

**METRO VANCOUVER REGIONAL DISTRICT (MVRD)**

**BOARD OF DIRECTORS**

**SPECIAL BOARD MEETING**

**Wednesday, April 15, 2026**

**9:00 am**

**28<sup>th</sup> Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia**

Purpose: To consider amendments to the Development Cost Charges Bylaw.

**AGENDA**

**A. ADOPTION OF THE AGENDA**

**1. April 15, 2026 Special Meeting Agenda**

THAT the MVRD Board adopt the agenda for its special meeting scheduled for April 15, 2026 as circulated.

**B. REPORTS FROM CHIEF ADMINISTRATIVE OFFICER**

**1. MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027** *pg. 4*

Report dated April 7, 2026 from Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, and Linda Sabatini, Deputy Chief Financial Officer, Financial Services.

**Executive Summary**

At its January 30, 2026 meeting, the MVRD Board directed staff to bring back, for consideration, amendments to the MVRD DCC bylaw (*Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*) that: a) *roll back* the 2026 DCC rate increase, and b) *reduce* the 2027 rate increase and extend the transition to a 1% assist factor over the two subsequent years. The MVRD Board also directed staff to report back with options to offset the resulting funding gap, including an option that has no household impact through taxes or utility rates. In response, staff are providing *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026* for consideration (Attachment 1 of the report).

In the past three years, in response to concerns about affordability and to reduce impacts on ratepayers, the Metro Vancouver Boards deferred \$650M of capital expenditures from the 2024-2028 Financial Plan (based on a risk assessment of over 300 projects in 2023 resulting in deferral of low and medium risk projects from the Five-Year Financial Plan) and \$1.1B of capital expenditures from the 2026 budget and 2026-2030 Financial Plan (based on a project by project risk assessment and market deliverability).

These deferrals resulted in:

- \$364M in operating savings over the 2026-2030 Financial Plan;
- Reduced HHI targets of 2.5% in 2026, 3% for 2027, 5% for 2028, 5% for 2029 and 5% for 2030;
- Some changes to the organization’s risk profile for capital projects; and
- Reconfirmation to accelerate growth paying for growth by having DCC fully fund growth projects by 2027.

In addition, recent provincial legislation and regulation change for DCCs resulted in an additional \$300M in lost revenue for Metro Vancouver over the Five-Year Financial Plan.

All of these changes were integrated into the 2026 Budget and 2026-2030 Financial Plan, which were adopted / endorsed by the Boards on October 31, 2025. The remaining Capital Program in the 2026-2030 Financial Plan is comprised of high and extreme risk projects, projects already underway, and project elements that complete earlier phases of projects.

The January 2026 request to roll back 2026 and reduce 2027 DCC rates is expected to reduce DCC collections across Metro Vancouver entities by \$389 million over the next five years, \$43M of which is for MVRD parkland acquisition. Reductions to 2026 rates have multi-year impacts because DCCs are collected over multiple years.

**Reduction in DCC Collections Forecast (\$ Million)**

	2026	2027	2028	2029	2030	2031	Total
Water DCC	\$12.5M	\$47M	\$61M	\$68M	\$49M	\$33M	<b>\$270.5M</b>
Liquid Waste DCC	\$1.5M	\$9M	\$13M	\$17M	\$18M	\$17M	<b>\$75.5M</b>
Parkland Acquisition DCC	\$1M	\$7M	\$9M	\$10M	\$10M	\$6M	<b>\$43M</b>
<b>Total</b>	<b>\$15M</b>	<b>\$63M</b>	<b>\$83M</b>	<b>\$95M</b>	<b>\$77M</b>	<b>\$56M</b>	<b>\$389M</b>

As directed, staff have prepared options to fill the projected funding gap resulting from reducing 2026, and 2027 DCC rates for 2026-2031. For 2026, the Boards can mitigate the projected first year impacts of \$15M revenue loss by utilizing reserves. Options for 2027-2031 are:

- Option A.** Transfer the projected revenue shortfall to the Household Impact for 2027 to 2031
- Option B.** Increase the amount of long-term borrowing for growth capital projects for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition
- Option C.** Defer additional growth-related projects in the Capital Program for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition

Given recent and large Capital Program deferrals, the risk profile of additional deferrals, the volatility of macro-economic and geo-political trends, and alignment with financial policy, staff strongly recommend that, if the Boards choose to advance reductions to 2026 and 2027 DCC rates, that they do not fill the funding gap with further deferrals to the Capital Program.

However, if the MVRD Board does give three readings to *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026* (Attachment 1 of the report), staff will subsequently seek bylaw approval from the Inspector of Municipalities and conduct required public consultation. Upon approval by the Inspector, the bylaw will be brought back to the MVRD Board for adoption. Amended DCC rates would take effect on the date of bylaw adoption, which could occur in June or July of 2026 depending on provincial timelines. There are no refunds or retroactive rates for 2026.

Staff understand the interest expressed by the Boards to find ways to support the delivery of housing in this challenging market. An alternative option for the Boards is to *leave* 2026 DCC rates as is, but *freeze* 2027 DCC rates at 2026 levels and slow the transition to a 1% assist factor to the year 2029. This is presented as Alternative 3 in the report and results in a lower funding gap of \$246M. Staff will continue to work with the development industry on mitigation measures for DCCs as was done for the in-stream protection extension and change to the timing of DCC payments.

Although three separate reports with separate amendment bylaws are being presented to the GVWD, GVS&DD, and MVRD Boards, staff have prepared consolidated options and impacts, and a single approach across the three legal entities is strongly recommended.

**Recommendation**

THAT the MVRD Board receive for information the report dated April 7, 2026, titled "MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027".

**C. ADJOURNMENT**

THAT the MVRD Board adjourn its special meeting of April 15, 2026.



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To: MVRD Board of Directors

From: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning  
Linda Sabatini, Deputy Chief Financial Officer, Financial Services

Date: April 7, 2026 Meeting Date: April 15, 2026

Subject: **MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027**

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### RECOMMENDATION

THAT the MVRD Board receive for information the report dated April 7, 2026, titled "MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027".

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### EXECUTIVE SUMMARY

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These deferrals resulted in:

- \$364M in operating savings over the 2026-2030 Financial Plan;
- Reduced HHI targets of 2.5% in 2026, 3% for 2027, 5% for 2028, 5% for 2029 and 5% for 2030;
- Some changes to the organization's risk profile for capital projects; and
- Reconfirmation to accelerate growth paying for growth by having DCC fully fund growth projects by 2027.

In addition, recent provincial legislation and regulation change for DCCs resulted in an additional \$300M in lost revenue for Metro Vancouver over the Five-Year Financial Plan.

All of these changes were integrated into the 2026 Budget and 2026-2030 Financial Plan, which were adopted / endorsed by the Boards on October 31, 2025. The remaining Capital Program in the 2026-2030 Financial Plan is comprised of high and extreme risk projects, projects already underway, and project elements that complete earlier phases of projects.

**MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend DCC Rates for 2026 and 2027**

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The January 2026 request to roll back 2026 and reduce 2027 DCC rates is expected to reduce DCC collections across Metro Vancouver entities by \$389 million over the next five years, \$43M of which is for MVRD parkland acquisition. Reductions to 2026 rates have multi-year impacts because DCCs are collected over multiple years.

**Reduction in DCC Collections Forecast (\$ Million)**

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As directed, staff have prepared options to fill the projected funding gap resulting from reducing 2026, and 2027 DCC rates for 2026-2031. For 2026, the Boards can mitigate the projected first year impacts of \$15M revenue loss by utilizing reserves. Options for 2027-2031 are:

- Option A.** Transfer the projected revenue shortfall to the Household Impact for 2027 to 2031
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Given recent and large Capital Program deferrals, the risk profile of additional deferrals, the volatility of macro-economic and geo-political trends, and alignment with financial policy, staff strongly recommend that, if the Boards choose to advance reductions to 2026 and 2027 DCC rates, that they do not fill the funding gap with further deferrals to the Capital Program.

However, if the MVRD Board does give three readings to *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026 (Attachment 1)*, staff will subsequently seek bylaw approval from the Inspector of Municipalities and conduct required public consultation. Upon approval by the Inspector, the bylaw will be brought back to the MVRD Board for adoption. Amended DCC rates would take effect on the date of bylaw adoption, which could occur in June or July of 2026 depending on provincial timelines. There are no refunds or retroactive rates for 2026.

Staff understand the interest expressed by the Boards to find ways to support the delivery of housing in this challenging market. An alternative option for the Boards is to *leave* 2026 DCC rates as is, but *freeze* 2027 DCC rates at 2026 levels and slow the transition to a 1% assist factor to the year 2029. This is presented as Alternative 3 in the report and results in a lower funding gap of \$246M. Staff will continue to work with the development industry on mitigation measures for DCCs as was done for the in-stream protection extension and change to the timing of DCC payments.

Although three separate reports with separate amendment bylaws are being presented to the GVWD, GVS&DD, and MVRD Boards, staff have prepared consolidated options and impacts, and a single approach across the three legal entities is strongly recommended.

**MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend DCC Rates for 2026 and 2027**

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**PURPOSE**

To respond to MVRD Board direction to bring back amendments to the MVRD DCC Bylaw (*Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*) for consideration that eliminate the 2026 DCC rate increase and extend the transition to a 1% assist factor over two subsequent years, and to provide options to fill the resulting funding gap including an option that does not result in an increase to the Household Impact.

**BACKGROUND**

At the January 30, 2026 MVRD Board meeting, the Board passed the following resolutions:

*That the MVRD Board direct staff to:*

- a) report back with bylaw amendments to roll back 2026 DCC rates to 2025 levels;*
- b) 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;*

*AND that the MVRD Board direct staff to:*

- a) 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) present options that do not include impacts to Household Impact.*

In response, this report presents for consideration *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026* to amend both 2026 and 2027 DCC rates, and options to fill the resulting revenue gap. Staff have named this alternative “Roll back and reduce”. An alternative is provided to leave 2026 DCC rates as is, and freeze 2027 DCC rates at 2026 levels. Staff have named this alternative “Leave and freeze”.

**JANUARY 2026 BOARD DIRECTION TO ROLL BACK 2026 DCC INCREASE, REDUCE THE 2027 DCC RATES AND SLOW THE TRANSITION TO A 1% ASSIST FACTOR**

At its January 30, 2026 meeting, the MVRD Board directed staff to bring back, for consideration, amendments to the MVRD DCC bylaw (*Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*) that: a) roll back the 2026 DCC rate increase and b) reduce the increase for 2027 and extend the transition to a 1% assist factor over the two subsequent years. This direction requires amendments to the DCC bylaw for both 2026 and 2027 rates. The MVRD Board also directed staff to report back with options to offset the reduction in projected DCC revenues, including an option that has no household impact for taxes or utility rates. In response, staff are providing *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026* for Board consideration (**Attachment 1**).

The impact of these amendments is expected to reduce DCC collections across Metro Vancouver entities by a projected \$389 million over the next five years, \$43M of which is for MVRD parkland acquisitions as shown in Table 1 below.

Table 1 assumes that any reduction in DCC rates will be effective on the date that the amended DCC bylaw is adopted, which would occur mid-2026. Table 2 outlines the currently approved DCC assist factors and Table 3 compares them with Board direction to roll back the 2026 increase, reduce the 2027 increase, and slow the transition to a 1% assist factor by 2029.

**MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend DCC Rates for 2026 and 2027**

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**Table 1. Reduction in DCC Collections Forecast for the 'Roll Back and Reduce' Alternative (\$ Million)**

	2026	2027	2028	2029	2030	2031	Total
Water DCC	\$12.5M	\$47M	\$61M	\$68M	\$49M	\$33M	<b>\$270.5M</b>
Liquid Waste DCC	\$1.5M	\$9M	\$13M	\$17M	\$18M	\$17M	<b>\$75.5M</b>
Parkland Acquisition DCC	\$1M	\$7M	\$9M	\$10M	\$10M	\$6M	<b>\$43M</b>
<b>Total</b>	<b>\$15M</b>	<b>\$63M</b>	<b>\$83M</b>	<b>\$95M</b>	<b>\$77M</b>	<b>\$56M</b>	<b>\$389M</b>

**Table 2. Approved DCC Assist Factors 2026 to 2031**

	2025	2026	2027	2028	2029	2030	2031
Water	45%	15%	1%	1%	1%	1%	1%
Liquid Waste	16%	10%	1%	1%	1%	1%	1%
Parkland Acquisition	75%	50%	1%	1%	1%	1%	1%

**Table 3: Potential Amended DCC Assist Factors 2026 to 2031 for the 'Roll Back and Reduce' Alternative**

	2025	2026	2027	2028	2029	2030	2031
Water	45%	45%	22%	11%	1%	1%	1%
Liquid Waste	16%	16%	8%	4%	1%	1%	1%
Parkland Acquisition	75%	75%	37%	18%	1%	1%	1%

Any reduction to approved DCC rates or delays in achieving the approved transition to a 1% assist factor will reduce the DCC revenues available to fund Metro Vancouver's growth-related infrastructure. Should the Boards approve a reduction to the 2026 and 2027 DCC rates, the lost DCC revenues will have to be made up through strategies such as borrowing instead of funding capital directly with DCC revenue, deferring or cancelling critical capital projects or transferring the cost to existing ratepayers through taxes and utility rates.

*Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026* is presented in **Attachment 1** for Board consideration. Changes to the DCC rates under this proposal are presented in **Attachment 2** for reference.

### **RECENT BOARD DIRECTION TO LOWER INCREASES TO HOUSEHOLD IMPACT (HHI) THAT RESULTED IN DEFERRAL OF CAPITAL PROJECTS AND ACCELERATION OF 'GROWTH PAYING FOR GROWTH' VIA DCCS**

In recent years, Metro Vancouver's Boards have consistently provided direction to accelerate 'growth paying for growth' to more equitably distribute the cost of growth-related projects in Metro Vancouver's Capital Program.

In 2023, the Boards were able, through a Financial Plan Task Force, to lower future projected household impact (HHI) on existing ratepayers. This required: a) \$650M in deferrals to the Capital Program for 2024-2028, and b) accelerating the DCC program to pay for the growth projects in the Capital Program. This outcome was achieved through a process called 'Peeling the Onion' where 300+ capital projects across the organization were assessed by risk and market readiness. Many projects with a Low or Medium risk profile were deferred, while projects with a High or Extreme risk profile were not. This work to lower HHI also necessitated accelerating the DCC program to reach a 1% assist factor for all Metro Vancouver DCCs by 2027. This direction was reconfirmed at the 2024 Board Budget Workshop through the adoption of DCC bylaws with a three-year phase in of rates starting January 1, 2025.

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Subsequently, in 2025, the Boards undertook an organization wide Services and Cost Efficiency Review, again to manage impacts to ratepayers. As a result, \$1.1B in capital expenditures were removed from the Five-Year Financial Plan window, and \$364M of Operations savings were achieved. This reduction required continued acceleration of the DCC Program. These savings were just approved by the Boards for this year's 2026 budget and 2026-2030 Financial Plan. Municipalities, in turn, have set their 2026 utility rates based on the approved Metro Vancouver budget.

In addition, recent DCC related provincial legislative changes resulted in an extension to 'in-stream' protection for Metro Vancouver, as well as revisions to the DCC installment regulation to allow for a lower initial payment, with the balance payable from two years to the earlier of four years or occupancy. These changes resulted in a \$300M DCC projected revenue gap for 2026-2030. These reductions were also integrated into the Board approved 2026 Budget and Board endorsed 2026-2030 Financial Plan.

**PROJECTED FUNDING GAP FROM ROLLING BACK THE 2026 DCC RATE INCREASE AND REDUCING THE 2027 DCC RATES & OPTIONS TO FILL THE GAP**

The funding gap for 2026-2031, as a result of rolling back the 2026 increase for Metro Vancouver DCCs, reducing the 2027 increases and transitioning to a 1% assist factor over the subsequent two years, results in a \$389M funding gap, including \$270.5M for Water, \$75.5M for Liquid Waste and \$43M for Regional Park Acquisition.

As directed, staff have prepared options to fill the projected revenue gap for 2026-2030 resulting from reducing 2026, 2027, and 2028 DCC rates. The options are:

- Option A.** Transfer the projected revenue shortfall to the Household Impact for 2027 to 2031
- Option B.** Increase the amount of long-term borrowing for growth capital projects for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition
- Option C.** Defer additional growth-related projects in the Capital Program for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition

For 2026, the use of reserves can mitigate the projected first year impacts of \$15M revenue loss. Table 4 provides information on DCC reserve balances for 2026.

**Table 4. 2026 DCC Reserve Funds Available by Entity, 2026 Application, and Availability to Fund 2026 Gap Created by Rolling Back the 2026 DCC Rate Increase**

	Available \$\$ year-end 2025	2026 Budget Application	2026 Funding Gap	Est. Reserve \$\$ Balance at end of 2026
Water DCC Reserve	\$147.3M	(\$121.7M)	(\$12.5M)	\$13.1M
Liquid Waste DCC Reserve	\$257.8M	(\$122.0M)	(\$1.5M)	\$134.3M
Parkland Acquisition and DCC Reserves	\$41.0M	(\$20.0M)	(\$1.0M)	\$20.0M
<b>Total</b>	<b>\$446.1M</b>	<b>(\$263.7M)</b>	<b>(\$15.0M)</b>	<b>\$167.4M</b>

**Note:** Debt servicing funded by DCC is based on the current financial plan (annual debt servicing is estimated to be \$21.8M for Water and \$108.0M for Liquid Waste)

**MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend DCC Rates for 2026 and 2027**

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**Addressing the residual 2027-2031 projected DCC funding gap of \$374M**

Once the \$15M for 2026 is addressed, there is a remaining projected revenue shortfall of \$374M to fund the growth projects in the utilities' Five-Year Capital Program and Parks Acquisition.

The three options to fill the funding gap listed above each involve trade-offs. To fund the essential growth-related regional infrastructure in the Capital Program, in the absence of government assistance, there are four funding levers available to the Boards – HHI through Existing Ratepayers, Development Cost Charges for the growth-related parts of the Capital Program, Reducing or Deferring the Capital Program, or changing the *Financial Management Policy*.

**Option A. Transfer the projected revenue shortfall to the Household Impact for 2027 to 2030**

Under this option, the DCC funding gap for Water, Liquid Waste, and Parkland Acquisition would shift to existing households by increasing the 2027 HHI to 6.3% (currently 3%) or by \$30, the 2028 HHI increase to 7.4% (currently 5%) or by \$23, and the 2029 and 2030 HHI to 5.7% each year (currently 5%) or by \$7 each year.

It is important context that prior to 2024, there was no regional DCC for Water or Parkland Acquisition – existing ratepayers were paying 100% of the cost of the Water Capital Program and \$20/ year for park acquisition. The newly instituted DCCs are transferring the cost of *new* water infrastructure needed to support *new development* to new development and new park acquisition to new development.

The resulting gap when rolling back the 2026 DCC rate increase disproportionately impacts Water Services because the DCC for Water in 2025 was at a 45% assist factor, moving to 15% in 2026. In contrast, Liquid Waste Services was already at a 16% assist factor in 2025, moving to 10% in 2026. In the latter case, new development was already paying for the vast majority of liquid waste growth-related capital infrastructure as the DCC has been in place for much longer.

**Table 5. HHI Impact to Address the DCC Funding Gap for 2027-2031**

	2026	2027	2028	2029	2030	2031
Endorsed 2026-2030 Financial Plan HHI	\$897	\$923	\$969	\$1,018	\$1,070	\$1,123
Current HHI Target		3.0%	5.0%	5.0%	5.0%	5.0%
Option 1 HHI Impact	\$897	\$953	\$992	\$1,025	\$1,077	\$1,130
Impact to HHI Target		6.3%	7.4%	5.7%	5.7%	5.6%
\$ Increase to HHI		\$30	\$23	\$7	\$7	\$7

**Option B. Increase the amount of long-term borrowing for growth capital projects for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition.**

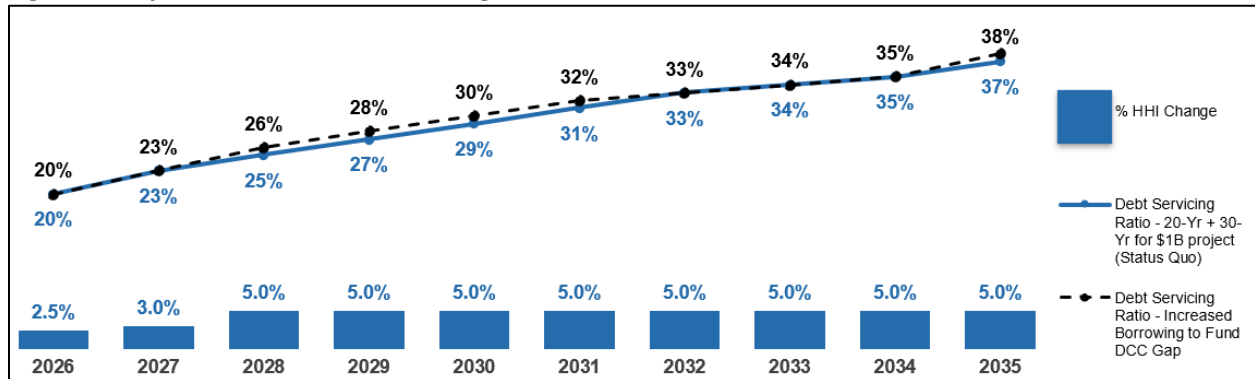
This option requires shifting \$332M (\$389M less \$15M for 2026 and \$42M for Parkland Acquisition) of previously planned direct DCC funding for growth related capital projects to long-term debt financing, and using future anticipated DCC collections to fund debt servicing costs. Under this scenario, \$42M for parkland acquisition will be deferred or achieved by utilizing reserves, as we do not borrow for Parks acquisition.

MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend DCC Rates for 2026 and 2027

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The impact of this additional borrowing results in upward pressure on the debt service ratio, as shown in Figure 1, and increases interest payments over the longer term. This scenario assumes that DCC funds will be available to service the required debt payments over the borrowing term. The baseline, shown in blue, shows the current Five-Year Financial Plan borrowing required to meet the HHI targets. The recent amendments to the *Financial Management Policy*, which extend the amortization period to 20 years for most capital projects and to 30 years for projects over \$1B, have been incorporated into the baseline. Borrowing to fill the funding gap pushes the debt service ratio up about 1% so that the organization reaches 32% by 2031.

**Figure 1. Impact of Increased Borrowing on Debt Service Ratio**



Under the updated *Financial Management Policy*, extending amortization periods to 20 or 30 years provides only a modest impact on the debt-servicing ratio in the next 5 years. The benefits of the longer amortization terms mainly appear in later years as larger capital projects begin to incur debt over extended timelines.

Approximately \$1.26B in debt is tied to growth-related projects in Liquid Waste Services (\$1.026 billion) and Water Services (\$235 million). With a rate reduction or freeze, there is a risk that DCC revenues may be insufficient to reliably service and repay this level of debt.

**Option C. Defer additional growth-related projects in the Capital Program for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition**

Option 3 requires deferring additional growth-related capital projects by \$332M for the utilities: Water (\$258M) and Liquid Waste (\$74M) from 2027 to 2031. This option also requires that Parkland acquisition of \$42 million be deferred in the interim or achieved by utilizing reserves. It is important to note that \$1.1B of capital expenditure has already been deferred from the 2026-2030 Capital Program by the Boards.

Additional projects have been identified; however, further deferral of additional Water and Liquid Waste growth capital projects would delay the benefits of capital investment and introduce significant risk to the timely delivery of critical regional services to growing communities in the region.

**WATER GROWTH PROJECTS IN THE 2026-2030 CAPITAL PLAN**

There are 20 Water Growth Projects in the 2026-2030 Financial Plan. As directed, staff have identified growth projects that have the possibility of deferral that would fill the revenue gap of \$258M. A description of each project, including potential impacts that deferral would cause follows. Projects along three corridors make up 90% of the growth projects in the Water Five Year Capital Program (Coquitlam corridor, Annacis corridor, South Surrey corridor). The number in brackets below is the project cash flow in the Five Year Financial Plan. **Staff do not recommend any further deferral of the remaining growth projects in the Five Year Financial Plan.**

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## **Coquitlam Corridor (\$824.2M)**

### **Coquitlam Water Main (Coquitlam Main No. 4)**

The Coquitlam Water Main is a key regional transmission main that will expand the capacity of the Coquitlam source for the next 50 years to reliably meet current and future demands for drinking water, particularly for member jurisdictions south of the Fraser River and east of the City of Coquitlam. The new water main is 12 km long, and the diameter of the new steel water main ranges from 2.2 to 3.5 m. This is the largest water main Metro Vancouver has constructed.

Construction of the water main is divided into four sections. Construction of the Robson to Guildford Pre-Build Section is underway and to date 1,245 m out of 1,400 m of pipe has been installed. Construction issues have been identified, but they are forecasted to be managed within the approved budget and overall project schedule. Detailed design is wrapping up for the remaining sections, and the next step is approval to proceed to the construction phase. Project completion is required by the mid-2030s to meet future drinking water demands.

### **Coquitlam Lake Water Supply**

The regional population is projected to reach four million by the year 2045, and work is underway to expand access to GVWD's largest water source, Coquitlam Lake, through the Coquitlam Lake Water Supply Project. This project will double the capacity to access water from the Coquitlam source to meet the region's future drinking water needs.

The project consists of a new 8.5-kilometre by 5-metre diameter water supply intake tunnel and water filtration treatment plant. The project is currently in the preliminary design phase, focusing on permitting and regulatory activities. Procurement for design consultants for the intake, tunnel, and filtration treatment plant are underway. Treatment pilot testing facilities are also being constructed and anticipated to be completed in Q2 2026. Staff are engaging kʷikʷəłəm (Kwikwetlem First Nation) through a co-developed and co-led collaborative impact assessment. The assessment is anticipated to be completed by Q2 2026. The project schedule and cost estimate are being updated to reflect additional design work and current market conditions. It is anticipated that the updated schedule and cost estimate will be ready in the first half of 2027. Project completion is required by the late 2030s to meet future drinking water demands.

### **Cape Horn Pump Station (Cape Horn Pump Station No. 3)**

Cape Horn Pump Station will replace the existing Cape Horn Pump Station No. 1, which has reached the end of its service life. The new pump station is being designed to increase the water supply capacity to the Cities of Coquitlam, Delta, Langley, and Surrey. Included within the project are a new inlet and outlet for the existing Cape Horn Reservoir, new backup power for Cape Horn Pump Stations, and the connections of Coquitlam Water Main to the water transmission system in the Cape Horn area. The detailed design of the new pump station is currently 60% complete and is expected to be completed in 2028. The timeline for construction is under review and is being coordinated with the schedule for the Coquitlam Water Main – Cape Horn Section. Project completion is anticipated in 2045.

The design is being reviewed to accommodate updated water demands from the latest population projections. The project team is also analyzing potential hydraulic transients resulting from events such as an unplanned power loss and reviewing water transmission system interconnectivity to ensure that the new pump station can supply water in several directions to support overall system resiliency.

Projects along the corridor were deferred by Board in earlier years. Further deferral could result in extended watering restrictions and limited ability to respond to emergencies.

### **Annacis Corridor (\$312M)**

#### **Annacis Water Supply Tunnel**

The Annacis Water Supply Tunnel is a new crossing of the Fraser River that, when combined with the Annacis Water Main North and Annacis Water Main South projects, will increase the water supply capacity to the communities south of the Fraser River. The new tunnel will span 2.3 km from New Westminister to Surrey and will be 4.5 m in diameter. The project consists of a tunnel and deep vertical shafts on each side of the river which will accommodate the installation of a 2.6 m diameter welded steel water main. Underground valve chambers will also be constructed adjacent to each shaft to regulate flow and facilitate the connection of the water main to the existing water transmission system. The project is driven by growth requirements and will also be seismically resilient and able to withstand a major earthquake.

Construction commenced in early 2022 and is approximately 70% complete. The shafts were completed in 2024 and tunnel excavation was completed in the summer of 2025. Current work includes installation of the water main and the valve chambers. Construction is scheduled to be completed in late 2027 with the tunnel expected to be in-service by 2028.

#### **Annacis Water Main North (Annacis Main No. 5 – North)**

The Annacis Water Main North is a new water main that will connect the north end of the Annacis Water Supply Tunnel in New Westminister to the existing transmission system in Burnaby. This project involves installing approximately 2.8 km of 1.8 m diameter welded steel water main and a cast-in-place concrete crossover valve chamber, flow meter chamber, and line valve chamber. The project will be delivered in two phases. The design of the first phase, located in New Westminister, is complete and construction is anticipated to commence in May 2026. The design of the second phase in Burnaby is nearing completion with construction planned for late 2026. Completion of the overall project is aligned with the Annacis Water Supply Tunnel.

#### **Annacis Water Main South (Annacis Main No. 5 – South)**

The Annacis Water Main South is a new water main that will connect the south end of the Annacis Water Supply Tunnel to the existing Kennedy Reservoir in Surrey. This project involves installing approximately 3 km of 1.8 m diameter welded steel water main, cast in place underground valve chambers and flow meter chambers.

The project is being delivered in three phases with the design of all three phases complete. Construction of the first phase, a pre-built section along 96 Avenue was completed in 2022. The second phase between the Annacis Water Supply Tunnel and 96 Avenue is approximately 50% complete. The construction contract for the final phase is currently being tendered with construction anticipated to commence in May 2026. The completion of the overall project is aligned with the Annacis Water Supply Tunnel project.

Projects along the corridor were deferred by Board in earlier years. Further deferral could result in service interruptions during high demand periods, the need for extended watering restrictions and substantial investments are underway.

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## **South Surrey Corridor (\$182M)**

### **Kennedy Newton Water Main**

The Kennedy Newton Water Main is a new water main that will increase the water supply capacity between the Kennedy Reservoir and the Newton Reservoir in the City of Surrey. The project consists of approximately 7.6 km of 1.8 m diameter welded steel water main, cast in place underground valve chambers and flow meter chambers. The project is being delivered in three separate phases. The first two phases are complete, and the final phase is approximately 90% complete with completion expected in fall 2026. Commissioning of the water main is expected to commence in 2027.

### **South Surrey Water Main (South Surrey Main No. 2)**

The South Surrey Water Main is a 12 km, 1m diameter welded steel water main that will replace the existing South Surrey Main No. 1. The new water main is in Surrey and will increase the water supply capacity to the area. The project is divided into three separate phases, with route selection for all three phases complete. Detailed design of the first phase of the project has commenced with completion anticipated in 2028.

### **Whalley Kennedy Water Main (Whalley Kennedy Main No. 2)**

The Whalley Kennedy Water Main is a 6.5 km, 1.5 m diameter welded steel water main that will twin the existing Whalley-Kennedy Link Main to increase water supply capacity to the area. The project is in Surrey and is currently in the project definition phase to determine the best route alignment for the new main. The timing for the design and construction phases is under review.

Projects along the corridor were deferred by Board in earlier years. Further deferral could result in service interruption during high demand periods, extended watering restrictions, increase contractual and financial risks and substantial investments are underway.

## **LIQUID WASTE GROWTH PROJECTS IN THE 2026-2030 CAPITAL PLAN**

There are 23 Liquid Waste Growth Projects in the 2026-2030 Financial Plan. As directed, staff have identified growth projects that have the possibility of deferral that would fill the revenue gap of \$74M. A description of each project, including potential impacts that deferral would cause, follows. The number in brackets is the project cash flow in the Five Year Financial Plan. **Staff do not recommend any further deferral of the remaining growth projects in the Five Year Financial Plan.**

### **Northwest Langley Wastewater Treatment Plant (NLWWTP) Expansion Program (\$867.1M)**

The NLWWTP Expansion Program is being built to accommodate projected population growth in Surrey, the Township of Langley, Pitt Meadows and Maple Ridge. The existing plant was originally built by the Township of Langley and transferred to the GVS&DD as part of the Township joining the region. The plant was built to serve a population of 35,000 people and is now serving 52,000 people. Capacity of the current plant is an issue and expansion is required.

The Program includes four components: the Golden Ears Pump Station and Storage Tank (completed in 2024); the Fraser River Crossing (completed in 2025); the WWTP Expansion (nearing end of detailed design); and a replacement outfall that is going through an Environmental Impact Study. The Program schedule was negatively impacted by archaeological permitting challenges identified in 2023 that resulted in a three-year delay to the pre-construction ground improvements works completion. That issue has been resolved, and pre-construction is expected to restart later in 2026 to prepare the site for the construction of the WWTP Expansion. New issues have arisen related to changing the alignment of the proposed outfall.

Currently, construction is estimated to commence in 2028 with a 2035 completion date. Provincial permits may take longer than expected.

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The project was deferred by Board in 2023 and 2025. Further deferral will change the anticipated completion date and new development will be harder to accommodate.

**Annacis Island Wastewater Treatment Plant (AIWWTP) Expansion Program (Stage 5, Solids Management expansion – Digesters 9 & 10) (\$117.3M)**

The AIWWTP Expansion Program is being built to accommodate projected population growth in the region, reduce nuisance odours, and improve seismic and climate change related resiliency. Several key wastewater treatment plant process buildings have been completed and commissioned under the Stage 5 Expansion Program. This has resulted in operational benefits to the plant. Preliminary and detailed design are advancing for the remaining program components. The expanded liquids train, and outfall are now in service; however, some remaining on-land civil works such as Digesters 5 and 6 are still required to complete this stage of expansion. Annacis Island WWTP services the Fraser Sewer Area members.

The project was deferred by the Board in both 2023 and 2025. Further deferral would increase biosolids management risk.

**Cloverdale Pump Station (\$37M)**

Expanding capacity of the Cloverdale Pump Station is needed to support growth in the south half of Surrey, the City of Langley, and Township of Langley. Current OCP projections and additional growth are driving the need for additional capacity. Limited flexibility exists to handle excess flows.

The project was deferred by the Board in 2023. Further deferral would make growth and new development harder to accommodate, and could impact South Surrey Interceptor improvements.

**Port Coquitlam Pump Station (\$70.9M)**

The Port Coquitlam Pump Station involves replacement of the existing pump station on the same site to address maintenance issues and allow for future growth. Land assembly and feasibility are underway. The project is in the design phase, and a Value Engineering review to identify opportunities for cost efficiencies was recently completed. Current timeline for construction is 2028-2030. Key risks include property issues (leased land owned by City of Port Coquitlam), geotechnical concerns (there is an artesian aquifer at depth underlying the site), public impacts, and maintenance of operations during construction.

Deferral could impact the proposed sewer heat recovery project.

**Stoney Creek (\$62.8M)**

Growth in Burnaby, Coquitlam and Port Moody has necessitated the need to upsize the Stoney Creek main. This project is needed to prevent overflows into the sensitive creek structure. The project will be constructed in several phases. Phase 1 is currently under construction with Metro Vancouver internal forces performing the work.

Deferral would increase risks of overflow, impacting water quality.

**MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend DCC Rates for 2026 and 2027**

MVRD Board Meeting Date: April 15, 2026

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**ALTERNATIVE FOR BOARD CONSIDERATION: LEAVE 2026 DCC RATES 'AS IS'; FREEZE 2027 RATES AT 2026 LEVELS**

Given challenging housing market conditions, in January, 2026 staff provided options to the Boards to defer or lower the approved 2027 DCC rates increases, and to slow the transition to a 1% assist factor to 2029. One option leaves 2026 rates as is, and freezes rates for 2027 at 2026 levels and moves to a 1% assist factor over the two years subsequent years.

Staff understand the interest expressed by the Boards to find ways to support the delivery of housing in this challenging market. This alternative provides 2027 and 2028 DCC reductions, but only requires amendments to 2027 rates in the existing DCC bylaws. This alternative is presented as Alternative 3 below. In any case, staff will continue to work with the development industry on mitigation measures for DCCs as was done for the in-stream protection extension and change to the timing of DCC payments. This alternative does not include changes to 2026 rates, but freezes rates for 2027 at 2026 levels given that:

- the Boards approved the 2026 budget;
- municipalities have set utility rates based on that approved budget; and
- any changes to 2026 rates would only come into effect once a DCC amendment bylaw is adopted (likely end of June) with no refunds or retractive rates.

This alternative results in a lower projected DCC revenue shortfall of **\$246M** (\$41M for MVRD) between 2026 and 2031, as shown in Table 6. With this scenario, the assist factor for each DCC would transition to 1% by 2029, as shown in Table 7.

**Table 6. Leave and Freeze Reduction in DCC Collections Forecast (\$ Million)**

	2026	2027	2028	2029	2030	2031	Total
Water DCC		\$15M	\$25M	\$32M	\$38M	\$25M	<b>\$135M</b>
Liquid Waste DCC		\$7M	\$12M	\$16M	\$20M	\$15M	<b>\$70M</b>
Parkland Acquisition DCC		\$6M	\$9M	\$10M	\$10M	\$6M	<b>\$41M</b>
<b>Total</b>		<b>\$28M</b>	<b>\$46M</b>	<b>\$58M</b>	<b>\$68M</b>	<b>\$46M</b>	<b>\$246M</b>

**Table 7. Leave and Freeze DCC Assist Factors 2026 to 2030**

	2025	2026	2027	2028	2029	2030	2031
Water	45%	15%	15%	7.5%	1%	1%	1%
Liquid Waste	16%	10%	10%	5%	1%	1%	1%
Parks	75%	50%	50%	25%	1%	1%	1%

**LEAVE AND FREEZE: Addressing the 2027-2031 projected DCC funding gap of \$246M**

The same options to address the DCC funding reduction of \$246M from 2027 to 2031 are presented below:

- Option A.** Transfer the projected revenue shortfall to the Household Impact for 2027 to 2031
- Option B.** Increase the amount of long-term borrowing for growth capital projects for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition
- Option C.** Defer additional growth-related projects in the Capital Program for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition

MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend DCC Rates for 2026 and 2027

MVRD Board Meeting Date: April 15, 2026

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**Option A. Transfer the projected revenue shortfall to the Household Impact for 2027 to 2031**

Under this option (as shown in Table 8), the DCC funding gap for Water, Liquid Waste and Parkland acquisitions would increase the 2027 HHI to 5.1% (currently 3%) or by \$19, the 2028 HHI increase to 6.5% (currently 5%) or by \$15, and the 2029 and 2030 HHI to 5.6% each year (currently 5%) or by \$7 and \$6 respectively.

**Table 8. HHI Impact to Address the DCC Funding Gap for 2027-2030**

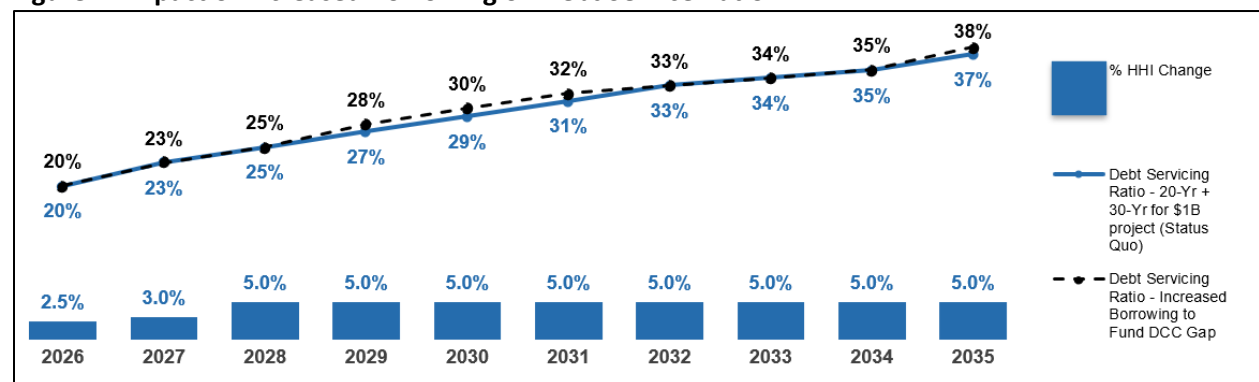
	2026	2027	2028	2029	2030	2031
Endorsed 2026-2030 Financial Plan HHI	\$897	\$923	\$969	\$1,018	\$1,070	\$1,123
Current HHI Target		3.0%	5.0%	5.0%	5.0%	5.0%
Option 1 HHI Impact	\$897	\$942	\$984	\$1,025	\$1,076	\$1,129
Impact to HHI Target		5.1%	6.5%	5.6%	5.6%	5.6%
\$ Increase to HHI		\$19	\$15	\$7	\$6	\$6

**Option B. Increase the amount of long-term borrowing for growth capital projects for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition**

This option requires shifting \$205M (\$246M less \$41M for Parkland Acquisition) of previously planned direct DCC funding for growth related capital projects to long-term debt financing and using future anticipated DCC collections to fund debt servicing costs. Under this scenario, \$41M for parkland acquisition will be deferred or achieved by utilizing reserves.

The impact of this additional borrowing results in an upward pressure on the debt service ratio, as shown in Figure 2. This scenario assumes that DCC funds will be available to service the required debt payments over the borrowing term. The baseline, shown in blue, shows the current Five-Year Financial Plan borrowing required to meet the HHI targets. The recent changes to the *Financial Management Plan*, which extend the amortization period to 20 years for most capital projects and 30 years for projects over \$1B, have been incorporated into the baseline. Borrowing to fill the funding gap pushes the debt service ratio up about 1% so that the organization reaches 32% by 2031.

**Figure 2. Impact of Increased Borrowing on Debt Service Ratio**



Approximately \$1.26B in debt is tied to growth-related projects in Liquid Waste Services (\$1.026 billion) and Water Services (\$235 million). With a rate reduction or freeze, there is a risk that DCC revenues may be insufficient to reliably service and repay this level of debt.

**MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend DCC Rates for 2026 and 2027**

MVRD Board Meeting Date: April 15, 2026

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**Option C. Defer additional growth-related projects in the Capital Program for Water and Liquid Waste, and Defer or Utilize Reserves for Parkland acquisition**

Option 3 requires deferring additional growth-related capital projects by \$205M for the utilities: Water (\$135M) and Liquid Waste (\$70M) from 2027 to 2031. This option also requires that parkland acquisition of \$41M be deferred in the interim or is achieved by utilizing reserves. The same list of projects noted above for Utilities could be deferred to fill the revenue gap.

A DCC amendment bylaw for the LEAVE AND FREEZE alternative, changing only 2027 rates, is presented in **Attachment 3**, with changes to the DCC rates presented in **Attachment 4** for reference. This alternative is provided as Alternative 3 below for Board consideration.

**ALTERNATIVES**

1. STAY THE COURSE: THAT the MVRD Board receive for information the report dated April 7, 2026, titled "MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027".
  
2. ROLL BACK AND REDUCE: THAT the MVRD Board:
  - a) give first, second, and third reading to *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026*, as presented in **Attachment 1**, in the report dated April 7, 2026, titled "MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027", which rolls back the 2026 DCC rate increase for MVRD to 2025 rates, reduces the 2027 DCC rate increases, and slows the transition to a 1% assist factor over the subsequent two years; and
  - b) direct staff to forward *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026* to the Inspector of Municipalities for approval; and
  - c) fill the resulting revenue gap of \$389M by (*choose Option A, B or C from Table 9*)

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3. LEAVE AND FREEZE: THAT the MVRD Board:
  - a) give first, second, and third reading to *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026*, as presented in **Attachment 3**, in the report dated April 7, 2026, titled "MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027", which freezes the 2027 DCC rate at 2026 rates for MVRD and slows the transition to a 1% assist factor over the subsequent two years); and
  - b) direct staff to forward *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026* to the Inspector of Municipalities for approval; and
  - c) fill the resulting revenue gap of \$246M by (*choose Option A, B or C from Table 9*)

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**FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1 (Stay the Course), the existing DCC bylaw, *Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*, will remain in effect, and MVRD DCC rates for 2026 and 2027 will not be amended.

If the MVRD Board chooses Alternative 2 (Roll Back and Reduce), reduced DCC collections of \$389M are projected across all Metro Vancouver legal entities; with \$43M projected for MVRD from 2026 to 2031.

If the MVRD Board chooses Alternative 3 (Leave and Freeze), reduced DCC collections of \$246M are projected across all Metro Vancouver legal entities; with \$41M projected for MVRD from 2027 to 2031.

**MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend DCC Rates for 2026 and 2027**

MVRD Board Meeting Date: April 15, 2026

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If the Board chooses Alternative 2 or Alternative 3, staff need direction on how the Boards want to fill the resulting funding gap. The Boards will need to choose one option from Table 9.

**Table 9. Options to fill the 2027-2031 Funding Gap**

A	Transfer the projected revenue shortfall to the Household Impact for 2027 to 2031
B	Increase the amount of long-term borrowing for growth capital projects for Water and Liquid Waste; and Defer or Utilize Reserves for Parkland acquisition
C	Defer additional growth-related projects in the Capital Program for Water and Liquid Waste and Defer or Utilize Reserves for Parkland acquisition

Each option involves trade-offs. Option A transfers the cost to existing ratepayers, but supports the development community in advancing new housing in the region. Option B results in higher debt servicing and interest costs for Metro Vancouver, and Option C increases the organization's risk profile by deferring additional capital infrastructure projects and deferring park acquisition. Staff do not recommend further Capital Project deferrals.

**OTHER IMPLICATIONS**

If the MVRD Board chooses Alternatives 2 or 3, the following will be the next steps. Once the MVRD Board has given the amendment bylaw first, second, and third readings, staff will forward the amendment bylaw and supporting material to the Inspector of Municipalities to ensure compliance with the *Local Government Act* and consistency in application. Staff will also undertake public consultation as required by the Province and Best Practices Guidelines, including engagement with the Development Industry. After the Inspector of Municipalities has approved the application, the MVRD Board may adopt the amendment bylaw at a subsequent meeting.

Based on provincial legislation and practice, local government resolutions and bylaws take effect from the date of their adoption or at some defined point in the future. No refunds or retroactive rates are possible.

Although three separate reports with separate bylaws are being presented to the GVWD, GVS&DD, and MVRD Boards, staff have prepared consolidated options and impacts and a singular approach across the three legal entities is strongly recommended.

**ATTACHMENTS**

1. *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026 (Revert 2026 Rates to 2025 Rate Levels Prospectively and Transition to a 1% Assist by 2029).*
2. Table – Roll back 2026 Rates to 2025 Levels, Reduce 2027 rates and Transition to a 1% Assist by 2029.
3. *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026 (Freeze 2026 DCC Rates for 2027 and Transition to a 1% Assist Factor by 2029).*
4. Table - Freeze 2026 DCC Rates for 2027 and Transition to a 1% Assist Factor by 2029.

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**METRO VANCOUVER REGIONAL DISTRICT**  
**BYLAW NO. 1452, 2026**  
**A bylaw to amend Metro Vancouver Regional District Development Cost Charge**  
**Bylaw No. 1369, 2023**

**WHEREAS:**

- A. Pursuant to section 559 of the *Local Government Act*, the Board of the Metro Vancouver Regional District adopted Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023, a bylaw imposing development cost charges on every person who obtains from a Member Municipality approval of a subdivision or a building permit authorizing the construction, alternation or extension of a building or structure; and
- B. The Board of the Metro Vancouver Regional District wishes to amend Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023.

**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 Development Cost Charge Amendment Bylaw No. 1452, 2026”.

**Schedule**

2. The following schedule is attached to and forms part of this bylaw:
  - Schedule A, MVRD Development Cost Charge Rates for Provision of Regional Park Land

**Amendment of Bylaw**

3. “Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023” is amended as follows:
  - (a) Schedule A is replaced with Schedule A of this bylaw.

Read a first, second, and third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Approved by the Inspector of Municipalities this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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Mike Hurley, Chair

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Dorothy Shermer, Corporate Officer

## Schedule A

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### MVRD DEVELOPMENT COST CHARGE RATES FOR PROVISION OF REGIONAL PARK LAND

**To December 31, 2026**

<u>Description</u>	<u>Rate</u>
1. Residential Lot Development Unit	\$491 per Residential Lot Development Unit
2. Townhouse Dwelling Unit	\$442 per Dwelling Unit
3. Apartment Dwelling Unit	\$303 per Dwelling Unit
4. Non-Residential Use	\$0.24 multiplied by the number of square feet of Floor Area

**As of January 1, 2027**

<u>Description</u>	<u>Rate</u>
1. Residential Lot Development Unit	\$1,237 per Residential Lot Development Unit
2. Townhouse Dwelling Unit	\$1,114 per Dwelling Unit
3. Apartment Dwelling Unit	\$763 per Dwelling Unit
4. Non-Residential Use	\$0.60 multiplied by the number of square feet of Floor Area

**Roll Back 2026 Rates to 2025 Levels, Reduce 2027 Rates, and Transition to a 1% Assist Factor by 2029**

	MVRD							
	2026				2027			
	Existing 2026	Proposed 2026	Change	% Change	Existing 2027	Proposed 2027	Change	% Change
<b>Assist factor</b>	<b>50%</b>	<b>75%</b>			<b>1%</b>	<b>37%</b>		

Residential Lot Development								
Unit	\$ 981	\$ 491	\$ (490)	-50%	\$ 1,943	\$ 1,237	\$ (706)	-36%
Townhouse	\$ 884	\$ 442	\$ (442)	-50%	\$ 1,751	\$ 1,114	\$ (637)	-36%
Apartment	\$ 606	\$ 303	\$ (303)	-50%	\$ 1,199	\$ 763	\$ (436)	-36%
Non-Residential	\$ 0.48	\$ 0.24	\$ (0.24)	-50%	\$ 0.94	\$ 0.60	\$ (0.34)	-36%

	TOTAL GVWD, GVS&DD and MVRD DCC Adjustment							
	2026				2027			
	Existing 2026	Proposed 2026	Change	% Change	Existing 2027	Proposed 2027	Change	% Change

VSA								
Residential Lot Development	\$29,197	\$ 21,941	\$ (7,256)	-25%	\$ 34,133	\$ 28,322	\$ (5,811)	-17%
Townhouse	\$26,406	\$ 19,874	\$ (6,532)	-25%	\$ 30,861	\$ 25,625	\$ (5,236)	-17%
Apartment	\$17,873	\$ 13,392	\$ (4,481)	-25%	\$ 20,906	\$ 17,323	\$ (3,583)	-17%
Non-Residential	\$ 14.37	\$ 10.84	\$ (3.53)	-25%	\$ 16.78	\$ 13.94	\$ (2.84)	-17%

NSSA								
Development								
Unit	\$28,385	\$ 21,203	\$ (7,182)	-25%	\$ 33,214	\$ 27,487	\$ (5,727)	-17%
Townhouse	\$25,748	\$ 19,277	\$ (6,471)	-25%	\$ 30,113	\$ 24,947	\$ (5,166)	-17%
Apartment	\$17,549	\$ 13,099	\$ (4,450)	-25%	\$ 20,533	\$ 16,988	\$ (3,545)	-17%
Non-Residential	\$ 14.04	\$ 10.54	\$ (3.50)	-25%	\$ 16.40	\$ 13.60	\$ (2.80)	-17%

LIWSA								
Residential Lot Development								
Unit	\$24,059	\$ 17,126	\$ (6,933)	-29%	\$ 28,512	\$ 23,077	\$ (5,435)	-19%
Townhouse	\$21,423	\$ 15,208	\$ (6,215)	-29%	\$ 25,404	\$ 20,537	\$ (4,867)	-19%
Apartment	\$14,907	\$ 10,610	\$ (4,297)	-29%	\$ 17,663	\$ 14,296	\$ (3,367)	-19%
Non-Residential	\$ 11.43	\$ 8.09	\$ (3.34)	-29%	\$ 13.56	\$ 10.94	\$ (2.62)	-19%

FSA								
Residential Lot Development								
Unit	\$30,218	\$ 22,886	\$ (7,332)	-24%	\$ 35,270	\$ 29,370	\$ (5,900)	-17%
Townhouse	\$26,865	\$ 20,296	\$ (6,569)	-24%	\$ 31,375	\$ 26,096	\$ (5,279)	-17%
Apartment	\$18,956	\$ 14,396	\$ (4,560)	-24%	\$ 22,108	\$ 18,433	\$ (3,675)	-17%
Non-Residential	\$ 14.49	\$ 10.95	\$ (3.54)	-24%	\$ 16.91	\$ 14.06	\$ (2.85)	-17%

**METRO VANCOUVER REGIONAL DISTRICT**  
**BYLAW NO. 1452, 2026**  
**A bylaw to amend Metro Vancouver Regional District Development Cost Charge**  
**Bylaw No. 1369, 2023**

**WHEREAS:**

- A. Pursuant to section 559 of the *Local Government Act*, the Board of the Metro Vancouver Regional District adopted Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023, a bylaw imposing development cost charges on every person who obtains from a Member Municipality approval of a subdivision or a building permit authorizing the construction, alternation or extension of a building or structure; and
- B. The Board of the Metro Vancouver Regional District wishes to amend Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023.

**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 Development Cost Charge Amendment Bylaw No. 1452, 2026”.

**Schedule**

2. The following schedule is attached to and forms part of this bylaw:
  - Schedule A, MVRD Development Cost Charge Rates for Provision of Regional Park Land

**Amendment of Bylaw**

3. “Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023” is amended as follows:

(a) Schedule A is replaced with Schedule A of this bylaw.

**Effective Date**

4. This bylaw is effective January 1, 2027.

Read a first, second, and third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Approved by the Inspector of Municipalities this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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Mike Hurley, Chair

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Dorothy Shermer, Corporate Officer

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**Schedule A**

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**MVRD DEVELOPMENT COST CHARGE RATES FOR PROVISION OF REGIONAL PARK LAND****As of January 1, 2027**

	<u>Description</u>	<u>Rate</u>
1.	Residential Lot Development Unit	\$981 per Residential Lot Development Unit
2.	Townhouse Dwelling Unit	\$884 per Dwelling Unit
3.	Apartment Dwelling Unit	\$606 per Dwelling Unit
4.	Non-Residential Use	\$0.48 multiplied by the number of square feet of Floor Area

### Freeze 2027 DCC Rates at 2026 Levels and Transition to a 1% Assist Factor by 2029

MVRD	Existing	Proposed	Change	% Change
Assist factor	2027	2027		
	1%	50%		
Residential Lot				
Development Unit	\$ 1,943	\$ 981	\$ (962)	-50%
Townhouse	\$ 1,751	\$ 884	\$ (867)	-50%
Apartment	\$ 1,199	\$ 606	\$ (593)	-49%
Non-Residential	\$ 0.94	\$ 0.48	\$ (0.46)	-49%

TOTAL GVWD, GVS&DD and MVRD DCC Adjustment	Existing	Proposed	Change	% Change
	2027	2027		

#### VSA

##### Residential Lot

Development Unit	\$ 34,133	\$ 29,197	\$ (4,936)	-14%
Townhouse	\$ 30,861	\$ 26,406	\$ (4,455)	-14%
Apartment	\$ 20,906	\$ 17,873	\$ (3,033)	-15%
Non-Residential	\$ 16.78	\$ 14.37	\$ (2.41)	-14%

#### NSSA

##### Residential Lot

Development Unit	\$ 33,214	\$ 28,385	\$ (4,829)	-15%
Townhouse	\$ 30,113	\$ 25,748	\$ (4,365)	-14%
Apartment	\$ 20,533	\$ 17,549	\$ (2,984)	-15%
Non-Residential	\$ 16.40	\$ 14.04	\$ (2.36)	-14%

#### LWSA

##### Residential Lot

Development Unit	\$ 28,512	\$ 24,059	\$ (4,453)	-16%
Townhouse	\$ 25,404	\$ 21,423	\$ (3,981)	-16%
Apartment	\$ 17,663	\$ 14,907	\$ (2,756)	-16%
Non-Residential	\$ 13.56	\$ 11.43	\$ (2.13)	-16%

#### FSA

##### Residential Lot

Development Unit	\$ 35,270	\$ 30,218	\$ (5,052)	-14%
Townhouse	\$ 31,375	\$ 26,865	\$ (4,510)	-14%
Apartment	\$ 22,108	\$ 18,956	\$ (3,152)	-14%
Non-Residential	\$ 16.91	\$ 14.49	\$ (2.42)	-14%