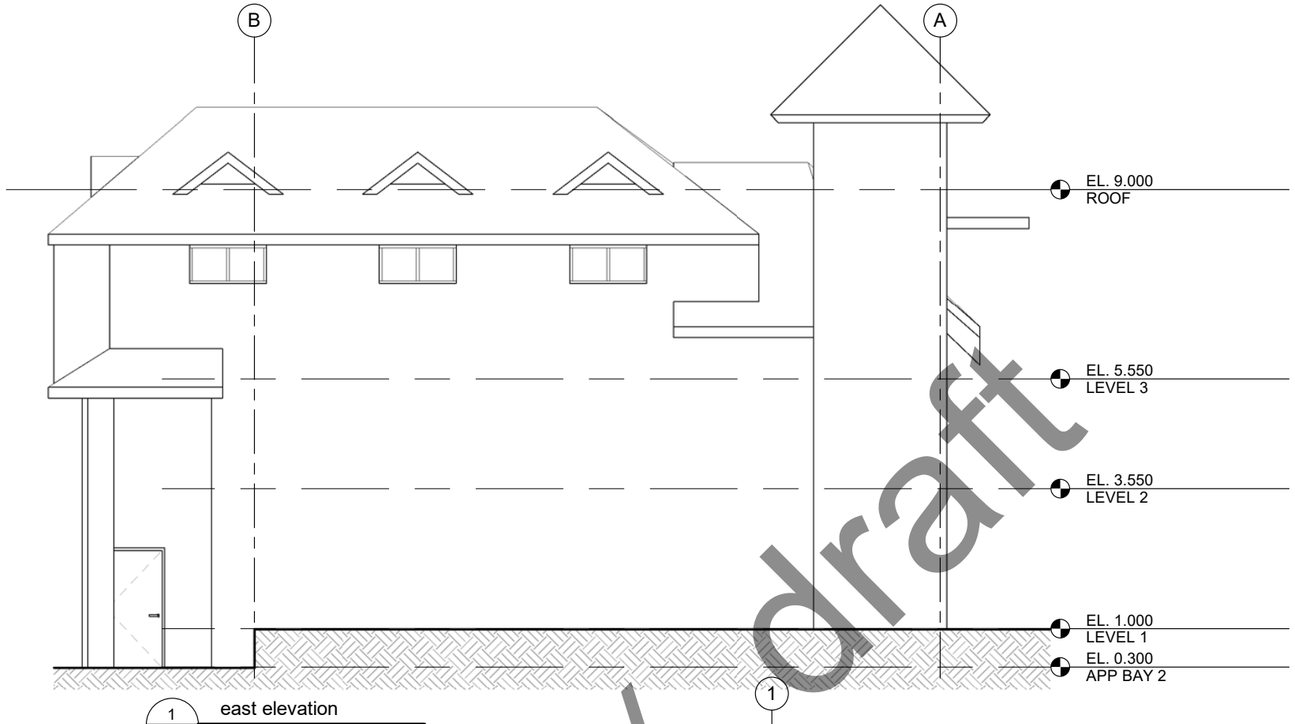
Metro Vancouver
Regional District

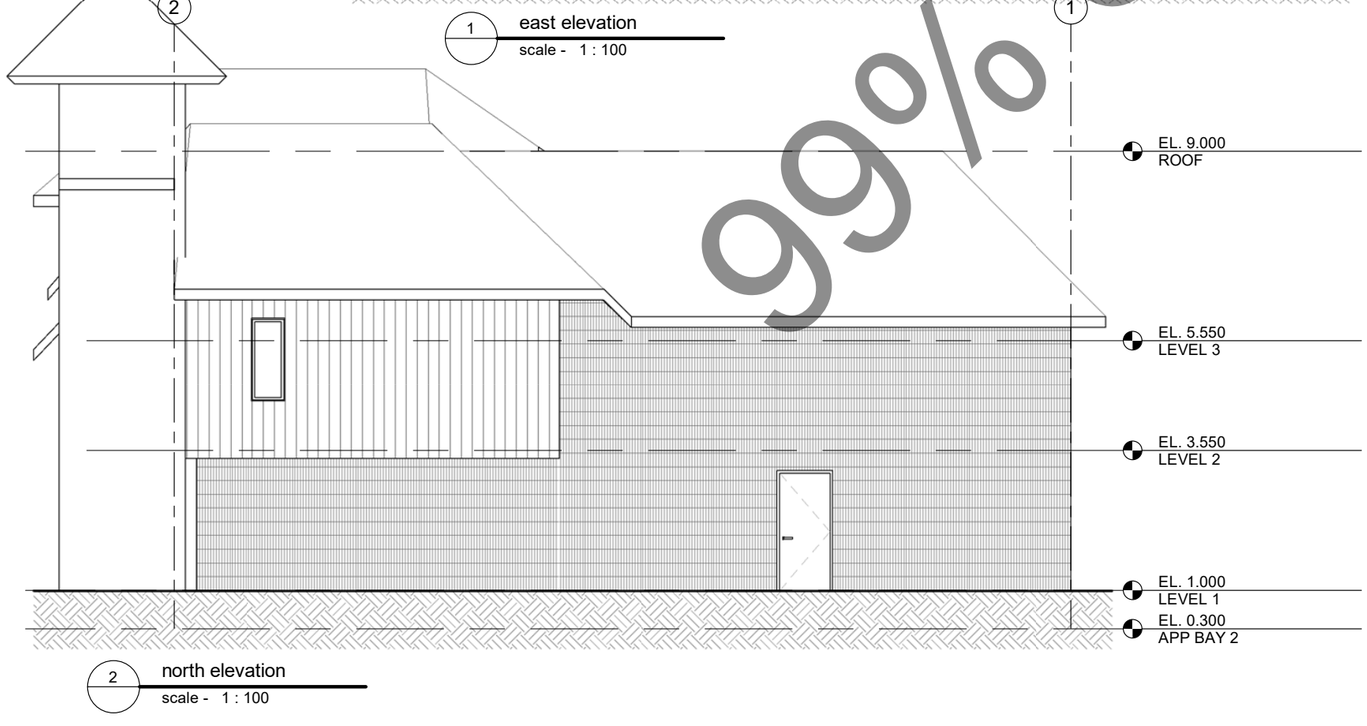
Anmore Firehall

sections

1:100

18 - sept - 14





99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

feasibility study

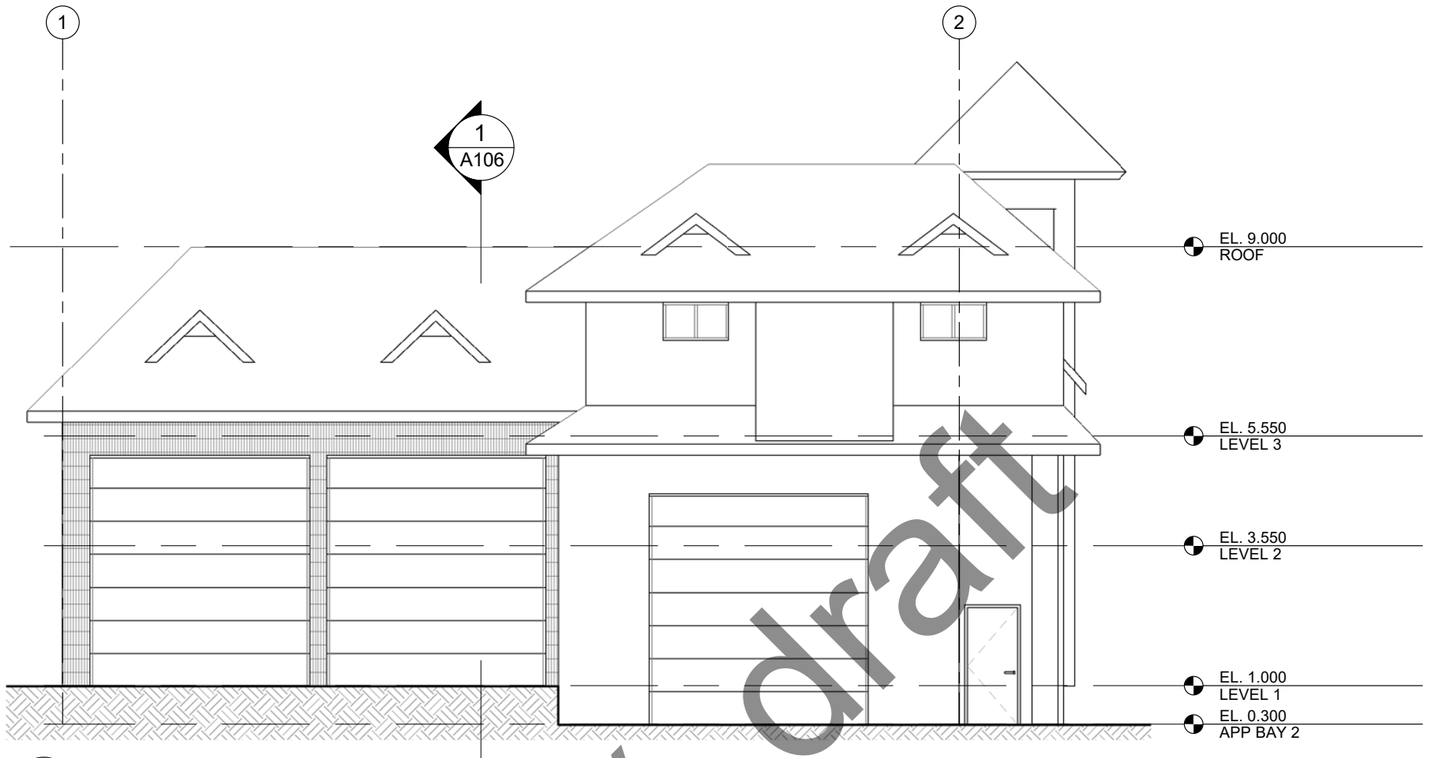
Metro Vancouver Regional District

Anmore Firehall

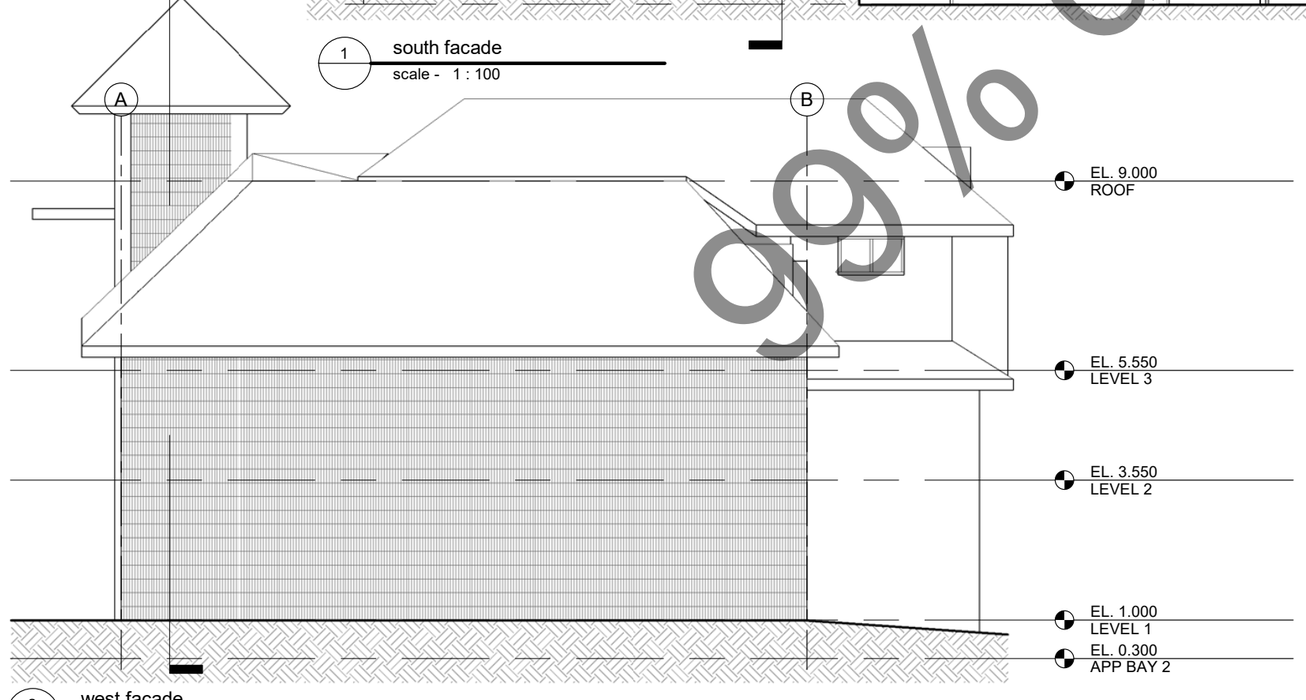
elevations

1:100

18 - sept - 14



1 south facade
scale - 1 : 100



2 west facade
scale - 1 : 100

draft
99%

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

feasibility study

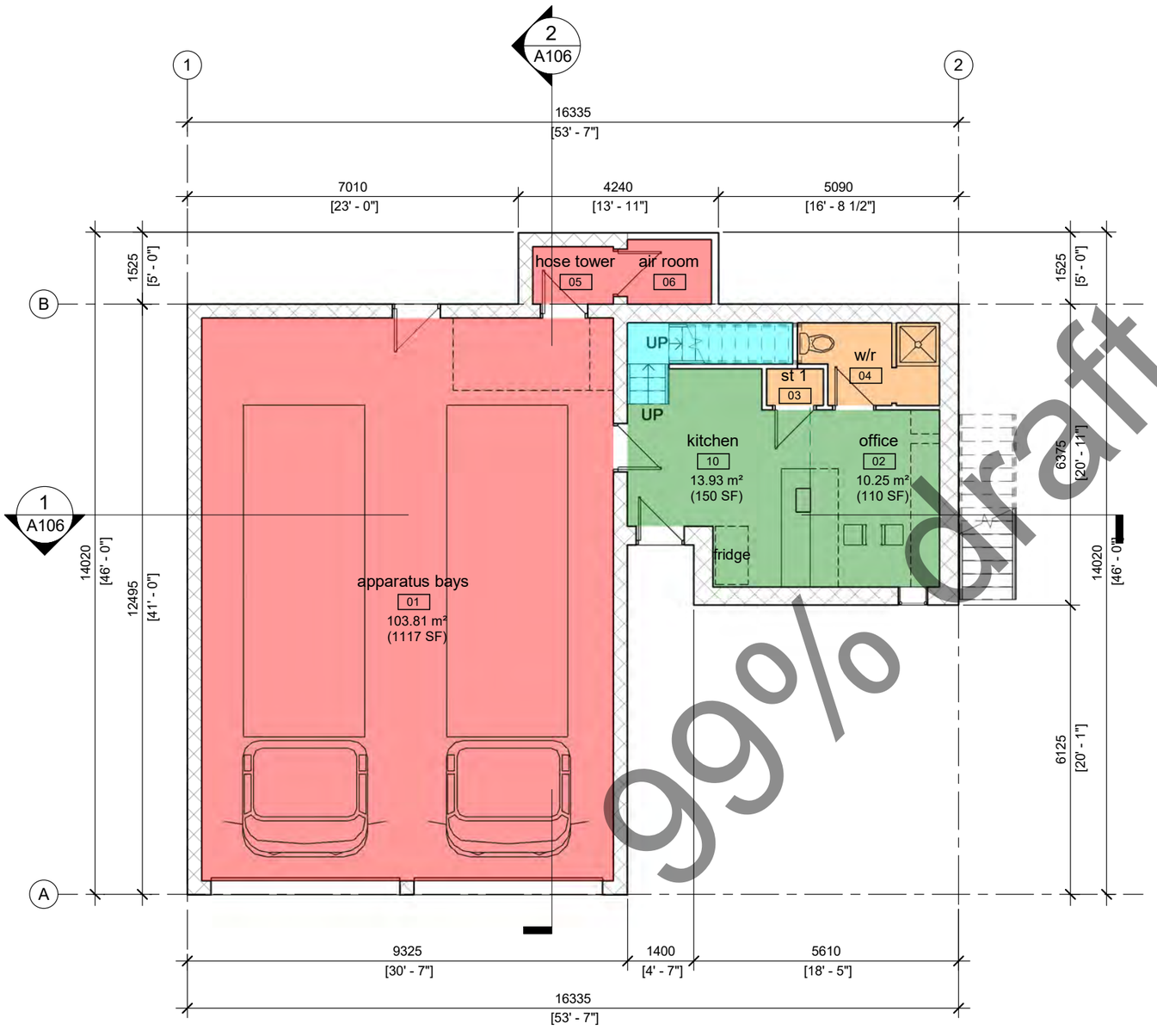
Metro Vancouver Regional District

Anmore Firehall

elevations

1:100

18 - sept - 14



draft
99%

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

AREA

main floor = 165.90 sm (1,786 sf)
upper floor = 55.79 sm (601 sf)
total floor area = 221.69 sm (2,386 sf)

space allocation legend

- operational
- admin
- crew quarters
- public spaces
- service spaces
- circulation

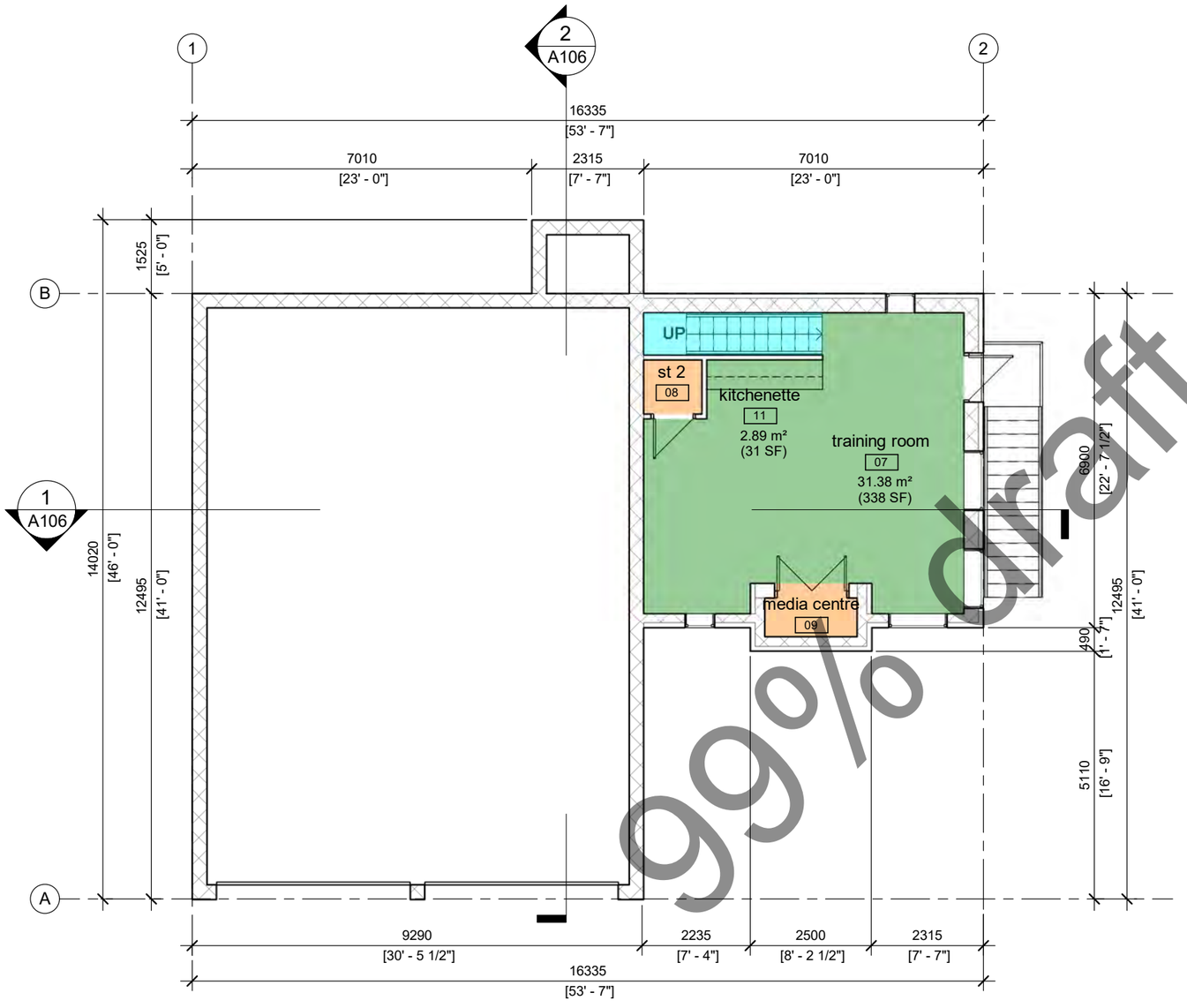
project north 124°

feasibility study

Metro Vancouver Regional District
Belcarra Firehall

main floor plan

1:100
18 - sept - 14



99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

AREA

main floor = 165.90 sm (1,786 sf)
upper floor = 55.79 sm (601 sf)
total floor area = 221.69 sm (2,386 sf)

space allocation legend

- operational
- admin
- crew quarters
- public spaces
- service spaces
- circulation

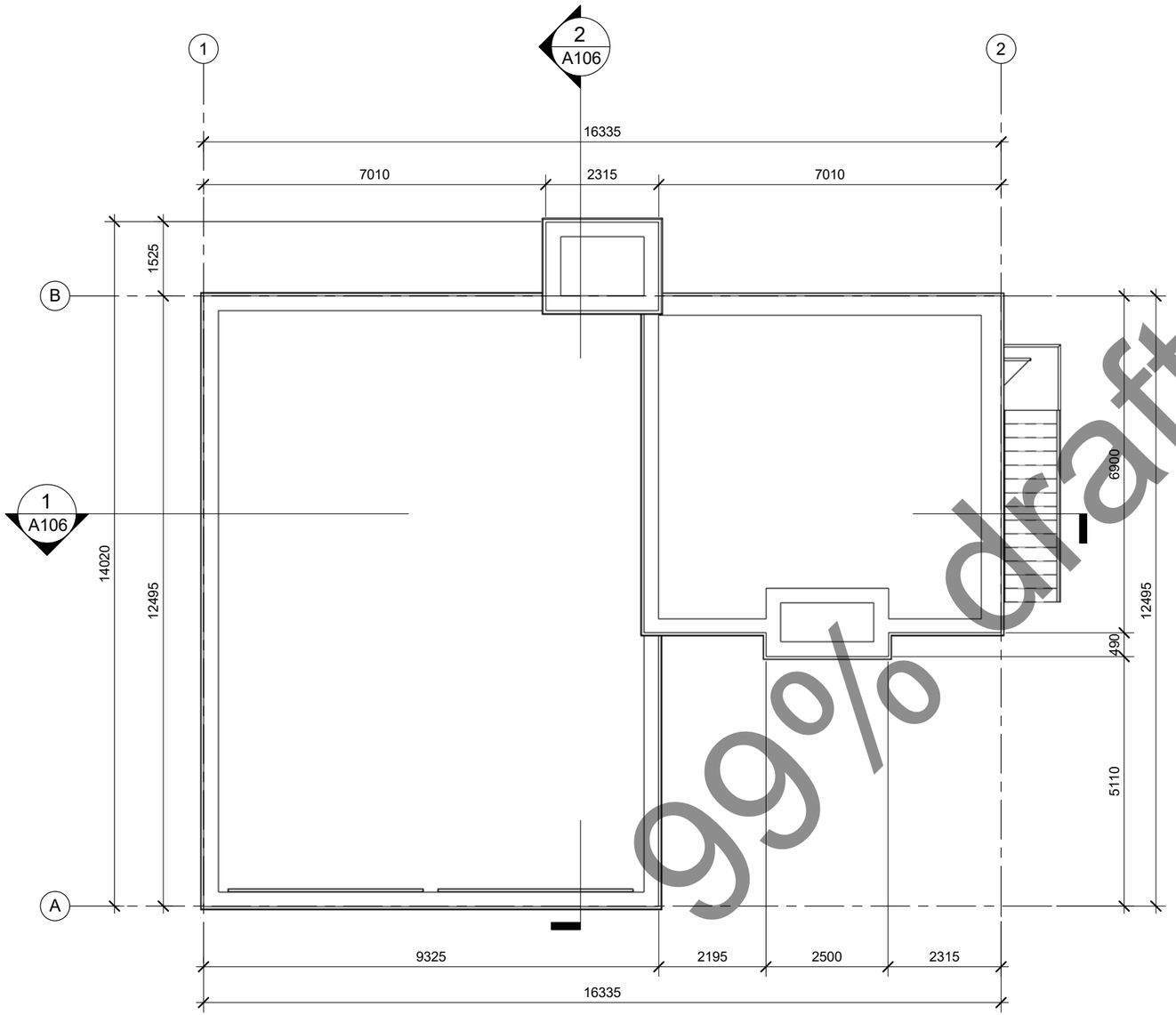
project north 124°

feasibility study

Metro Vancouver Regional District
Belcarra Firehall

second floor plan

1:100
18 - sept - 14



99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

project north 124°

feasibility study

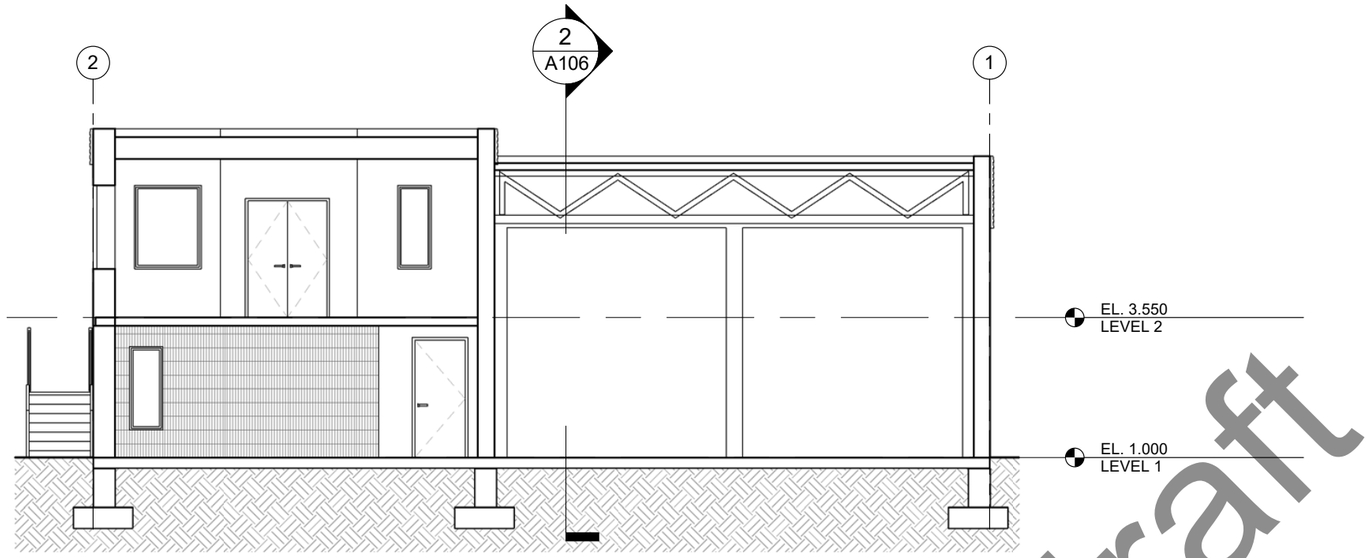
Metro Vancouver Regional District

Belcarra Firehall

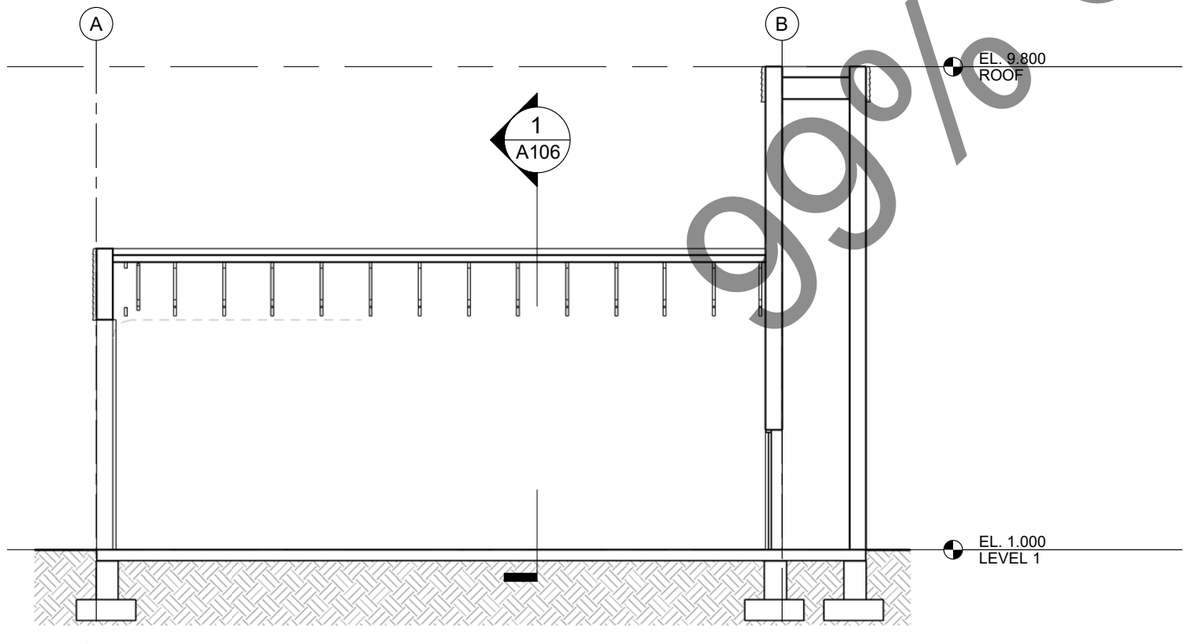
roof plan

1:100

18 - sept - 14



1 longitudinal building section
scale - 1 : 100



2 building cross-section
scale - 1 : 100

99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

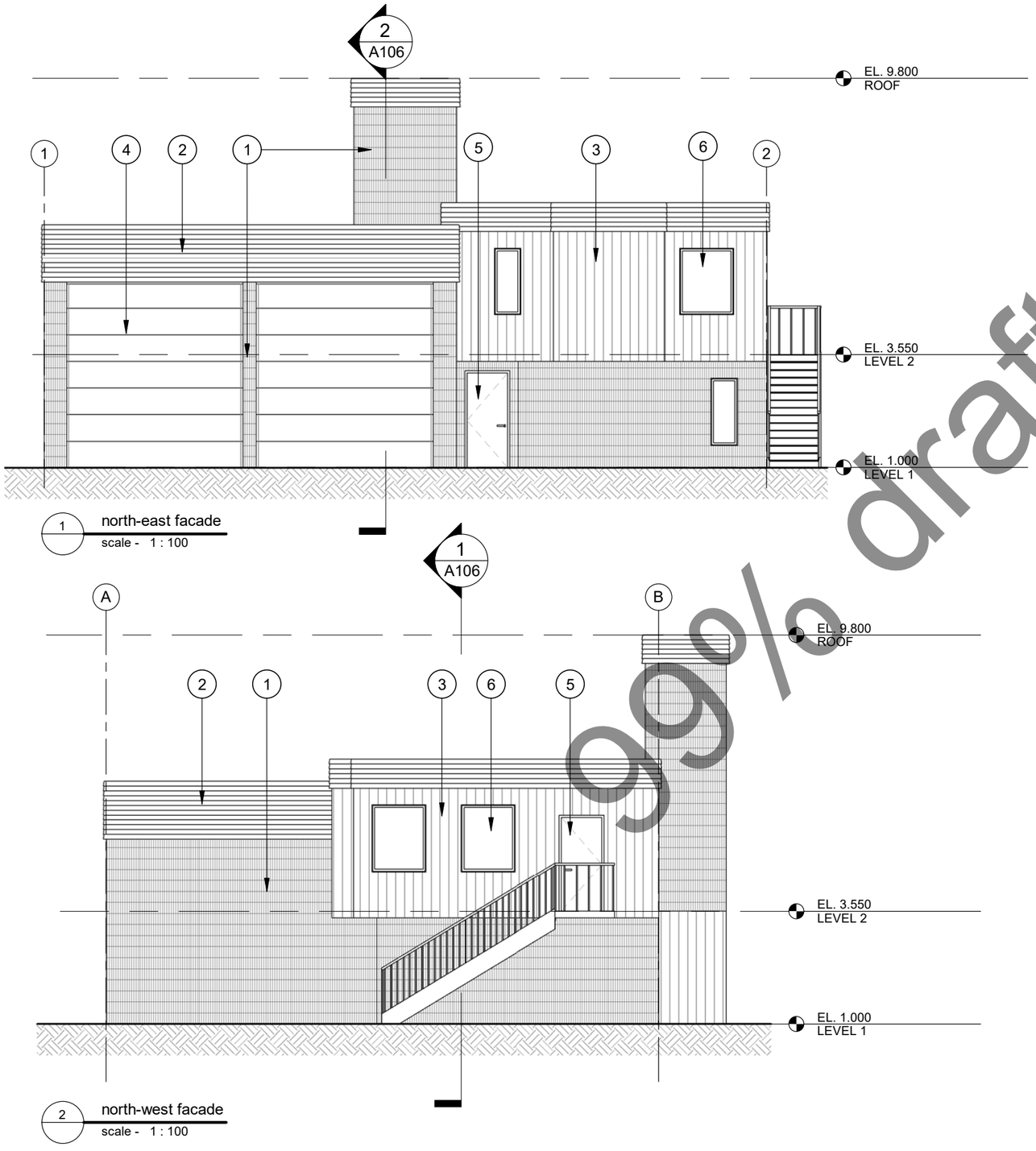
All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

feasibility study

Metro Vancouver
Regional District
Belcarra Firehall

building sections

1:100
18 - sept - 14



99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

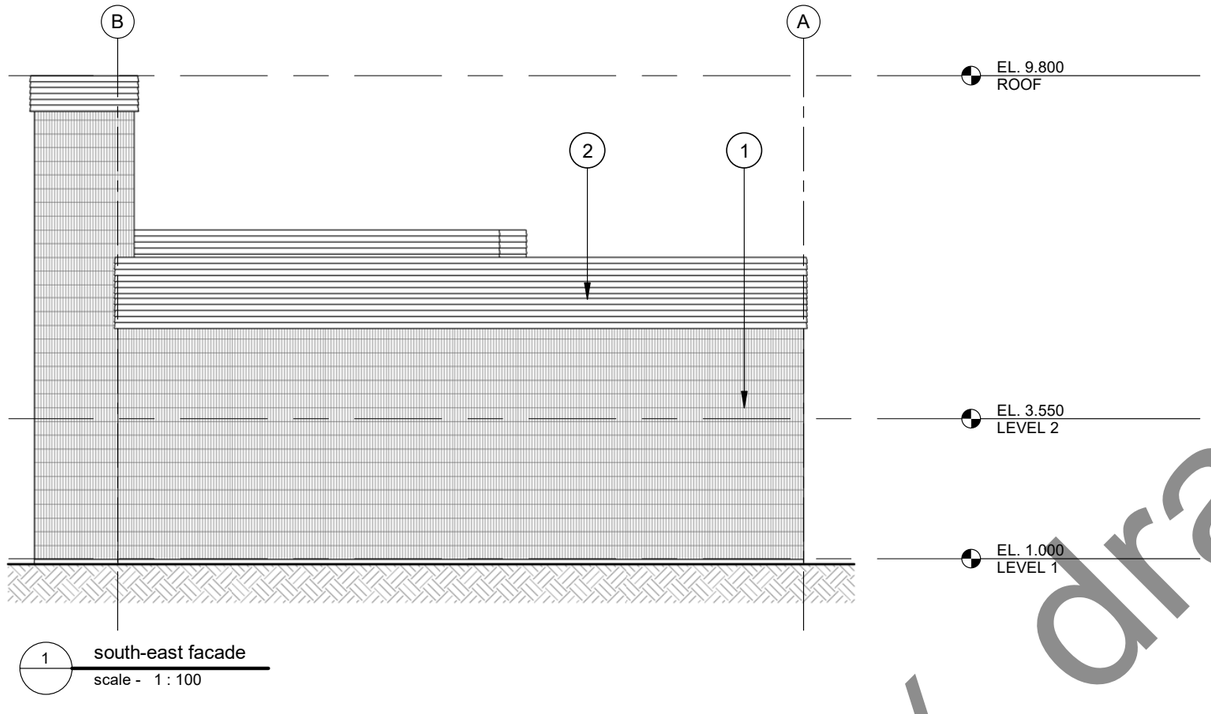
All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

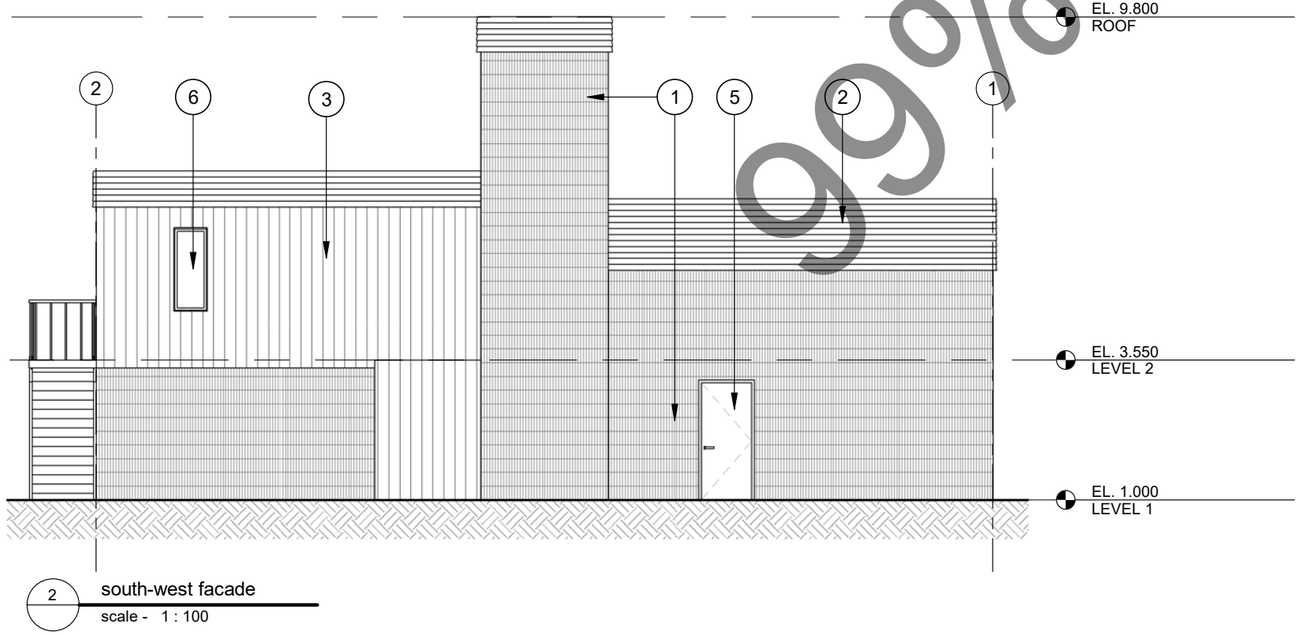
feasibility study

Metro Vancouver
Regional District
Belcarra Firehall

elevations

1:100
18 - sept - 14





99% draft

Johnston Davidson
ARCHITECTURE + PLANNING INC.

All rights reserved. These drawings, CAD and/ or Revit files or design are and at all times remain the exclusive property of Johnston Davidson Architecture + Planning Inc. (JDA+P), and cannot be used without the written consent of JDA+P. These drawings are not valid for construction without the seal of the Architects.

MATERIALS LEGEND

	DESCRIPTION
1	CONCRETE BLOCK
2	WOODEN SIDING
3	METAL SIDING
4	O/H DOOR
5	METAL DOOR
6	WINDOW - CLEAR GLAS

feasibility study

Metro Vancouver Regional District

Belcarra Firehall

elevations

1:100

18 - sept - 14

METRO VANCOUVER

Metro Vancouver Regional District

2026 Budget - Proposed Applications And Transfers of Reserves (To Be Approved by the Board in January 2026)

PROPOSED APPLICATIONS

Description	Reserve Name	Operating Reserves	Discretionary Reserves	Statutory Reserves
Sasamat Fire Protection Service				
Fund detailed design and site preparation work for the firehall projects in Anmore and Belcarra	SFPS Capital Reserve Fund			$ (500,000)
	SFPS Capital Facility Reserve			(2,000,000)
TOTAL PROPOSED APPLICATIONS		**$ –**	**$ –**	**$ (2,500,000)**

METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
SASAMAT FIRE PROTECTION SERVICE

	APPROVED CAPITAL BUDGET	2026 CAPITAL EXPENDITURES	2027 CAPITAL EXPENDITURES	2028 CAPITAL EXPENDITURES	2029 CAPITAL EXPENDITURES	2030 CAPITAL EXPENDITURES	2026 TO 2030 TOTAL CAPITAL EXPENDITURES	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL EXPENDITURES									
Anmore Fire Hall	13,886,544	1,584,204	6,151,170	6,151,170	–	–	13,886,544	Design	Resilience
Belcarra Fire Hall	8,027,516	915,796	3,555,860	3,555,860	–	–	8,027,516	Design	Resilience
TOTAL CAPITAL EXPENDITURES	**$ 21,914,060**	**$ 2,500,000**	**$ 9,707,030**	**$ 9,707,030**	**$ –**	**$ –**	**$ 21,914,060**		
CAPITAL FUNDING									
External Borrowing	19,414,060	–	9,707,030	9,707,030	–	–	19,414,060		
Reserve	2,500,000	2,500,000	–	–	–	–	2,500,000		
Total	**$ 21,914,060**	**$ 2,500,000**	**$ 9,707,030**	**$ 9,707,030**	**$ –**	**$ –**	**$ 21,914,060**		
SUMMARY BY DRIVER									
Resilience	21,914,060	2,500,000	9,707,030	9,707,030	–	–	21,914,060		
Total	**$ 21,914,060**	**$ 2,500,000**	**$ 9,707,030**	**$ 9,707,030**	**$ –**	**$ –**	**$ 21,914,060**		

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1443, 2026
A bylaw to authorize the borrowing of up to nineteen million five hundred thousand dollars ($19,500,000) to replace and construct two firehalls for the Sasamat Fire Service

WHEREAS:

A. By *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024*, the Metro Vancouver Regional District (MVRD) converted and established a fire suppression, fire prevention and emergency response service known as the Sasamat Fire Service, with the participating areas of the Village of Anmore and the Village of Belcarra;

B. Sections 406 of the *Local Government Act* and 179 of the *Community Charter* permit a regional district to borrow for any purpose of a capital nature, including for an established service of the regional district;

C. It is deemed desirable and expedient to borrow funds for the construction and replacement of two firehalls to serve the area of the Sasamat Fire Service, which project was approved by the MVRD Board on November 28, 2025 and endorsed by the Sasamat Volunteer Fire Department Board of Trustees on November 5, 2025;

D. The MVRD wishes to borrow a sum not to exceed nineteen million five hundred thousand dollars ($19,500,000) for the purpose of funding the above-described Sasamat Fire Service firehall project; and

E. Participating area approval is required under Section 407 of the *Local Government Act* and has been obtained by consent on behalf of municipal participating areas.

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 Loan Authorization Bylaw No. 1443, 2026”.

2. The MVRD is hereby empowered and authorized to undertake and carry out or cause to be carried out the construction and replacement of two firehalls serving the area of the Sasamat Fire Service, generally in accordance with plans on file in the MVRD office, and to do all things necessary in connection therewith and, without limiting the generality of the foregoing, to borrow, from time to time and as required, upon the credit of the MVRD, a sum not exceeding at any one time the aggregate principal amount of nineteen million five hundred thousand dollars ($19,500,000) in lawful money of Canada for such purpose.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 30 years.

Read a first, second, and third time this _____ day of _____, _____.

Approved by the Inspector of Municipalities this_____ day of _____, _____.

Participating Area Approval provided by the Council of the Village of Anmore this _____ day of _____, _____.

Participating Area Approval provided by the Council of the Village of Belcarra this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

_____
Mike Hurley, Chair

_____
Dorothy Shermer, Corporate Officer

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Electoral Area Committee

From: Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics
Regional Planning and Housing Services

Date: January 12, 2026 Meeting Date: February 6, 2026

Subject: **MVRD Electoral Area A Zoning Amendment Bylaw No. 1447, 2026 (Wigwam Inn, Indian Arm)**

RECOMMENDATION

THAT the MVRD Board:

a) give three readings to *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1447, 2026*; and

b) adopt *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1447, 2026*.

EXECUTIVE SUMMARY

The Royal Vancouver Yacht Club (RVYC) has recently applied to Metro Vancouver to amend the Electoral Area A Zoning Bylaw to remove time-sharing as a use in the Resort Commercial Zone - C-1 that applies to their Wigwam Inn property to enable the discharge of a related covenant. Staff have been engaged in recent discussions with the RVYC about uses at the Wigwam Inn, a private inn and marina located in northern Indian Arm. During these discussions, RVYC representatives identified a covenant dating back to 1980, which names the MVRD and which limits the number of days a person may stay on the property, that they would like to see discharged. This covenant and its restrictions relate to a 1980 zoning bylaw amendment that allowed a time-sharing use, envisioning that some rooms would be sold as time-shares. RVYC representatives have confirmed that they do not use the site for this purpose and have no intent to do so. Removing this use would make the covenant unnecessary, and staff would then support its discharge.

Some clean-up amendments that Metro Vancouver staff identified are also proposed, such as removing references to parking for this water-access only site, allowing more than one accessory building, and reducing setbacks to match other zones. These amendments would help update the Electoral Area A Zoning Bylaw to reflect actual uses at the Wigwam Inn and bring this zone in line with recent changes made to other zones.

The Metro Vancouver Regional District (MVRD) is the local government for Electoral Area A and has a zoning bylaw and official community plan in place for the rural and remote areas where it is responsible for local land use planning, including Indian Arm.

PURPOSE

To consider a zoning amendment to remove time-sharing use from, and make clean-up amendments to, the Resort Commercial Zone - C-1 that applies to the Wigwam Inn located at the north end of Indian Arm.

BACKGROUND

Since late 2025, staff have been engaged with representatives of the RVYC, owners of the Wigwam Inn, on a potential future temporary use permit application. During these discussions, their representatives brought a covenant from 1980 related to a time-sharing use that names the MVRD to staff's attention and requested consent to discharge the covenant. At staff's request, the RVYC has recently applied to amend the Resort Commercial Zone - C-1 to remove the time-sharing use, which would make the covenant unnecessary and enable staff to support its discharge.

RESORT COMMERCIAL ZONE - C-1

The Resort Commercial Zone - C-1 applies to the portion of the two properties where the Wigwam Inn, adjacent building and structures, and immediate surrounding area are located. Both properties (PIDs: 015-931-994 and 015-965-619) are owned by the RVYC. This zone only applies to this area; no other properties in Electoral Area A have this zone.

The zone allows for the following uses: marina, hotel, time sharing, assembly, accessory residential dwelling, and accessory uses. The time-sharing use is limited to no more than 60 consecutive days or for more than a total of 75 days in any one calendar year. This restriction has been in place since at least 1980, when a zoning bylaw amendment described the potential for some of the hotel rooms to be sold as time-shares (**Attachment 1**).

The entire Resort Commercial Zone - C-1 zone is found in section 317 of the Electoral Area A Zoning Bylaw (Reference 1).

COVENANT (Attachment 2)

In November 1980, a covenant was signed by the then owners of the Wigwam Inn (Arjay), two companies having right-to-purchase agreements (Majestic and Western), and the MVRD (then GVRD). The main purpose of the agreement is for the three companies to agree that they "will not permit any building or other improvement on the Lands to be occupied or used by one any one person for more than sixty (60) consecutive days or for more than a total of seventy-five (75) days in any one calendar year." The covenant was put in place on both properties (PIDs: 015-931-994 and 015-965-619) to ensure that these same time limits that are in the zoning bylaw would be adhered to by the owners.

Representatives of the RVYC (current owners) have requested the discharge of this covenant, noting that the other parties to the covenant no longer exist (they were dissolved as corporate entities in the 1980s), and no longer have any interest in the two Wigwam Inn properties. They also confirmed that time-sharing is not a current or intended use at the hotel.

PROPOSED ZONING BYLAW AMENDMENT (Attachment 3)

The proposed amendments would:

- Remove references and regulations related to time-sharing. This use is being removed.
- Exempt caretakers (hotel employees) from the 60 consecutive days or a total of 75 days in any one calendar year restriction. Caretakers stay at the Wigwam Inn throughout the year.
- Remove the maximum number restriction for accessory buildings/structures. It is currently one, which is not reflective of what is on the properties or typical for most properties. Other zones were updated in 2024 to remove this maximum number.
- Remove the off-street parking requirements, recognizing this is a water-access only site, and this zone only applies to the Wigwam Inn.
- Reduce the setbacks for principal and accessory buildings to be in line with recent changes made to other zones in the Electoral Area A Zoning Bylaw, as follows:
    - Front Lot Line Setback: from 7.5 m to 4.5 m

- Rear Lot Line Setback: from 7.5 m to 4.5 m
- Exterior Lot Line Setback: from 7.5 m to 3.0 m
- Interior Lot Line Setback: from 7.5 m to 1.5 m

These proposed amendments reflect actual uses at the Wigwam Inn and would bring this zone in line with recent changes made to other zones.

The Electoral Area A Official Community Plan (OCP) designates the Wigwam Inn areas zoned Resort Commercial Zone - C-1 as Commercial Recreation. These proposed amendments are consistent with this designation and the rest of the OCP. Therefore, no public hearing is required.

NEXT STEPS

Staff will publish the legislatively-required public notices prior to consideration of first bylaw reading in accordance with section 464 of the *Local Government Act*. Any feedback received from residents will be provided directly to the Board. If adopted, staff would work with the representatives of the RVYC on the discharge of covenant #J26057.

ALTERNATIVES

1. THAT the MVRD Board:
   a) give three readings to *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1447, 2026*; and
   b) adopt *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1447, 2026.*

2. THAT the Electoral Area Committee receive for information the report dated January 12, 2026, titled "MVRD Electoral Area A Zoning Amendment Bylaw No. 1447, 2026 (Wigwam Inn, Indian Arm)".

FINANCIAL IMPLICATIONS

The MVRD Fees and Charges Bylaw Costs includes a zoning amendment processing fee of $1500 plus $100 per lot. As this application involves two lots, the total fee is $1700. Any costs associated with the discharge of the covenant would be paid for by the RVYC.

CONCLUSION

This proposed zoning bylaw amendment stems from an old covenant that restricts a non-existing use (time-sharing) on the two Wigwam Inn properties. The covenant review led staff to review out-of-date regulations in the Resort Commercial Zone - C-1, which applies solely to the two Wigwam Inn properties. The intent of the proposed zoning bylaw amendment is to update this zoning language and enable the discharge of the covenant.

ATTACHMENTS

1. "Amendment to Electoral Area "B" Zoning By-Law No. 322 - Wigwam Inn", dated November 14, 1980.
2. Land Title Office Covenant – Document # J26057, dated March 24, 1981.
3. *MVRD Electoral Area A Zoning Amendment Bylaw No. 1447, 2026.*

REFERENCES

1. Metro Vancouver. (2025, October). *Electoral Area A Zoning Bylaw*. https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1144_Consolidated.pdf

Greater Vancouver Regional District
2294 WEST TENTH AVENUE VANCOUVER, BRITISH COLUMBIA V6K 2H9 TELEPHONE 731-1155

Please refer to our file number:

To: Chairman and Members
G.V.R.D. Board of Directors

Date: November 14, 1980

From: Administrative Officer - Electoral Areas

Re: AMENDMENT TO ELECTORAL AREA "B"
ZONING BY-LAW No. 322 - WIGWAM INN

This is a by-law to amend Zoning By-Law No. 322 to create a new Zone "Resort Commercial C-5" to permit the expansion of Wigwam Inn at the north end of Indian Arm.

The C-5 Resort Commercial Zone makes provision for resort dwelling units which may be sold on a time-sharing basis and provides that the maximum length of stay for any one person shall not be more than 60 consecutive days or more than a total of 75 days in any one calendar year.

In order to ensure that these time limits are adhered to, a covenant, relative to Section 215 of the Land Title Act, has been prepared and is to be registered as a charge against the title to the Wigwam Inn lands.

The Electoral Area Committee, at its November 7, 1980 meeting, considered the amending by-law and the proposed covenant and recommends Board approval.

Recommendation

That the Board of Directors of the G.V.R.D. give first and second reading to Zoning By-Law No. 322, Amendment By-Law No. 385, and delegate the holding of a Public Hearing on the by-law and further;

That the Greater Vancouver Regional District enter into a restrictive covenant under Section 215 of the Land Titles Act with Western Pacific Resorts Inc., to limit the length of stay for any one person, in the buildings at Wigwam Inn, Indian Arm, Electoral Area "B", to sixty consecutive days or for a total of seventy-five days in any one calendar year.

GREATER VANCOUVER REGIONAL DISTRICT

BY-LAW NO. 385

A By-law to amend "The Greater Vancouver Regional District Electoral Area "B" Zoning By-Law No. 322, 1979"

The Board of Directors of the Greater Vancouver Regional District, in open meeting assembled, enacts as follows:

1. This By-law may be cited for all purposes as "The Greater Vancouver Regional District Electoral Area "B" Zoning Amendment By-law No. 385, 1980".

2. The Greater Vancouver Regional District Electoral Area "B" Zoning By-Law No. 322, 1979 is hereby amended:

   (a) by adding the following definitions to Section 2.04:

"Accessory Employee Accommodation Use means a use providing accommodation in a dwelling unit for the owners and employees of a business which is situate on the same lot as the dwelling unit.

Hotel Use means a use providing for the temporary accommodation of the transient public in resort dwelling units and may include: personal service faciities for guests, restaurants and lounges licensed for the sale of alcoholic beverages, coffee shops, gift shops, an accessory retail store providing for the sale of groceries, confections, toiletries, non-prescriptive pharmaceuticals and sundry household items; recreation facilities commonly associated with hotels including swimming pools, game courts, outdoor cooking and recreation facilities, gymnasiums and health spa facilities; recuperative centre use; and weight loss clinic. PROVIDED THAT a Hotel Use shall not permit the use of or occupancy in resort dwelling units by or the occupation in resort dwelling units of any one person for more than 60 consecutive days or for more than a total of 75 days in any one calendar year;

Recuperative Centre Use means a use providing for the reception, treatment and convalescence of persons recovering from minor illness or plastic surgery, but specifically excludes hospitals so

designated under the Hospitals Act or Mental Hospitals Act, private hospitals, nursing, rest or personal care homes.

Resort Dwelling Unit means one or more habitable rooms used or intended to be used as a unit for the lodging of the transient public.

Time-Sharing Use means the use of real property as a resort dwelling unit by one or more owners thereof, PROVIDED THAT such Time-Sharing Use does not permit any one person to use or occupy any buildings on such real property for more than 60 consecutive days or for more than a total of 75 days in any one calendar year.

Weight Loss Clinic Use means a use providing for the business of figure grooming, exercise and weight control."

so that the definition "Accessory Employee Accommodation" immediately precedes the definition of "Accessory One-Family Residential Use", the definition of "Hotel Use" immediately precedes the definition of "Industrial Use", the definition of "Recuperative Centre" immediately precedes the definition of "Residential Use", the definition of "Resort Dwelling Unit" immediately precedes the definition of "Site Area Per Dwelling Unit", the definition of "Time-Sharing Use" immediately precedes the definition of "Two-Family Residential Use" and the definition of "Weight Loss Clinic" immediately follows the definition of "Water Resource Use".

(b) by adding the words "a Hotel Use" immediately after the words "... a Commercial Use," where they appear in the definition of "Accessory One-Family Residential Use" in Section 2.04.

(c) by adding the words and letters "RESORT COMMERCIAL C-5" immediately after the words and letters "EQUESTRIAN C-4" where they appear in Section 3.01(2).

(d) by renumbering PART 16 as PART 17 and adding the following as PART 16:

"PART 16
C-5 RESORT COMMERCIAL ZONE

Permitted Uses

16.01 The following uses and no others are permitted:

(1) marine.

(2) hotel.

(3) time-sharing.

(4) assembly.

(5) accessory employee accommodation.

Special Provisions

16.02 (1) A marine use shall not provide moorage to float homes or to vessels used principally for purposes other than transportation and commencing one calendar year after the adoption of The Greater Vancouver Regional District Electoral Area 'B' Zoning Amendment By-law No. 385, 1980, no vessel while moored at a marina within a C-5 Zone shall be used for overnight accommodation.

(2) The floor area of a resort dwelling unit shall not exceed 93 square metres (1001 square feet).

(3) Accessory employee accommodation shall:

(a) not be located in part or in total in a mobile home;

(b) not exceed a gross floor area of 375 square metres (4035 square feet); and

(c) be located within one building which is situate on the same lot as the business to which it is accessory.

Site Area

16.03 A use in the C-5 Zone shall not be permitted on a lot less than 9 hectares (19.77 acres) except that in the case of a time-sharing use the lot may be less then 9 hectares provided that the lot is a strata lot within a strata plan which is not less then 9 hectares.

16.04 The maximum number of resort dwelling units which may be erected on any lot or part thereof within the C-5 Zone shall not exceed the ratio of 20 resort dwelling units per hectare, (8 resort

dwelling units per acre) of land of that lot which is situated within the C-5 Zone.

Size, Shape and Siting Regulations Uses

16.05 In addition to those regulations in Section 3.03:

(1) All buildings and structures in the C-5 Zone,

(a) together shall not exceed a lot coverage of 10 per cent provided however that this provision shall not apply to a strata lot which is used for a time-sharing use;

(b) shall not exceed a height of 12 metres (39.37 feet);

(c) shall be sited not less than 7.5 meters (24.61 feet) from any property line and the boundary of the C-5 Zone in which they are to be sited provided however that in the case of a strata lot all buildings and structures in the C-5 Zone shall be sited not less than 7.5 meters from the boundary of the strata plan of which the strata is a part and the boundary of the C-5 Zone in which they are to be sited.

Storage

16.06 (1) Outdoor storage areas shall be totally screened from view from the sea and from hotel uses by a landscape screen of not less than 1.5 metres (4.922 feet) in width or 1.8 metres (5.905 feet) in height.

(2) No lot shall be used for the wrecking or storage of derelict automobiles, or as a junkyard, and any vehicle which was not been licensed for a period of one year and is not housed in a garage or carport shall be deemed to be a derelict vehicle and junk.

Off-Street Parking

16.07 When a lot in the C-5 Zone abuts a street so that it is accessible to or may become accessible to automobiles, off-street parking shall be provided on the same lot as the use being served and requirements shall be:

(1) Marine use - 1 space per slip or berth.

(2) Boat launching ramp - .4 hectares (.988 acres) of parking area for every ramp.

(3) Boat hoist - 4 spaces per hoist.

(4) Restaurants and lounges - 1 space for every 4 seats.

(5) Assembly use - 1 space for every 4 seats.

(6) Weight loss clinic and recuperative centre - 1 space for every 4 sleeping units or 1 space per 50 square metres (538 square feet) of total floor whichever is the greater.

Advertising 16.08 Signs and other visual advertising devices shall:

(1) together not exceed a total area of 4.7 square metres (50.37) square feet) except that no sign shall exceed 2.0 square metres (21.53 square feet) in area; and

(2) not be illuminated, flashing or moving."

(e) by amending Map 2, Former Community Planning Area 13 of Schedule "A" thereof so as to redesignate those lands outlined in red on Schedule I hereto from zoning classification A-2 Extensive Rural to C-5 Resort Commercial.

Read a first time this 26th day of November, 1980.

Read a second time this 26th day of November, 1980.

Public hearing pursuant to Section 814 of the "Municipal Act" held on the ____ day of _____, 1980.

Read a third time this 26th day of November, 1980.

Received the approval of the Minister of Municipal Affairs this ____ day of _____, 1980.

Reconsidered, Finally Passed and Adopted by the Regional Board this ____ day of _____, 1980.

_____ Chairman

_____ Secretary

J 26057

J 26057

LAND TITLE ACT
FORM 1 (SECTION 35)
MEMORANDUM OF REGISTRATION
REGISTERED

MAR 24 3 56 P M '81
LAND TITLE OFFICE
VANCOUVER B.C.

on application received on the day and at the time written hereon.
D. H. STURCH, REGISTRAR
VANCOUVER LAND TITLE OFFICE

THIS AGREEMENT made the 23rd day of March, 1981

BETWEEN:

WESTERN PACIFIC RESORTS INC., a body corporate duly incorporated under the laws of British Columbia and having an address and place of business in the Province of British Columbia at 202-6330 Fraser Street, in the City of Vancouver in the Province of British Columbia
(Incorporation No. 196,709)

(hereinafter called the "Western")

OF THE FIRST PART

AND:

GREATER VANCOUVER REGIONAL DISTRICT, a regional district incorporated under the laws of the Province of British Columbia, and having its head office at 2294 West 10th Avenue, in the City of Vancouver, in the Province of British Columbia,

(herein called the "Covenantee")

OF THE SECOND PART

AND:

ARJAY DEVELOPMENTS LTD., a body corporate duly incorporated under the laws of the Province of British Columbia, and having its registered office at 1030-777 Hornby Street, in the City of Vancouver, in the Province of British Columbia,
(Incorporation No. 105,852)

(hereinafter called "Arjay")

OF THE THIRD PART

AND:

MAJESTIC DEVELOPMENTS INC., a body corporate duly incorporated under the laws of the Province of British Columbia, and having its registered office at 5491 Elizabeth Street, in the City of Vancouver, in the Province of British Columbia,
(Incorporation No. 196,665)

$ 10.00 CHRG
1063 TRN 0 REG 1 CLK 24/03/81
PAID BOC VANCOUVER "LTO"

(hereinafter called "Majestic")

OF THE FOURTH PART

WHEREAS:

A. Arjay is the registered owner of those lands and premises situate, lying and being in the Vancouver Assessment District, in the Province of British Columbia, and more particularly known and described as:

FIRST: Parcel E (Explanatory Plan 3541) of District Lot 820
SECONDLY: District Lot 1436

(hereinafter called the "Lands");

B. By a Right to Purchase dated the 25th day of September, 1979 and registered in the Vancouver Land Title Office under No. RPG72431, Arjay agreed to sell the Lands to Majestic on the terms and conditions therein set forth;

C. By a Sub-Right to Purchase dated the day of October, 1979 and registered in the Vancouver Land Title Office under No. SRP G79080, Majestic agreed to sell the Lands to Western on the terms and conditions therein set forth;

D. Section 215 of the Land Title Act of British Columbia, R.S.B.C. 1979 Ch. 219, as amended (herein called the "Land Title Act") provides, inter alia, that a covenant, whether of a negative or positive nature, in respect of the use of the land or the use of a building on or to be erected on land, in favour of a Municipality, may be registered as a charge against the title to that

J 26057

land.

E. Western, Arjay and Majestic are hereinafter sometimes collectively referred to as the "Covenantors".

NOW THEREFORE THIS AGREEMENT WITNESSETH that pursuant to Section 215 of the Land Title Act, and in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration, now paid by the Covenantee to each of the Covenantors, (the receipt and sufficiency whereof is hereby acknowledged by each of Covenantors), the parties hereto agree as follows:

1. Each of the Covenantors agrees that it will not permit any building or other improvement on the Lands to be occupied or used by any one person for more than sixty (60) consecutive days or for more than a total of seventy-five (75) days in any one calendar year.

2. Nothing contained or implied herein shall prejudice or affect the Covenantee's rights and powers in the exercise of its functions pursuant to the Municipal Act, or its Letters Patent or Supplementary Letters Patent or its rights and powers under any public or private statute, its by-laws, orders or regulations, all of which may be fully and effectively exercised in relation to the Lands as if this Covenant had not been executed and delivered by each of the Covenantors.

3. The covenants set forth herein shall charge the Lands pursuant to Section 215 of the Land Title Act and shall be covenants the burden of which shall run with the Lands and bind the Lands and every part or parts thereof and shall attach to and run with the Lands and each and every part to which the Lands may be divided or subdivided whether by subdivision plan, strata plan or otherwise howsoever.

4. Each of the Covenantors will, after execution hereof by it, at its expense do or cause to be done all acts reasonably necessary to grant priority to this Covenant over all charges and encumbrances which may have been registered against the title to the Lands in the Vancouver Land Title Office and without limiting the generality of the foregoing:

(a) Arjay covenants and agrees that its interest in the Lands and aforesaid Right to Purchase registered in the Vancouver Land Title Office under No. RPG72431 shall be subject and subordinate to these presents notwithstanding the date of registration of said Right to Purchase or that monies have been advanced thereunder; and

(b) Majestic covenants and agrees that its interest in the Lands and aforesaid Right to Purchase and Sub-Right to Purchase registered in the Vancouver Land Title Office under No. RPG72431 and SRPG79080 respectively shall be

J 26057

subject and subordinate to these presents notwithstanding the date of registation of said Right to Purchase and Sub-Right to Purchase or that monies have been advanced thereunder; and

(c) Western covenants and agrees that its interest in the Lands and aforesaid Sub-Right to Purchase registered in the Vancouver Land Title Office under No. SRPG79080 shall be subject and subordinate to these presents notwithstanding the dates of registration of said Right to Purchase and Sub-Right to Purchase or that monies were advanced thereunder.

5. Whenever the singular or masculine is used herein, the same shall be construed as meaning the plural, feminine or body corporate or politic where the context or the parties so require and all covenants by more than one person shall be deemed to be joint as well as several.

6. The parties hereto shall do and cause to be done all things and execute and cause to be executed all documents which may be necessary to give proper effect to the intention and registration in the Vancouver Land Title Office of this Covenant.

7. This Covenant and each and every provision hereof shall enure to the benefit of and be binding upon the parties hereto and

their respective heirs, executors, administrators, successors and assigns, as the case may be.

IN WITNESS WHEREOF the parties hereto have executed this Covenant as of the day and year first above written.

The corporate seal of ARJAY DEVELOPMENTS LTD. was hereunto affixed in the presence of: (C/S)

authorized Signatory

The corporate seal of MAJESTIC DEVELOPMENTS LTD. was hereunto affixed in the presence of: (C/S)

Douglas Tussey - Director

authorized Signatory

The corporate seal of WESTERN PACIFIC RESORTS INC. was hereunto affixed in the presence of: (C/S)

authorized Signatory

J 26057

LAND TITLE ACT
FORM 6
PROOF OF EXECUTION BY CORPORATION

I CERTIFY that on the 23rd day of March, 1981, at the City of Vancouver, in the Province of British Columbia, ANTONIO CARAND, who is personally known to me, appeared before me and acknowledged to me that he is the authorized signatory of ARJAY DEVELOPMENTS LTD. and that he is the person who subscribed his name and affixed the seal of the Corporation to the instrument, that he was authorized to subscribe his name and affix the seal to it, and that the Corporation existed at the date the instrument was executed by the Corporation.

IN TESTIMONY of which I set my hand at Vancouver, British Columbia, this 23rd day of MARCH, 1981.

A Commissioner for taking Affidavits for British Columbia.

AJ

LAND TITLE ACT

FORM 6

PROOF OF EXECUTION BY CORPORATION

I CERTIFY that on the 23rd day of March, 1981, at the City of Vancouver, in the Province of British Columbia,

DOUGLAS FONG, who is personally known to me, appeared before me and acknowledged to me that he is the authorized signatory of MAJESTIC DEVELOPMENTS INC. and that he is the person who subscribed his name and affixed the seal of the Corporation to the instrument, that he was authorized to subscribe his name and affix the seal to it, and that the corporation existed at the date the instrument was executed by the Corporation.

IN TESTIMONY of which I set my hand at Vancouver, British Columbia, this 23rd day of March, 1981.

Stephen Wong

A Commissioner for taking Affidavits for British Columbia.

66

J 26057

LAND TITLE ACT

FORM 6

PROOF OF EXECUTION BY CORPORATION

I CERTIFY that on the 24th day of March, 1981, at the City of Vancouver, in the Province of British Columbia, JOHN HO, who is personally known to me, appeared before me and acknowledged to me that he is the authorized signatory of WESTERN PACIFIC RESORTS INC. and that he is the person who subscribed his name and affixed the seal of the Corporation to the instrument, that he was authorized to subscribe his name and affix the seal to it, and that the corporation existed at the date the instrument was executed by the Corporation.

IN TESTIMONY of which I set my hand at Vancouver, British Columbia, this 24th day of March, 1981.

A Commissioner for taking Affidavits for British Columbia.

66

Attachment 2
RCVD: 1981-03-24 RQST: 2025-11-03 10.24.48
Item G1.1
Item E2
Doc #: J26057
MVRD 20260227
EA 20260206
Status: Registered

March , 1981

LAND TITLE ACT
FORM 17
(SECTION 152 (1))
APPLICATION

NOTE Before submitting this application, applicants should check and satisfy themselves as to the tax position, including taxes of the Crown Provincial, a Municipality and Improvement, Water and Irrigation Districts.

NATURE OF INTEREST: Covenant
TRUE VALUE: Nominal
CHARGE Covenants
NATURE OF CHARGE

HEREWITH FEES OF: $ 10.00

ADDRESS of person entitled to be registered as owner if different than shown in instrument _____

LEGAL DESCRIPTION, if not shown in instrument being submitted with this application: _____

FULL NAME, ADDRESS, TELEPHONE NUMBER of person presenting application:
FARRIS, VAUGHAN, WILLS & MURPHY
26th Floor, Toronto Dominion Bank Tower,
700 West Georgia St., Vancouver, B.C. V7Y 1B3
684-9151

Charles H. Wills
Signature of ~~Applicant~~ or ~~Solicitor~~ or Authorized Agent

BETWEEN:
WESTERN PACIFIC RESORTS INC.
OF THE FIRST PART
AND:
GREATER VANCOUVER REGIONAL DISTRICT
OF THE SECOND PART
AND:
ARJAY DEVELOPMENTS LTD.
OF THE THIRD PART
AND:
MAJESTIC DEVELOPMENTS INC.
OF THE FOURTH PART

RP 67431 & SRP 67980

SECTION 215 COVENANT

29032 f

FARRIS, VAUGHAN, WILLS & MURPHY
BARRISTERS & SOLICITORS
26TH FLOOR, TORONTO DOMINION BANK TOWER
700 WEST GEORGIA STREET
VANCOUVER, B.C. V7Y 1B3

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1447, 2026
A bylaw to amend "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011"

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District has adopted "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011"; and

B. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011".

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1447, 2026".

Amendment of Bylaw

2. "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011" is amended as follows:

(a) In section 104, the definition **"accessory residential dwelling"** is replaced with the following:

"accessory residential dwelling" means a single *dwelling unit*, intended and used for accommodating persons engaged in an *agricultural*, *forestry*, *recreational*, *marina*, a *hotel*, or *assembly* activity or operation, or another non-residential use that is permitted as a *principal use* on the same *lot*;

(b) In section 104, the definition **"time-sharing use"** is deleted;

(c) section 210(4) is replaced with the following:

(4) An *accessory suite* is not permitted within a *building* used or intended for use as *duplex residential*, or within an *apartment building*.

(d) section 317 is replaced with the following:

Resort Commercial Zone - C-1

317(1) The table below outlines permitted land uses, minimum *lot size* and minimum *lot width* for the Resort Commercial Zone - C-1:

Permitted Land Uses	Minimum Lot Size	Minimum Lot Width
Marina	9 ha	n/a
Hotel	9 ha	n/a

Assembly	9 ha	n/a
Accessory Residential Dwelling	n/a	n/a
Accessory Uses	n/a	n/a

(2) The table below outlines the maximum number, maximum size and maximum *height* for *Buildings and Structures* in this zone:

Buildings and Structures	**Maximum Number**	**Maximum Height**
Principal Buildings	1	12.0 m
Accessory Buildings and Structures	n/a	4.5 m

(3) The table below outlines minimum *building setbacks*:

Minimum Building Setbacks	**Front Lot Line Setback**	**Rear Lot Line Setback**	**Exterior Lot Line Setback**	**Interior Lot Line Setback**
Principal Building	4.5 m	4.5 m	3.0 m	1.5 m
Accessory Buildings and Structures	4.5 m	4.5 m	3.0 m	1.5 m

(4) Where there is a *watercourse* on the property, or the property abuts the sea or a lake, the *setback* requirements outlined in Sections 212-214 shall apply and prevail.

Conditions of Use

(5) The following regulations apply to *hotel* and *marina* uses within this zone:

(a) Outdoor *storage* areas shall be totally screened from view from the sea and from *hotel uses* by a *landscape screen* of not less than 1.8 metres in height to a maximum of 2.4 metres.

(b) A *marina* use shall not provide moorage to float homes and no vessel while moored at a *marina* within a C-1 Zone shall be used for overnight accommodation for more than 21 consecutive days or a total of 75 days in any one calendar year.

(c) Notwithstanding Section 209, an *accessory residential dwelling* use must:

i. not be located in part or in total in a *mobile home*;

ii. not exceed a gross floor area of 375 square metres; and

iii. be located on the same *lot* as the business to which it is accessory.

(d) The total area of all signs and other visual advertising devices on a *lot* must not exceed 4.7 square metres and no single sign shall exceed 2.0 square metres in area. Signage and other visual advertising devices may be illuminated with light emitting devices but no signs or other visual advertising shall have the appearance of flashing or moving.

(e) In this zone, where the use is a *hotel use*, the use, or occupancy of a *resort dwelling unit*, by a person other than *hotel* employees must not exceed 60 consecutive days or a total of 75 days in any one calendar year.

Maximum Lot Coverage

(6) The maximum *lot coverage* is 10%.

(e) In section 501(1)(b), the text "*Time Share Unit* 1 space per unit" is deleted.

First public notification given this _____ day of _____, _____.

Second public notification given this _____day of _____, _____.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning and Housing Services

Date: February 10, 2026 Meeting Date: February 27, 2026

Subject: **Electoral Area A Temporary Use Permits – Zoning Bylaw and Fees and Charges Bylaw Amendments**

RECOMMENDATION

THAT the MVRD Board:

a) give three readings to the following bylaws as attached :
   - Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026; and
   - Metro Vancouver Regional District Fees and Charges Amendment Bylaw No. 1450, 2026; and

b) direct staff to forward *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026* to the Ministry of Transportation and Transit for approval.

At its February 6, 2026 meeting, the Electoral Area Committee considered the attached report titled "Electoral Area A Temporary Use Permits MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026 MVRD Fees and Charges Amendment Bylaw No. 1450, 2026", dated January 27, 2026 (**Attachment 1**). The Electoral Area Committee discussed the Delegation of Authority section of the *MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026* (the "MVRD Bylaw No. 1446") and recommended that it be amended to explicitly add the language around bringing applications to the MVRD Board that have strong public interest, large scale of impact, or lack of clear community support, which is included in the staff report.

In considering revising the bylaw language, staff determined that it would need to be precise to delineate which applications would be delegated and which would be considered by the MVRD Board (broad categories would not be sufficient for the bylaw). Given this is a new tool and to ensure the MVRD Board retains its ability to directly consider applications that come forward, staff have revised MVRD Bylaw No. 1446 (**Attachment 2**) by removing the "Delegation of Authority" section. This means that all temporary use permit applications will be brought to the MVRD Board for consideration if the MVRD Board adopts this bylaw. The small population in the area covered by the Electoral Area A Zoning Bylaw mean that the number of temporary use permit applications is expected to be very low (i.e. 0-3 per year). If, in the future, the MVRD Board determines that it would like to delegate the issuance of temporary use permits to staff, it can direct staff to bring forward a bylaw amendment to do so at any time.

MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026 and *Metro Vancouver Regional District Fees and Charges Amendment Bylaw No. 1450, 2026* (**Attachment 3**) are now presented for consideration.

ATTACHMENTS

1. Report titled "Electoral Area A Temporary Use Permits MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026 MVRD Fees and Charges Amendment Bylaw No. 1450, 2026", dated January 27, 2026.
2. *MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026*.
3. *Metro Vancouver Regional District Fees and Charges Amendment Bylaw No. 1450, 2026*

82763421

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Electoral Area Committee

From: Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics
Regional Planning and Housing Services

Date: January 27, 2026 Meeting Date: February 6, 2026

Subject: **Electoral Area A Temporary Use Permits**
MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026
MVRD Fees and Charges Amendment Bylaw No. 1450, 2026

RECOMMENDATION

THAT the MVRD Board:

a) give three readings to the following bylaws:
   - *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026;* and
   - *Metro Vancouver Regional District Fees and Charges Amendment Bylaw No. 1450, 2026*; and

b) direct staff to forward *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026* to the Ministry of Transportation and Transit for approval.

EXECUTIVE SUMMARY

The Metro Vancouver Regional District (MVRD) is the local government for Electoral Area A and has a zoning bylaw and official community plan in place for the rural and remote areas where it is responsible for local land use planning. Staff have recently been advised that the Royal Vancouver Yacht Club is considering a potential future application for a temporary use at the Wigwam Inn site, for which a temporary use permit (TUP) would be the most appropriate mechanism to evaluate the use and apply conditions. Currently, neither the Zoning Bylaw nor the Official Community Plan enable the issuance of temporary use permits, as required by legislation. Therefore, staff have prepared and recommend a zoning bylaw amendment and a corresponding $1000 fee bylaw amendment to enable this permitting tool and allow the Board and its delegates to consider temporary use permits in general.

If the Board adopts the proposed amendments to enable temporary use permits, this decision would only establish the legislative authority and fee structure required to consider temporary uses in Electoral Area A. It would not approve any specific temporary use. Should the Royal Vancouver Yacht Club decide to proceed, it may submit a future TUP application to allow temporary worker accommodation for FortisBC at the Wigwam Inn site. Any such application would be assessed on its own merits, include opportunities for public input, and be brought to the MVRD Board for a decision.

A public information meeting regarding the potential introduction of temporary use permits and the specific FortisBC-Wigwam Inn proposal will be held on January 28, 2026. Staff will provide a verbal summary of the meeting to the Committee on February 6 and share any written comments received on-table.

PURPOSE

To consider enabling temporary use permits in the Electoral Area A Zoning Bylaw (Reference 1) and adding a corresponding application fee to the MVRD Fees and Charges Bylaw (Reference 2).

BACKGROUND

In late 2025, FortisBC approached Metro Vancouver staff to discuss potential options to locate a temporary worker camp for its Eagle Mountain–Woodfibre Gas Pipeline Project (Reference 3), which includes constructing a new gas pipeline parallel to an existing one north of Indian Arm in Electoral Area A. After deciding they would like to locate the temporary worker camp at the Wigwam Inn, FortisBC and Royal Vancouver Yacht Club (owners of the Wigwam Inn property) met with Metro Vancouver staff to discuss how they could apply for this temporary use. Staff and the representatives agreed that a temporary use permit would be the most appropriate mechanism, and therefore staff have prepared the necessary bylaw amendments to introduce temporary use permits as a general tool (Attachments 1 and 2) that are presented in this report.

TEMPORARY USE PERMITS

Pursuant to sections 492-497 of the *Local Government Act*, where a local government has designated areas and specified general conditions in a zoning bylaw or official community plan, it may issue temporary use permits that:

- allow a use not permitted by a zoning bylaw;
- specify conditions under which the temporary use may be carried on; and
- allow and regulate the construction of buildings or structures in respect of the use for which the permit is issued.

Conditions of the permit may also include requiring the land owner to provide:

- a form of security (irrevocable letter of credit or security deposit) to guarantee the performance of the terms of the permit
- an undertaking to:
  - demolish or remove a building or other structure, and
  - restore land described in the permit to a condition specified in the permit by a date specified in the permit.

A temporary use permit may be issued for up to three years and may be renewed once for up to another three years. A local government may delegate the authority to issue temporary use permits by bylaw with a 2/3 affirmative vote.

PROPOSED BYLAW AMENDMENTS

Proposed Electoral Area A Zoning Bylaw Amendment (**Attachment 1**)

The proposed zoning bylaw amendment would allow temporary use permit applications to be considered in all zones, and lists the general conditions that would be considered when reviewing applications (see below). The general conditions provide guidance on the types of issues that should be evaluated when considering each application. Given the wide-range of potential applications, the general conditions are broad and may apply to various degrees depending on the application.

<u>General conditions to be considered when reviewing temporary use permit applications</u>

(a) Whether the proposed use is of a temporary nature or whether it would be more appropriate for the Regional Board to consider permitting the use by rezoning;
(b) The compatibility of the proposed use with the surrounding area, including potential impacts;
(c) The ability of the proposed use and any associated buildings and structures to be adequately serviced (e.g. water, sewerage);
(d) The ability to avoid or mitigate any known natural hazard and security risks;

(e) The ability to avoid or mitigate potential impacts or other concerns raised by the public that the Regional Board or its delegate considers necessary to address;
(f) Whether specific conditions should be included in the temporary use permit, including but not limited to:
    i. the use of specific areas, buildings, and structures, including hours of use;
    ii. appearance, noise, and light;
    iii. site caretakers and contact information sharing;
    iv. site rehabilitation;
    v. a form of security to guarantee the performance of the terms of the temporary use permit; and
    vi. an undertaking to:
        i. demolish or remove a building or other structure, and
        ii. restore land described in the temporary use permit to a condition specified in the temporary use permit by a date specified in the temporary use permit.

The proposed bylaw would delegate the authority to issue temporary use permits to the following MVRD employees:

- Chief Administrative Officer; and
- General Manager responsible for Electoral Area A.

Delegation of this authority does not prevent staff from bringing future temporary use permits to the Board where Board discussion and direction is necessary. The FortisBC proposal for temporary worker accommodation at the Wigwam Inn described in this report is an instance where the Board should decide on the future application, given the strong public interest surrounding it. Future temporary use permit applications that have strong public interest, large scale of impact, or lack of clear community support (e.g. first time applications for short-term rentals in a community) would also be brought to the Board. The delegation of authority enables staff to process temporary use permits that do not have significant impacts on the surrounding community and ones where there is clear direction that a use is generally compatible with the surrounding community (e.g. if there was previous consultation with a specific community that short-term rentals were supported).

There is no language restricting temporary use permits in the Electoral Area A Official Community Plan (OCP). Therefore, the proposed zoning bylaw amendment is deemed to be consistent with the OCP, and no public hearing is required. Regardless, to ensure Electoral Area A Indian Arm residents were aware of and could provide feedback on the proposed introduction of temporary use permits and the proposal for temporary worker accommodation, a public information meeting has been organized for January 28, 2026.

Proposed MVRD Fees and Charges Bylaw Amendment (Attachment 2)
All fees and charges associated with Electoral Area A bylaws are provided for in the MVRD Fees and Charges Bylaw. The proposed amendment would add a temporary permit application fee of $1,000. This is the same amount charged for development variance permits.

POSSIBLE PROPOSAL FOR TEMPORARY WORKER ACCOMMODATION
FortisBC has provided a rationale and description of the proposed temporary worker accommodation at the Wigwam Inn, which is found in Attachment 3. For convenience, below is a paraphrased bullet-point summary of some key points in that attachment.

- FortisBC has been progressing the Eagle Mountain – Woodfibre Gas Pipeline Project, which includes construction of a natural gas pipeline that generally parallels FortisBC's existing pipeline from Coquitlam to Howe Sound.
- Currently, crews working on the Indian River Valley portion access their worksites daily by water-taxi from a marina in the District of North Vancouver up to the top of Indian Arm. This daily commute consumes 1.5 to 2 hours each way.
- The daily water-taxi commute represents a significant loss in productive hours, directly contributing to operational inefficiencies and increased project costs. It has also resulted in an increased number of water taxis accessing the head of Indian Arm and concerns with vessel wakes and associated fuel consumption.
- The proposal is to construct a land-based construction camp at the Wigwam Inn for approximately 100 workers. The camp would be sited on level and primarily cleared lands of the Wigwam Inn and would have access to on-site diesel power generation, potable water treatment and sewage containment facilities.

FortisBC representatives have mentioned that they expect the temporary worker accommodation to be needed for approximately one-year. There are 300-400 workers who travel daily by boat from the District of North Vancouver to northern Indian Arm. A representative of the Board of the Royal Vancouver Yacht Club has confirmed that the organization supports the proposal, and they would submit the temporary use permit application as the Wigwam Inn landowners.

FortisBC representatives have also indicated that they have been consulting with the səlilwətaɬ (Tsleil-Waututh Nation), who have IR4 and IR4A at the mouth of the Indian River, and Sḵwx̱wú7mesh Úxwumixw (Squamish Nation). Staff expect the proponents will provide additional information on this consultation directly to the Committee.

PUBLIC INFORMATION MEETING

To ensure that Electoral Area A Indian Arm residents have the opportunity to understand and provide feedback on both the temporary worker accommodation proposal and potential bylaw amendments, the Electoral Area A Director and staff have organized a virtual public information meeting to be held on January 28, 2026. Staff will provide a verbal summary of the meeting to the Committee on February 6 and share any written comments received on-table.

NEXT STEPS

Bylaw Amendments

Staff will publish the legislatively-required public notices prior to consideration of first bylaw reading in accordance with section 464 of the *Local Government Act*. Any feedback received from residents will be provided directly to the Board.

If the MVRD Board gives three readings to the bylaw, it will be forwarded to the Ministry of Transportation and Transit for approval before being brought back for consideration of adoption. Approval from the Ministry of Transportation and Transit is required because the proposed zoning bylaw amendment covers areas within 800 m of controlled access highways, per Section 52 of the *Transportation Act*.

If the MVRD Board adopts the zoning and fee bylaw amendments, staff would update the bylaws and create an application form for temporary use permits that would be made publicly available on the website.

Fortis BC/Wigwam Inn Temporary Use Permit Application
If the MVRD Board adopts the zoning and fee bylaw amendments, staff would provide the temporary use permit application form to the proponents and await its submittal along with the $1000 payment. Then staff would publish a public notice with relevant application details in accordance with section 494 of the *Local Government Act*, including when the temporary use permit would be considered by the Board. If warranted, an additional public information meeting would also be held to provide another opportunity for community feedback.

If the Board ultimately decides to issue the temporary use permit (along with any conditions), the applicant would then prepare necessary information to apply for a building permit and any other authorizations (e.g. from the health authority).

ALTERNATIVES
1. THAT the MVRD Board:
   a) give three readings to the following bylaws:
      - *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026;* and
      - *Metro Vancouver Regional District Fees and Charges Amendment Bylaw No. 1450, 2026*; and
   b) direct staff to forward *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026* to the Ministry of Transportation and Transit for approval.

2. THAT the Electoral Area Committee receive for information the report dated January 27, 2026, titled "Electoral Area A Temporary Use Permits MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026 MVRD Fees and Charges Amendment Bylaw No. 1450, 2026".

FINANCIAL IMPLICATIONS
If the Board adopts the bylaw amendments, a new $1000 fee will be introduced for temporary use permit applications. Electoral Area A sees on average less than ten building permits per year and no rezonings. Therefore, the introduction of these permits and the fee is expected to have a minimal impact on the Electoral Area Services budget. There is the potential for future costs associated with enforcement of the permit conditions in cases where the permit holders do not abide by them and enforcement action is warranted (staff time and potential legal costs). This is difficult to predict and is similar to the risk for permanent uses in the zoning bylaw. Information regarding any impacts would be provided to the Committee and Board as part of the annual budget approval process.

OTHER IMPLICATIONS
If the Board adopts the bylaw amendments, temporary use permits would be enabled generally. This may result in future new applications, though as noted above, not many would be expected. For example, short-term rentals are currently not allowed in the Electoral Area A Zoning Bylaw, but some residents have expressed interest in this use. If a temporary use permit application for a short-term rental were to be received, staff would include consultation with the surrounding community to gather input that could be used to consider issuance and specific conditions. A broader community discussion on short-term rentals is planned to occur as part of the Electoral Area A Official Community Plan review, which is part of the Committee's work plan for 2028.

CONCLUSION

Temporary use permits are a relatively common local government tool that is currently missing from the Board's toolbox for Electoral Area A. The temporary worker accommodation possible proposal is a good example of the type of use that this tool was meant to be used for, as it is a construction project that is inherently temporary in nature.

ATTACHMENTS

1. *MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026.*
2. *MVRD Fees and Charges Amendment Bylaw No. 1450, 2026.*
3. FortisBC/Wigwam Inn Temporary Worker Accommodation Proposal.

REFERENCES

1. FortisBC. (2026). *Eagle Mountain–Woodfibre Gas Pipeline Project*. https://talkingenergy.ca/project/eagle-mountain-woodfibre-gas-pipeline-project
2. Metro Vancouver. (2025, October). *Electoral Area A Zoning Bylaw*. https://metrovancouver.org/Boards/Bylaws/MVRD_Bylaw_1144_Consolidated.pdf
3. Metro Vancouver. (2025). *MVRD Fees and Charges Bylaw.* https://metrovancouver.org/Boards/Bylaws/MVRD_Bylaw_1434.pdf

81252799

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1446, 2026
A bylaw to amend "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011"

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District has adopted "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011"; and

B. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011".

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026".

Amendment of Bylaw

2. "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011" is amended as follows:

(a) A new division is added, in numerical order, with the following:

DIVISION 800 TEMPORARY USE PERMITS

Designation of temporary use permit areas

801 Temporary uses may be allowed for the purposes of section 493 of the *Local Government Act* within all zones shown on Schedule "A".

General conditions regarding the issue of temporary use permits

802 In considering the issue of a temporary use permit, the Regional Board or its delegate shall consider the following:

(a) Whether the proposed use is of a temporary nature or whether it would be more appropriate for the Regional Board to consider permitting the use by rezoning;
(b) The compatibility of the proposed use with the surrounding area, including potential impacts;
(c) The ability of the proposed use and any associated buildings and structures to be adequately serviced (e.g. water, sewerage);
(d) The ability to avoid or mitigate any known natural hazard and security risks;
(e) The ability to avoid or mitigate potential impacts or other concerns raised by the public that the Regional Board or its delegate considers necessary to address;
(f) Whether specific conditions should be included in the temporary use permit, including but not limited to:
    i. the use of specific areas, buildings, and structures, including hours of use;

ii. appearance, noise, and light;
iii. site caretakers and contact information sharing;
iv. site rehabilitation;
v. a form of security to guarantee the performance of the terms of the temporary use permit; and
vi. an undertaking to:
    i. demolish or remove a building or other structure, and
    ii. restore land described in the temporary use permit to a condition specified in the temporary use permit by a date specified in the temporary use permit.

Delegation of Authority

803 The authority to issue temporary use permits is delegated to the following Metro Vancouver Regional District employees, and includes any person designated to act in their place from time to time:
(a) Chief Administrative Officer; and
(b) General Manager responsible for Electoral Area A.

Application Fee

804 At the time of application for a temporary use permit, the applicant shall pay to the Metro Vancouver Regional District a temporary use permit application fee as prescribed in *MVRD Fees and Charges Bylaw*.

(b) The Table of Contents is amended accordingly.

First public notification given this _____ day of _____, _____.

Second public notification given this _____ day of _____, _____.

Read a first, second, and third time this _____ day of _____, _____.

Per s.52 (3)(a) of the Transportation Act, approved by the Ministry of Transportation and Transit this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

_____
Mike Hurley, Chair

_____
Dorothy Shermer, Corporate Officer

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1450, 2026
A bylaw to amend "Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025"

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District has adopted "Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025"; and

B. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025".

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 Fees and Charges Amendment Bylaw No. 1450, 2026".

Amendment of Bylaw

2. "Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025" is amended as follows:

   (a) In Schedule "A", a new Clause 4 is added, in numerical order, to section "Electoral Area A – Zoning Fees" with the following:

4.	Temporary use permit application fee	$1,000.00

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

Project Overview

FortisBC has been progressing the Eagle Mountain – Woodfibre Gas Pipeline (EGP) Project, which includes construction of an approximately 47 km long 24-inch diameter natural gas pipeline and associated infrastructure. The pipeline generally parallels FortisBC's existing Vancouver Island pipeline from the existing Eagle Mountain Compressor Station in Coquitlam, BC to the Woodfibre Liquefied Natural Gas Ltd. (WLNG) site on the northwestern shore of Howe Sound.

The Pipeline expansion includes two main segments. The first (EGP South) is a three-kilometer looping of pipeline from the Eagle Mountain Compressor station in Coquitlam BC. This portion of the Project has already been completed. The second (EGP North) is a looping of the existing pipeline through the Indian River and Stawamus River Valleys to Squamish, BC. The pipeline will then continue through a nine-kilometer-long tunnel that is currently being constructed under the Squamish River Estuary to the WLNG site on Howe Sound. The pipeline and tunnel are both approximately halfway complete.

Current Workforce Access and Logistics Challenges

To facilitate construction of the EGP North pipeline, FortisBC crews are currently accessing and building from both its northwest and southern ends. Crews based out of Squamish are building the portion of the pipeline from the headwaters of the Stawamus and Indian Rivers to Squamish, while crews working on the portion through the Indian River Valley access their worksites by water taxi via the Indian Arm.

This logistical setup presents considerable challenges and inefficiencies, especially for the teams working in the Indian River Valley. Currently, all workers designated for this section are transported daily by water taxi. The journey originates at Lynnwood Marina and terminates at the passenger dock at the Barge Landing site. This daily commute is protracted, consuming a substantial amount of time—between 1.5 and 2 hours for the one-way trip. This lengthy travel time represents a significant loss in productive hours, directly contributing to operational inefficiencies and increased project costs. It has also resulted in an increased number of water taxis accessing site at the head of Indian Arm and concerns with vessel wakes and associated fuel consumption.

Proposed Temporary Workforce Accommodation

To mitigate the current travel-related inefficiencies and improve overall project productivity, the project team is pursuing a temporary workforce accommodation (TWA) in Indian Arm. The proposal is to construct a land-based construction camp at the Wigwam Inn for

approximately 100 workers. This site is owned and operated as an out-station by the Royal Vancouver Yacht Club (RVYC). The camp would be sited on level and primarily cleared lands of the Wigwam Inn and an area north of the Inn north of Wigwam Creek referred to as the soccer field. The lands are both owned by RVYC. RVYC has diesel power generation, potable water treatment and sewage containment facilities on-site.

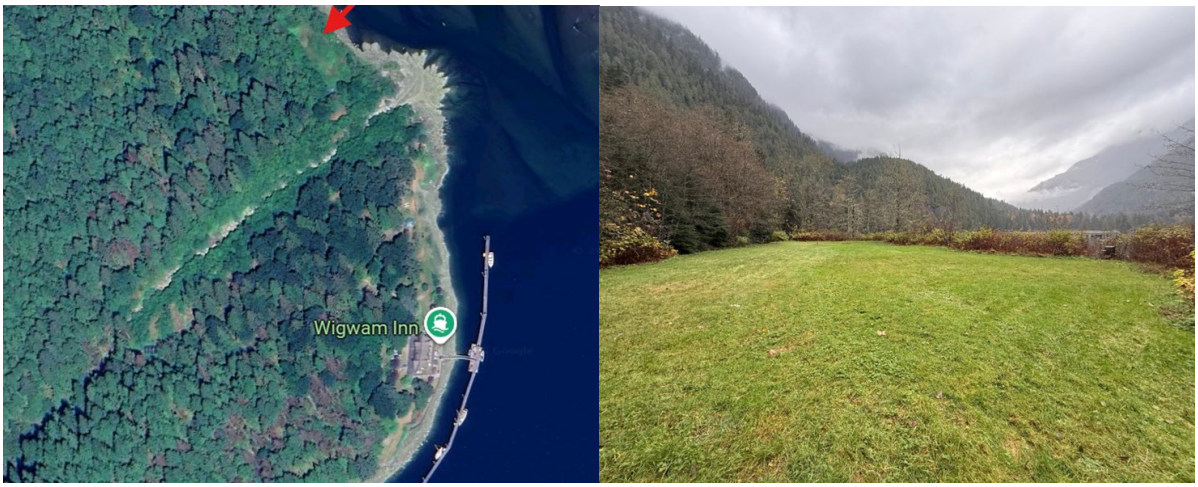


Figure 1 Site for TWA at Wigwam Inn and Soccer Field

The Wigwam Inn site is located in the Metro Vancouver Regional District (MVRD) Electoral Area A on lands that are currently zoned as C-1 (Resort Commercial) and A-2 (Extensive Rural and Recreation).

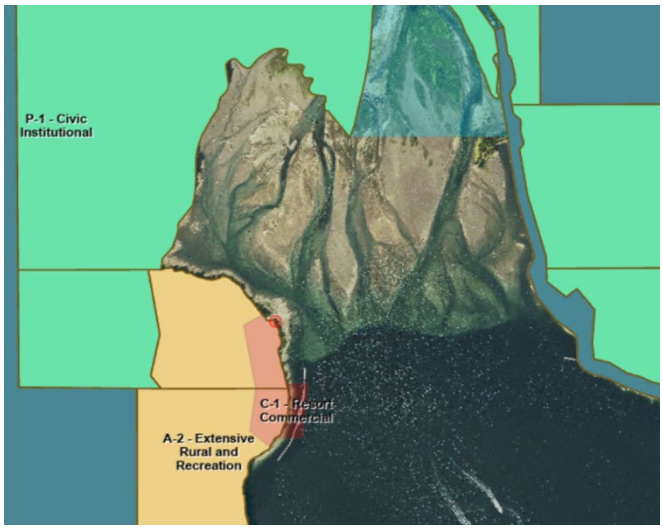


Figure 2 Current Zoning Designation - MVRD Electoral A - Zoned C-1 – Resort Commercial and A-2 Extensive Rural and Recreational

Challenge

A significant challenge associated with the proposed TWA is that neither the Resort Commercial (C-1) or the Extensive Rural and Recreational (A-2) zoning permit such a land use. In addition, MVRD zoning bylaw No. 1144 (2011) does not contain a process for a Temporary Use Permit (TUP) that might enable such a use on a temporary basis.

On December 1st, 2025, EGP project representatives (Blake Mansbridge, Darrin Marshall and Paul Anderson), and Leighton Hays from RVYC met with Tom Pearce and Marcin Pachcinski of MVRD to discuss if a TUP Process could be enabled under Bylaw No.1144. At that time, we were advised that a TUP process could be enabled if its approval was passed by a majority vote of the Electoral Area and Small Communities Committee. The first step in such a process would be the preparation of a recommendation by Metro Vancouver staff to amend the bylaw to incorporate a TUP provision.

Community Engagement

FortisBC has had preliminary discussions with the RVYC and also understands the need for effective broader community engagement associated with the proposed TWA. During the December 1st, 2025, meeting with Metro Vancouver, it was suggested that a virtual engagement session be considered in January. FortisBC has a designated community team on the EGP Project and looks forward to planning such a session, in collaboration with Metro Vancouver. FortisBC also intends to commence discussions on the proposed TWA with Indigenous Nations.

Request

This memo is being submitted to request that MVRD staff consider preparing a recommendation to the Electoral Area and Small Communities Committee to enable a temporary use permit application under Bylaw No. 1144.

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1446, 2026
A bylaw to amend "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011"

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District has adopted "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011"; and

B. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011".

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1446, 2026".

Amendment of Bylaw

2. "Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011" is amended as follows:

(a) A new division is added, in numerical order, with the following:

DIVISION 800 TEMPORARY USE PERMITS

Designation of temporary use permit areas

801 Temporary uses may be allowed for the purposes of section 493 of the *Local Government Act* within all zones shown on Schedule "A".

General conditions regarding the issue of temporary use permits

802 In considering the issue of a temporary use permit, the Regional Board shall consider the following:

(a) Whether the proposed use is of a temporary nature or whether it would be more appropriate for the Regional Board to consider permitting the use by rezoning;
(b) The compatibility of the proposed use with the surrounding area, including potential impacts;
(c) The ability of the proposed use and any associated buildings and structures to be adequately serviced (e.g. water, sewerage);
(d) The ability to avoid or mitigate any known natural hazard and security risks;
(e) The ability to avoid or mitigate potential impacts or other concerns raised by the public that the Regional Board considers necessary to address;
(f) Whether specific conditions should be included in the temporary use permit, including but not limited to:
    i. the use of specific areas, buildings, and structures, including hours of use;
    ii. appearance, noise, and light;

iii. site caretakers and contact information sharing;
iv. site rehabilitation;
v. a form of security to guarantee the performance of the terms of the temporary use permit; and
vi. an undertaking to:
    i. demolish or remove a building or other structure, and
    ii. restore land described in the temporary use permit to a condition specified in the temporary use permit by a date specified in the temporary use permit.

Application Fee

803 At the time of application for a temporary use permit, the applicant shall pay to the Metro Vancouver Regional District a temporary use permit application fee as prescribed in *MVRD Fees and Charges Bylaw*.

(b) The Table of Contents is amended accordingly.

First public notification given this _____ day of _____, _____.

Second public notification given this _____ day of _____, _____.

Read a first, second, and third time this _____ day of _____, _____.

Per s.52 (3)(a) of the Transportation Act, approved by the Ministry of Transportation and Transit this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1450, 2026
A bylaw to amend "Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025"

WHEREAS:

A. The Board of Directors of the Metro Vancouver Regional District has adopted "Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025"; and

B. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025".

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 Fees and Charges Amendment Bylaw No. 1450, 2026".

Amendment of Bylaw

2. "Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025" is amended as follows:

   (a) In Schedule "A", a new Clause 4 is added, in numerical order, to section "Electoral Area A – Zoning Fees" with the following:

4.	Temporary use permit application fee	$1,000.00

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Metro Vancouver Regional District (MVRD) Board

From: Dorothy Shermer, Corporate Officer
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: January 30, 2026 Meeting Date: February 27, 2026

Subject: **Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 - 152 Street)**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the comments from affected local governments, local First Nations, and regional agencies as presented in the report dated January 30, 2026, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 - 152 Street)";
b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025*; and
c) accept the City of Surrey's amended and corresponding Regional Context Statement showing portions of 6480 - 152 Street amended from an Agricultural to Employment regional land use designation.

EXECUTIVE SUMMARY

On October 31, 2025, the MVRD Board initiated a Type 2 amendment to *Metro 2050*, and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025* ("MVRD Bylaw No. 1429, 2025"). The amending bylaw would re-designate portions of 6480 - 152 Street from Agricultural to Employment to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments, local First Nations, and regional agencies of the proposed amendment to provide an opportunity for comment. Six responses were received, and a summary of the responses is provided below. MVRD Bylaw No. 1429, 2025 is now before the MVRD Board for consideration of adoption.

PURPOSE

To provide the MVRD Board with a summary of comments received as a result of the notification to affected local governments, local First Nations, and regional agencies as well as an opportunity to consider adoption of MVRD Bylaw No. 1429, 2025 and acceptance of the City of Surrey's updated Regional Context Statement (**Attachment 1**).

BACKGROUND

At its October 31, 2025 meeting, the MVRD Board passed the following resolution:

That the MVRD Board:

a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Agricultural to Employment for portions of the lands located at 6480 - 152 Street;
b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025";

c) notify affected local governments 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

Metro Vancouver gave notice to affected local governments, local First Nations, and regional agencies by way of a letter dated December 1, 2025. The amendment notice was also posted on the Metro Vancouver website. This report provides the comments received and the amendment bylaw for consideration of adoption by the MVRD Board.

PROPOSED METRO 2050 AMENDMENT

Metro Vancouver received the application to amend *Metro 2050* on July 3, 2025. The requested Metro 2050 Type 2 Amendment requires adoption through an affirmative two-thirds weighted vote of the MVRD Board. As the City of Surrey is a signatory to *Metro 2050*, adoption of the amended OCP Bylaw cannot occur until the MVRD Board has adopted the amending bylaw for *Metro 2050*.

COMMENTS FROM AFFECTED LOCAL GOVERNMENTS, LOCAL FIRST NATIONS, AND REGIONAL AGENCIES

Metro Vancouver received correspondence (**Attachment 2**) as summarized below.

- Affected local governments:
  - City of Langley staff noted that the proposed amendment supports the economic base for the region and aligns with surrounding employment land uses. The City of Langley also noted the regional importance of strengthening agricultural assets and preserving the Agricultural Land Reserve.
  - City of Port Moody staff have not identified any concerns or objections.
  - City of Richmond staff have noted no concerns about the proposed amendment
- Local First Nations: No responses received.
- Regional agencies:
  - TransLink staff noted that the area and corridor conditions for the subject property support a level of service appropriate for industrial use. TransLink staff noted that these conditions are not consistent with the higher level of transit service appropriate for a hotel and conference centre.
- Provincial agencies:
  - Ministry of Transportation & Transit (MOTT) staff noted that the proposed development may influence local travel patterns and increase pressure on the surrounding network, including Highway 10, outside typical peak periods. MOTT also noted gaps in active transportation and transit service. MOTT suggests that as part of the future Transportation Impact Assessment, the City of Surrey consider including an operational review at the Highway 10 and 152 Street intersection. Vancouver Fraser Port Authority staff support the City of Surrey's proposed amendment.
- Public Comment: No public comments were received.

PROPOSED AMENDMENT TO THE CITY OF DELTA'S REGIONAL CONTEXT STATEMENT

Metro 2050 amendment requests involving redesignation of sites trigger consequential revisions to the requesting member jurisdiction's Regional Context Statement mapping to ensure consistency between the Official Community Plan and *Metro 2050*. On April 28, 2025, the City of Surrey Council passed a resolution (Reference 1) authorizing city staff to submit a Regional Context Statement for the proposed amendment. After passing the resolution, the City submitted its amended Regional Context Statement, in its entirety, to Metro Vancouver on February 12, 2026.

The amended Regional Context Statement includes an updated Regional Land Use Designation map showing the proposed land use change and Urban Containment Boundary amendment at 6480 - 152 Street from Agricultural to Employment (Reference 1).

ALTERNATIVES

1. That the MVRD Board:
    a) receive for information the comments from affected local governments, local First Nations, and regional agencies as presented in the report dated September 26, 2025, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 - 152 Street)";
    b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025*; and
    c) accept the City of Surrey's amended and corresponding Regional Context Statement showing portions of 6480 - 152 Street amended from an Agricultural to Employment regional land use designation.
2. That the MVRD Board decline the proposed amendment for portions of 6480 - 152 Street and notify the City of Surrey of the decision as well as the rationale for the decline.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the acceptance of the proposed Type 2 Amendment. Metro Vancouver will notify the City of Surrey that the amendment bylaw was adopted. The City of Surrey will be able to complete its OCP amendment process.

If the MVRD Board chooses Alternative 2, the City of Surrey will be unable to amend the regional land use designation at 6480 - 152 Street from an Agricultural to Employment to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre. A dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

CONCLUSION

The City of Surrey submitted a request for a Type 2 Amendment to *Metro 2050* for a 7.5-hectare site located at 6480 - 152 Street. The proposed regional land use designation amendment would re-designate the site from Agricultural to Employment to accommodate a multitenant industrial building, commercial building, and a hotel and conference centre.

On October 31, 2025, the MVRD Board initiated the amendment process and gave first, second, and third readings to MVRD Bylaw No. 1429, 2025. During the notification period, six responses were received. This report provides a summary of comments received and attaches the amendment bylaw for consideration of adoption by the MVRD Board as well as consideration of acceptance of the City of Surrey's updated Regional Context Statement.

ATTACHMENTS

1. Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025.
2. "Comments From Affected Local Governments, Local First Nations, And Regional Agencies", various dates.
3. City of Surrey Regional Context Statement.

82118563

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1429, 2025
A bylaw to amend "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022"

WHEREAS:

A. The Metro Vancouver Regional District Board (the "Board") adopted "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" on February 24, 2023; and

B. The Board wishes to amend "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022".

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025".

Schedule

2. The following Schedule is attached to and forms part of the bylaw:
    - Schedule "A", Subject Property.

Amendment of Bylaw

3.1 "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is amended as follows:

(a) Re-designating portions of the subject property, as listed in the table below:

PID	Legal Description
026-064-634	LOT A SECTION 14 TOWNSHIP 2 NEW WESTMINSTER DISTRICT PLAN BCP13644

from 'Agricultural' to 'Employment, as shown in Schedule "A" of this bylaw; and

(b) Amending the Urban Containment Boundary to include portions of the subject property, as listed in the table below:

PID	Legal Description
026-064-634	LOT A SECTION 14 TOWNSHIP 2 NEW WESTMINSTER DISTRICT PLAN BCP13644

as shown in Schedule "A" of this bylaw.

3.2 "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 3, 4, 5, 6, 7, 8, 9, and 12 to incorporate the changes outlined in section 3.1 of this bylaw.

3.3 In section "E. Goals, Strategies & Actions", under the heading "Goal 1: Create a Compact Urban Area", under policy "1.2.23 b) ii)", the text reference to policy "1.2.13" is replaced with "1.2.12".

Read a first, second, and third time this 31 day of October, 2025.

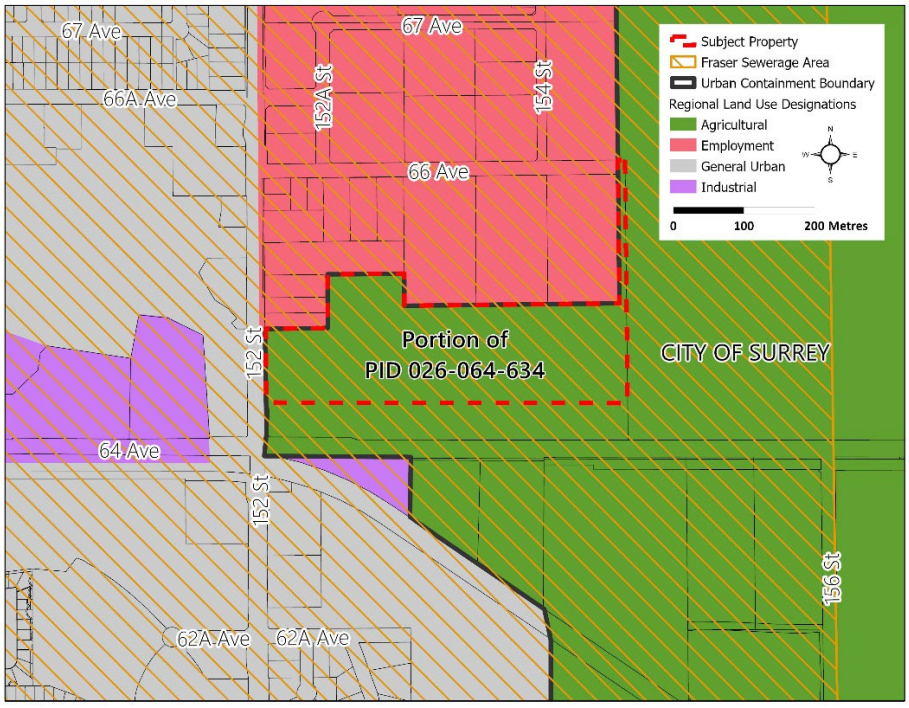
Adopted this _____ day of _____, _____.

Mike Hurley, Chair

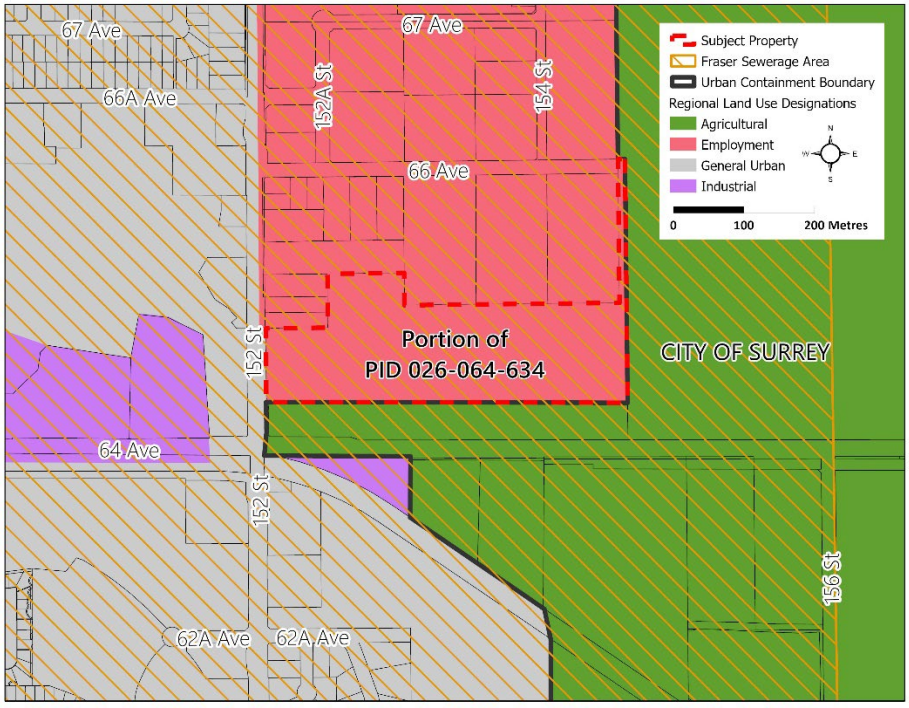
Dorothy Shermer, Corporate Officer

Schedule A
Subject Property

Prior to Amendment



Post-Amendment



From: Jonathan Cote
To: Mark Seinen; Victor Cheung
Cc: Laurel Cowan
Subject: FW: response to proposed Type 2 Amendment - City of Surrey (6480 152 Street)
Date: January 16, 2026 3:28:10 PM

Another email response to Surrey's RGS application. We should be including this in the Board package.

Jonathan

From: Carl Johannsen <cjohannsen@langleycity.ca>
Sent: Friday, January 16, 2026 3:05 PM
To: Jonathan Cote <Jonathan.Cote@metrovancouver.org>
Cc: Francis Cheung <fcheung@langleycity.ca>; Roy Beddow <rbeddow@langleycity.ca>
Subject: RE: response to proposed Type 2 Amendment - City of Surrey (6480 152 Street)

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Hello Jonathan,

Happy New Year,

Staff reviewed the proposed amendment and from a staff perspective note that the proposed uses support a stronger employment base for the region and align with adjacent existing employment lands fronting 152 Street. This site was also excluded from the ALR in 2016.

This said, staff are hopeful that the City of Surrey will continue to strengthen its agricultural assets, which have regional importance, by preserving its ALR land base and supporting the agricultural intensification of its existing agricultural lands.

Regards,

Carl

CARL JOHANNSEN
DIRECTOR OF DEVELOPMENT SERVICES

City Hall, 20399 Douglas Crescent, Langley BC V3A 4B3
P 604.514.2815 **E** cjohannsen@langleycity.ca

Our Mission: A vibrant, healthy and safe community.

The City of Langley respectfully acknowledges that the land on which we gather is on the traditional unceded territory of the qɨc̓əy̓ (Katzie), qw̓ɑ:nʌ̓ ə n̓ (Kwantlen), Mathxwí (Matsqui), and SEMYOME (Semiahmoo) First Nations.

PORT MOODY
CITY OF THE ARTS

100 Newport Drive, Port Moody, B.C., V3H 5C3, Canada
Tel 604.469.4500 Fax 604.469.4550
www.portmoody.ca

January 14, 2026

File: 01-0480-20-03

Via email: jonathan.cote@metrovancouver.org

Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

To Whom It May Concern:

Re: Notification of Metro 2050 Land Use Designation Amendment Request – 6480 - 152 Street, City of Surrey

At the Regular Council meeting held on January 13, 2026, Council considered the attached report from the Community Development Department – Policy Planning Division and passed the following resolution:

> *RC26/006 (Consent)*
> THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025, as recommended in the report dated January 13, 2026, from the Community Development Department – Policy Planning Division regarding Notification of Metro 2050 Land Use Designation Amendment Request – 6480 - 152 Street, City of Surrey.

Sincerely,

Tracey Takahashi
Deputy Corporate Officer

Encl.

Considered at the January 13, 2026, Regular Council meeting
103

City of Port Moody
Report/Recommendation to Council

Date: January 13, 2026
Submitted by: Community Development Department – Policy Planning Division
Subject: Notification of Metro 2050 Land Use Designation Amendment Request – 6480 - 152 Street, City of Surrey

Purpose

To present an invitation for comments from Metro Vancouver regarding a proposed Type 2 amendment to *Metro 2050*, the regional growth strategy, from the City of Surrey to amend the regional land use designation from Agricultural to Employment and expand the Urban Containment Boundary for a portion of the property located at 6480 – 152 Street.

Recommended Resolution(s)

THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025, as recommended in the report dated January 13, 2026, from the Community Development Department – Policy Planning Division regarding Notification of Metro 2050 Land Use Designation Amendment Request – 6480 - 152 Street, City of Surrey.

Background

At its October 31, 2025, regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

> "*That the MVRD Board:*
>
> *a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Agricultural to Employment for portions of the lands located at 6480 - 152 Street;*
> *b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025";*
> *c) notify affected local governments 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."*

Considered at the January 13, 2026, Regular Council meeting

The notification letter detailing the invitation for written comment from Metro Vancouver, which includes a link to the associated report to the Regional Planning Committee, is included as **Attachment 1**.

Discussion

The City of Surrey is requesting a Type 2 amendment to *Metro 2050*, the Regional Growth Strategy, for a portion of one property (totalling 7.5 hectares (ha)). The subject site is located adjacent to farmland and single-detached residential uses to the north (regionally designated Employment); and farmland uses to the east (regionally designated Agricultural). Across 64 Avenue, to the south, are industrial and single-detached residential uses (regionally designated Industrial and General Urban). Immediately across 152 Street, to the west, is a forested area (designated General Urban), along with industrial uses.

At present, the vacant subject site has a regional land use designation of Agricultural, and it is located contiguous to, but outside of, the Urban Containment Boundary (UCB). While currently regionally designated as Agricultural, the subject site was excluded from the Agricultural Land Reserve (ALR) in 2016. The proposed amendment would extend the UCB to include the site and change its regional land use designation to Employment. The amendment excludes a 2.5 ha area located at the southern end of the site. This section, which includes a riparian area, will retain its regional Agricultural designation and be conveyed to the City of Surrey.

The change in regional land use designation would accommodate a proposed development that comprises several structures, including a multi-tenant industrial building, a commercial building, and a hotel and conference centre. Notably, a property to the south of the subject site received re-designation in 2024 from Agricultural to Industrial to accommodate a multi-tenant industrial building with a restaurant and a volleyball facility.

A summary of Metro Vancouver staff comments regarding how the proposed amendment relates to *Metro 2050* goals is provided in Table 1.

Table 1: Summary of the proposed amendment in relation to Metro 2050 goals

***Metro 2050* Goal**	**Metro Vancouver Staff Comments**
<u>Goal 1: Create a Compact Urban Area</u>	
Consideration 1: Contain urban development within in the Urban Containment Boundary (UCB)	• The proposed amendment would expand the Urban Containment Boundary (UCB). The subject site is already contained within the Fraser Sewerage Area, however, City of Surrey would be required to submit a sewer extension request.
Consideration 2: Develop resilient, healthy, connected, and complete communities with a range of services and amenities	• The location of the subject site (adjacent to a significant intersection of two arterial roads -152 Street and 64 Avenue), and the proposed uses, provide convenient services for local residents, employees and visitors.

Considered at the January 13, 2026, Regular Council meeting
105

<u>Goal 2: Support a Sustainable Regional Economy</u> *Consideration 1: Protect the supply and enhance the efficient use of industrial land*	• The proposed amendment will add an additional 7.5 ha of Employment designated lands to the region. More than 50% of the overall site is reported by City of Surrey staff to be for the purpose of industrial and employment use.
Consideration 2: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live	• The proposed amendment supports a diverse regional economy by adding a mix of uses, and the proposed amended is well suited to the varied context of the surrounding neighbourhood.
Consideration 3: Protect the supply of agricultural land and strengthen agricultural viability	• The subject property has been excluded from the ALR since 2016 and consists of soils with limited agricultural capability due to excess water and inundation. • The proposed amendment includes a 15-metre vegetated landscape buffer and a 30-metre setback from the building to the ALR boundary to support the interface with adjacent agricultural lands. • Regionally there is a limited supply of agricultural lands, which is under increasing speculative pressures for urban land uses. If approved, there is a risk that this amendment would put additional speculative pressure on adjacent Agricultural lands to convert to urban uses. • When urban development expands into agricultural areas, increased impervious surfaces and redirected storm water from urban development can impact the productivity of surrounding agricultural uses. Over time, such degradation can render the land unsuitable for agriculture and may justify further removal of land from the ALR. • Because no Agricultural Impact Assessment has been carried out for this site, the potential impacts of altered drainage and runoff from the proposed amendment on adjacent agricultural uses are unknown.
<u>Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards</u> *Consideration 1: Protect and enhance Conservation and Recreation lands*	• The amendment excludes a 2.5-ha area located at the southern end of the site (Hyland Creek runs through this area). This area is not part of the amendment, will be conveyed to the City of Surrey and will retain its regional Agricultural designation.

Considered at the January 13, 2026, Regular Council meeting

Consideration 2: Reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality	• This riparian area is identified by City of Surrey staff as being both a key habitat corridor within both the City's Green Infrastructure Network and the Regional Green Infrastructure Network. • Metro Vancouver staff note that the City of Surrey may wish to pursue permanent protection measures after conveyance, which would support the region's goal of expanding lands protected for nature and help ensure the long-term ecological integrity of this important corridor. • The proposed amendment is strategically located along both the Major Road Network and the Regional Truck Route Network. • Efficient, shorter, and more direct routes lead to lower fuel consumption and reduced idling times, which in turn decreases greenhouse gas emissions and improves air quality. • The proposed amendment may result in some additional greenhouse gas emissions due to increased travel demand (which could be mitigated if the proposed development supports and encourages active transportation modes).
<u>Goal 4: Provide Diverse and Affordable Housing Choices</u>	The proposed amendment does not enable or impact residential development, therefore the Goal 4 strategies and policies of *Metro 2050* are not applicable.
<u>Goal 5: Support Sustainable Transportation Choices</u> *Consideration 1: Supporting sustainable transportation options*	• The proposed amendment will result in higher trip generation, particularly for passenger vehicles. • Modest transit and active transportation infrastructure is present in the area; most trips are expected to be via private vehicles. • The City of Surrey will require a site-specific traffic impact assessment prior to final adoption of the proposal.
Consideration 2: Supporting efficient movement of goods and services	• The site is located on the Major Road Network and the Regional Truck Route Network. • The site is well-serviced for goods movement. The site's strategic location makes the proposed land use designation change to Employment desirable.

Considered at the January 13, 2026, Regular Council meeting

Staff Recommendation

Metro Vancouver staff analysis has concluded that, on balance, the proposed *Metro 2050* amendment is supportable. The proposed Type 2 amendment supports *Metro 2050* goals in several ways, including the addition of suitable, well-situated, and well-serviced Employment designated lands to the region (*Goal 2: Support a Sustainable Regional Economy*; *Goal 5: Support Sustainable Transportation Choices*), and the maintenance of the Agricultural regional land use designation along the southern portion of the subject site (G*oal 3: Protect the Environment and Respond to Climate Change and Natural Hazard*s).

Where Metro Vancouver staff have noted potentially less aligned components of the amendment, there are often additional comments present (i.e., that a site-specific traffic impact assessment has not been provided to date, but will be required to be provided prior to Final Adoption by the City of Surrey). Considering the above, Port Moody staff have not identified any concerns or objections to provide to the Metro Vancouver Regional Board on the proposed regional land use designation amendment request from the City of Surrey.

Other Option(s)

THAT the following comments be provided to the Metro Vancouver Regional Board:

-

Financial Implications

There are no financial implications associated with the recommendations in this report.

Communications and Public Engagement Initiatives

There are no communications or public engagement initiatives associated with the recommendations in this report.

Council Strategic Plan Goals

This is an initiative that affects the City of Surrey, and as such is not relevant to the Port Moody Council Strategic Plan (2023-2026).

Attachment(s)

1. Notification Letter from Metro Vancouver dated November 25, 2025.

Report Author

Ellen Molloy, M.Pl
Planning Analyst

Considered at the January 13, 2026, Regular Council meeting

Report Approval Details

Document Title:	Notification of Metro 2050 Land Use Designation Amendment Request – 6480 - 152 Street, City of Surrey.docx
Attachments:	- Attachment 1 - Notification Letter from Metro Vancouver dated November 25, 2025.pdf
Final Approval Date:	Dec 22, 2025

This report and all of its attachments were approved and signed as outlined below:

Suzanne Smith, General Manager of Community Development - Dec 15, 2025

Paul Rockwood, General Manager of Finance and Technology - Dec 16, 2025

Kate Zanon, Deputy City Manager, for Anna Mathewson, City Manager - Dec 22, 2025

Considered at the January 13, 2026, Regular Council meeting
109

Attachment 1

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Office of the Chair
Tel. 604-432-6215 or via Email
CAOAdministration@metrovancouver.org

November 25, 2025

File: CR-12-01
Ref: RD 2025 10 31

Mayor Meghan Lahti and Council
City of Port Moody
100 Newport Drive PO Box 36
Port Moody, BC V3H 5C3
VIA EMAIL: council@portmoody.ca

Dear Mayor Meghan Lahti and Council:

Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025
City of Surrey (6480 - 152 Street)

You are invited to provide comments via Council resolution on a proposed amendment to *Metro 2050*, the regional growth strategy. The City of Surrey is requesting a Type 2 amendment to *Metro 2050* for 6480 - 152 Street. The proposed regional land use designation amendment would redesignate portions of the site from Agricultural to Employment and expand the Urban Containment Boundary to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre. The site is not in the Agricultural Land Reserve.

At its October 31, 2025, regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) passed the following resolution:

That the MVRD Board:

a) *initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Agricultural to Employment for portions of the lands located at 6480 - 152 Street;*
b) *give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025";*
c) *notify affected local governments 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*

Metro 2050 is the regional federation's plan for managing growth coming to Metro Vancouver in a way that: protects important lands like agricultural, ecologically important and industrial lands; contains growth within an Urban Containment Boundary, and directs it to transit oriented locations; and supports the efficient provision of utilities and transit. *Metro 2050* contains six regional and parcel-based land use

80245582

Considered at the January 13, 2026, Regular Council meeting

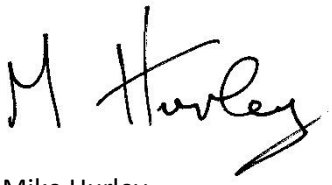
Attachment 1

designations that support those objectives. By signing on to *Metro 2050*, if a member jurisdiction aspires to change the land use designation for a site, then, as a part of the process, they have agreed to have the Metro Vancouver Regional District Board consider the regional implications of the proposed amendment. *Metro 2050* outlines the process for proposed amendments.

The proposed amendment is a Type 2 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by an affirmative two-thirds weighted vote. For more information on regional growth strategy amendment procedures, please refer to Sections 6.3 and 6.4 in *Metro 2050*. Enclosed is a Metro Vancouver staff report dated September 16, 2024, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 - 152 Street)" providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050* and the City of Surrey application.

If you have any questions or wish to comment with respect to the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391 or by email at jonathan.cote@metrovancouver.org by **January 16, 2026**.

Yours sincerely,



Mike Hurley
Chair, Metro Vancouver Boards

MH/JC/lc

cc: Anna Mathewson, City Manager, City of Port Moody
Stephanie Lam, Corporate Officer, City of Port Moody
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: Metro Vancouver Board report dated September 26, 2025, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey" (pg 213)

80245582

City of Richmond

Malcolm D. Brodie
Mayor
6911 No. 3 Road
Richmond, BC V6Y 2C1
Telephone: 604-276-4123
Fax No: 604-276-4332
www.richmond.ca

Metro Vancouver
CAO Executive Offices
JAN 20 2026
RECEIVED

January 16, 2026

VIA Email: chair@metrovancouver.org

Mike Hurley, Board Chair
Metro Vancouver
Metrotower III, 4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Chair Hurley,

Re: Response to Metro Vancouver's Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Surrey for the Property Located at 6480 152 Street

This is to advise that Richmond City Council at its Regular Council meeting held on January 12, 2026, considered the above matter and adopted the following resolution:

> ***That the Metro Vancouver Regional District Board be advised that the City of Richmond has no concerns on the proposed amendment to the Metro 2050 Regional Growth Strategy and that this recommendation and accompanying report titled "Response to Metro Vancouver's Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Surrey for the Property Located at 6480 – 152 Street", dated December 11, 2025 from the Director, Policy Planning be provided to the Metro Vancouver Regional District Board.***

The staff report referenced in the above Council resolution is provided in Attachment 1. Should you have any questions or require additional information, please do not hesitate to contact John Hopkins, Director, Policy Planning at 604-276-4279.

Yours truly,

Malcolm D. Brodie
Mayor

Att. *Response to Metro Vancouver's Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Surrey for the Property Located at 6480 – 152 Street*

pc: Councillors
CAO
Wayne Craig, GM, Planning & Development
John Hopkins, Director, Policy Planning

8287022

Richmond

City of Richmond

Report to Committee

To:	General Purposes Committee	**Date:**	December 11, 2025
From:	John Hopkins Director, Policy Planning	**File:**	01-0157-30- RGST1/2025-Vol 01

Re: Response to Metro Vancouver's Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Surrey for the Property Located at 6480 – 152 Street

Staff Recommendation

That the Metro Vancouver Regional District Board be advised that the City of Richmond has no concerns on the proposed amendment to the Metro 2050 Regional Growth Strategy and that this recommendation and accompanying report titled "Response to Metro Vancouver's Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Surrey for the Property Located at 6480 – 152 Street", dated December 11, 2025 from the Director, Policy Planning be provided to the Metro Vancouver Regional District Board.

John Hopkins
Director, Policy Planning
(604-276-4279)

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
SENIOR STAFF REPORT REVIEW	INITIALS: CJ
APPROVED BY CAO	

8228746

Staff Report

Origin

The Metro Vancouver Regional District (MVRD) Board has initiated a process to consider amending the Metro 2050 Regional Growth Strategy (RGS), in relation to a request from the City of Surrey for the property located at 6480 – 152 Street (herein called the 'subject site').

At its October 31, 2025 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board:

a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Agricultural to Employment for portions of the lands located at 6480 - 152 Street;

b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025";

c) notify affected local governments 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.

The City of Surrey's requested amendment to the Metro 2050 RGS involves the following:

- A change to the Urban Containment Boundary to include the subject site; and
- A regional land use designation amendment to designate the subject site from Agricultural to Employment.

As part of Metro Vancouver's notification process, the City of Richmond has been invited to provide written comments on the proposed amendments on or before January 16, 2026 (refer to Attachment 1 for the Metro Vancouver letter and accompanying report).

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.

1.1 Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.

1.2 Advocate for the needs of Richmond in collaboration with partners and stakeholders.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

> *Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.*

Findings of Fact

The proposed amendment is a Type 2 amendment in accordance with the criteria and procedures contained in the Metro 2050 RGS, which requires that the amendment bylaw be passed by an affirmative two-thirds weighted vote of the MVRD Board.

Information about the Development Proposal at 6480 – 152 Street Avenue (City of Surrey)

The subject site is 7.5 hectares (18.5 acres) of vacant vegetated land outside the Urban Containment Boundary (UCB). Surrounding land uses include:

- farmland and single-detached residential uses to the north (designated Employment);
- farmland to the east (designated Agricultural);
- industrial and single-detached residential uses (Industrial and General Urban designations) to the south of 64 Avenue, including a property at 15238 64 Avenue redesignated from Agricultural to Industrial in 2024 for a multi-tenant industrial building with a restaurant and volleyball facility; and
- a forested area and additional industrial uses (designated General Urban) to the west of 152 Street.

The proposed development would accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre. A 15-metre vegetated landscape buffer and a 30-metre setback from the building to the Agricultural Land Reserve (ALR) boundary is also proposed to create a transition to adjacent agricultural lands. Hyland Creek, a riparian corridor located in the southern portion of the site, will remain designated Agricultural and is excluded from the amendment.

Figure I - Location Map and Surrounding Context

8228746

Analysis

Summary of the Metro 2050 RGS Amendment for 6480 – 152 Street (City of Surrey)

The proposed amendment to the Metro 2050 RGS is to amend the UCB to include the subject site and change the regional land use designation from Agricultural to Employment. Refer to Figure 1 and Figure 2 for maps of the subject site showing the existing and proposed amendments to the Metro 2050 RGS.

Figure 1 – Existing Metro 2050 RGS

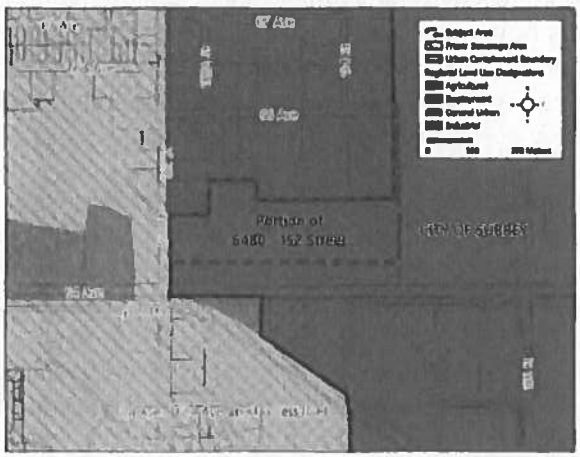
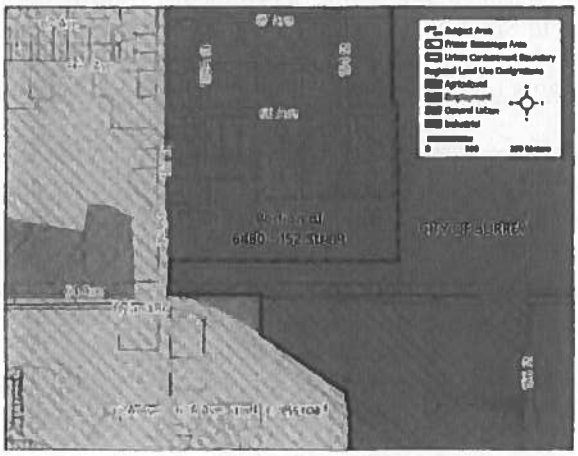


Figure 2 – Proposed Amendments to Metro 2050 RGS



A summary of the regional land use assessment contained in Metro Vancouver's report is as follows:

- The subject site was removed from the ALR by the Agricultural Land Commission in July 2016 due to limited capabilities for agricultural use from excess water and flooding.

- The proposed amendment seeks to expand the UCB to include the subject site, enabling development of a multi-tenant industrial facility, a commercial building, and a hotel with a conference centre.

- The proposed amendment would add 7.5 hectares (18.5 acres) of Employment-designated land to the region, supporting a diverse regional economy and creating employment opportunities, while complementing nearby arterial roads and surrounding commercial, industrial, and residential uses.

- The amendment acknowledges the limited supply of agricultural land and potential stormwater impacts from impervious surfaces, as well as the risk of speculative pressure on nearby ALR lands to redesignate for urban uses. To mitigate these concerns, Surrey proposes a 15-metre vegetated buffer and a 30-metre building setback from the ALR boundary.

- The proposed amendment excludes a 2.5-hectare (6.18 acres) area located at the southern portion of the subject site. This includes a Hyland Creek's riparian corridor, retaining its Agricultural regional land use designation due to its significance as part of Surrey's Green Infrastructure Network and the Regional Green Infrastructure Network.

- The subject site's location along the Major Road Network and Regional Truck Route would support regional goods movement, reducing fuel consumption and emissions. However, the amendment is expected to increase passenger vehicle trips and associated greenhouse gas emissions, as the site is not on the Frequent Transit Network despite nearby bus routes. A traffic impact assessment will be required before final adoption by Surrey. The report recommends mitigating these impacts through alternative transportation options such as walking, cycling, and ridesharing to align with Metro Vancouver's goal to Support Sustainable Transportation Choices.

City of Richmond Comments on the Proposed Metro 2050 RGS Amendment

City staff have reviewed Metro Vancouver's report (dated October 9, 2025) and have no concerns on the proposed amendment as it has limited impact on the City of Richmond. Staff recognize that the subject site has limited agricultural capability due to excess water and inundation conditions. On this basis, staff recommend that the MVRD Board be advised that the City of Richmond has no concerns for the proposed amendment to the Metro 2050 RGS for the subject site at 6480 – 152 Street (City of Surrey).

Financial Impact

None

Conclusion

Metro Vancouver has provided information on a proposed amendment to the Metro 2050 Regional Growth Strategy (RGS) in relation to a request from the City of Surrey for the properties location at 6480 – 152 Street (City of Surrey) to amend the regional land use

designation from Agricultural to Employment and expand the UCB. City staff recommend that the Metro Vancouver Regional District Board be advised that the City of Richmond has no concerns on the proposed amendment.

Emily Huang
Planner 2 (Policy Planning)
(604-204-8631)

EH:cas

Att. 1: Metro Vancouver Letter and Report (excluding attachments)

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

ATTACHMENT 1

Office of the Chair
Tel. 604-432-6215 or via Email
CAOAdministration@metrovancouver.org

November 25, 2025

File: CR-12-01
Ref: RD 2025 10 31

Mayor Malcolm Brodie and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
VIA EMAIL: mbrodie@richmond.ca; cau@richmond.ca; carol.day@richmond.ca; lgillanders@richmond.ca; kash.heed@richmond.ca; andy.hobbs@richmond.ca; alexa.loo@richmond.ca; bmcnulty@richmond.ca; michael.wolfe@richmond.ca

Dear Mayor Malcolm Brodie and Council:

Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025
City of Surrey (6480 - 152 Street)

You are invited to provide comments via Council resolution on a proposed amendment to *Metro 2050*, the regional growth strategy. The City of Surrey is requesting a Type 2 amendment to *Metro 2050* for 6480 - 152 Street. The proposed regional land use designation amendment would redesignate portions of the site from Agricultural to Employment and expand the Urban Containment Boundary to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre. The site is not in the Agricultural Land Reserve.

At its October 31, 2025, regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) passed the following resolution:

That the MVRD Board:

a) *initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Agricultural to Employment for portions of the lands located at 6480 - 152 Street;*
b) *give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025";*
c) *notify affected local governments 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*

Metro 2050 is the regional federation's plan for managing growth coming to Metro Vancouver in a way that: protects important lands like agricultural, ecologically important and industrial lands; contains

80245582

growth within an Urban Containment Boundary, and directs it to transit oriented locations; and supports the efficient provision of utilities and transit. *Metro 2050* contains six regional and parcel-based land use designations that support those objectives. By signing on to *Metro 2050*, if a member jurisdiction aspires to change the land use designation for a site, then, as a part of the process, they have agreed to have the Metro Vancouver Regional District Board consider the regional implications of the proposed amendment. *Metro 2050* outlines the process for proposed amendments.

The proposed amendment is a Type 2 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by an affirmative two-thirds weighted vote. For more information on regional growth strategy amendment procedures, please refer to Sections 6.3 and 6.4 in *Metro 2050*. Enclosed is a Metro Vancouver staff report dated September 16, 2024, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 - 152 Street)" providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050* and the City of Surrey application.

If you have any questions or wish to comment with respect to the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391 or by email at jonathan.cote@metrovancouver.org by **January 16, 2026**.

Yours sincerely,

M Hurley

Mike Hurley
Chair, Metro Vancouver Boards

MH/JC/lc

cc: Serena Lusk, Chief Administrative Officer, City of Richmond
Claudia Jesson, Director of City Clerk's Office, City of Richmond
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: Metro Vancouver Board report dated September 26, 2025, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey" (pg 213)

80245582

MVRD 20251031
RPL 20251009

Item G2.1
Item E3

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Victor Cheung, Regional Planner, Regional Planning and Housing Services

Date: September 26, 2025 Meeting Date: October 9, 2025

Subject: **Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 - 152 Street)**

RECOMMENDATION

That the MVRD Board:

a) initiate the *Metro 2050* amendment process for the City of Surrey's requested regional land use designation amendment from Agricultural to Employment for portions of the lands located at 6480 - 152 Street;
b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025";
c) notify affected local governments 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.

EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 2 amendment to *Metro 2050* for 6480 - 152 Street. The proposed regional land use designation amendment would redesignate portions of the site from Agricultural to Employment and expand the Urban Containment Boundary to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre. The proposed amendment has been considered in relation to *Metro 2050*'s goals, strategies, and policies. Staff have concluded that, on balance, the proposed amendment is supportable. The proposed amendment is aligned with *Metro 2050*'s goals and strategies based on the following considerations:

- The proposed amendment will add 7.5 hectares of Employment designated lands to the region, supporting employment opportunities;
- The subject site consists of soils with limited agricultural capability due to excess water and inundation and has previously been excluded from the Agricultural Land Reserve (ALR);
- The subject site is proximate to other Employment and Industrial-designated sites, and residential uses, making it suitable for the proposed uses;
- Hyland Creek runs through the southern part of the property; however, it is not part of the requested amendment. This will create a split-designation and maintain Hyland Creek's Agricultural regional land use designation and convey these lands to the City; and
- The site is well-serviced for goods movement, and is adjacent to arterial roads, transit service, and active transportation, supporting industrial and employment uses as well as visitor access.

77689875

The requested *Metro 2050* Type 2 amendment bylaw requires adoption through an affirmative two-thirds weighted vote of the MVRD Board. An updated Regional Context Statement (RCS) reflecting the proposed regional land use designation change must also be approved by the MVRD Board and is required from the City of Surrey prior to final reading and adoption of the amendment bylaw.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro 2050* to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre through a Type 2 Regional Growth Strategy amendment.

BACKGROUND

On April 28, 2025, City of Surrey Council passed a resolution requesting that the MVRD Board consider a Type 2 Amendment to *Metro 2050* to amend the regional land use designation of portions of the site located at 6480 - 152 Street from Agricultural to Employment. On July 3, 2025, Metro Vancouver received the City of Surrey's request to consider the proposed Regional Growth Strategy amendment.

SITE CONTEXT

The subject site is 7.5 hectares (18.5 acres) of vacant vegetated land (Figure 1). The site is adjacent to farmland and single-detached residential uses to the north (designated Employment); and farmland uses to the east (designated Agricultural). Across 64 Avenue, to the south, are industrial and single-detached residential uses (designated Industrial and General Urban), including a property at 15238 64 Avenue that was re-designated from Agricultural to Industrial in 2024 to accommodate a multi-tenant industrial building with a restaurant and a volleyball facility. Immediately across 152nd Street, to the west, is a forested area (designated General Urban), along with industrial uses.

The subject site is outside the Urban Containment Boundary but inside the Fraser Sewerage Area. The Agricultural Land Commission (ALC) approved the exclusion of the site from the Agricultural Land Reserve (ALR) in 2016 (Attachment 2). It carries the Agricultural regional land use designation but is no longer part of the Agricultural Land Reserve.

The subject site is currently designated Agricultural in the City of Surrey's Official Community Plan (OCP) and zoned A-1 in the City's Zoning Bylaw. The current regional land use designation in *Metro 2050* is Agricultural (Figure 2). A summary of the existing site description is provided in Table 1 and additional site information can be found in the City's staff report (Attachment 1).

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The proposed amendment would extend the Urban Containment Boundary and redesignate the subject property's regional land use designation from Agricultural to Employment. Per *Metro 2050* policy 6.3.3 a) and b), this is a Type 2 amendment because it amends the Urban Containment Boundary and is designated Agricultural.

The City of Surrey can only adopt the proposed OCP amendment after the MVRD Board approves the corresponding *Metro 2050* amendment. The proposal would amend the City of Surrey's OCP to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre on the subject site.

Figure 1. Site Context

Table 1. Existing Site Description

Site Location	6480 - 152 Street, Surrey
Site Size	7.5 hectares (18.5 acres)
Current *Metro 2050* Regional Land Use Designation	Agricultural
Current City OCP Designation	Agricultural
Current Zoning	A-1
Within the Urban Containment Boundary	No
In the Agricultural Land Reserve	Excluded from ALR in 2016
In the Fraser Sewerage Area	Yes

Table 2. Proposed Site Designations

	Current	Proposed
Metro 2050	Agricultural	Employment
OCP	Agricultural	Commercial and Mixed Employment
Zoning	A-1	CD

Figure 2. Existing Regional Land Use Designation

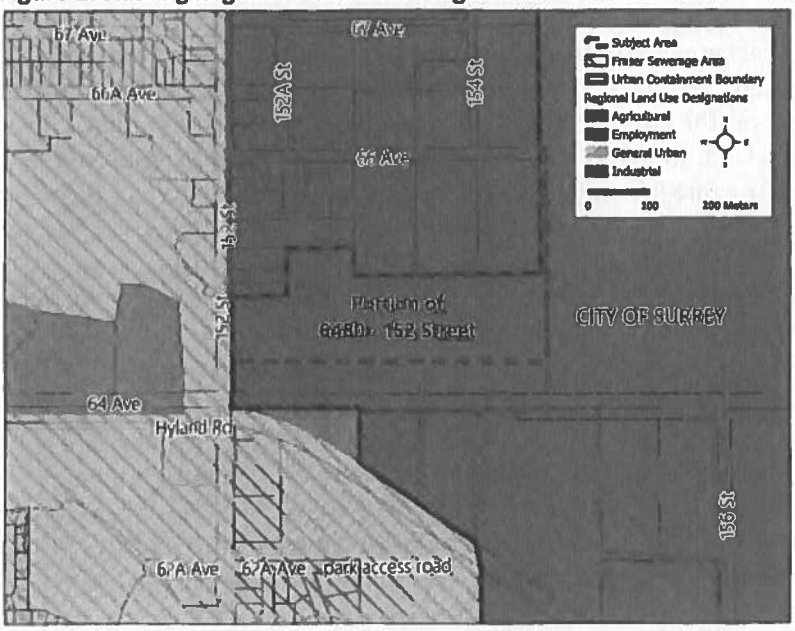
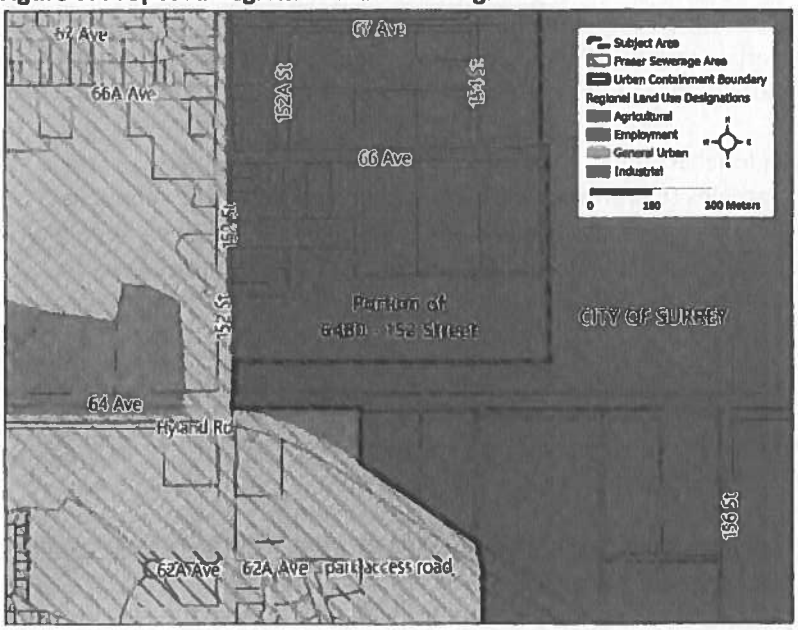


Figure 3. Proposed Regional Land Use Designation



REGIONAL PLANNING ANALYSIS

The City of Surrey's proposed *Metro 2050* amendment has been assessed in relation to the applicable goals and policies of *Metro 2050*. This review is not intended to duplicate the municipal planning process. *Metro 2050* sets out a long-term regional vision to support growth and change while protecting the natural environment, fostering community well-being, and supporting economic prosperity, among other objectives. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary and to direct growth to a network of Centres and Corridors, with an aim to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities, to support the protection of important lands such as Conservation and Recreation, Agricultural and Rural lands from dispersed development patterns, and to support the efficient provision of urban infrastructure like water, sewer and transit.

Consideration 1: Contain urban development within the Urban Containment Boundary

The proposed amendment would expand the Urban Containment Boundary (UCB) to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre. Metro 2050 limits the extension of regional sewerage services to lands with a Rural, Agricultural or Conservation and Recreation land use designation as a critical tool to support urban containment and the efficient provision of regional infrastructure. For this application, although the regional land use designation is Agricultural, the site is within the Fraser Sewerage Area. If the designation change is approved, the City of Surrey must submit a sewer extension request to the Greater Vancouver Sewerage and Drainage District (GVS&DD). The GVS&DD Board reviews each request based on technical criteria.

Consideration 2: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

The proposed commercial uses, hotel, and other amenities are strategically located adjacent to a significant intersection of two arterial roads (152 Street and 64 Avenue), providing convenient services for local residents and those working in or visiting the business park.

Goal 2: Support a Sustainable Regional Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the region's supply of industrial and agricultural lands, while supporting providing employment opportunities close to where people live.

Consideration 1: Protect the supply and enhance the efficient use of industrial land

The proposed amendment will add an additional 7.5 hectares of Employment designated lands to the region. The City's staff report notes that more than 50% of the overall site will be for the purpose of industrial and employment use.

Consideration 2: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

The proposed amendment supports a diverse regional economy by adding a mix of uses, including a multi-tenant industrial building, commercial building, and a hotel and conference centre. The proposed amendment is well suited for the surrounding context which includes commercial and industrial uses to the north, and residential uses to the northwest and south.

Consideration 3: Protect the supply of agricultural land and strengthen agricultural viability

The region has a limited supply of agricultural lands, and they are under increasing speculative pressures for urban land uses. *Metro 2050* includes policy direction to protect agricultural lands for agricultural purposes over the long term and prevent the encroachment of urban uses into agricultural areas.

The subject property received ALC approval for exclusion from the ALR in 2016 under application 7912-0304-00 (Attachment 2). The City's staff report notes that portions of the site had limited capabilities for agriculture due to excess water and inundation.

There is some risk that, if approved, this amendment would put additional speculative pressure on adjacent Agricultural lands to convert to urban uses. However, the proposed amendment includes a 15-metre vegetated landscape buffer and a 30-metre setback from the building to the ALR boundary to support the interface with adjacent agricultural lands. When urban development expands into agricultural areas, increased impervious surfaces and redirected stormwater can impact the productivity of surrounding agricultural uses. Over time, such degradation can render the land unsuitable for agriculture and may justify further removal of land from the ALR. Because no Agricultural Impact Assessment has been carried out for this site, the potential impacts of altered drainage and runoff from the proposed amendment on adjacent agricultural uses are unknown.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards
Goal 3 of *Metro 2050* includes strategies to protect and enhance Conservation and Recreation designated lands, to protect, enhance, restore and connect ecosystems, and to reduce greenhouse gas emissions and improve resilience to climate change impacts.

Consideration 1: Protect and enhance Conservation and Recreation lands
The proposed amendment does not affect any lands designated as Conservation and Recreation, either on-site or adjacent to the subject property. It also does not propose any redesignation of existing ecosystems or riparian areas to Conservation and Recreation.

The amendment excludes a 2.5-hectare area located at the southern portion of 6480 - 152 Street, which includes a riparian corridor. This area (Lot 4 / Block D) will be conveyed to the City and will retain its Agricultural designation under the regional land use designation framework. As noted in the City of Surrey's staff report (Attachment 1), this riparian area is recognized as a key habitat corridor within both the City's Green Infrastructure Network and the Regional Green Infrastructure Network, underscoring its ecological significance.

Following conveyance, the City may wish to explore permanent protection measures for this area, such as bylaw dedication as parkland, natural area, ecological conservancy, or park reserve. Implementing such protections would support the region's goal of expanding lands protected for nature and help ensure the long-term ecological integrity of this important corridor.

Consideration 2: Reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality
The proposed amendment is strategically located along both the Major Road Network and the Regional Truck Route Network. This adjacency supports efficient goods movement by minimizing detours and reducing travel distances for freight vehicles. Shorter and more direct routes lead to lower fuel consumption and reduced idling times, which in turn decreases greenhouse gas emissions and improves air quality. From a passenger transportation perspective, the proposed amendment may result in some additional greenhouse gas emissions due to increased travel demand. However, these impacts can be mitigated if the development supports and encourages the use of alternative transportation modes such as public transit, cycling, and walking.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 of *Metro 2050* includes strategies that encourage greater supply and diversity of housing to meet a variety of needs. The proposed amendment does not enable or impact residential development, therefore the Goal 4 strategies and policies of *Metro 2050* are not applicable.

Goal 5: Support Sustainable Transportation Choices

Goal 5 of *Metro 2050* includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

Consideration 1: Supporting sustainable transportation options

The proposed amendment will result in higher trip generation, particularly for passenger vehicles. Although the area features modest transit and active transportation infrastructure, most trips are likely to occur by private vehicle. The City's staff report notes that a site-specific traffic impact assessment was not provided; however, such a report will be required prior to Final Adoption by the City.

The site is served by several bus routes on 64 Avenue and 152 Street, although these services do not meet the criteria for the Frequent Transit Network. Pedestrian connectivity is available along 64 Avenue. Bicycle access is currently available via painted bike lanes on 64 Avenue.

Consideration 2: Supporting efficient movement of goods and services

The site is located on the Major Road Network and the Regional Truck Route Network. The Truck Route Network will benefit industrial and commercial uses associated with the proposed amendment. The site's strategic location makes the proposed land use designation change to Employment desirable from a regional goods movement perspective.

Analysis Conclusion

Metro Vancouver staff's analysis has concluded that, on balance, the proposed *Metro 2050* amendment is supportable. The proposed amendment:

- will add 7.5 hectares of Employment designated lands to the region, supporting employment opportunities;
- is on lands that consists of soils with limited agricultural capability due to excess water and inundation and has previously been excluded from the Agricultural Land Reserve (ALR);
- is proximate to other Employment and Industrial-designated sites, and residential uses, making it suitable for the proposed uses;
- maintains Hyland Creek's Agricultural regional land use designation along the southern portion of the property; and
- is well-serviced for goods movement, and is adjacent to arterial roads, transit service, and active transportation, supporting industrial and employment uses as well as visitor access.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Below is a summary of anticipated impacts on Metro Vancouver's utilities services.

Liquid Waste Services (GVS&DD)

The proposed development is located within the Fraser Sewerage Area and would have negligible impacts on regional utilities. The discharge from the proposed development will be conveyed to Metro Vancouver's Surrey Central Valley Trunk and have a projected RAWN flow estimated to be between 10 – 26L/s, depending on the percentage of the land designated as commercial or industrial. Although the proposed amendment is located within the Fraser Sewerage Area, a sewer extension request to the GVS&DD will still be required. The GVS&DD Board will review each request based on technical criteria.

Water Services (GVWD)

The proposed development would ultimately be supplied by the GVWD's Newton Reservoir via the City of Surrey's Newton Zone Pump Station and municipal distribution system. The proposed land uses are expected to have negligible hydraulic impacts on GVWD's transmission system.

REGIONAL PLANNING ADVISORY COMMITTEE COMMENTS

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for information and discussion on September 19, 2025. Staff from the City of Surrey presented on the amendment application and were available to answer questions from committee members. No comments were made.

REGIONAL CONTEXT STATEMENT

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change and amended Urban Containment Boundary is required from the City of Surrey prior to final adoption of the amendment bylaw. On April 14, 2025, the City of Surrey Council approved a resolution to authorize staff to submit an updated RCS reflecting the proposed amendments. It is expected that the City will submit the updated RCS if the Board chooses to initiate the proposed amendment process for *Metro 2050* and gives 1st, 2nd and 3rd readings to the *Metro 2050* amendment bylaw. The updated RCS will then be considered alongside the final adoption of the amendment bylaw. This process is in alignment with *Metro 2050* and its associated implementation guidelines. Once received, Metro Vancouver has 120 days to accept or not accept the RCS as per the *Local Government Act.*

NEXT STEPS

If the amendment is initiated and the associated bylaw receives an affirmative two-thirds weighted vote of the MVRD Board at 1st, 2nd, and 3rd readings, it will then be referred to all affected local governments (including all member jurisdictions, TransLink and adjacent regional districts), local First Nations, and the Agricultural Land Commission. It will also be posted on the Metro Vancouver website for a minimum of 45 days to provide an opportunity for comment. All comments received will be summarized and included in a report advancing the bylaw to the MVRD Board for consideration of final adoption.

ALTERNATIVES

1. That the MVRD Board:
   a) initiate the *Metro 2050* amendment process for the City of Surrey's requested regional land use designation amendment from Agricultural to Employment for portions of the lands located at 6480 - 152 Street;
   b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025"; and
   c) notify affected local governments 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 local First Nations via referral offices to provide an opportunity for comment on the proposed amendment as per previous Board direction.

2. That the MVRD Board decline the proposed amendment for portions of the lands located at 6480 - 152 Street and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the initiation of the proposed amendment. If the MVRD Board chooses Alternative 3, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

CONCLUSION

The City of Surrey is requesting a Type 2 amendment to *Metro 2050* for portions of 6480 - 152 Street. The proposed regional land use designation amendment would redesignate the site from Agricultural to Employment and expand the Urban Containment Boundary to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre. The Agricultural Land Commission (ALC) previously approved the exclusion of the site from the Agricultural Land Reserve (ALR) in 2016. Staff recommend Alternative 1, to initiate the amendment process.

ATTACHMENTS

1. City of Surrey Regional Growth Strategy Amendment Application and Staff Report, dated July 3, 2025.
2. Agricultural Land Commission Order #267/2016, July 26, 2016.
3. Metro Vancouver Regional District Regional Growth Strategy Bylaw Amendment No. 1429, 2025.
4. Presentation re: *Metro 2050* Type 2 Proposed Regional Land Use Amendment.

77689875

From: Jonathan Cote
To: Mark Seinen; Victor Cheung
Cc: Laurel Cowan
Subject: FW: Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 City of Surrey (6480 - 152 Street)
Date: January 16, 2026 10:24:44 AM
Attachments: image001.png
Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 City of Surrey (6480 - 152 Street) - 2025 Dec 01 - Outgoing to Minister of Transportation and Transit.pdf

---

Please include this correspondence in our report back to the Board on this item.

Regards,

Jonathan

From: Mark, Kamelli TT:EX <Kamelli.Mark@gov.bc.ca>
Sent: Friday, January 16, 2026 9:08 AM
To: Jonathan Cote <Jonathan.Cote@metrovancouver.org>
Cc: Ruth Teka <Ruth.Teka@metrovancouver.org>; Wong, Jamee TT:EX <Jamee.Wong@gov.bc.ca>
Subject: FW: Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 City of Surrey (6480 - 152 Street)

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Hello Jonathan, please see response from the ministry below.

Thank you,

Kamelli Mark (she/her), MPA, RPP, MCIP
Regional Manager, Planning & Partnerships | South Coast Region
Ministry of Transportation & Transit | South Coast Regional Office
1500 Woolridge Street, Coquitlam, BC V3K 0B8
P: +1 (778) 572-3331 | C: +1 (604) 861-2429 | W: www.gov.bc.ca/tran

This e-mail is intended solely for the person or entity to which it is addressed and may contain confidential and privileged information. Any review, dissemination, copying, printing or other use of this e-mail by persons or entities other than the addressee is prohibited. If you have received this e-mail in error, please contact the sender immediately and delete the material from any computer.

From: Mark, Kamelli TT:EX
Sent: Friday, January 16, 2026 9:06 AM
To: 'Ruth Teka' <Ruth.Teka@metrovancouver.org>
Cc: Wong, Jamee TT:EX <Jamee.Wong@gov.bc.ca>; Webber, Peter TT:EX <Peter.Webber@gov.bc.ca>; Evanoff, Ryan TT:EX <Ryan.Evanoff@gov.bc.ca>
Subject: RE: Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 City of Surrey (6480 - 152 Street)

Hi Ruth,

Thank you for the opportunity to comment. Although the amendment is outside the 800m provincial highway area, the Ministry offers the following considerations:

- The proposed development may influence local travel patterns, and increase pressure on the surrounding network including Hwy 10, outside typical peak periods
- Existing gaps in the active transportation network and limited transit service may not fully support the anticipated land-use changes.
- As 152nd St is part of the Major Road Network and the Regional Truck Route Network connecting to Hwy 10, associated growth may affect goods movement and introduce potential safety or operational concerns at key intersections. MOTT suggests that as part of the future TIA the city is requesting to consider including an operational review at the Highway 10/152 Street intersection.
- Depending on the future size, scale, and intended use of the site, s.505(2) of the *LGA* may apply, in which case MOTT would be a statutory approving authority.

Should you have any questions, please feel free to reach out.

Sincerely,

Kamelli Mark (she/her), MPA, RPP, MCIP
Regional Manager, Planning & Partnerships | South Coast Region
Ministry of Transportation & Transit | South Coast Regional Office
1500 Woolridge Street, Coquitlam, BC V3K 0B8
P: +1 (778) 572-3331 | C: +1 (604) 861-2429 | W: www.gov.bc.ca/tran

This e-mail is intended solely for the person or entity to which it is addressed and may contain confidential and privileged information. Any review, dissemination, copying, printing or other use of this e-mail by persons or entities other than the addressee is prohibited. If you have received this e-mail in error, please contact the sender immediately and delete the material from any computer.

From: Ruth Teka <Ruth.Teka@metrovancouver.org>
Sent: Monday, December 1, 2025 12:01 PM
To: Minister, TT TT:EX <TT.Minister@gov.bc.ca>
Cc: TT Deputy Minister TT:EX <TTDeputyMinister@gov.bc.ca>; Kazemi, Maziar TT:EX <Maziar.Kazemi@gov.bc.ca>; Mark, Kamelli TT:EX <Kamelli.Mark@gov.bc.ca>; Evanoff, Ryan TT:EX <Ryan.Evanoff@gov.bc.ca>; Cruz, Roanna S TT:EX <Roanna.Cruz@gov.bc.ca>; Chair Hurley <chair@metrovancouver.org>; Jerry Dobrovolny <Jerry.Dobrovolny@metrovancouver.org>; Heather McNell <Heather.McNell@metrovancouver.org>
Subject: Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 City of Surrey (6480 - 152 Street)

Some people who received this message don't often get email from ruth.teka@metrovancouver.org. Learn why this is important

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Dear Minister Farnworth:

On behalf of Chair Hurley, please find attached correspondence regarding Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 City of Surrey (6480 - 152 Street).

Regards,

Ruth Teka
Executive Assistant, Commissioner/Chief Administrative Officer
CAO Executive Office
t. 604.432-6212
c. 604.364-8642
a. 4515 Central Boulevard, Burnaby, BC V5H 0C6

TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

January 16, 2026

Mike Hurley
Chair, Metro Vancouver Board
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Chair Hurley,

RE: Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 - 152 Street)

Thank you for your correspondence and the opportunity for TransLink to provide input on the City of Surrey's requested Type 2 Amendment to *Metro 2050* Regional Growth Strategy (RGS) for the property located at 6480 – 152 Street. We understand the proposal would amend the site's regional designation from Agricultural to Employment and expand the Urban Containment Boundary to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre.

We appreciate the outreach and provide our comments based on TransLink's legislated mandate to support Metro 2050 and advise Metro Vancouver on regional transportation implications of RGS amendments. Policy direction in Transport 2050, the Regional Transportation Strategy, as well as the Access for Everyone plan (10-Year Priorities), also directs TransLink to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning.

The following is our assessment of the proposed amendment in terms of TransLink's regional transportation plans. As discussed in more detail below, our overall finding is that the area and corridor conditions for the subject property support a level of service appropriate for industrial use. These conditions are not consistent with the higher level of transit service appropriate for a hotel and conference centre.

- TransLink recognizes the need for more industrial land in the region, per directions in Metro 2050 and the Regional Industrial Lands Strategy. Given that the subject property is located along the Major Road Network (MRN), is served by existing local bus service, and that TransLink's plans speak to future bus service expansion across the region (subject to funding and regional priorities), the location of industrial uses at this site could align with regional transportation plans, so long as the specific industrial uses were not major trip generators.

- The level of trips that would be generated by a hotel and conference centre, as well as any significant level of commercial development, would warrant such uses being located along the Major Transit Network (MTN) set out in Transport 2050 and Metro 2050. The MTN is "*the highest order of transit – with services that are high-capacity, high-frequency, fast, and reliable, travelling in dedicated rights-of-way all day, every day, and in both directions. The MTN is expected to be delivered primarily through bus-based services, but will include a range of technologies, each with different capacities and infrastructure needs.*"
- The subject property is not located along the future MTN as shown in Transport 2050, and based on the Transit-Oriented Communities Design Guidelines the area conditions overall are not expected to warrant more than local transit service for decades to come.
- Transport 2050 does include plans for approximately 100 km of MTN within the City of Surrey, corridors which would support and align with the location of major trip generators like a hotel and conference centre development, so that a significant number of trips to and from those destinations could be made by transit.
- While TransLink's Access for Everyone plan (Transport 2050: 10-Year Priorities) includes a future study for a potential Guildford-White Rock express bus service via 152 Street, it's noted that express level of service is not the same as MTN.

We appreciate the opportunity to provide comments on the proposed RGS amendment for 6480 – 152 Street. Should you have any questions or wish to discuss our feedback, please contact Matt Craig, Director, System Planning, at Matt.Craig@translink.ca.

Regards,

Sarah Ross
Vice President, Transportation Planning and Policy

cc: Kevin Quinn, CEO, TransLink
Matt Craig, Director, System Planning, TransLink
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver
Jonathan Cote, Deputy General Manager, Regional Planning & Housing Development, Metro Vancouver

PORT of vancouver | Vancouver Fraser Port Authority

Metro Vancouver
CAO Executive Offices
DEC 18 2025
RECEIVED

December 18, 2025

Jonathan Coté
Deputy General Manager, Regional Planning and Housing Development
Metro Vancouver Regional District
4515 Central Boulevard Metrotower III
Burnaby, BC V5H 0C6

Re: Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 City of Surrey (6480 - 152 Street)

Dear Jonathan Coté:

This letter is in response to the City of Surrey's Type 2 amendment to *Metro 2050* to re-designate portions of 6480 – 152 Street (the site) from Agricultural to Employment and expand the Urban Containment Boundary to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre.

The port authority supports the City of Surrey's proposed amendment to add 7.5 hectares of Employment designated lands to the region, to accommodate additional employment opportunities. This location is well-served for goods movement, as it is located adjacent to arterial roads, and is in close proximity to existing industrial-designated sites.

Although this site is located outside the port authority's jurisdiction, we appreciate the opportunity to express our support to expand the industrial land base in the Metro Vancouver region that contributes to future industrial and employment uses.

Sincerely,

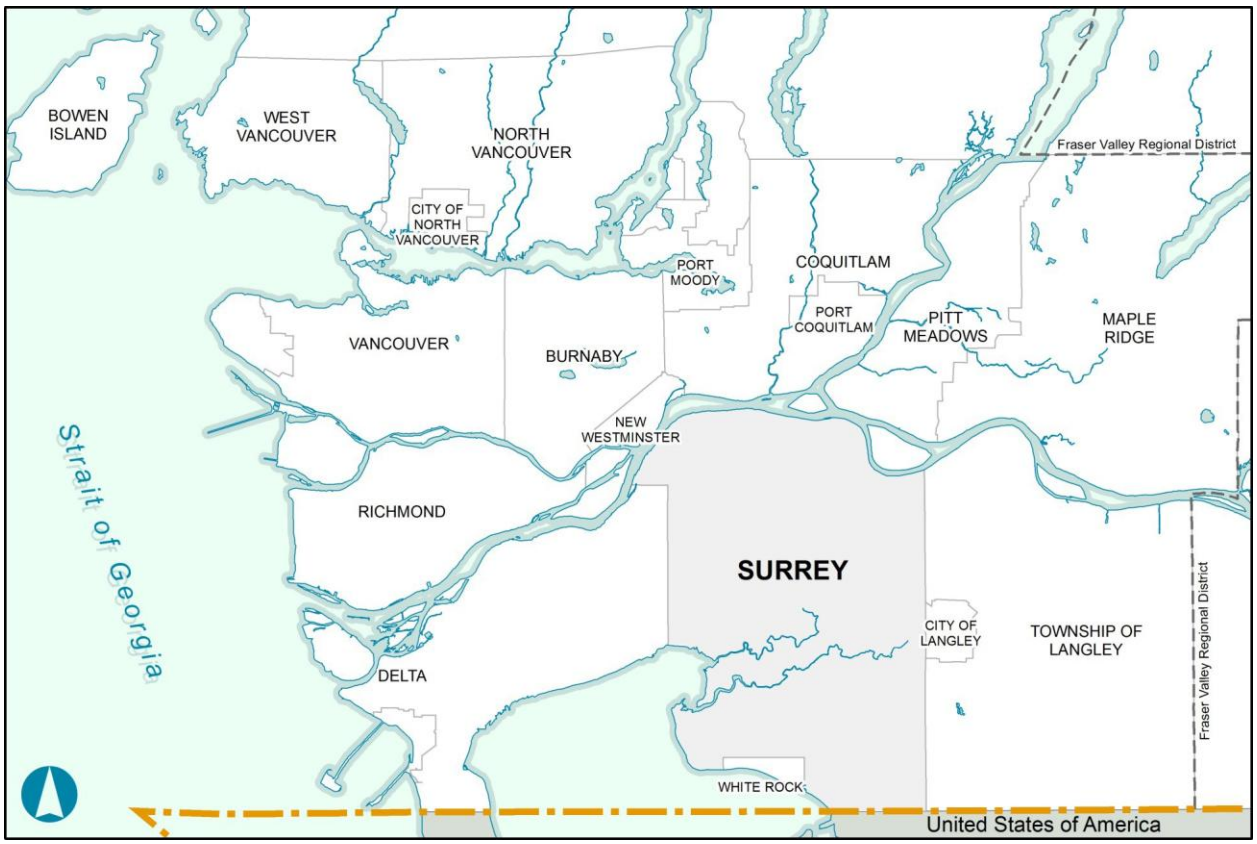
Theresa Rawle

Theresa Rawle
Director, Planning & Development
Vancouver Fraser Port Authority

cc Karen Rendek, Manager, Land Use Planning, Vancouver Fraser Port Authority
Naomi Horsford, Manager, Municipal & Stakeholder Relations, Vancouver Fraser Port Authority
Rhona Dulay, Land Use Planner, Land Use Planning, Vancouver Fraser Port Authority
Mike Hurley, Chair, Metro Vancouver Boards, Metro Vancouver
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

REGIONAL CONTEXT STATEMENT

Figure 50: RCS: Surrey's Regional Location



AUTHORITY

Under the provisions of the *Local Government Act* (LGA) (Sections 428 and 429) regional districts are required to prepare a regional-scale land use plan called a *Regional Growth Strategy* (RGS). This *Strategy* must cover a period of a least 20 years and include a comprehensive statement on the future of the region, including social, economic and environmental objectives, population and employment projections, economic development, and actions proposed regarding housing, transportation, regional services, parks and natural areas.

In July 2011, Metro Vancouver adopted *Metro Vancouver 2040* as an official Regional Growth Strategy. Member municipalities, including the City of Surrey (see Figure 50), are required by Section 446 of the *Local Government Act,* to submit a Regional Context Statement (RCS) for approval by the Metro Vancouver Board. The RCS is intended to indicate how a community's Official Community Plan (OCP) meets, or will meet, the goals and objectives of the *Regional Growth Strategy* in developing a stable, environmentally responsible, transit-oriented city.

REGIONAL CHALLENGES

Metro Vancouver's *Regional Growth Strategy* outlines the significant challenges that face the Lower Mainland including how to: 1) accommodate growth to advance livability and sustainability; 2) build healthy, complete communities; 3) support economic prosperity; 4) protect the natural environment; 5) respond to climate change impacts and natural hazard risks; and 6) protect agricultural land to support food production.

These challenges are addressed in five goals that are intended to address the region's challenges. These goals include:

1|Create Compact Urban Areas:
Commit to a compact region that works against sprawling development which increases costs to human and environmental health and creates inefficiencies in land use and resource consumption.

2|Support a Sustainable Economy:
Build on economic strengths from a regional perspective and create diversity in commercial and industrial industries.

3|Protect the Environment and Respond to Climate Change Impacts:
Address significant climatic issues through environmental conservation and protection.

4|Develop Complete Communities:
Create and support communities that offer all aspects of a healthy lifestyle to all residents.

5|Support Sustainable Transportation Choices:
Align land use and transportation decisions to create a truly sustainable region.

Surrey's Regional Context Statement indicates how the policies contained in this Official Community Plan align, respond to and will meet the goals and strategies of the RGS.

INTRODUCTION

The City of Surrey, through its Official Community Plan, supports the vision of Metro Vancouver's *Regional Growth Strategy* for a sustainable region and aligns its own future vision in support of this goal. This includes:

- developing Surrey City Centre as the Region's second Metropolitan Centre
- focusing additional growth capacity to Town Centres and transit corridors
- maintaining the Urban Containment Boundary and the Agricultural and Conservation/ Recreation land use designations
- planning urban land uses to reduce dependence on the private automobile
- committing to the development and protection of employment areas that underpin the regional economy.

Within Surrey's evolutionary context lies regional issues that can only be addressed appropriately through the collaborative efforts of multiple municipal jurisdictions. These efforts have been categorized into a Regional Growth Strategy which identifies the specific efforts that need to be made on a local level in order to reach a regional goal of sustainable growth and development.

For Surrey to assist in achieving these regional objectives and to meet the share of population growth anticipated in the RGS, significant infrastructure needs to be delivered through regional, provincial and national partnerships. Major transit and transportation improvements are required to support Surrey's projected growth including appropriate replacement of the Pattullo Bridge and George Massey Tunnel; addition of rapid transit and bus service expansions in Surrey; improvements to Highway 99 including new and expanded interchanges at 32 Avenue, 24 Avenue and 10 Avenue; and improvements to Highway 1 (Trans Canada Highway) at 192 Street. These major infrastructure projects are beyond the scope or mandate of the City of Surrey and require regional, provincial and federal funding to realize. Surrey's share of Regional population growth also requires appropriate and timely Provincial and Federal investment in hospitals, schools, affordable housing, supportive housing, support services for children and for immigrants and refugees. Without these regional and government investments, Surrey will not be able to meet the growth projections set out in the RGS and as shown in Tables 8 through 15 of the Regional Context Statement.

RGS and OCP ALIGNMENT

The City of Surrey is proposing to amend the *Regional Growth Strategy* Land Use Designation from Industrial to Mixed Employment for eight properties, totaling 8.5 hectares (21 acres). Until these applications are complete, existing land designations are shown in this Regional Context Statement and Official Community Plan. It is anticipated the RGS and Surrey's OCP will become aligned at the conclusion of the RGS amendment process.

OCP AMENDMENTS

Amendments to Official Community Plan Land Use Designations that fall within Surrey's Urban Containment Boundary, as illustrated on Figure 51, that are not consistent with the Metro Vancouver *Regional Growth Strategy* Land Use Designations, shown in Figure 51, shall be permitted consistent with Policy 6.2.7: Providing for Appropriate Municipal Flexibility of the Metro Vancouver RGS.

Amendments to Official Community Plan Urban Centres and Frequent Transit Development Areas boundaries, as illustrated in Figures 52 through 60, shall be permitted consistent with Policy 6.2.8 of the Metro Vancouver RGS.

GOAL 1:
CREATE A COMPACT URBAN AREA

The first goal of Metro Vancouver's *Regional Growth Strategy* is achieved by reducing sprawl, expanding infrastructure smartly and cost-efficiently, creating urban areas well serviced by multi-modes of transportation and by focusing development to a higher density that optimizes a constrained urban land base.

Strategies

1.1 Contain urban development within the Urban Containment Boundary.

1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.

1.3 Protect rural areas from urban development.

1.1 Urban Containment

Contain Urban Development within the Urban Containment Boundary

In order to meet Strategy 1.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

1.1.3(a)

GROWTH CONTAINMENT

Surrey's Official Community Plan identifies an Urban Containment Boundary (UCB) (see Figure 51) illustrating where urban development will be contained in order to support a growing, yet compact and sustainable, community. This Urban Containment Boundary is consistent with the RGS Regional Land Use Designations (see Figure 51). Policies within Surrey's OCP supporting the maintenance of the Urban Containment Boundary include: A1.1, A1.2, A1.3 and A1.4.

1.1.3(b)

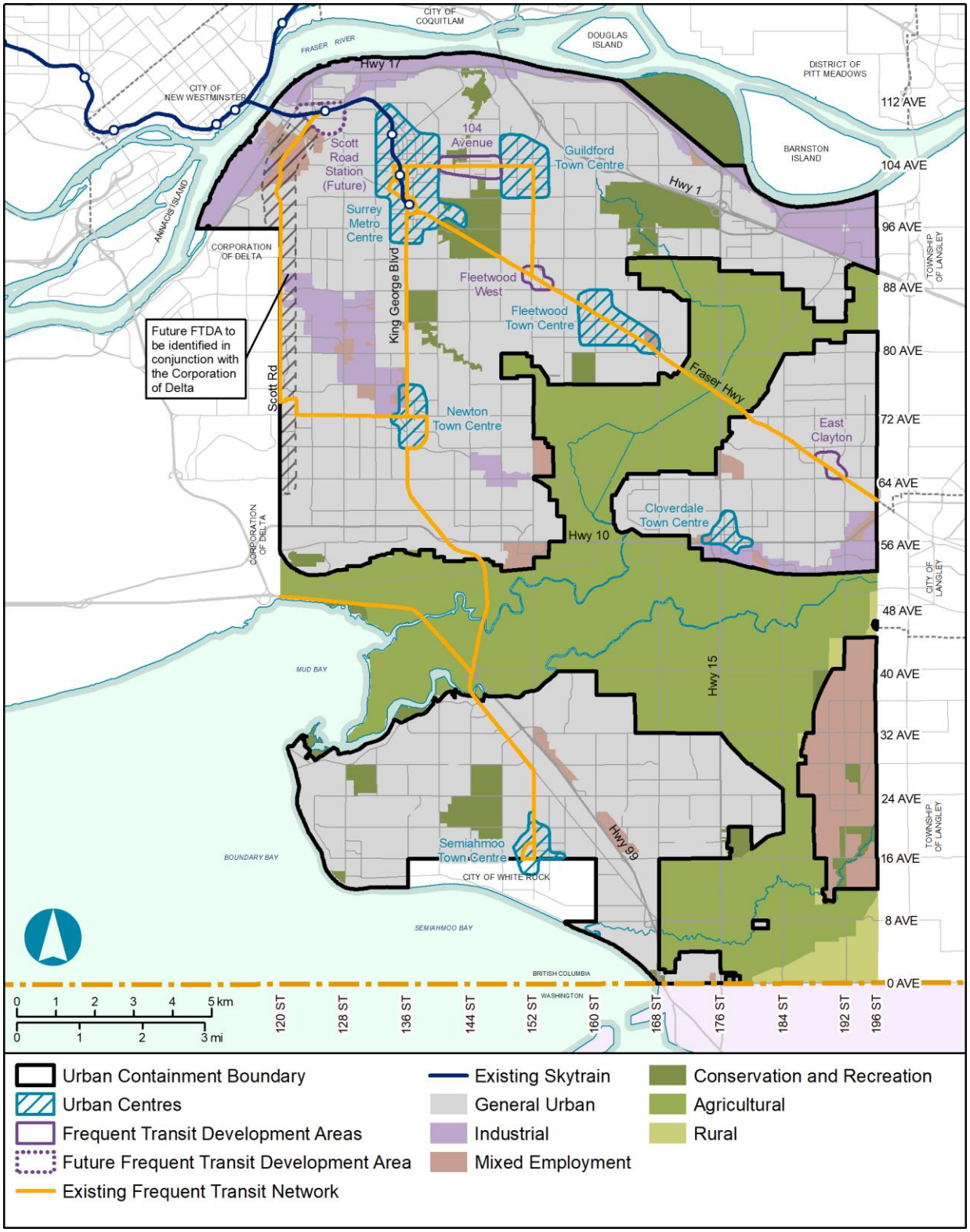
OVERALL POPULATION, DWELLING AND EMPLOYMENT PROJECTIONS

Surrey is expected to accommodate a large proportion of the Region's population growth over the coming decades. This population increase will also coincide with an increase in construction of dwelling units and employment to support new residents. Population, dwelling unit and employment projections shown in Table 8 and 9 are generally consistent with population and employment projections shown in Table A1 of the RGS and with policies within Surrey's OCP including: A1.3, A2.1, A4.1, A4.2, A4.4 and B1.1.

Park Place under development, Surrey City Centre

Figure 51: Regional Growth Strategy Land Use Designations

BL 18928
BL 20393



CITY-WIDE PROJECTIONS

TABLE 8: RGS STRATEGY 1.1.3(b) SURREY POPULATION PROJECTIONS

Year	Population
2012	502,725
2017	553,475
2021	593,600
2026	639,600
2031	685,250
2036	727,750
2041	770,200

SOURCE: City of Surrey and Metro Vancouver

TABLE 9: RGS STRATEGY 1.1.3(b) SURREY DWELLING AND EMPLOYMENT PROJECTIONS

Year	Dwelling Units	Jobs
2012	164,935	171,200
2017	184,385	195,200
2021	199,950	214,200
2026	219,450	236,200
2031	238,800	257,950
2036	256,800	277,450
2041	274,900	296,600

SOURCE: City of Surrey and Metro Vancouver
NOTE: Dwelling Units refer to occupied units.

1.2 Focused Growth

Focus Growth in Urban Centres and Frequent Transit Development Areas

In order to meet Strategy 1.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

1.2.6(a)

URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREA DWELLING UNIT AND EMPLOYMENT PROJECTIONS

Urban Centres and identified Frequent Transit Development Areas (FTDA) within Surrey are anticipated to accommodate a large portion of Surrey's dwelling unit and employment increases (shown in Tables 10 through 15). While dwelling unit and employment in Surrey's Urban Centres and FTDAs are expected to grow at a higher rate compared to the rest of the city, the availability of significant industrial and employment lands and for new urban neighbourhoods in Surrey compared to the rest of the region, results in growth shares in Urban Centres that are lower than the regional targets shown in Table 2 of the RGS. It is expected that as available, planned undeveloped lands are absorbed, that the share of population and employment in Urban Centres will increase. Policies within Surrey's OCP supporting focused growth in Urban Centres include: A1.3, A2.1, A2.2, A2.3, A2.4, and B1.1.

1.2.6(b)(i)

URBAN CENTRE LOCATIONS, BOUNDARIES AND TYPES

The *Regional Growth Strategy* identifies six Urban Centres within Surrey (City Centre, Cloverdale, Guildford, Fleetwood, Newton and Semiahmoo) that are planned for regional growth. The locations and boundaries of these Urban Centres are shown in Figures 52 through 57.

1.2.6(b)(ii)

URBAN CENTRE DEVELOPMENT AND GROWTH

Surrey's Urban Centres are planned to accommodate regional growth well into the future. Further planning reviews of Urban Centres is anticipated to enhance the capacity for growth. Policies within Surrey's OCP supporting this growth include: B2.1 and B2.2.

1.2.6(b)(iii)

URBAN CENTRE OFFICE DEVELOPMENT

Surrey's Urban Centres are intended to accommodate transit oriented office development to support future population increases. Surrey's OCP illustrates support for this use in the Land Uses and Densities Section, on Figure 3 and in policies A2.4, A2.5, B1.1, B1.6 and B1.7.

SURREY METRO CENTRE PROJECTIONS

TABLE 10: RGS STRATEGY 1.2.6(a) SURREY METRO CENTRE DWELLING UNIT PROJECTIONS

	2012	2021	2031	2041	Total Increase
New Dwelling Units	-	5,730	7,270	7,740	20,740
Proportion of City Total	-	16.4%	18.7%	21.4%	18.9%
Total Dwelling Units	11,760	17,490	24,760	32,500	-
Proportion of City Total	7.1%	8.7%	10.4%	11.8%	-
Dwelling Units City-Wide	164,935	199,950	238,800	274,900	109,965

SOURCE: City of Surrey and Metro Vancouver.
NOTES: Projections illustrated here reflect the Surrey Metro Centre boundary as shown on Figure 52.
Dwelling Units refer to occupied units.
Over the course of the life of this Official Community Plan, projections are expected to be adjusted accordingly.

TABLE 11: RGS STRATEGY 1.2.6(a) SURREY METRO CENTRE EMPLOYMENT PROJECTIONS

	2012	2021	2031	2041	Total Increase
New Jobs	-	3,670	4,540	5,260	13,470
Proportion of City Total	-	8.5%	10.4%	13.6%	10.7%
Total Jobs	23,180	26,850	31,390	36,650	-
Proportion of City Total	13.5%	12.5%	12.2%	12.4%	-
Jobs City-Wide	171,200	214,200	257,950	296,600	125,400

SOURCE: City of Surrey and Metro Vancouver.
NOTES: Projections illustrated here reflect the Surrey Metro Centre boundary as shown on Figure 52.
Over the course of the life of this Official Community Plan, projections are expected to be adjusted accordingly.

SURREY TOWN CENTRE PROJECTIONS

TABLE 12: RGS STRATEGY 1.2.6(a) SURREY TOWN CENTRE DWELLING UNIT PROJECTIONS

	2012	2021	2031	2041	Total Increase
New Dwelling Units	-	4,760	5,050	5,650	15,460
Proportion of City Total	-	13.6%	13.0%	15.7%	14.1%
Total Dwelling Units	15,710	19,930	24,980	30,630	-
Proportion of City Total	9.2%	10.0%	10.5%	11.1%	-
Dwelling Units City-Wide	164,935	199,950	238,800	274,900	109,965

SOURCE: City of Surrey and Metro Vancouver.
NOTES: Projections illustrated here reflect the Surrey Town Centre boundaries are shown on Figures 53-57.
Dwelling Units refer to occupied units.
Over the course of the life of this Official Community Plan, projections are expected to be adjusted accordingly.

TABLE 13: RGS STRATEGY 1.2.6(a) SURREY TOWN CENTRE EMPLOYMENT PROJECTIONS

	2012	2021	2031	2041	Total Increase
New Jobs	-	6,730	7,030	6,300	20,060
Proportion of City Total	-	15.7%	16.1%	16.3%	16.0%
Total Jobs	22,310	29,040	36,070	42,370	-
Proportion of City Total	13.0%	13.6%	14.0%	14.3%	-
Jobs City-Wide	171,200	214,200	257,950	296,600	125,400

SOURCE: City of Surrey and Metro Vancouver.
NOTES: Projections illustrated here reflect the Surrey Town Centre boundaries are shown on Figures 53-57.
Over the course of the life of this Official Community Plan, projections are expected to be adjusted accordingly.

SURREY FTDA PROJECTIONS

TABLE 14: RGS STRATEGY 1.2.6(a) SURREY FTDA DWELLING UNIT PROJECTIONS

	2012	2021	2031	2041	Total Increase
New Dwelling Units	-	1,870	2,150	2,250	6,270
Proportion of City Total	-	5.3%	5.5%	6.2%	5.7%
Total Dwelling Units	750	2,620	4,770	7,020	-
Proportion of City Total	0.5%	1.3%	2.0%	2.6%	-
Dwelling Units City-Wide	164,935	199,950	238,800	274,900	109,965

SOURCE: City of Surrey and Metro Vancouver.
NOTES: Projections illustrated here reflect Surrey's FTDA boundaries are shown on Figures 58 through 60.
Dwelling Units refer to occupied units.
As additional FTDAs are added over time, projections will be adjusted accordingly.

TABLE 15: RGS STRATEGY 1.2.6(a) SURREY FTDA EMPLOYMENT PROJECTIONS

	2012	2021	2031	2041	Total Increase
New Jobs	-	1,650	1,830	1,840	5,320
Proportion of City Total	-	3.8%	4.2%	4.8%	4.2%
Total Jobs	3,810	5,460	7,290	9,130	-
Proportion of City Total	2.2%	2.5%	2.8%	3.1%	-
Jobs City-Wide	171,200	214,200	257,950	296,600	125,400

SOURCE: City of Surrey and Metro Vancouver.
NOTES: Projections illustrated here reflect Surrey's FTDA boundaries are shown on Figures 58 through 60.
As additional FTDAs are added over time, projections will be adjusted accordingly.

Figure 52: RCS: Urban Centre Boundary—Surrey Metro Centre

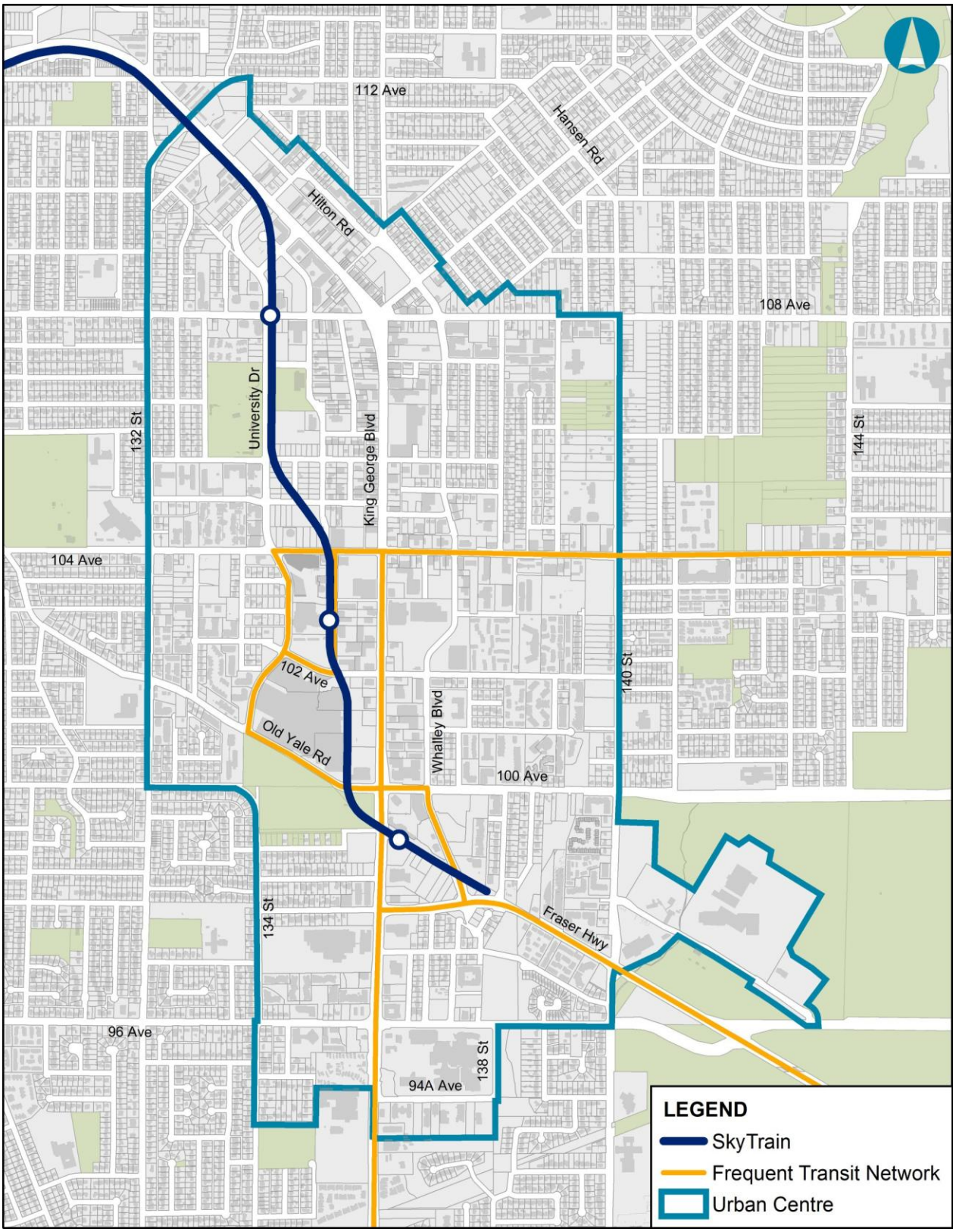


Figure 53: RCS: Urban Centre Boundary—Cloverdale Town Centre

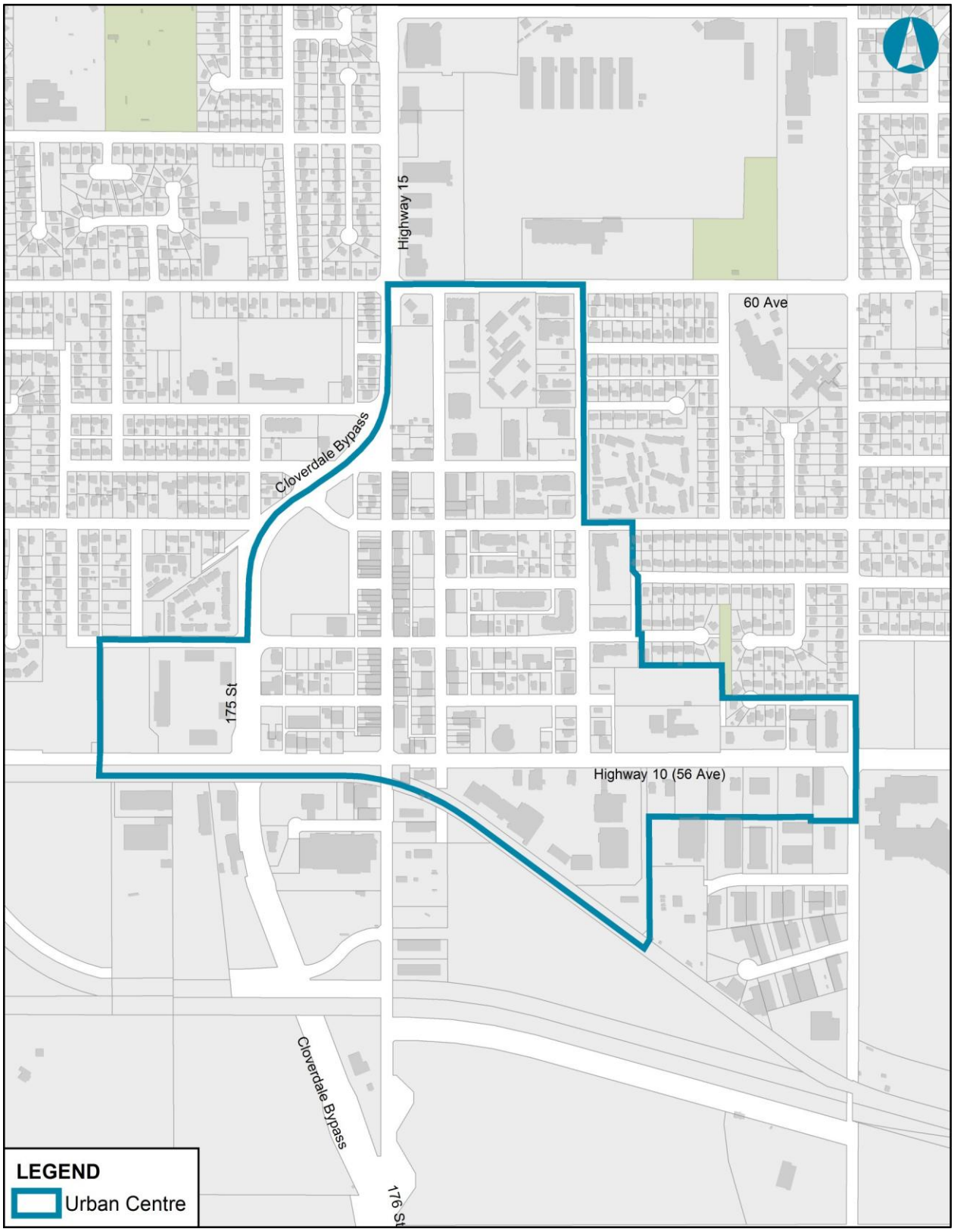


Figure 54: RCS: Urban Centre Boundary—Fleetwood Town Centre

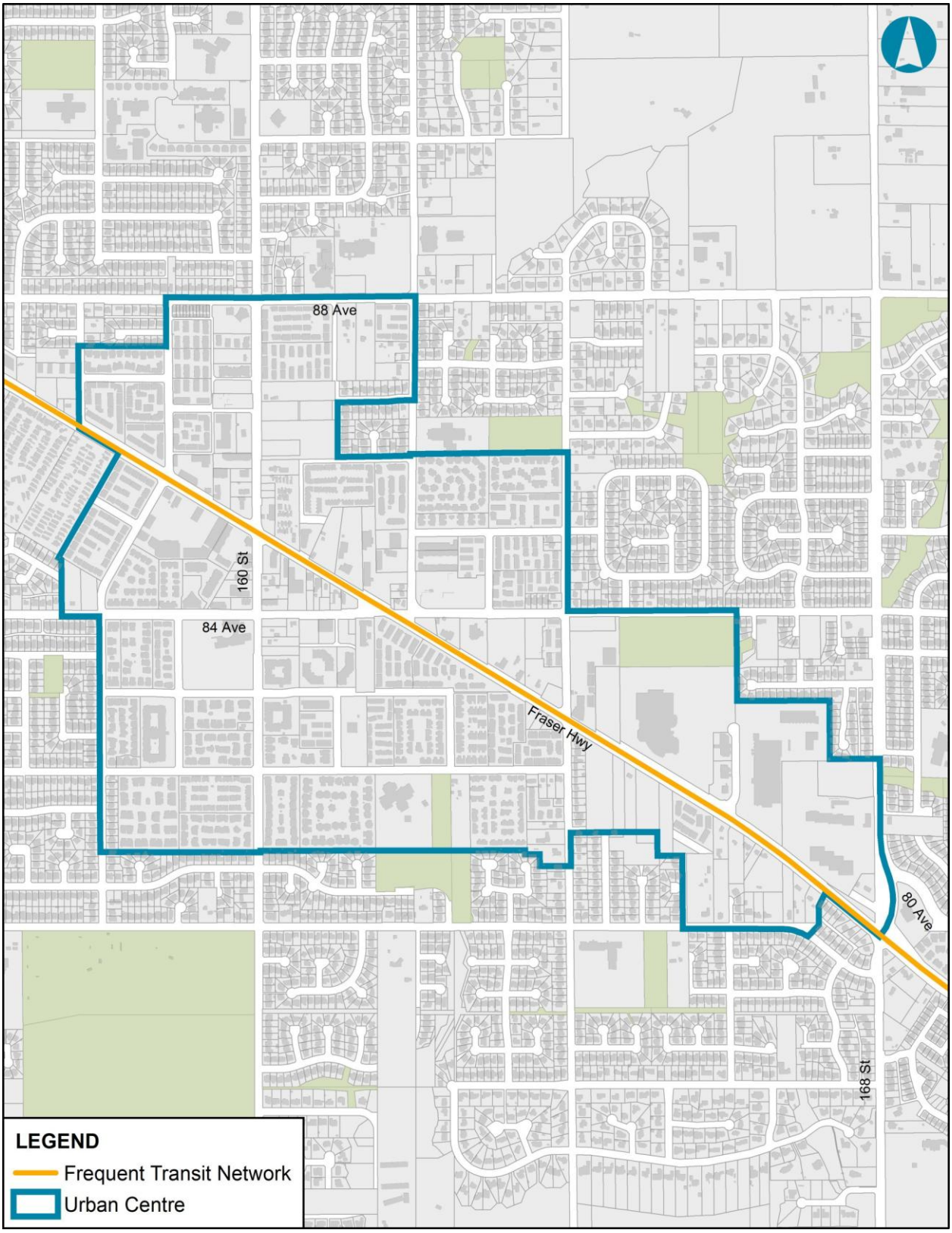


Figure 55: RCS: Urban Centre Boundary—Guildford Town Centre

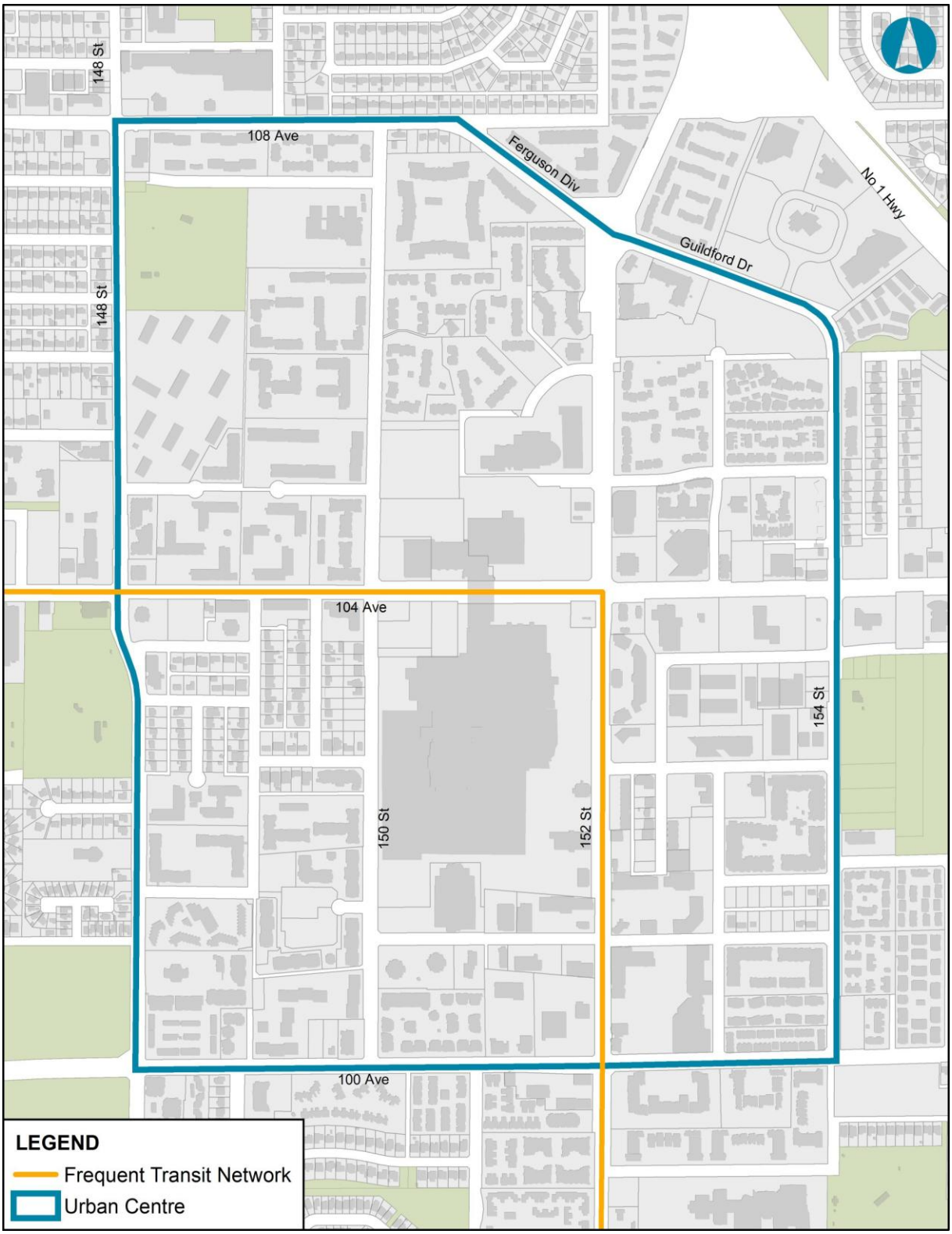


Figure 56: RCS: Urban Centre Boundary—Newton Town Centre

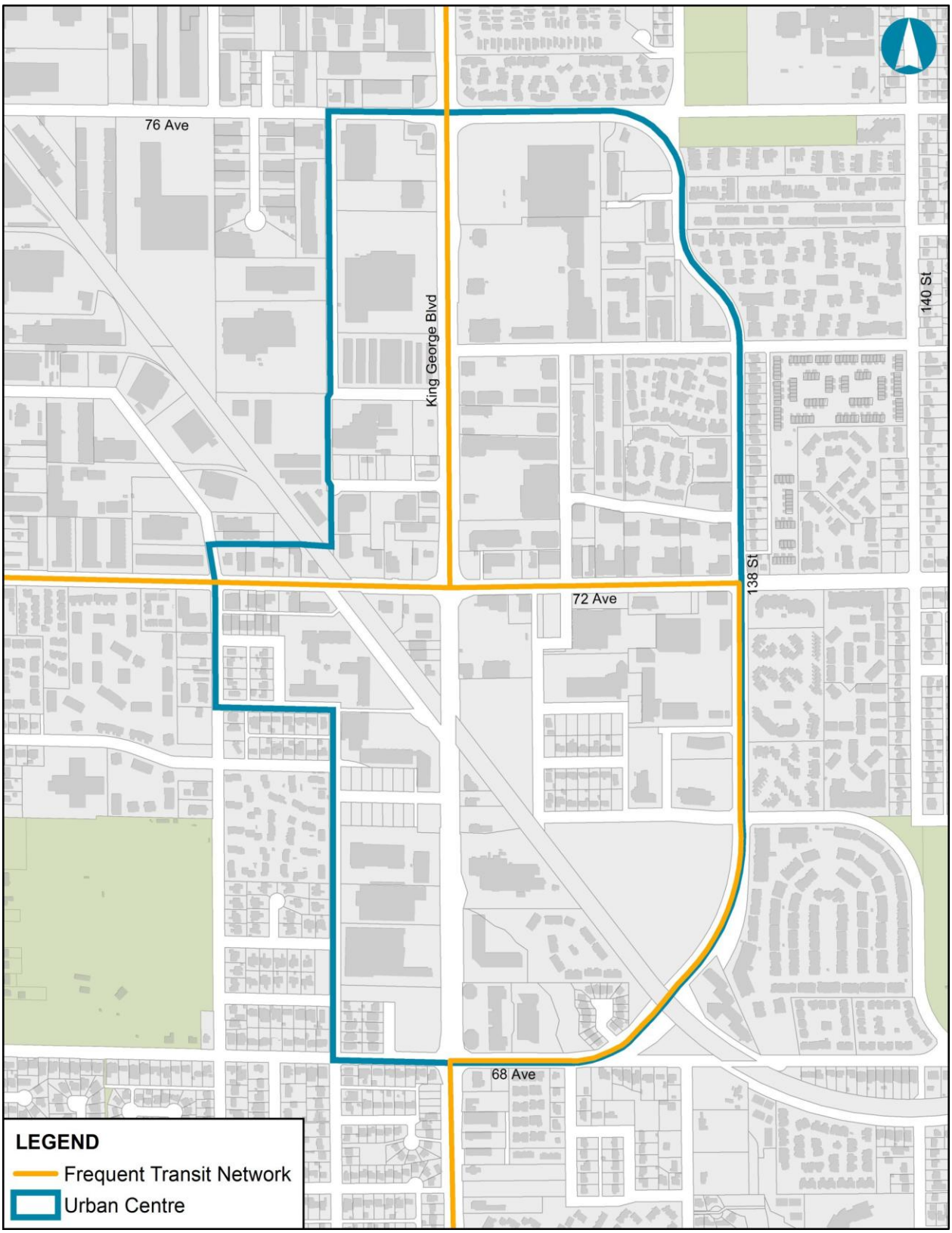
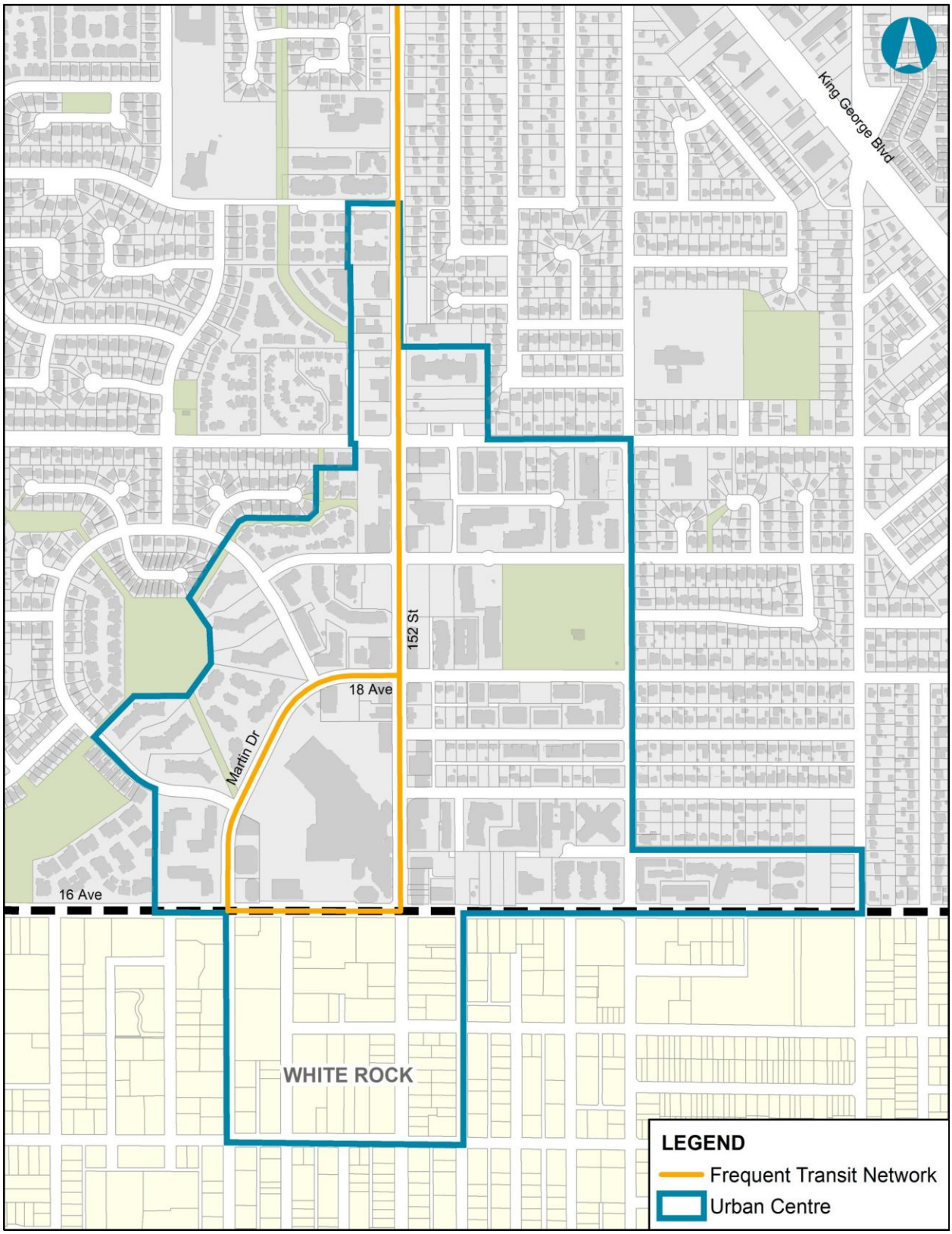


Figure 57: RCS: Urban Centre Boundary—Semiahmoo Town Centre



1.2 Focused Growth (cont.)

1.2.G(b)(iv)

URBAN CENTRE PARKING REQUIREMENTS

To support sustainable development practices in Urban Centres, it is essential that the right balance is struck between reducing residential and commercial parking requirements and increasing the availability, convenience and use of public transit. OCP policies supporting a reduction in parking requirements in locations well served by transit include: B1.34, B2.12, C2.45 and C2.46.

1.2.G(c)(i)

FREQUENT TRANSIT DEVELOPMENT AREA LOCATIONS AND BOUNDARIES

Three FTDAs have been identified for Surrey. Additional FTDA locations will be examined in the future, including, if appropriate, along the Scott Road Corridor. In addition to Urban Centres, FTDAs are intended to accommodate higher densities where a high level of public transit is, or will be, available. These areas are shown in Figures 58 through 60 and supported by policy within Surrey's OCP including: A2.6 and B3.6.

1.2.G(c)(ii)

FREQUENT TRANSIT DEVELOPMENT AREA DEVELOPMENT AND GROWTH

The *Regional Growth Strategy* identifies Frequent Transit Development Areas where regional growth will be accommodated. The Land Use and Densities Section of the OCP indicates where higher densities are available in FTDAs. Policies within Surrey's OCP supporting these areas include: A1.3, A2.6, B3.2, B3.5 and B3.9.

1.2.G(c)(iii)

FREQUENT TRANSIT DEVELOPMENT AREA PARKING REQUIREMENTS

In order to support sustainable development practices in Frequent Transit Development Areas, it is essential that the right balance is struck between reducing residential and commercial parking requirements while also increasing the availability, convenience and use of public transit. Policies within Surrey's OCP supporting these adjustments include: B1.34, C2.45 and C2.46.

1.2.G(d)(i)

URBAN LOCATIONS AND BOUNDARIES

Surrey's General Urban areas are intended to accommodate various types of residential and commercial development to accommodate and serve Surrey's projected population increases. Surrey's OCP illustrates support for this designation in the Land Uses and Densities Section and on Figure 3.

1.2.G(d)(ii)

URBAN DENSITIES

Surrey's Urban locations fall outside of Urban Centres and Frequent Transit Development Areas and are intended to accommodate low to medium residential densities. Surrey's OCP illustrates support for this land use designation in the Land Uses and Densities Section and through policies: A1.2, A1.3, B4.2, B2.10, B4.3, B4.6, B4.11 and B4.12.

1.2.G(d)(iii)

SMALL SCALE LOCAL CENTRES

Small scale mixed-use developments are permitted throughout Surrey in the Urban designation providing local services and a broad mix of housing types. Surrey's OCP illustrates support for this designation in the Land Uses and Densities Section.

1.2.G(d)(iv)

URBAN AREA, NON-RESIDENTIAL, MAJOR TRIP-GENERATING USES

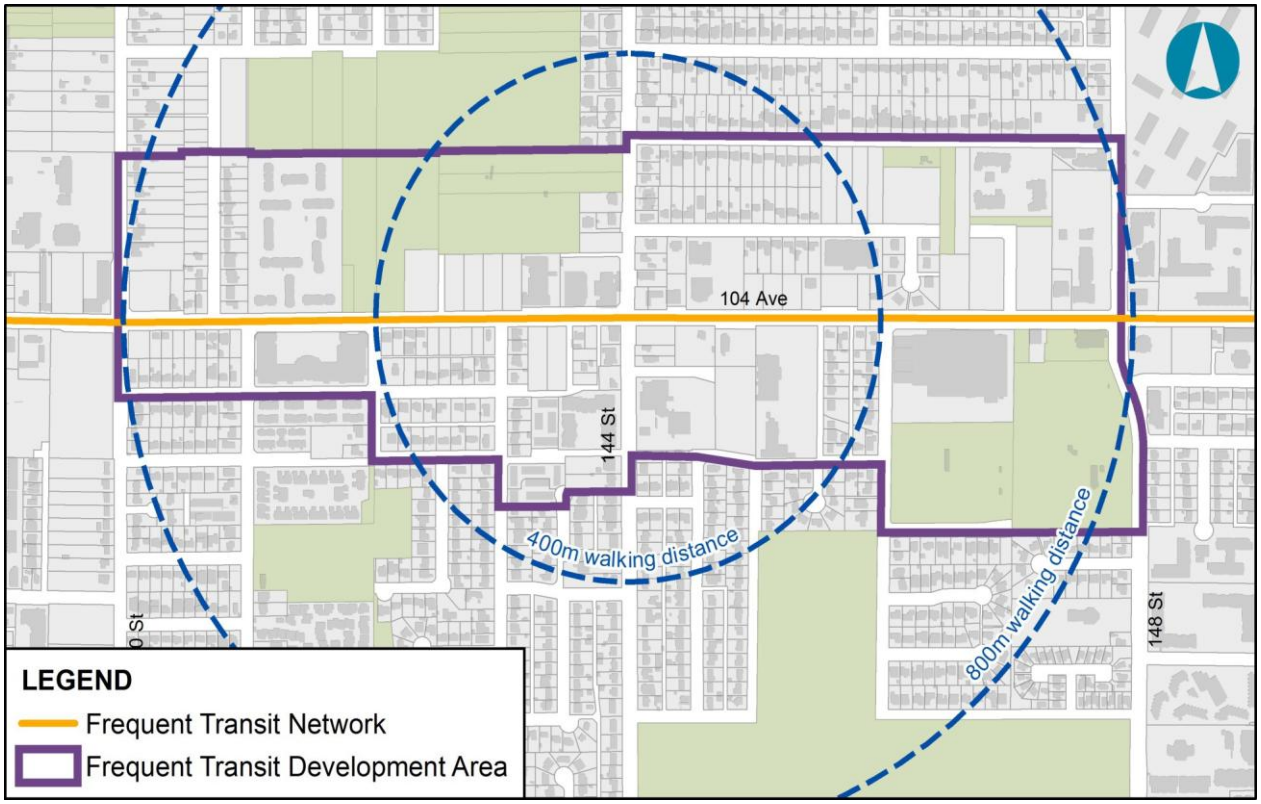
Except as indicated in approved Secondary Plans, Surrey's Urban land use designations do not support major trip-generating commercial or industrial uses outside of Urban Centres or FTDAs. Major trip-generating uses are defined as: regional and major civic institutions, hospitals, government office or high density residential or commercial development in excess of 1.5 FAR. Policies within Surrey's OCP supporting Urban Area uses include: A2.2, A2.3, A2.4, B1.9, C2.47, E1.19, E1.20and E1.23.

1.2.G(d)(v)

INFILL DEVELOPMENT

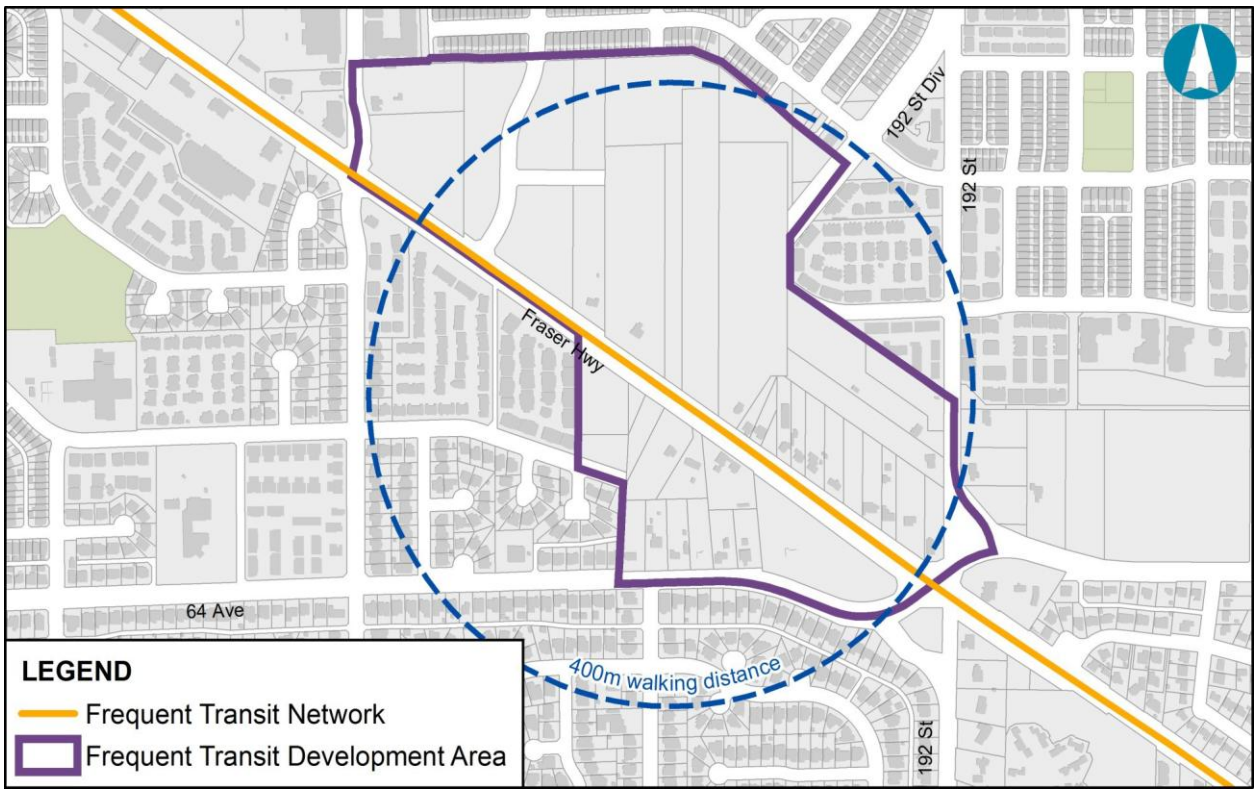
Supporting infill development is seen as an important role in efficiently using Surrey's developable land. Policies within Surrey's OCP supporting infill development include: A3.1, A3.2, A3.3 and A3.5.

Figure 58: RCS: FTDA Boundary—104 Avenue



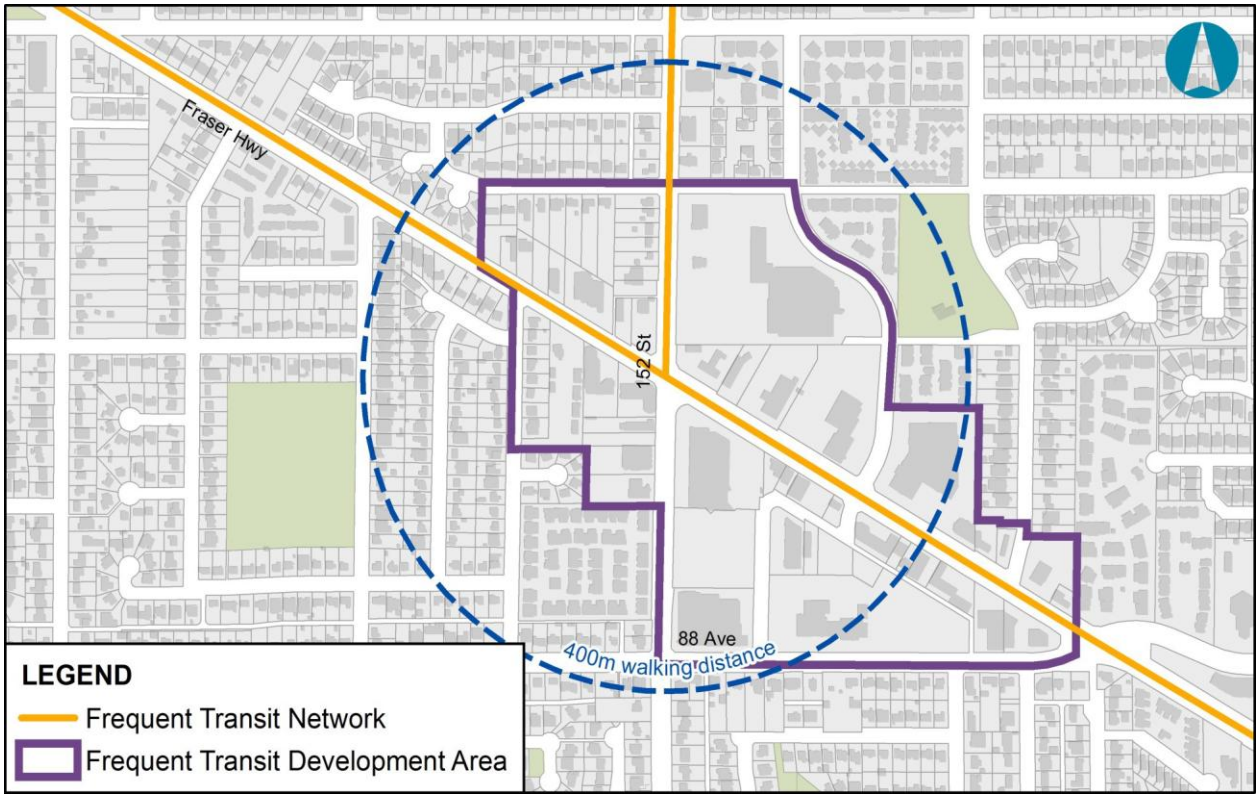
Conceptualization of Light Rapid Transit along 104 Avenue, Surrey.

Figure 59: RCS: FTDA Boundaries—East Clayton



East Clayton, Surrey.

Figure 60: RCS: FTDA Boundary—Fleetwood West



Fleetwood Gardens located in Fleetwood Park, Surrey.

1.2
Focused Growth (cont.)

1.2.6(e)
INDUSTRIAL, MIXED-EMPLOYMENT, CONSERVATION AND RECREATION LAND USE DESIGNATIONS

The *Regional Growth Strategy* supports industrial, mixed-employment and conservation and recreation uses as the primary use where they fall within Urban Centres of Frequent Transit Development Areas. Surrey's OCP illustrates support for these designations in the Land Uses and Densities Section and on Figure 3. Policies within Surrey's OCP supporting these land use designations in Urban Centres and FTDAs include: E1.1, E.12, E1.13, and E1.14.

1.2.6(f)(i)
INDUSTRIAL/URBAN CONFLICTS

Industrial activities can be negatively impacted by other urban uses. Surrey's OCP supports the reduction of industrial and urban conflicts, illustrated in the following policies: E1.3 and E1.8.

1.2.6(f)(ii)
WALKING, CYCLING AND TRANSIT

Urban Centres, Frequent Transit Development Areas and general Urban designated areas should provide ample opportunities for walking, cycling and efficient transit use. There are numerous policies supporting these modes of transportation within Surrey's OCP including: A3.3, A3.7, B1.16, B1.22, B2.11, B2.15, B3.8, B4.1, B4.28, B4.29, B4.31, C2.3 and C3.25.

1.2.6(f)(iii)
TRANSIT PRIORITY MEASURES

Providing transit priority measures into Surrey's infrastructure allows for a more convenient and user-friendly transit system. Policies within Surrey's OCP supporting these measures include: C2.5, C2.24 and C2.25.

1.2.6(f)(iv)
DISTRICT ENERGY SYSTEMS

Surrey is committed to ensuring its citizens have access to affordable energy sources, now and into the future. Supporting District Energy within its Urban Centres is a first step in providing energy alternatives for Surrey residents. Policies within Surrey's OCP supporting District Energy use include: B1.19, B1.20, B1.21, D4.1, D4.17, D4.18, D4.19 and D4.20.

Multi-Use Surrey Parkway in City Centre, underneath the SkyTrain guide way.

1.3 Rural Protection

Protect Rural Areas from Urban Development

In order to meet Strategy 1.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

1.3.3(a)

RURAL AREA LOCATIONS AND BOUNDARIES

Surrey's Rural locations are intended to accommodate low density residential uses as set out in the Land Uses and Densities Section of this OCP and on Figure 3.

1.3.3(b)

RURAL AREA DEVELOPMENT

Development within Rural areas in Surrey is limited to large properties that are not serviced by a sanitary sewer system. Extension of a sanitary sewer system to Rural areas is not expected within the foreseeable future. Surrey's OCP supports Rural areas as identified within the Land Use and Density Section and with policies: A1.5 and A4.3.

1.3.3(c)(i)

RURAL AREA DENSITIES AND FORM

Rural development within Surrey is limited and restricted to large lots of a minimum of 0.8 hectares (2 acres). Surrey's OCP supports Rural densities as identified within the Land Use and Density Section.

1.3.3(c)(ii)

AGRICULTURAL USES

Agricultural land comprises approximately 1/3 of Surrey's entire land base. Surrey's OCP supports Agricultural land as identified within the Land Use and Density Section, on Figure 3 and 43 and with policies: A1.4, E3.4 and E3.5.

Rural neighbourhood, Surrey.

GOAL 2:
SUPPORT A SUSTAINABLE ECONOMY

The second goal of Metro Vancouver's *Regional Growth Strategy* is achieved by building, expanding and supporting a region with a diverse economic base that takes advantage of its port and that works to support development in a sustainable manner allowing for a future with appropriate lands protected for commercial and industrial purposes.

Strategies

2.1 Promote land development patterns that support a diverse Regional economy and employment close to where people live.

2.2 Protect the supply of industrial land.

2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.

2.1 Diverse Economy

Promote Land Development Patterns that Support a Diverse Regional Economy and Employment Close to Where People Live

In order to meet Strategy 2.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

2.1.4(a)

As Surrey continues to grow and develop new residential areas, it is important that economic opportunities are supported and expanded within the city. Policies within Surrey's OCP that support economic development in Urban Centres, Frequent Transit Development Areas, Industrial sites and Mixed Employment areas are illustrated in the Land Use and Density Section and in policies: E1.1, E1.3, E1.4, E1.5, E1.6, E1.15, E1.19, E1.21, E2.1, E2.2 and E2.3.

2.1.4(b)

OFFICE SPACE

Ensuring there is a healthy mix of employment within Surrey involves the provision of sufficient office space, particularly within Urban Centres. Policies within Surrey's OCP supporting office uses include: A2.4, B1.9 and E1.19.

2.1.4(c)

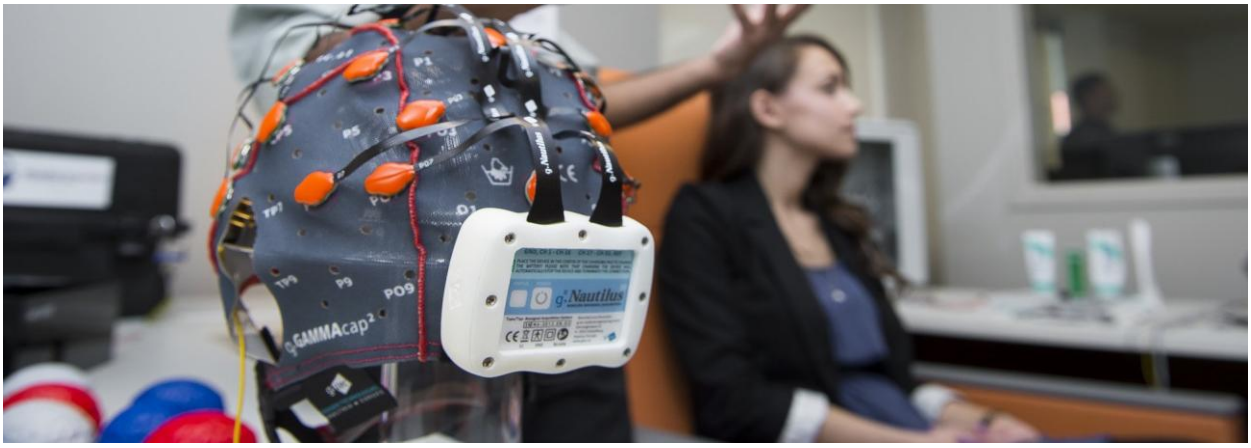
MAJOR COMMERCIAL AND INSTITUTIONAL DEVELOPMENT

Surrey's Urban Centres and Frequent Transit Development Areas are intended to accommodate major commercial and institutional development due to their proximity to public transit and public amenities. Policies within Surrey's OCP supporting where these large scale uses locate include: A2.2, B1.1, B1.5, B1.6, B1.7, B1.8 and B1.9.

2.1.4(d)

SPECIAL EMPLOYMENT AREAS

Surrey does not have any Special Employment Areas but does recognizes the importance of supporting institutional uses such as hospitals and post secondary education. Surrey's OCP has several policies supporting the continued operations of these uses in the city including: B1.5, B1.6, B1.7, E2.9 and E2.10.



Innovation Boulevard business NeuroTech Lab; Surrey Memorial Hospital

2.2 Industrial Land

Protect the Supply of Industrial Land

In order to meet Strategy 2.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

INDUSTRIAL AREAS

The Regional Growth Strategy, (as amended) identifies Industrial areas within Surrey that will accommodate regional industrial growth well into the future. These are illustrated in the Land Use and Densities Section and Figure 51.

2.2.4(b)(i)

INDUSTRIAL PROTECTION

As populations increase within all areas of the Lower Mainland, pressures increase to accommodate residential construction on lands designated for commercial or industrial purposes. Surrey has a significant portion of the Region's available industrial base and in order to ensure land exists in the future for well-paying employment opportunities, existing industrial land needs to be retained for future industrial development. Policies within Surrey's OCP supporting the protection of industrial land include: E1.1, E1.2 and E1.11.

2.2.4(b)(ii)

INDUSTRIAL ACCESSORY USES

Limited non-industrial, accessory uses within industrial areas may be beneficial to the overall operation of an industrial business. Support for these accessory uses can be found within Surrey's OCP in the Land Use and Densities Section and in policy: E1.12, E1.21 and E1.22.

2.2.4(b)(iii)

INDUSTRIAL LAND USE EXCLUSIONS

Industrial areas are often under pressure to accommodate non-industrial uses, including big-box retail, and residential or stand-alone offices, as initial land prices in industrial areas tend to be cheaper than areas designated for commercial or residential uses. Policies within Surrey's OCP that discourage non-industrial uses in industrial areas include: E1.11, 1.12 and E1.13.

2.2.4(a)

Endurance Wind Power; Campbell Heights Industrial Park; Surrey

2.2
Industrial Land (cont.)

2.2.4(b)(iv)

INDUSTRIAL LAND INTENSIFICATION

Current industrial land uses tend to be developed with large footprint, low-density, single-storey buildings. To ensure sufficient industrial land well into the future, intensification of industrial sites is desirable. Policies within Surrey's OCP supporting increasing land intensification for industrial buildings include: E1.5, E1.6 and E1.7.

2.2.4(c)

MIXED EMPLOYMENT AREAS AND BOUNDARIES

The Figure 3, General Land Use Designations map of this OCP and Figure 51 identify Mixed Employment areas within Surrey that are consistent with the areas shown in the RGS.

2.2.4(d)(i)

MIXED USES IN MIXED EMPLOYMENT AREAS

Mixed Employment areas are intended to accommodate a variety of uses including industrial, commercial, office and other employment uses that are appropriate for industrial areas. Surrey's OCP illustrates these uses in the Land Uses and Densities Section and with policies: E1.21, E1.22 and E1.23.

2.2.4(d)(ii)

LARGE AND MEDIUM FORMAT RETAIL

Several types of retail businesses require large buildings for their stock or storage needs. These uses are retail in nature but require warehouse-type buildings and market to both consumers and businesses. These uses are not permitted in most Mixed Employment areas in Surrey except in select areas as permitted in approved Secondary Plans, as documented in the Land Use and Densities Section of this OCP and in policy: E1.23.

2.2.4(d)(iii)

MAJOR TRIP-GENERATING USES

The *Regional Growth Strategy* (as amended) supports locating major and/or regional trip-generating uses within Urban Centres or Frequent Transit Development Areas. Policies in Surrey's OCP supporting this objective include: A2.2, B1.5, B1.8, B1.9 and E1.19.

2.2.4(d)(iv)

MIXED EMPLOYMENT IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

There are several small instances of overlap between Mixed Employment uses and Urban Centres and Frequent Transit Development Areas in the OCP. In these areas, higher density employment uses, such as office retail, my be permitted as supported in the Land Use and Densities Section and policies: E1.19 and E1.23.

2.2.4(d)(v)

INFILL AND DENSITY INCREASES

Where current land use plans identify densities or where Mixed Employment areas are accessible to transit, density increases are permitted. Surrey's OCP supports these increases in the Land Use and Densities Section and in policies: E1.3 and E1.4.

2.2.4(d)(vi)

EXCLUDED RESIDENTIAL USES

Residential uses are not permitted within Mixed Employment areas. Policies within Surrey's OCP to support this restriction are identified within the Land Use and Density Section and in policy: E1.13.

2.2.4(e)

REDUCE ENVIRONMENTAL IMPACTS

Ensuring industrial and manufacturing industries include sustainable processes and energy efficiency into their operations is a key component businesses can achieve to help Surrey reach its sustainability goals. For those areas within Surrey's jurisdiction, the OCP identifies policies supporting reducing environmental impacts including: E1.31, E1 .32 and E1.33.

2.3 Agricultural Land

Protect the Supply of Agricultural Land and Promote Agricultural Viability with an Emphasis on Food Production

In order to meet Strategy 2.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

AGRICULTURAL AREAS AND BOUNDARIES

The *Regional Growth Strategy* (as amended) identifies Agricultural areas in the Agricultural Land Reserve in Surrey that are required to accommodate food production well into the future. This OCP designates Agricultural areas that encompass the RGS Agricultural designation as well as additional areas outside of the ALR. This is shown in the Land Use and Density Section and in Figures 3 and 43.

2.3.6(b)(1)

REGIONAL AGRICULTURAL VIABILITY

Surrey has designated over one third of its land for agricultural uses. Continued protection of this land from development encroachment and from non-farm uses is important for the future longevity of the industry. Policies within Surrey's OCP supporting agricultural land include: E3.1, E3.2, E3.7, E3.10 and E3.24.

2.3.6(b)(ii)

AGRICULTURAL LAND SUBDIVISION

The City of Surrey and its Agricultural and Food Security Advisory Committee discourage the fragmentation of agricultural land through subdivision. Policies within Surrey's OCP discouraging farm fragmentation include: E3.5 and E3.7.

2.3.6(b)(iii)

AGRICULTURAL INFRASTRUCTURE SUPPORT

The success of Surrey's agricultural industry is not only related to having available land for production, it also requires having infrastructure that supports farm operations in terms of adequate transportation routes, drainage and access to water. Policies within Surrey's OCP supporting agricultural infrastructure systems include: E3.19, E3.20, E3.21, E.3.22 and E3.23.

2.3.6(a)

Agricultural farm workers in Surrey.

2.3
Agricultural Land (cont.)

2.3.6(b)(iv)
AGRICULTURAL INTERFACE AREAS

Surrey has many areas where urban uses and agricultural land physically connect. As a means to protect agricultural uses from adjacent urban development, Surrey supports ensuring that this interface is appropriately managed. Policies within Surrey's OCP supporting ag-urban interface management include: E1.9, E3.24, E3.25, E3.26, E3.27, E3.28, E3.29, and E3.30 as well as a Development Permit Area and Guidelines specific to the ag-urban interface.

2.3.6(b)(v)
AGRICULTURAL ECONOMIC DEVELOPMENT

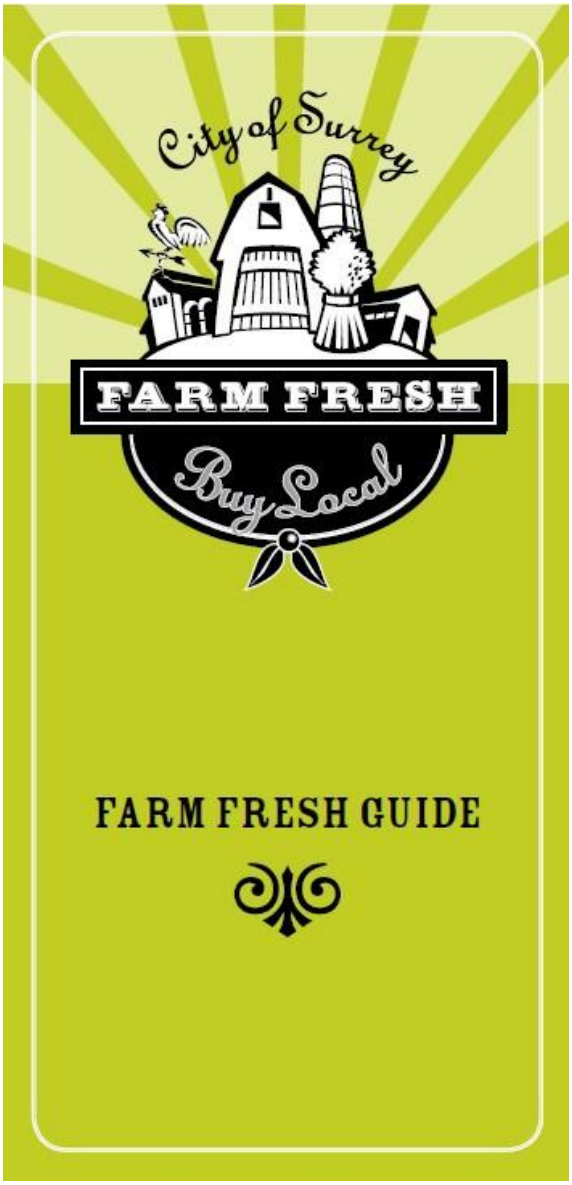
Surrey recognizes the value agricultural activities bring to the economic well-being of the City. Ensuring the agricultural industry is supported is an important goal identified within Surrey's *Agricultural Plan* and *Agricultural Protection and Enhancement Strategy* (as amended). Policies within Surrey's OCP supporting agricultural economic development include: E3.8, E3.9, E3.10, E3.11 and E3.15.

2.3.6(b)(vi)
AGRICULTURE AND FOOD PRODUCTION

Surrey has established local food production as a priority within its *Agricultural Protection and Enhancement Strategy* (as amended). The definition and regulation of permitted agricultural uses within the ALR is the responsibility of the Agricultural Land Commission. The City of Surrey has limited ability to prioritize food production over other permitted agricultural uses such as ornamental horticulture or equestrian uses. Ensuring Surrey's agricultural land is available and able to accommodate food production is an important aspect in maintaining a healthy agricultural industry in Surrey as well as establishing an important connection between food produced for, and consumed by, Surrey residents. Policies within Surrey's OCP encouraging increased food production on agricultural land include: F5.1, F5.3, F5.4 and F5.5.

2.3.6(b)(vii)
AGRICULTURAL EDUCATION

Surrey has long supported using educational programs to connect the public with the agricultural industry. Policies within Surrey's OCP illustrating the continued commitment include: E3.17 and E3.18.



Surrey's Farm Fresh Guide lists local farms and details the type of products grown and sold at each.

GOAL 3:
PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

The third goal of Metro Vancouver's *Regional Growth Strategy* is achieved by recognizing the natural environment's importance in supporting a livable and sustainable region that boasts a very distinct and recognizable Sense of Place. This goal also addresses the importance of accommodating climate change and adaptation and mitigation into development policies.

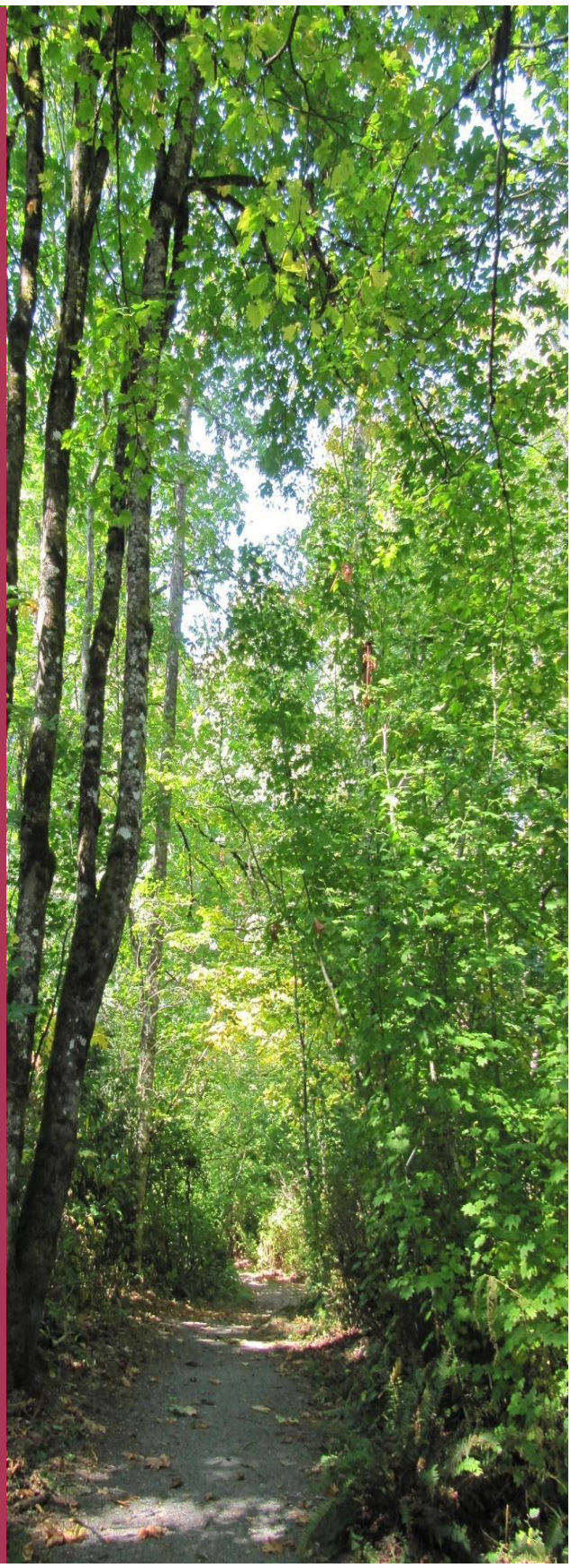
Strategies

3.1 Protect Conservation and Recreation lands.

3.2 Protect and enhance natural features and their connectivity.

3.3 Encourage land use and transportation Infrastructure that reduce energy consumption and greenhouse gas emissions and improve air quality.

3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.



3.1 Conservation and Recreation Land

Protect Conservation and Recreation Lands

In order to meet Strategy 3.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.1.4(a)

CONSERVATION AND RECREATION AREA BOUNDARIES

The *Regional Growth Strategy* (as amended) identifies Conservation and Recreation Areas that are required to be identified within Surrey on a municipal level. These are illustrated in the Land Use and Densities Section and on Figure 3.

3.1.4(b)(i)

INFRASTRUCTURE SUPPORT AND PROTECTION

Metro Vancouver watersheds that supply Surrey's drinking water are not located within Surrey, therefore protecting lands for this purpose is not part of Surrey's Official Community Plan.

3.1.4(b)(ii)

ENVIRONMENTAL CONSERVATION AND PROTECTION

The City of Surrey has identified many goals for achieving environmental conservation and protection which are established in Surrey's *Sustainability Charter* (as amended). The City also supports management of the natural environment by preparing Integrated Stormwater Management Plans (ISMP) for each of Surrey's watershed catchment areas. These goals are illustrated in Surrey's OCP and include: C1.9, C1.16, D1.1, D1.2 and D1.7.

3.1.4(b)(iii)

RECREATION AND OUTDOOR SPACE

Surrey is well known for its provision of extensive outdoor recreation opportunities. Continuing to support and expand on large, regionally significant outdoor recreation parks (e.g. coordinating the completion of the Regional Recreation Greenway Network) is a goal of the City and is supported through OCP policies that include: C3.6, C3.9, C3.13 and C3.20.

Elgin Park, Surrey

3.1 Conservation and Recreation Land (cont.)

3.1.4(b)(iv)

CONSERVATION AND RECREATION EDUCATION, RESEARCH AND TRAINING

Surrey supports City residents having ready access to programs and facilities that provide education, research, or training in conservation or recreation-related issues. Policies in Surrey's OCP supporting these programs include: D1.13 and D1.14.

3.1.4(b)(v)

CONSERVATION AND RECREATION USES AND AMENITIES

The lands identified as Conservation and Recreation in Surrey (see Figure 3) are not generally available for commercial recreation uses. Where such uses and amenities are considered, physical facilities and infrastructure are limited to parks, consistent with policy: C3.21.

3.1.4(b)(vi)

CONSERVATION, RECREATION AND AGRICULTURAL USES

The Conservation and Recreation lands identified in Figure 3 are not generally suitable for agricultural uses, with the exception of portions of Tynehead Regional Park, under the management of Metro Vancouver. The Conservation/Recreation designation in the Land Use and Densities Section does not preclude agriculture as a use provided it does not compromise the primary objective of ecological protection.

3.1.4(c)

CONSERVATION AND RECREATION BUFFER AREAS

In certain instances, it is necessary to ensure there is an appropriate natural or landscaped buffer between areas designated for conservation and recreation from other adjacent uses. Policies within Surrey's OCP supporting this buffer include: D1.2, D1.6, D1.7 and D1.17.

Urban-Agriculture Vegetated Buffer with recreation path.

3.2 Natural Features

Protect and Enhance Natural Features and Their Connectivity

In order to meet Strategy 3.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.2.4 ECOLOGICAL AREAS MANAGEMENT

The City of Surrey is completing the preparation of a (draft) *Biodiversity Conservation Strategy* detailing Surrey's sensitive ecosystems and how they are to best be managed in a growing and rapidly changing city. Policy within Surrey's OCP supporting the protection of sensitive ecosystems include: D1.1, D1.3, D1.4, D1.6 and D1.7 as well as Development Permit Area Guidelines established for Hazard Lands and Sensitive Ecosystems.

3.2.5 REGIONAL AND GREENWAY DEVELOPMENT AND MANAGEMENT

Surrey works collaboratively with other levels of government to maintain parkland and greenways; specifically, Surrey is working on completing its portion of the Experience the Fraser Initiative, Regional Recreation Greenway Network (*Regional Growth Strategy—Map 9*). Policies in Surrey's OCP supporting this work include: C3.26, C3.27, C3.28 and C3.29.

3.2.6 ECOLOGICAL PROTECTION, ENHANCEMENT AND RESTORATION

Surrey has many ecologically-important areas including Sensitive Fisheries Zones and the estuaries of Mud, Boundary and Semiahmoo Bays. Protecting, enhancing and restoring these sensitive ecosystems is a priority for Surrey and is reflected in OCP policies that include: D1.1, D1.2, D1.3, D1.7, D1.10, D1.12, D3.1 and D3.15.

3.2.7 WATERSHED MANAGEMENT

Surrey supports the protection of its watersheds and ecosystems. Creating a Development Permit Area for Sensitive Ecosystems and requiring the preparation of Integrated Stormwater Management Plans for development are ways in which Surrey works to protect watersheds. This is illustrated in Surrey's OCP through policy that includes: C1.8, C1.9, C1.12, D3.6. D3.7 and D3.8.

Crescent Beach

3.3 Energy and Emissions

Encourage Land Use and Transportation Infrastructure that Reduce Energy Consumption and Greenhouse Gas Emissions, and Improve Air Quality

In order to meet Strategy 3.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.3.4(a)
GREENHOUSE GAS REDUCTION TARGETS

With Surrey's rapidly growing population, reducing per capita greenhouse gas emissions is a challenging task. Surrey has identified several ways in which GHGs will be reduced as development proceeds. Policies in Surrey's OCP that support GHG reduction (to below 2007 levels by 33% by 2020 and by 80% by 2050) include: D4.1, D4.2, D4.4, D4.13 and D4.14.

3.3.4(b)
ENERGY CONSUMPTION REDUCTIONS

Surrey is fully committed to developing affordable energy options for its residents well into the future, including supporting the development of its first District Energy system. Policies within Surrey's OCP and within Surrey's *Community Energy and Emission Plan* (CEEP) (adopted November 2013) supporting changes in energy use include: D4.6, D4.8, D4.9, D4.17 and D4.21.

3.3.4(c)
URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREA INFRASTRUCTURE

Surrey's OCP focuses future high-density development within Urban Centres and in Frequent Transit Development Areas. Guidelines for development that provide for greater pedestrian movements and improved amenity spaces are identified with this OCP's DP1 Form and Character Development Permit Area. Additional policies supporting this type of development include: A1.3, A2.1, A2.4, A2.6, B1.3, B1.22, B1.28, B3.1 and B3.4.

3.3.4(d)
STORMWATER MANAGEMENT AND WATER CONSERVATION

Surrey is committed to developing in a sustainable manner including the use of natural drainage systems and water conservation in development. Policies in Surrey's OCP supporting this type of development include: C1.5, C1.8, C1.9, C1.11 and C1.12.

Surrey supports the use of alternative transportation modes including Cycling, Bus Service, SkyTrain and Light Rapid Transit.

3.2 Climate Adaptation and Hazards

Encourage Land Use and Transportation Infrastructure that Improve the Ability to Withstand Climate Change Impacts and Natural Hazard Risks

In order to meet Strategy 3.4, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.4.4 CLIMATE CHANGE AND SETTLEMENT PATTERNS

Surrey has many areas with development potential that also fall within potentially hazardous areas such as steep slopes or floodplains. Surrey is proposing to regulate development in these areas with policies that include: D2.1, D2.4, D2.5, D2.6, D2.8, D3.2 and D4.21 and with DP2 Development Permit Area for Hazard Lands in the Implementation Section of this OCP.

3.4.5 MUNICIPAL UTILITIES AND CLIMATE CHANGE

The City of Surrey is responsible for the installation and maintenance of City-owned municipal infrastructure systems. Ensuring these assets are managed to reduce exposure to natural hazards and the effects of climate change is supported through Surrey's OCP policies including: C1.12, C1.14, C1.16, C1.20, C1.21, D4.21 and D4.23.

High water protection efforts along the Nicomekl River, Surrey.

GOAL 4:
DEVELOP COMPLETE COMMUNITIES

The fourth goal of Metro Vancouver's *Regional Growth Strategy* is achieved by establishing the basis for walkable, mixed-use, transit-oriented communities to thrive and support the variety of residents found within Surrey. This goal focuses on providing appropriate, affordable housing is key as well as designing neighbourhoods and urban areas so they are physically and socially accessible to all ages.

Strategies

4.1 Provide diverse and affordable housing choices.

4.2 Develop healthy and complete communities with access to a range of services and amenities.

4.1 Housing

Provide Diverse and Affordable Housing Choices

In order to meet Strategy 4.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

4.1.7(a)(i)

HOUSING OPTIONS AND SUPPORT

Surrey is a fast-growing city that is required to ensure adequate housing is available for its residents. Just as there are many different types of residents so to are there many different types of housing needs. Requirements for housing are also detailed in separate Secondary Plans or are specialized and specific to one housing issue. Policies within Surrey's OCP that detail how Surrey is supporting diverse housing options include: B4.5, F3.2, F3.6 and F3.7.

4.1.7(a)(ii)

HOUSING STOCK SUPPLY AND DIVERSITY

Surrey is expected to accommodate a significant growth in population over the life of this OCP and well into the future. In order to do that efficiently, Surrey must ensure housing densities and designs are appropriate to adequately supply residents with places to live. Policies within Surrey's OCP supporting increasing densities and developing appropriate styles of residential buildings include: A2.1, A4.1, B1.36, B1.37, B1.38, B4.5, B4.6, F3.12, F3.14 and F3.22.

4.1.7(a)(iii)

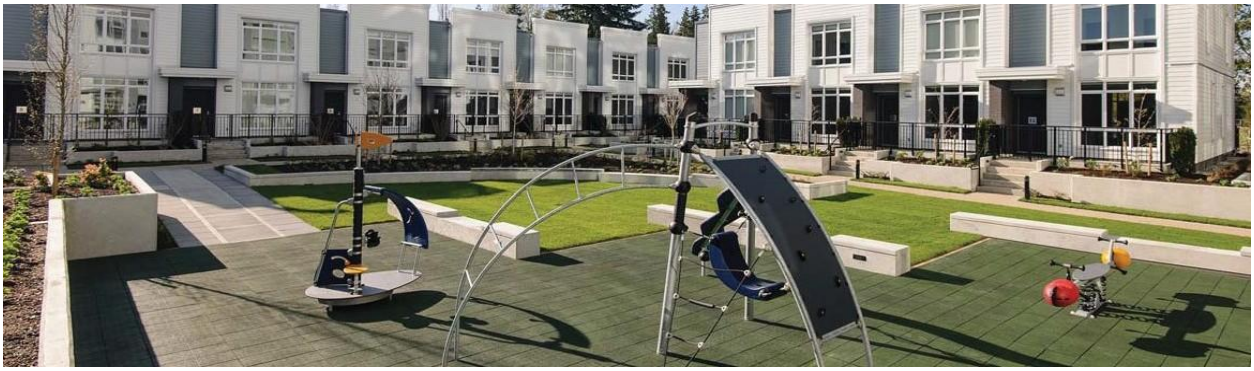
AFFORDABLE RENTAL UNIT SUPPLY

Surrey has successfully worked with higher levels of government to secure affordable rental units for low income residents. Continuing to foster these relationships to take advantage of government funding to support the construction of additional rental units is supported in Surrey's OCP through policies such as: B3.4, F3.12, F3.13, F3.14, F3.15, F3.16, F3.17 and F3.18.

4.1.7(a)(iv)

AFFORDABLE HOUSING INCENTIVE MEASURES

The City of Surrey can support the provision of affordable housing in the City by adjusting Zoning requirements and by prioritizing the processing of development applications. Policies in Surrey's OCP supporting incentive measures include: B1.35, B1.37, F3.1, F3.9, F3.14, F3.15, F3.18 and F3.19.



Ultra development's housing variety and amenity space; Surrey City Centre.

4.1 Housing (cont.)

4.1.8(a)-(f)
Surrey is in the process of preparing a Housing Action Plan. This Plan is intended to assess local housing market conditions, to identify housing priorities and to develop implementation measures including policies, financing mechanisms and partnerships. Policies in Surrey's OCP supporting this process include:

a) Housing Market Condition Assessment
(F3.1)

b) Housing Priorities
(F3.1 and F3.21)

c) Housing Implementation Measures
(F3.1 and F3.19)

d) New Rental Housing Development
(F3.1, F3.14 and F3.15)

e) Housing Provided Through Government Partnerships
(F3.1, F3.2 and F3.6)

f) Metro Vancouver Housing Corporation
(F3.1 and F3.2)

Maple Court Infill development, Surrey.

4.2 Services and Amenities

Develop Healthy and Complete Communities with Access to a Range of Services and Amenities

In order to meet Strategy 4.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

4.2.4(a)
COMPACT URBAN SPACES
Surrey supports the creation of compact urban spaces that offer safe and convenient opportunities for active transportation. Policies within Surrey's OCP supporting compact, walkable urban developments include: A4.1 and F4.2.

4.2.4(b)
CULTURE, HEALTH AND AFFORDABILITY
Surrey is committed to ensuring it's City Centre and Town Centres are the heart of cultural, educational or health services and amenities. Policies in Surrey's OCP supporting these objectives include: B1.5, B2.1, B2.4, B2.8 and B2.9.

4.2.4(c)
COMMUNITY ENGAGEMENT
Providing spaces for communities to come together to share in cultural events or regular social interaction is a key component to creating healthy neighbourhoods. Policies in Surrey's OCP supporting creating public spaces for social interaction include: B1.13, B1.15, B2.17, B4.4, B4.19, B4.20, B6.7, B6.9, F7.4 and F7.7.

4.2.4(d)
ACTIVE LIVING
Surrey is committed to providing many opportunities for its residents to lead healthy active lives. Providing opportunities to access parks, trails and recreation facilities is a key component in that goal. Policies within Surrey's OCP supporting active living include: C3.12, C3.14, C3.26, F4.2 and F4.3.

4.2.4(e)
URBAN AGRICULTURE
Increasingly communities and those residents living in urban areas are wanting to access healthy, local food. Supporting urban agriculture and community gardens is a small step in improving access to local food. Policies in Surrey's OCP supporting urban agriculture include: F5.1, F5.4 and F5.6.

4.2
Services and Amenities
(cont.)

4.2.4(f)
HEALTHY URBAN ENVIRONMENTS
Surrey is increasingly considering the health impacts of development in terms of its location and access to active transportation options or if physical design can reduce some of the noise and air quality issues that can be associated with urban environments. Policies within Surrey's OCP supporting the development of healthy urban environments include: B4.1, B4.6, B6.2, B6,20, B6.22, F4.2 and F4.3.

4.2.4(g)
UNIVERSAL DESIGN
Communities are comprised of a multitude of people that have different mobility or sensory abilities. Accommodating access for all user groups is a key element in good community design. Policies in Surrey's OCP supporting universal design in development include: F6.4, F6.5, F6.6, F6.7 and F6.8.

4.2.4(h)
SMALL SCALE CENTRES
Surrey supports small scale Local Centres that do not compete with Urban Centres but that serve local neighbourhood needs and provide housing and commercial opportunities with available public transit. Policies within Surrey's OCP supporting small scale centres include: B4.3, B4.11 and B4.12.

4.2.4(i)
SPECIAL EMPLOYMENT AREAS
Surrey does not have any Special Employment Areas as illustrated in the *Regional Growth Strategy*.

Bear Creek Playground, Surrey.

GOAL 5:
SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

The fifth goal of Metro Vancouver's *Regional Growth Strategy* is achieved by adjusting land uses and the physical development of space to influence travel patterns and transportation systems. Having accessible, affordable and abundant public transportation infrastructure is paramount to supporting pedestrian-oriented site development and urban areas. The identification of Frequent Transit Development Areas is an important step in Surrey's move to ensuring adequate transportation options are provided for its residents and visitors.

Strategies

5.1 Coordinate land use and transportation to encourage transit, multi-occupancy vehicles, cycling and walking.

5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.

5.1 Sustainable Transportation

Coordinate Land Use and Transportation to Encourage Transit, Multi-Occupancy Vehicles, Cycling and Walking

In order to meet Strategy 5.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

TRANSPORTATION LAND USES AND POLICIES

Surrey supports transportation decisions in accordance with Surrey's *Transportation Strategic Plan* (as amended). That Plan identifies the priorities for transportation that include taking into account the needs of users, in order of priority: pedestrians, transit, cycling, commercial traffic and trucks, high occupancy vehicles and single occupancy vehicles. Policies within Surrey's OCP supporting sustainable transportation include: B1.16, B1.18, C2.1—C2.6, C2.20—C2.25, C2.29—C2.33 and C2.40—C2.46.

5.1.6(b)

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Surrey supports the use of Transportation Demand Management (TDM) in its development decision making processes. Policies within Surrey's OCP supporting the use of TDM include: C2.40, C2.41, C2.42 and C2.43.

5.1.6(c)

ALTERNATIVE TRANSPORTATION MODES

Supporting the use of transit and active transportation are key elements in Surrey's efforts in creating healthy communities and neighbourhoods. Policies within Surrey's OCP supporting alternative transportation modes include: B1.16, B1.17, C2.5, C2.6, C2.23 and C2.24.

5.1.6(a)

Rendering of Light Rail Transit train car for Surrey.

5.2 Safe and Efficient Movement

Coordinate Land Use and Transportation to Support the Safe and Efficient Movement of Vehicles for Passengers, Goods and Services

In order to meet Strategy 5.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

5.2.3(a)
GOODS MOVEMENT

Surrey provides key linkages for goods movement within the Metro Vancouver region, as shown in Figure 27 (RCS Figure 62) and Figure 30 (RCS Figure 61). Ensuring goods can conveniently access highway, railways, ports and the Canada/US border are key elements in ensuring the Region's economy continues to operate efficiently and effectively. Policies in Surrey's OCP supporting local and regional goods movement include: C2.34, C2.35, C2.36, E1.24, E1.27 and E1.30.

5.2.3(b)
EFFICIENT VEHICLE MOVEMENT

Ensuring vehicles move throughout Surrey efficiently is a key priority in the management of municipal transportation systems. Policies within Surrey's OCP supporting land use and transportation decisions include: C2.1, C2.8, C2.9, C2.10, C2.11, C2.12 and C2.14.

5.2.3(c)
LOCAL AND REGIONAL TRANSPORTATION SYSTEMS

Surrey's local roads are part of a larger regional transportation system. Optimizing existing capacity and managing the traffic that uses these roads is important for Surrey's overall development. Policies in Surrey's OCP supporting the City's role in optimizing existing capacity in the overall transportation system (see Figure 27 (RCS Figure 62) and Figure 30 (RCS Figure 61)) include: C2.2, C2.8, C2.12, E1.24, E1.26 and E1.27.

5.2.3(d)
RAILWAY AND WATERWAY PROTECTION

Railway and waterway protection within Surrey (see Figure 30) is a vital component of the local and regional economies of this area. Policies within Surrey's OCP supporting sustainable railway and waterway uses include: C2.26, C2.27, C2.28, C2.34, C2.39,

Scott Road transportation corridor, Surrey.

Figure 61: RCS: Goods Movement

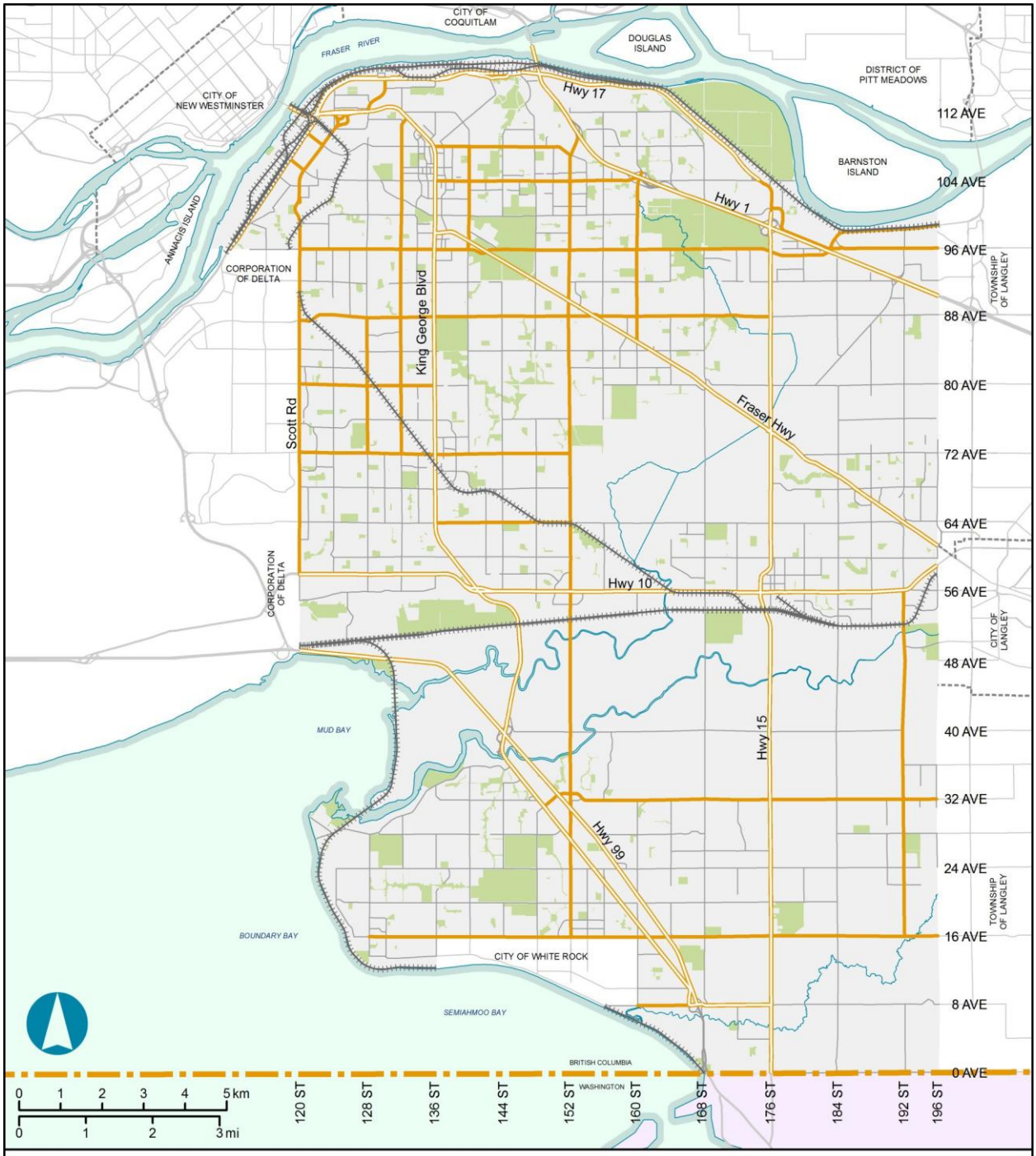
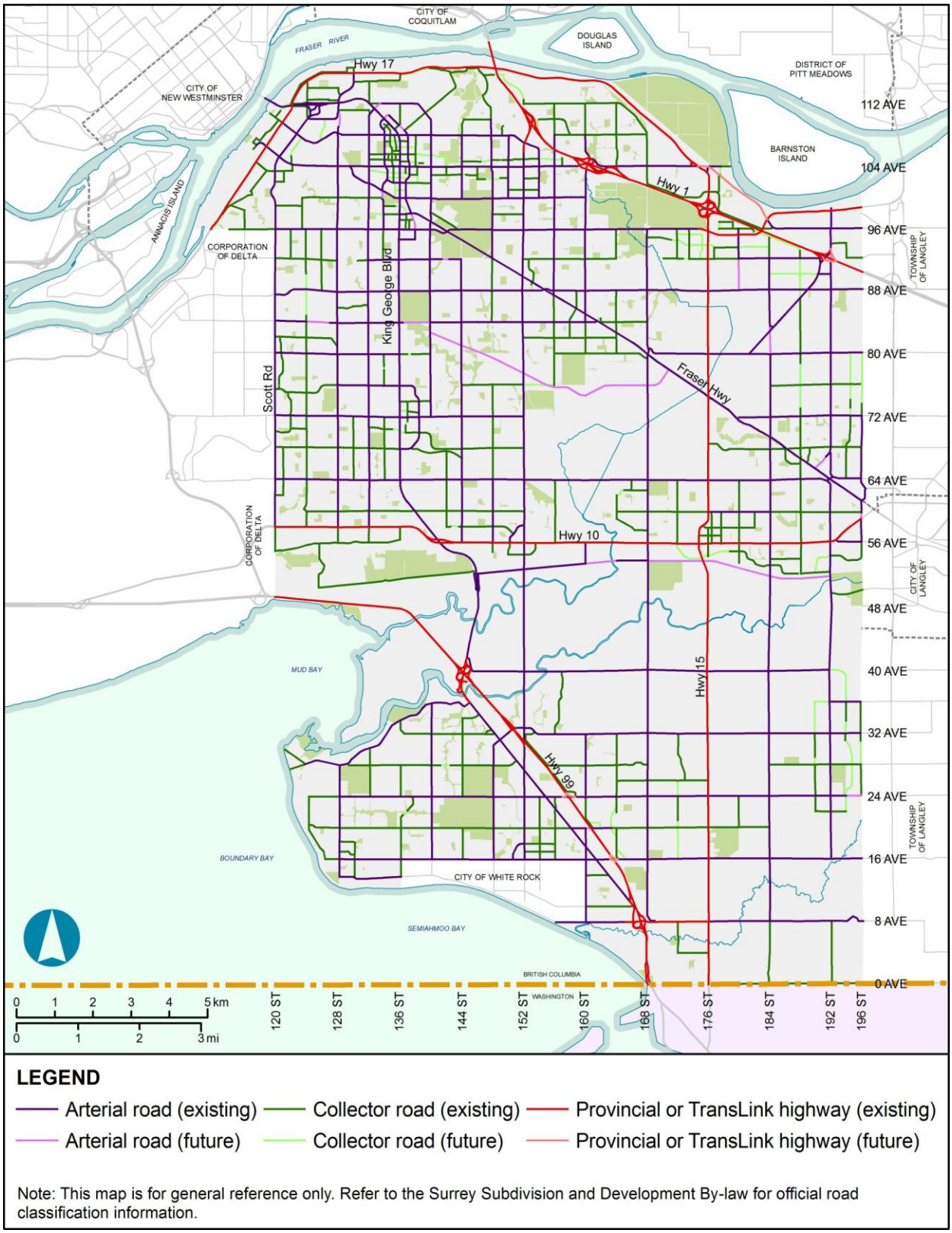


Figure 62: RCS: Major Road Classifications



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

NOTICE OF MOTION

The following Notice of Motion was submitted by Director Locke on January 30, 2026 for February 27, 2026 MVRD Board meeting:

THAT the Metro Vancouver Regional District Board direct Metro staff to prepare an amendment to the Metro 2050 Regional Growth Strategy (RGS) to expand the Urban Containment Boundary to include the geographical area of Surrey that is not in the Agricultural Land Reserve, acknowledging that the Metro bylaw will be subject to the City updating its official plan (OCP) and regional context statement (RCS) in accordance with RGS implementation guidelines.

THAT the MVRD Board also direct staff to prepare instruments and enactments required to include the geographical area of Surrey that is not in the Agricultural Land Reserve within the Fraser Sewerage Area upon adoption of the RGS amendment, and to move the sewerage area extension forward by coordinating with the Greater Vancouver Sewerage and Drainage District.

THAT the MVRD Board also direct staff to prepare an amendment to the RGS to align the Metro RGS land use designations with Surrey's OCP and regional context statement while the RGS is in force and effect, and to prepare the requisite amendment to Metro's implementation guidelines, in addition to flexibility under sections 6.2.7 and 6.2.8 of the RGS.

82958645

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District
Board Meeting Date – Friday, February 27, 2026

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 Parks Committee – February 4, 2026

Delegations:

C1 Candy Saga
Subject: Objection to Proposed Trail Designation Changes
Executive Summary provided

Electoral Area Committee – February 6, 2026

Delegation:

C1 Peter Powers, Royal Vancouver Yacht Club
Subject: MVRD Electoral Area A Zoning Amendment Bylaw No. 1447, 2026 (Wigwam Inn, Indian Arm)
Subject: Electoral Area A Temporary Use Permits
MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026
MVRD Fees and Charges Amendment Bylaw No. 1450, 2026
Executive Summary provided

Governance Committee – February 12, 2026

Delegations:

No delegations presented

Information Items:

E1 2026 Standing Committee Terms of Reference

Indigenous Relations Committee – February 13, 2026

Delegations:

No delegations presented

Information Items:

E1 2026 Indigenous Relations Committee Meeting Schedule and Work Plan
E2 Indigenous Relations 2025 Accomplishments
E3 Quarterly Update Report on Reconciliation Activities

Invest Vancouver Management Board – February 18, 2026

Delegations:

No delegations presented

Information Items:

E2 Invest Vancouver Value Proposition and Governance Structure Review