METRO VANCOUVER REGIONAL DISTRICT (MVRD)

BOARD OF DIRECTORS

BOARD MEETING

Friday, September 25, 2026
9:00 am
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

REVISED AGENDA

A. ADOPTION OF THE AGENDA

1. September 25, 2026 Meeting Agenda
THAT the MVRD Board adopt the revised agenda for its meeting scheduled for September 25, 2026 as circulated.

B. ADOPTION OF THE MINUTES

1. July 24, 2026 Meeting Minutes *pg. 10*
THAT the MVRD Board adopt the minutes of its meeting held July 24, 2026 as circulated.

2. September 2, 2026 Special Joint Meeting Minutes *pg. 24*
THAT the MVRD Board adopt the minutes of its special joint meeting held September 2, 2026 as circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

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

1. CHIEF ADMINISTRATIVE OFFICER REPORTS

1.1 Metro 2050 Regional Context Statement – City of Pitt Meadows

pg. 26

Report dated August 15, 2026 from Victor Cheung, Regional Planner, Regional Planning and Housing Services.

Executive Summary

The City of Pitt Meadows completed the draft update to its Official Community Plan (OCP) and submitted a revised Regional Context Statement demonstrating that the new OCP is consistent with the regional federation's goals, strategies, and actions as laid out in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations align with the regional federation's collective goals as outlined in the regional growth strategy.

The Regional Context Statement (RCS) supports the regional federation's vision by advancing:

- Compact Urban Growth: Focusing growth within the Urban Containment Boundary and Pitt Meadows Municipal Town Centre, while supporting compact, mixed-use, transit-oriented development and accommodating future growth, consistent with *Metro 2050* Goal 1.
- Sustainable Economy: Protecting and intensifying industrial lands, supporting trade-related and employment-generating uses, protecting agricultural land within the Agricultural Land Reserve, and strengthening agricultural viability, consistent with *Metro 2050* Goal 2.
- Environmental Protection and Climate Action: Protecting and enhancing ecosystems through conservation land designations and Development Permit Areas, advancing local ecosystem and tree canopy objectives, reducing greenhouse gas emissions through compact growth and climate action initiatives, and improving resilience to climate change and natural hazards, consistent with *Metro 2050* Goal 3.
- Housing Diversity and Affordability: Supporting a range of housing forms and tenure options, increasing housing supply to meet identified housing needs, encouraging affordable and rental housing in Pitt Meadows Municipal Town Centre, and partnering with other agencies to address affordable housing and homelessness, consistent with *Metro 2050* Goal 4.
- Sustainable Transportation: Coordinating land use and transportation planning to increase walking, cycling, rolling, transit use, and other sustainable transportation options while supporting efficient movement of goods and services, consistent with *Metro 2050* Goal 5.

While the current OCP update introduces modest changes, primarily to align with provincial housing legislation, the City has identified opportunities to further align local targets with *Metro 2050* through future policy work. Metro Vancouver and the City will work together through future OCP and RCS updates to explore an affordable rental housing target, further advance ecosystem protection, and continue planning for future growth in the North Lougheed Special Study Area.

Staff recommend that the MVRD Board accept the City of Pitt Meadows' RCS, received on July 8, 2026.

Recommendation

THAT the MVRD Board:

a) accept the City of Pitt Meadows' Regional Context Statement as attached to the report dated August 15, 2026, titled "Metro 2050 Regional Context Statement – City of Pitt Meadows" and notify the City of Pitt Meadows of the decision; and

b) include in the correspondence to the City of Pitt Meadows 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 August 15, 2026, titled "Metro 2050 Regional Context Statement – City of Pitt Meadows" in line with the *Local Government Act*'s requirement to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

1.2 The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region *pg. 85*

Report dated July 29, 2026 from Jonathan Cote, Acting General Manager, Regional Planning, Housing Services, and Air Quality.

Executive Summary

At its July 24, 2026 meeting, the MVRD Board considered the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" and requested a presentation providing additional information on the study methodology and limitations, including considerations related to existing infrastructure deficits. Consideration of the report recommendations was deferred to the September 25, 2026 Board meeting.

In response to questions raised at the July Board meeting, the accompanying presentation provides additional context on the study methodology, assumptions, and limitations. The study was intended to support regional discussions and advocacy related to infrastructure funding and was therefore designed as a high-level, order-of-magnitude assessment rather than a detailed infrastructure plan or forecast. Given the broad scope of the study, which sought to consider infrastructure delivered by member jurisdictions, Metro Vancouver, TransLink, and the Province, it was not feasible within the scope and budget of the project to undertake detailed infrastructure needs assessments for individual service areas or agencies. Instead, the analysis used the replacement cost of existing infrastructure assets as a proxy for estimating future infrastructure requirements associated with projected growth, a methodology commonly used to support high-level infrastructure funding and advocacy discussions. The approach provides a consistent regional estimate across multiple organizations with differing service levels, planning processes, asset management practices, and data availability. The resulting estimate is intended to illustrate the scale of infrastructure investment required to support growth and should not be interpreted as a detailed estimate of infrastructure needs for specific projects, services, or jurisdictions.

This matter is now before the MVRD Board for its consideration.

Recommendation

THAT the MVRD Board:

a) receive for information the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region";

b) request that the Board Chair forward a copy of the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" to Member Jurisdictions and TransLink with an offer of a presentation to Council upon request;

c) request that the Board Chair forward a copy of the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" to the provincial Ministers of Housing and Municipal Affairs, Finance, Transportation and Transit, and Infrastructure, the federal Minister of Housing, Infrastructure and Communities, and the Union of BC Municipalities; and

d) direct staff to advance the strategic recommendations outlined in the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" and report back to the Board with options and potential next steps for consideration.

1.3 Updated Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge *pg. 117*

Report dated September 9, 2026 from Victor Cheung, Regional Planner, Regional Planning and Housing Services.

Executive Summary

The City of Maple Ridge has resubmitted an application to the Greater Vancouver Sewerage and Drainage District (GVS&DD) to amend and update the Fraser Sewerage Area (FSA) boundary to include three building footprints at 14500 Silver Valley Road to service the expansion of an existing UBC forestry research facility and accessory uses. A previous application to extend sanitary services to the building footprint of four buildings was received and approved in 2024. Since this approval, the site design has been revised so the sewerage area request must be re-submitted as it is specific to the building footprints.

In line with the requirements set out in *Metro 2050*, the request is being presented to the MVRD Board to consider consistency with the regional growth strategy prior to consideration by the GVS&DD Board.

The application is generally consistent with *Metro 2050* given that:

- The application is related to an existing institutional facility and does not involve new residential or commercial development;
- The subject property is designated Conservation and Recreation and is included in the Natural Resource Areas Overlay. It is currently in use as a forest research facility with institutional and recreation land uses. No further land use changes are proposed; and
- On-site treatment is not justified due to varying and insufficient flow rates as well as potential environmental contamination risk.

To accommodate the limited remaining Committee and Board meeting schedule this year and support timely consideration by the GVS&DD Board, the report is being presented directly to the MVRD Board.

Recommendation

THAT the MVRD Board:

a) resolve that regional sewer service for the property at 14500 Silver Valley Road, City of Maple Ridge is generally consistent with the provisions of *Metro 2050*; and

b) forward the requested Fraser Sewerage Area amendment application for the applicable properties as depicted in the report dated September 9, 2026, titled "Updated Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge" to the GVS&DD Board for consideration.

1.4 2027 Schedule of Board Meetings *pg. 195*

Report dated September 8, 2026 from Nikki Tilley, Acting Corporate Officer.

Executive Summary

The 2027 schedule of board meetings has been prepared in accordance with the provisions of the *MVRD Procedure Bylaw No. 1368, 2023 (Procedure Bylaw)*. The schedule includes the date, time, and place for eighteen (18) board meetings, mostly to be held on Fridays of most months, which will avoid conflicts with the standing committee schedule, municipal council meetings, and other conflicting events. Additional special board meetings may be scheduled if required. Meetings on the 2027 Schedule of Meetings will be conducted as in-person meetings or hybrid electronic meetings.

Recommendation

THAT the MVRD Board receive for information the schedule of Board meetings as follows:

a) Regular Meeting Dates
- Friday, January 15, 2027 – GVWD and GVS&DD Boards
- Friday, January 29, 2027 – MVRD and MVHC Boards
- Friday, February 12, 2027 – GVWD and GVS&DD Boards
- Friday, February 26, 2027 – MVRD and MVHC Boards
- Friday, April 2, 2027 – all Boards
- Friday, April 30, 2027 – all Boards
- Friday, May 21, 2027 – GVWD and GVS&DD Boards
- Friday, May 28, 2027 – MVRD and MVHC Boards
- Friday, June 18, 2027 – GVWD and GVS&DD Boards
- Friday, June 25, 2027 – MVRD and MVHC Boards
- Friday July 16, 2027 – GVWD and GVS&DD Boards
- Friday, July 23, 2027 – MVRD and MVHC Boards
- Friday, September 17, 2027 – all Boards
- Friday, October 29, 2027 – all Boards
- Friday, November 26, 2027 – MVRD and MVHC Boards
- Friday, December 3, 2027 – GVWD and GVS&DD Boards

b) Special Joint MVRD, MVHC, GVWD, and GVS&DD Boards Meeting Dates
- Wednesday, April 14, 2027
- Wednesday, October 20, 2027

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

d) Place
All meetings are scheduled in the Metro Vancouver Boardroom on the 28th Floor, 4515 Central Boulevard, Burnaby, BC, unless otherwise specified on the meeting notice, and may include the simultaneous use of electronic facilities.

Added **1.5** **2026 Electoral Area A Director Election Results** *pg. 198*

Report dated September 21, 2026 from Nikki Tilley, Chief Election Officer, MVRD Electoral Area A.

Executive Summary

Metro Vancouver is responsible for conducting the election for Electoral Area A, Metro Vancouver Regional District. Metro Vancouver conducted work ahead of the election to meet all legislative requirements, while collaborating with election teams from the City of Port Moody, City of Surrey, City of Vancouver, District of West Vancouver, Islands Trust, and Sunshine Coast Regional District. On September 18, 2026, one of the two candidates withdrew their candidacy, and on September 21, 2026, David Hocking was declared elected by acclamation.

Recommendation

THAT the MVRD Board receive for information the report dated September 21, 2026, titled "2026 Electoral Area A Director Election Results".

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. CHIEF ADMINISTRATIVE OFFICER REPORTS

1.1 Results of the Alternative Approval Process for MVRD Electoral Area A Clean-up Service Establishment Bylaw No. 1433, 2026 *pg. 201*

Report dated September 7, 2026 from Nikki Tilley, Acting Corporate Officer, and Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning and Housing Services.

Executive Summary

An Alternative Approval Process (AAP) was conducted to determine if the electors approve of *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* (MVRD Bylaw No. 1433, 2026). This bylaw would apply to the Electoral Area A communities of Bowyer Island, Passage Island, Indian Arm, and Pitt Lake.

Of the estimated 175 eligible electors, 47 (27%) submitted response forms opposing the establishment of the service that were deemed accepted. This is above the 18 (10%) threshold required to oppose the establishment of the service, and therefore elector approval through the AAP has not been obtained. As outlined in the March 2026 Board report, the Alternative Approval Process was the first step in obtaining elector approval, with assent voting to follow if the AAP did not succeed. Staff recommend holding an assent voting process (referendum) to pose the question below to all eligible electors alongside the October 2026 local government election for the Electoral Area A Director. The proposed question is as follows:

Assent Voting (Referendum) Question

Are you in favour of the Metro Vancouver Regional District adopting MVRD Bylaw No. 1433, 2026 to establish within portions of Electoral Area A, a service for the purpose of the coordination, transportation, and disposal of waste items generated from water-access properties within the area, and to authorize a maximum annual taxation of $20,000 or $0.6/$1,000 of net taxable value of improvements, whichever is greater?

Recommendation

THAT the MVRD Board:

a) receive for information the report dated September 7, 2026, titled "Results of the Alternative Approval Process for Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026";

b) direct staff to obtain elector approval for *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* through assent voting; and

c) approve the following question to be on the ballot and submitted to eligible electors of Electoral Area A for the assent voting process to be held on October 17, 2026:

Are you in favour of the Metro Vancouver Regional District adopting *MVRD Bylaw No. 1433, 2026* to establish within portions of Electoral Area A, a service for the purpose of the coordination, transportation, and disposal of waste items generated from water-access properties within the area, and to authorize a maximum annual taxation of $20,000 or $0.6/$1,000 of net taxable value of improvements, whichever is greater?

1.2 Regional Growth Strategy Amendment Bylaw No. 1470, 2026 – City of Vancouver (Molson Site) *pg. 224*

Report dated September 18, 2026 from Heather McNell, Acting Commissioner / Chief Administrative Officer, and Nikki Tilley, Acting Corporate Officer.

Executive Summary

On July 24, 2026, the MVRD Board initiated a Type 3 amendment to *Metro 2050* and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026 (MVRD Bylaw No. 1470, 2026)*. The amending bylaw would re-designate Industrial lands to General Urban to accommodate a mixed-use neighbourhood on the Molson Site at 1550 Burrard Street and 1655 West 1st Avenue in Vancouver.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments and local First Nations of the proposed amendment to provide an opportunity for comment. Seven responses were received, and a summary of the feedback is provided in this report. *MVRD Bylaw No. 1470, 2026* is now before the MVRD Board for consideration of adoption.

Recommendation

THAT the MVRD Board:

a) receive for information the comments from affected local governments and local First Nations as presented in the report dated September 18, 2026, titled "Regional Growth Strategy Amendment Bylaw No. 1470, 2026 – City of Vancouver (Molson Site)";

b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026*; and

c) accept the City of Vancouver's amended Regional Context Statement.

1.3 Regional Growth Strategy Amendment Bylaw No. 1463, 2026 – City of Surrey (105 – 175A Street) *pg. 313*

Report dated September 18, 2026 from Heather McNell, Acting Commissioner / Chief Administrative Officer, and Nikki Tilley, Acting Corporate Officer.

Executive Summary

On June 26, 2026, the MVRD Board initiated a Type 3 amendment to *Metro 2050* and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026 (MVRD Bylaw No. 1463, 2026)*. The amending bylaw would re-designate Employment lands to General Urban to accommodate 20 single-detached homes at 105 - 175A Street in the Douglas neighbourhood of South Surrey.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments, local First Nations and the public of the proposed amendment to provide an opportunity for comment. Seven responses were received, and a summary of the responses is provided in this report.
MVRD Bylaw No. 1463, 2026 is now before the MVRD Board for consideration of adoption.

Recommendation

THAT the MVRD Board:

a) receive for information the comments from affected local governments and local First Nations as presented in the report dated September 18, 2026, titled "Regional Growth Strategy Amendment Bylaw No. 1463, 2026 – City of Surrey (105 – 175A Street)";
b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026*; and
c) accept the City of Surrey's amended Regional Context Statement.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

I. OTHER BUSINESS

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 director wishes to add an item, the basis must be included below.

K. ADJOURNMENT

THAT the MVRD Board adjourn its meeting of September 25, 2026.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT (MVRD)

BOARD OF DIRECTORS

BOARD MEETING

Friday, July 24, 2026
9:00 am
The meeting was held electronically on the Zoom platform

MINUTES

DIRECTORS PRESENT:

Chair, Mike Hurley, Burnaby
Vice Chair, John McEwen, Anmore
Belcarra, Jamie Ross*
Burnaby, Pietro Calendino*
Burnaby, Sav Dhaliwal*
Coquitlam, Craig Hodge*
Coquitlam, Teri Towner*
Delta, Rod Binder*
Delta, Dylan Kruger*
Electoral Area A, Jen McCutcheon*
Langley City, Paul Albrecht*
Langley Township, Steve Ferguson*
Langley Township, Eric Woodward*
Lions Bay, Ken Berry* (arrived at 10:44 am; departed at 12:10 pm)
Maple Ridge, Dan Ruimy*
New Westminster, Nadine Nakagawa* (departed at 11:53 am)
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* (arrived at 10:44 am)
Surrey, Doug Elford*
Surrey, Gordon Hepner* (departed at 11:58 am)
Surrey, Pardeep Kooner*
Surrey, Brenda Locke*
Surrey, Rob Stutt*
Vancouver, Rebecca Bligh* (arrived at 10:44 am)
Vancouver, Lisa Dominato*
Vancouver, Sarah Kirby-Yung*
Vancouver, Mike Klassen*
Vancouver, Peter Meiszner*
Vancouver, Alternate Director Brian Montague* for Director Ken Sim (departed at 12:06 am)
Vancouver, Lenny Zhou*
West Vancouver, Mark Sager*
White Rock, Megan Knight*

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

DIRECTORS ABSENT:

Bowen Island, Andrew Leonard
scəẇaθən məsteyəxʷ (Tsawwassen First Nation), Laura Cassidy

STAFF PRESENT:

Heather McNell, Acting Chief Administrative Officer
Nikki Tilley, Acting Corporate Officer
Carmen Chan, Legislative Services Coordinator, Board and Information Services

A. ADOPTION OF THE AGENDA

1. July 24, 2026 Meeting Agenda

It was MOVED and SECONDED
THAT the MVRD Board amend the revised agenda for its meeting scheduled for July 24, 2026 by adding the following delegation:

- C1 – Delegation – Roderick Louis

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board adopt the revised agenda for its meeting scheduled for July 24, 2026, as amended, and immediately address item J.

CARRIED

J. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED
THAT the MVRD Board close its meeting scheduled for July 24, 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;

(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;

(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; and

(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.

CARRIED

Recess

It was MOVED and SECONDED
THAT the MVRD Board recess its meeting of July 24, 2026.

CARRIED
(Time: 9:02 am)

Reconvene

The meeting was reconvened at 10:44 am, with Directors Berry, Bains, and Bligh joining the meeting.

B. ADOPTION OF THE MINUTES

1. June 26, 2026 Meeting Minutes

It was MOVED and SECONDED
THAT the MVRD Board adopt the minutes of its meeting held June 26, 2026 as circulated.

CARRIED

2. July 6, 2026 Special Meeting Minutes

It was MOVED and SECONDED
THAT the MVRD Board adopt the minutes of its special meeting held July 6, 2026 as circulated.

CARRIED

3. July 16, 2026 Special Meeting Minutes

It was MOVED and SECONDED
THAT the MVRD Board adopt the minutes of its special meeting held July 16, 2026 as circulated.

CARRIED

C. DELEGATIONS

1. Roderick Louis

Roderick Louis spoke regarding item E1.3 - The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region, requesting that the Board direct staff to amend the Metro 2050 Regional Growth Strategy to include clear infrastructure objectives and implementation agreements to support funding for infrastructure projects. Mr. Louis also recommended that Metro Vancouver undertake region-wide public consultation on the proposed amendment to the Metro 2050 Regional Growth Strategy.

D. INVITED PRESENTATIONS

No items presented.

E. CONSENT AGENDA

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

1.3 The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region
2.1 2026 Regional Parks Capital Program Update No. 2
4.1 Engagement Summary on Potential Changes to the Size and Structure of Each of Metro Vancouver's Boards of Directors
4.2 Recommendations for Changes to the Size and Structure of Each of Metro Vancouver's Four Boards of Directors
5.1 Audit, Risk and Assurance – Strategic Road Map and Risk Assessment Update
5.2 Metro Vancouver 2026 Financial Performance Report No. 1

It was MOVED and SECONDED

THAT the MVRD Board adopt the recommendation for the following items as presented in the July 24, 2026 MVRD Consent Agenda:

1.1 Metro 2050 Regional Context Statement – City of New Westminster
1.2 Correction to Metro 2050 Regional Context Statement – District of North Vancouver
3.1 UBCM 2026 Community Excellence Award Nomination
6.1 Sanitary Sewer Service Eligibility for Properties in the Salmon River Uplands Area, Township of Langley

CARRIED

1. REGIONAL PLANNING COMMITTEE REPORTS

1.1 Metro 2050 Regional Context Statement – City of New Westminster

Report dated June 12, 2026 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 New Westminster's Regional Context Statement.

Recommendation

THAT the MVRD Board:

a) accept the City of New Westminster's Regional Context Statement as attached to the report dated June 12, 2026, titled "Metro 2050 Regional Context Statement – City of New Westminster" and notify the City of New Westminster of the decision; and
b) include in the correspondence to the City of New Westminster 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 June 12, 2026, titled "Metro 2050 Regional Context Statement – City of New Westminster" 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 Correction to Metro 2050 Regional Context Statement – District of North Vancouver

Report dated June 11, 2026 from Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the MVRD Board with a minor housekeeping update and presenting the District of North Vancouver's Regional Context Statement for acceptance.

Recommendation
THAT the MVRD Board accept the District of North Vancouver's Regional Context Statement as attached to the report dated June 11, 2026, titled "Correction to Metro 2050 Regional Context Statement – District of North Vancouver" and notify the District of North Vancouver of the decision.

Adopted on Consent

3. HOUSING COMMITTEE REPORTS

3.1 UBCM 2026 Community Excellence Award Nomination

Report dated July 14, 2026 from Housing Committee, seeking the MVRD Board's support for submitting Metro Vancouver Housing's Free Food program for consideration of the UBCM 2026 Community Excellence Awards.

Recommendation
THAT the MVRD Board support Metro Vancouver's submission to the Union of BC Municipalities (UBCM) 2026 Community Excellence Award in the Service Delivery category for the Metro Vancouver Housing Free Food Program.

Adopted on Consent

6. CHIEF ADMINISTRATIVE OFFICER REPORTS

6.1 Sanitary Sewer Service Eligibility for Properties in the Salmon River Uplands Area, Township of Langley

Report dated July 9, 2026 from Laurel Cowan, Division Manager, Regional Land Use Planning and Policy, Regional Planning and Housing Services, seeking MVRD Board concurrence on the general consistency with *Metro 2050* of sewer services for properties listed as "Rural within the Sewerage Area" and "Sewerage Extension Areas".

Recommendation
THAT the MVRD Board:

a) resolve that sewer service for the properties in the Salmon River Uplands Area, as depicted in the report dated July 9, 2026, titled "Sanitary Sewer Service Eligibility for Properties in the Salmon River Uplands Area, Township of Langley" are generally consistent with the provisions of *Metro 2050*; and
b) forward the requested Fraser Sewerage Area amendment application for the applicable properties as depicted in the report dated July 9, 2026, titled "Sanitary Sewer Service Eligibility for Properties in the Salmon River Uplands Area, Township of Langley" to the GVS&DD Board for consideration.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

1. REGIONAL PLANNING COMMITTEE REPORTS

1.3 The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region

Report dated June 23, 2026 from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, and Laurel Cowan, Division Manager, Regional Land Use Policy, Regional Planning and Housing Services, informing the MVRD Board of the findings of analysis on the infrastructure costs required to support growth in the Metro Vancouver Region.

Directors requested additional information, including a request to receive a presentation before considering advancing the strategic recommendations, and deferred the report and recommendation to the September 25, 2026 board meeting.

It was MOVED and SECONDED
THAT the MVRD Board defer item E1.3 - The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region to its September 2026 Board meeting, with a presentation to be provided at that time.

CARRIED

2. REGIONAL PARKS COMMITTEE REPORTS

2.1 2026 Regional Parks Capital Program Update No. 2

Report dated June 5, 2026 from Mike Redpath, Director, Regional Parks, and Jeffrey Fitzpatrick, Division Manager, Regional Parks Design and Development, providing the MVRD Board with the second of three annual updates on the Regional Parks Capital Program.

It was MOVED and SECONDED
THAT the MVRD Board receive for information the report dated June 5, 2026, titled "2026 Regional Parks Capital Program Update No. 2".

CARRIED

4. GOVERNANCE COMMITTEE REPORTS

4.1 Engagement Summary on Potential Changes to the Size and Structure of Each of Metro Vancouver's Boards of Directors

Report dated June 30, 2026 from Lucy Duso, Division Manager, Collaboration and Engagement, External Relations, summarizing input received through engagement on potential changes to the size and structure of each of Metro Vancouver's four Boards with an aim of improving governance effectiveness, oversight, decision making, and risk management.

It was MOVED and SECONDED
THAT the MVRD Board receive for information the report dated June 30, 2026, titled "Engagement Summary on Potential Changes to the Size and Structure of Each of Metro Vancouver's Four Boards of Directors".

CARRIED

4.2 Recommendations for Changes to the Size and Structure of Each of Metro Vancouver's Four Boards of Directors

Report dated July 14, 2026 from the Governance Committee, providing analysis of the options emerging from the recent engagement on potential changes to each of Metro Vancouver's four Boards of Directors with an aim of improving governance effectiveness, oversight, and enhancing decision making and risk management, and providing recommendations to the MVRD Board for consideration.

It was MOVED and SECONDED

THAT the MVRD Board:

a) endorse capping the number of MVRD Board Directors at 3 per member jurisdiction while maintaining existing methodology for number of votes; this would reduce the current Board size to 34, slow growth of the Board over time, and achieve gains in governance effectiveness while maintaining proportional representation; and

b) request that the Board Chair send a letter to the Minister of Housing and Municipal Affairs and Premier, requesting changes to either the *Local Government Act* or the *Municipalities Enabling and Validating Act* and any corresponding adjustments to the MVRD Letters Patent, as required to cap at 3 the number of Directors per member jurisdiction on the MVRD Board.

A recorded vote was conducted.

Name	For	Against
Albrecht. P	2	
Bains. H		5
Berry. K	1	
Binder. R	3	
Bligh. R	5	
Brodie. M	4	
Buchanan. L	3	
Calendino. P	4	
Dhaliwal. S	4	
Dominato. L	5	
Elford. D		4
Ferguson. S		3
Hepner. G		5
Hodge. C	4	
Hurley. M	5	
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M	2	
Kooner. P		5
Kruger. D	3	
Lahti. M	2	
Locke. B		5
Loo. A	3	
MacDonald. N	1	
McCutcheon. J	1	

McEwen. J	1	
McNulty. W	4	
Meiszner. P	4	
Montague. B	5	
Muri. L	5	
Nakagawa. N	4	
Ross. J	1	
Ruimy. D	5	
Sager. M	3	
Stutt. R		5
Towner. T	4	
West. B	4	
Woodward. E		4
Zhou. L	5	
Total Votes	**107**	**36**

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board:

a) affirm its commitment to implementing a robust onboarding and orientation program for Q4 2026, and prioritize board culture, climate and director development in this work;
b) develop a Board Strategic Plan in Q1 2027 for the 2027-2030 Board term with a focus on affordability, core services, utilities analysis, and regional alignment; and that as part of its strategic planning, the MVRD Board meet with the Ministry of Housing and Municipal Affairs and the Union of British Columbia Municipalities (UBCM) regarding any potential review of the *Local Government Act* regarding regional districts;
c) direct staff to further streamline meeting materials for ease of review and informed decision making; and
d) request the Board Chair share the correspondence received from kʷikʷəƛ̓əm̓ (Kwikwetlem First Nation) and Sḵwx̱wú7mesh Úxwumixw (Squamish Nation) regarding Board size and structure with the Minister of Housing and Municipal Affairs for information.

It was MOVED and SECONDED
THAT the foregoing motion be amended by deleting the word “climate” in a).

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board:

a) affirm its commitment to implementing a robust onboarding and orientation program for Q4 2026, and prioritize board culture and director development in this work;
b) develop a Board Strategic Plan in Q1 2027 for the 2027-2030 Board term with a focus on affordability, core services, utilities analysis, and regional alignment; and that as part of its strategic planning, the MVRD Board meet with the Ministry of Housing and Municipal Affairs and the Union of British Columbia Municipalities (UBCM) regarding any potential review of the *Local Government Act* regarding regional districts;
c) direct staff to further streamline meeting materials for ease of review and informed decision making; and
d) request the Board Chair share the correspondence received from kʷikʷəƛ̓əm̓ (Kwikwetlem First Nation) and Sḵwx̱wú7mesh Úxwumixw (Squamish Nation) regarding Board size and structure with the Minister of Housing and Municipal Affairs for information.

CARRIED

5. PERFORMANCE AND AUDIT COMMITTEE REPORTS

11:53 am Director Nakagawa left the meeting.

5.1 Audit, Risk and Assurance – Strategic Road Map and Risk Assessment Update

Report dated June 19, 2026 from Anwer Qadir, Program Manager, Audit, Risk and Assurance, providing the MVRD Board with an overview of the Audit, Risk and Assurance Strategic Road Map and Risk Assessment Framework and workplan.

It was MOVED and SECONDED
THAT the MVRD Board receive for information the report dated June 19, 2026, titled "Audit, Risk & Assurance Services - Strategic Road Map and Risk Assessment Update".

CARRIED

11:58 am Director Hepner left the meeting.

5.2 Metro Vancouver 2026 Financial Performance Report No. 1

Report dated July 2, 2026 from Linda Sabatini, Chief Financial Officer, General Manager, Financial Services, presenting the MVRD Board with Metro Vancouver 2026 Financial Performance Report No. 1, including year-end forecasts for 2026, procurement activity, treasury results, and progress on continuous improvement initiatives.

It was MOVED and SECONDED
THAT the MVRD Board receive for information the report dated July 2, 2026, titled "Metro Vancouver 2026 Financial Performance Report No. 1".

CARRIED

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. REGIONAL PLANNING COMMITTEE REPORTS

1.1 Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

Report dated June 19, 2026 from Mark Seinen, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to consider the City of Vancouver's request to amend *Metro 2050* for the Molson site.

It was MOVED and SECONDED

THAT the MVRD Board:

a) initiate the *Metro 2050* amendment process for the City of Vancouver's requested regional land use designation amendment from Industrial to General Urban for the site located at 1550 Burrard Street and 1655 West 1st Avenue;
b) give first, second, and third reading to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026*";
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.

CARRIED

2. REGIONAL PARKS COMMITTEE REPORTS

2.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1454, 2026

Report dated June 3, 2026 from Jamie Vala, Division Manager, Parks Planning and Resource Management, Regional Parks, seeking MVRD Board approval of *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1454, 2026* for the dedication of land acquired for use as regional park.

It was MOVED and SECONDED

THAT the MVRD Board give first, second, and third reading to *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1454, 2026*.

CARRIED

It was MOVED and SECONDED

THAT the MVRD Board adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1454, 2026*.

CARRIED

2.2 MVRD Regional Parks Regulation Amendment Bylaw No. 1466, 2026 – Amends Bylaw No. 1420, 2025

Report dated June 10, 2026 from Paul Brar, Division Manager, Regional Parks Services, Regional Parks, seeking the MVRD Board's approval on the amendments to the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025* for updating Regional Parks fees and charges for 2027.

It was MOVED and SECONDED
THAT the MVRD Board give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1466, 2026*.

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board adopt *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1466, 2026.*

CARRIED

3. PERFORMANCE AND AUDIT COMMITTEE REPORTS

3.1 MFA 2026 Borrowing for the Greater Vancouver Water District (MVRD Security Issuing Bylaw No. 1465, 2026)

Report dated June 22, 2026 from Linda Sabatini, Chief Financial Officer, General Manager, Financial Services, seeking adoption of the *Metro Vancouver Regional District Security Issuing Bylaw No. 1465, 2026* authorizing the MVRD borrowing from the Municipal Finance Authority (MFA) on behalf of the Greater Vancouver Water District in the amount of $130 million in the upcoming 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 $130,000,000 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. 1465, 2026*.

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1465, 2026* and forward it to the Inspector of Municipalities for Certificate of Approval.

CARRIED

4. CHIEF ADMINISTRATIVE OFFICER REPORTS

4.1 Results of the Alternative Approval Process for MVRD Park Dedication Removal of Certain Lands in Deas Island Regional Park Bylaw No. 1462, 2026

Report dated July 14, 2026 from Nikki Tilley, Acting Corporate Officer, providing the result of the Alternative Approval Process for *Metro Vancouver Regional District Park Dedication Removal of Certain Lands in Deas Island Regional Park Bylaw No. 1462, 2026*, and seeking adoption of the *Metro Vancouver Regional District Park Dedication Removal of Certain Lands in Deas Island Regional Park Bylaw No. 1462, 2026*.

It was MOVED and SECONDED
THAT the MVRD Board adopt *Metro Vancouver Regional District Park Dedication Removal of Certain Lands in Deas Island Regional Park Bylaw No. 1462, 2026*.

CARRIED
(Directors Binder and Kruger voted against)

4.2 Metro Vancouver Regional Development Cost Charge Amendment Bylaw No. 1452, 2026
Report dated July 6, 2026 from Linda Sabatini, Chief Financial Officer, General Manager, Financial Services, seeking adoption of the *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026*.

12:06 pm Alternate Director Montague left the meeting.
12:10 pm Director Berry left the meeting.

It was MOVED and SECONDED
THAT the MVRD Board adopt the *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026* to amend the MVRD Development Cost Charge rates for 2026 and 2027.

A recorded vote was conducted.

Name	For	Against
Albrecht. P		2
Bains. H	5	
Binder. R	3	
Bligh. R	5	
Brodie. M	4	
Buchanan. L	3	
Calendino. P		4
Dhaliwal. S		4
Dominato. L	5	
Elford. D	4	
Ferguson. S	3	
Hodge. C	4	
Hurley. M	5	
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M	2	
Kooner. P	5	
Kruger. D	3	
Lahti. M	2	
Locke. B	5	
Loo. A	3	
MacDonald. N	1	
McCutcheon. J		1
McEwen. J	1	
McNulty. W	4	
Meiszner. P	4	

Muri. L		5
Ross. J		1
Ruimy. D	5	
Sager. M	3	
Stutt. R	5	
Towner. T	4	
West. B	4	
Woodward. E	4	
Zhou. L	5	
Total Votes	**111**	**17**

CARRIED

4.3 Regional Growth Strategy Amendment Bylaw No. 1456, 2026 – Special Study Areas

Report dated July 16, 2026 from Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, and Nikki Tilley, Acting Corporate Officer, providing 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 *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1456, 2026*.

It was MOVED and SECONDED

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 July 16, 2026, titled "Regional Growth Strategy Amendment Bylaw No. 1456, 2026 – Special Study Areas"; and

b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1456, 2026*.

CARRIED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

No items presented.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

K. ADJOURNMENT

It was MOVED and SECONDED
THAT the MVRD Board adjourn its meeting of July 24, 2026.

CARRIED
(Time: 12:15 pm)

CERTIFIED CORRECT

Nikki Tilley, Acting Corporate Officer

Mike Hurley, Chair

86794358

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT (MVRD)
METRO VANCOUVER HOUSING CORPORATION (MVHC)
GREATER VANCOUVER WATER DISTRICT (GVWD)
GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT (GVS&DD)

BOARD OF DIRECTORS

SPECIAL JOINT BOARD MEETING

Wednesday, September 2, 2026
9:00 am
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

MINUTES

DIRECTORS PRESENT:

Chair, Mike Hurley, Burnaby
Vice Chair, John McEwen, Anmore
Belcarra, Jamie Ross
Bowen Island, Andrew Leonard
Burnaby, Pietro Calendino*
Burnaby, Sav Dhaliwal
Coquitlam, Craig Hodge
Coquitlam, Teri Towner
Delta, Rod Binder
Delta, Dylan Kruger
Electoral Area A, Jen McCutcheon
Langley City, Paul Albrecht*
Langley Township, Steve Ferguson
Langley Township, Eric Woodward*
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*
Vancouver, Lisa Dominato
Vancouver, Mike Klassen
Vancouver, Peter Meiszner
Vancouver, Alternate Director Brian Montague for Director Ken Sim*
Vancouver, Lenny Zhou
West Vancouver, Mark Sager
White Rock, Megan Knight

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

DIRECTORS ABSENT:

Lions Bay, Ken Berry
scəẇaθən məsteyəxʷ (Tsawwassen First Nation), Laura Cassidy
Vancouver, Sarah Kirby-Yung

STAFF PRESENT:
Nikki Tilley, Acting Corporate Officer

A. ADOPTION OF THE AGENDA

1. September 2, 2026 Special Meeting Agenda

It was MOVED and SECONDED
THAT the MVRD, MVHC, GVWD, and GVS&DD Boards adopt the agenda for their special joint meeting scheduled for September 2, 2026 as circulated.

CARRIED

B. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED
THAT the MVRD, MVHC, GVWD, and GVS&DD Boards close their special joint meeting scheduled for September 2, 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; and

(c) labour relations or other employee relations.

CARRIED

C. ADJOURNMENT

It was MOVED and SECONDED
THAT the MVRD, MVHC, GVWD, and GVS&DD Boards adjourn their special joint meeting of September 2, 2026.

CARRIED
(Time: 9:00 am)

CERTIFIED CORRECT

Nikki Tilley, Acting Corporate Officer

Mike Hurley, Chair

87523314

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Metro Vancouver Regional District (MVRD) Board

From: Victor Cheung, Regional Planner, Regional Planning and Housing Services

Date: August 15, 2026 Meeting Date: September 25, 2026

Subject: **Metro 2050 Regional Context Statement – City of Pitt Meadows**

RECOMMENDATION

THAT the MVRD Board:

a) accept the City of Pitt Meadows' Regional Context Statement as attached to the report dated August 15, 2026, titled "Metro 2050 Regional Context Statement – City of Pitt Meadows" and notify the City of Pitt Meadows of the decision; and

b) include in the correspondence to the City of Pitt Meadows 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 August 15, 2026, titled "Metro 2050 Regional Context Statement – City of Pitt Meadows" in line with the *Local Government Act*'s requirement to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

EXECUTIVE SUMMARY

The City of Pitt Meadows completed the draft update to its Official Community Plan (OCP) and submitted a revised Regional Context Statement demonstrating that the new OCP is consistent with the regional federation's goals, strategies, and actions as laid out in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations align with the regional federation's collective goals as outlined in the regional growth strategy.

The Regional Context Statement (RCS) supports the regional federation's vision by advancing:

- **Compact Urban Growth:** Focusing growth within the Urban Containment Boundary and Pitt Meadows Municipal Town Centre, while supporting compact, mixed-use, transit-oriented development and accommodating future growth, consistent with *Metro 2050* Goal 1.
- **Sustainable Economy:** Protecting and intensifying industrial lands, supporting trade-related and employment-generating uses, protecting agricultural land within the Agricultural Land Reserve, and strengthening agricultural viability, consistent with *Metro 2050* Goal 2.
- **Environmental Protection and Climate Action:** Protecting and enhancing ecosystems through conservation land designations and Development Permit Areas, advancing local ecosystem and tree canopy objectives, reducing greenhouse gas emissions through compact growth and climate action initiatives, and improving resilience to climate change and natural hazards, consistent with *Metro 2050* Goal 3.
- **Housing Diversity and Affordability:** Supporting a range of housing forms and tenure options, increasing housing supply to meet identified housing needs, encouraging affordable and rental housing in Pitt Meadows Municipal Town Centre, and partnering with other agencies to address affordable housing and homelessness, consistent with *Metro 2050* Goal 4.
- **Sustainable Transportation:** Coordinating land use and transportation planning to increase walking, cycling, rolling, transit use, and other sustainable transportation options while supporting efficient movement of goods and services, consistent with *Metro 2050* Goal 5.

While the current OCP update introduces modest changes, primarily to align with provincial housing legislation, the City has identified opportunities to further align local targets with *Metro 2050* through future policy work. Metro Vancouver and the City will work together through future OCP and RCS updates to explore an affordable rental housing target, further advance ecosystem protection, and continue planning for future growth in the North Lougheed Special Study Area.

Staff recommend that the MVRD Board accept the City of Pitt Meadows' RCS, received on July 8, 2026, as attached.

PURPOSE
To provide the MVRD Board with the opportunity to consider acceptance of the City of Pitt Meadows' Regional Context Statement.

BACKGROUND
On February 24, 2023, the MVRD Board adopted *Metro 2050*. Pursuant to the *Local Government Act*, each member jurisdiction's OCP must include an RCS accepted by the MVRD Board. An RCS identifies the alignment between the municipality's OCP and the regional growth strategy and/or explains how the OCP will be made consistent with the regional growth strategy over time.

Metro Vancouver staff received the City of Pitt Meadows' RCS on July 8, 2026 (**Attachments 1, 2, and 3**). As per section 448 of the *Local Government Act*, the MVRD Board must either accept or not accept the RCS within 120 days of receipt, or it is deemed to have accepted the RCS as submitted. Following acceptance by the MVRD Board, the member jurisdiction can then give final reading to adopt the OCP bylaw, which includes the RCS.

Metro Vancouver staff worked collaboratively with the City of Pitt Meadows staff throughout the development of the RCS, including reviewing and providing feedback on earlier draft versions prior to receiving the official submission.

The City of Pitt Meadows amended its OCP in 2025 to address provincial housing legislation. That OCP did not include a revised RCS. The latest RCS reconciles the changes featured in the 2025 OCP while incorporating additional amendments as described in Attachment 2**.** This report assesses the RCS against the totality of the 2025 OCP update and its additional 2026 amendments.

KEY CHANGES IN PITT MEADOWS' DRAFT OFFICIAL COMMUNITY PLAN
Pitt Meadows is proposing several changes to its OCP, including:

- Updated population, dwelling unit, and employment projections;
- Updated *Metro 2050* targets;
- Updates to meet new provincial housing legislation; and
- Mapping corrections to align with *Metro 2050.*

The RCS includes several mapping updates to correct discrepancies identified by Metro Vancouver staff. These changes update Pitt Meadows' RCS to align with regional data and do not result in any changes to *Metro 2050*:

- Corrections from Rural to Conservation and Recreation in the Codd Wetland Ecological Conservancy Area;
- Updating the Pitt River Greenway, between Pitt River Bridge and railway bridge, from Industrial to Conservation and Recreation; and
- Depicting the Fraser River Lands as inside the Urban Containment Boundary.

REGIONAL CONTEXT STATEMENT ANALYSIS

Staff have reviewed the City of Pitt Meadows' proposed RCS relative to *Metro 2050*. Below is a summary of the analysis organized by *Metro 2050* targets and goals.

***Metro 2050* Targets**

The City of Pitt Meadows' RCS outlines relevant OCP policies and supplementary information that demonstrate how the OCP will contribute to, or work towards, regional targets set out in *Metro 2050*. Notably:

- Pitt Meadows supports employment and residential growth within the Urban Containment Boundary and projects that the Pitt Meadows Municipal Town Centre will accommodate approximately 32% of dwelling unit growth and 33% of employment growth, contributing toward *Metro 2050* Urban Centre growth targets;
- Pitt Meadows will work towards protecting additional natural areas in accordance with the regional target to increase land protected for nature;
- Pitt Meadows will work towards increasing tree canopy coverage to 30% in urban areas by implementing a tree protection bylaw and a program that supports tree planting on both public and private land in areas with low tree canopy cover to support the regional target for increasing urban tree canopy;
- Pitt Meadows identifies the need to reduce overall energy use and GHG emissions by 45% below 2010 levels by the year 2030 to help achieve a carbon neutral region by the year 2050; and
- Pitt Meadows indicates that it may consider adding an affordable rental housing target to the OCP through future policy work to contribute to the regional target for new affordable rental housing near transit.

Goal 1: Create a Compact Urban Area

Goal 1 is intended to contain growth within the Urban Containment Boundary and to direct that growth to Urban Centres and along transit corridors. The City of Pitt Meadows' RCS identifies OCP policies that support this goal, such as:

- Concentrating regionally-significant, non-residential, major trip-generating uses within the Pitt Meadows Municipal Town Centre and generally directing major commercial development to areas within the Urban Centre;
- Supporting the Pitt Meadows Municipal Town Centre as the primary location for high- and medium-density multifamily residential, mixed-use commercial/residential development, and civic functions;
- Supporting compact, connected, and walkable mixed-use development with a range of services to meet daily needs;
- Discouraging expansion of community water and sewer services beyond the Urban Containment Boundary to avoid urban development in Rural areas.

Goal 2: Support a Sustainable Economy

Goal 2 aims to advance economic development by supporting the long-term protection of industrial, employment, and agricultural lands. The City of Pitt Meadows' RCS identifies OCP policies that support this goal, such as:

- Protecting, intensifying, and improving utilization of industrial lands while supporting trade-oriented, intermodal, warehousing, distribution, and goods movement activities;
- Protecting the supply of agricultural lands and discouraging land uses on Agricultural lands that do not support and strengthen agricultural viability; and
- Supporting economic development opportunities associated with agricultural operations that are farm-related uses and enhance primary agricultural production.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards
Goal 3 includes strategies to protect conservation and recreation lands and to promote a connected network of ecosystems and other green spaces. The City of Pitt Meadows' RCS identifies OCP policies that support this goal, such as:

- Protecting, enhancing, and restoring natural areas, ecological corridors, and environmentally sensitive lands to contribute toward the regional objectives for natural area protection;
- Increasing tree canopy coverage to 30% in urban areas through implementation of a tree protection bylaw and tree planting programs on public and private lands to support the regional target for increasing urban tree canopy;
- Using Development Permit Areas to address natural environment, riparian areas, wildfire hazards, and slope hazards to protect ecological assets and improve resilience to climate change and natural hazards; and
- Reducing overall energy use and GHG emission output by 45% below 2010 levels by 2030 to help achieve a carbon neutral region by 2050.

Goal 4: Provide Diverse and Affordable Housing Choices
Goal 4 envisions a region with a diverse and affordable range of housing choices, with a focus on increasing the supply of purpose-built rental housing in proximity to transit. The City of Pitt Meadows' RCS identifies OCP policies that support this goal, such as:

- Supporting a range of housing types and tenures through policies that address housing needs, increase housing supply, and encourage ownership, rental, and affordable housing opportunities;
- Supporting partnerships with other levels of government, Metro Vancouver Housing Corporation, and non-profit organizations to increase affordable, supportive, and non-market housing supply and address homelessness;
- Encouraging buildings higher than four storeys within areas designated for high-density residential and mixed residential and commercial use in the Pitt Meadows Municipal Town Centre; and
- Exploring the establishment of an affordable housing reserve fund that would receive annual or one-time contributions from the municipal budget and additional funds from community amenity contributions.

Goal 5: Support Sustainable Transportation Choices
Goal 5 promotes compact, transit-oriented urban forms supported by a range of sustainable transportation choices. The City of Pitt Meadows' RCS identifies OCP policies that support this goal, such as:

- Encouraging a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling; and
- Supporting the optimization and safety of goods movement in Pitt Meadows through a variety of designated truck routes.

The staff assessment indicates consistency between the City of Pitt Meadows' RCS and OCP, and the goals, strategies, and actions set out in *Metro 2050*. Pitt Meadows' OCP demonstrates a clear commitment to advancing compact urban growth, protecting employment and natural areas, expanding housing diversity and affordability, and supporting sustainable transportation. While the RCS demonstrates strong alignment with *Metro 2050*, the City has identified opportunities for future work, including consideration of an affordable rental housing target, working towards protecting additional natural areas in collaboration with partners, and planning for future growth in the North Lougheed Special Study Area. The alignment across all five *Metro 2050* goals reflects a comprehensive and integrated planning approach that supports regional objectives.

ALTERNATIVES

1. THAT the MVRD Board:
   a) accept the City of Pitt Meadows' Regional Context Statement as attached to the report dated August 15, 2026, titled "Metro 2050 Regional Context Statement – City of Pitt Meadows" and notify the City of Pitt Meadows of the decision; and
   b) include in the correspondence to the City of Pitt Meadows 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 August 15, 2026, titled "Metro 2050 Regional Context Statement – City of Pitt Meadows" 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.

2. THAT the MVRD Board not accept the City of Pitt Meadows' Regional Context Statement as attached to the report dated August 15, 2026, titled "Metro 2050 Regional Context Statement – City of Pitt Meadows", indicating the provisions to which the Board objects and the reasons for objection, and request that the City of Pitt Meadows amend its Regional Context Statement and re-submit it to the Board for consideration.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

OTHER IMPLICATIONS

If the MVRD Board chooses Alternative 2, it would delay the acceptance of the City of Pitt Meadows' RCS and, in turn, hinder the City's ability to adopt its updated OCP. This could create planning and implementation challenges for Pitt Meadows and reduce opportunities for integration of local priorities with regional goals under *Metro 2050*.

CONCLUSION

The City of Pitt Meadows has submitted a new RCS as part of its updated OCP, demonstrating alignment with the goals, strategies, and targets of *Metro 2050*. Metro Vancouver staff have conducted a comprehensive review of the RCS and assessed its consistency with all five regional goals.

The assessment indicates strong alignment between the City of Pitt Meadows' RCS, OCP, and *Metro 2050*. The RCS provides a clear framework for how the City will contribute to the goals and strategies of the Regional Growth Strategy. Staff recommend Alternative 1, that the MVRD Board accept the City of Pitt Meadows' Regional Context Statement as attached.

The City has also identified areas for future policy work, providing opportunity for Metro Vancouver to continue working collaboratively with the City of Pitt Meadows to strengthen alignment with regional objectives through future OCP and RCS updates.

ATTACHMENTS

1. Letter from City of Pitt Meadows, dated July 8, 2026.
2. City of Pitt Meadows Official Community Plan Amendment Bylaw No. 3056, 2026.
3. City of Pitt Meadows Regional Context Statement.

REFERENCES

1. City of Pitt Meadows. (2026). *Official Community Plan*. Retrieved from *https://www.pittmeadows.ca/homes-development/zoning-land-use/official-community-plan-0*

86582009

July 8, 2026 File: 13-6635-20/26

Dorothy Shermer, Corporate Officer
Metro Vancouver
Metrotower III
4515 Central Boulevard
Burnaby, BC V5H 0C6

Sent via email: victor.cheung@metrovancouver.org

Dear Ms. Shermer:

Re: City of Pitt Meadows Regional Context Statement

The City of Pitt Meadows is pleased to submit its Regional Context Statement to the Metro Vancouver Regional District Board for consideration and acceptance in accordance with Section 448 of the *Local Government Act*.

On June 2, 2026, at a Regular Meeting of Council, Pitt Meadows City Council endorsed the draft Regional Context Statement, gave first and second readings to Official Community Plan Amendment Bylaw No. 3056, 2026, and directed the Corporate Officer to schedule a Public Hearing. The Public Hearing was held on June 23, 2026.

On July 7, 2026, following the Public Hearing, Council gave third reading to Official Community Plan Amendment Bylaw No. 3056, 2026 and authorized the submission of the City's Regional Context Statement to the Metro Vancouver Regional District Board for acceptance.

The City of Pitt Meadows respectfully requests that the Metro Vancouver Regional District Board consider and accept the City's Regional Context Statement.

Please also find attached supporting staff reports for further information on the Regional Context Statement and its adoption process. Should Metro Vancouver staff require any additional information, please contact me at 604-465-2497 or by email at dparr@pittmeadows.ca.

Kind regards,



Dana K. Parr

Planner II

Encl: City of Pitt Meadows Regional Context Statement

Staff Report to Council entitled "City of Pitt Meadows Regional Context Statement" dated May 22, 2026

Staff Report to Council entitled "City of Pitt Meadows Regional Context Statement – Third Reading" dated June 25, 2026

Certified Pitt Meadows City Council resolution dated July 8, 2026

cc: Patrick Ward, Director of Planning and Development, City of Pitt Meadows

CITY OF PITT MEADOWS
OFFICIAL COMMUNITY PLAN AMENDMENT
BYLAW NO. 3056, 2026

A bylaw to amend applicable sections of Official Community Plan Bylaw No. 2864, 2020

WHEREAS it is deemed expedient to amend the City of Pitt Meadows Official Community Plan Bylaw No. 2864, 2020.

NOW THEREFORE the Council of the City of Pitt Meadows enacts as follows:

1. This Bylaw may be cited as the "Official Community Plan Amendment Bylaw No. 3056, 2026".

2. The City of Pitt Meadows Official Community Plan Bylaw No. 2864, 2020 is amended as follows:

   a) Chapter 3, Environment & Natural Places, Objective 3.8, is amended as follows:

      i. Policy 3.8.2 is amended by adding the following:

      d. Support and prioritize actions that protect, enhance and restore natural areas, ecological corridors and environmentally sensitive lands to contribute toward the regional target of conserving 50% of the region's land base for nature by 2050.

      ii. Policy 3.9.1 is replaced with the following:

      3.9.1: Support and prioritize actions that increase tree canopy cover within the Urban Containment Boundary to achieve a minimum 30% canopy cover by 2050, consistent with the City's Urban Forest Strategy and Implementation Plan.

   b) Chapter 13, Land Use Designations & Map, Parks & Open Space is amended by deleting section 13.1.19, Wildlife Management Area.

   c) Schedule 1: City of Pitt Meadows Regional Context Statement is deleted and replaced as shown on Attachment 'A'.

   d) Schedule 3: Official Community Plan Maps is amended as follows:

i. Map 1: Urban Containment Boundary and Agricultural Land Reserve, is amended by including the lands legally described below and shown boldly outlined on Attachment 'B' to the Urban Boundary:

012-021-113
LOT 2 DISTRICT LOT 282 GROUP 1 NEW WESTMINSTER DISTRICT PLAN LMP24701

012-328-201
LOT 8 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-189
LOT 7 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-162
LOT 6 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-146
LOT 5 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-138
LOT 4 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-120
LOT 3 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-103
LOT 2 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-081
LOT 1 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

029-960-584
THAT PART OF LOT 2 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 6896 SHOWN AS PARCEL A ON PLAN EPP63656

011-016-400
LOT 2 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 4029

002-396-629
LOT 14 SECTIONS 5 AND 8 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 30082

005-382-998
PARCEL A SECTIONS 4 AND 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT EXPLANATORY PLAN 55853

009-340-769
LOT "D" EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 11951 SECONDLY: PART SUBDIVIDED BY PLAN 26880 THIRDLY: PART DEDICATED ROAD ON PLAN 42509 SECTION 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 10505

006-441-025
LOT 61 SECTION 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 42509

008-389-985
LOT 30 SECTION 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 36963

008-390-011
LOT 31 SECTION 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 369

ii. Map 2B: Rural Land Use, is amended by including the lands legally described below and shown boldly outlined on Attachment 'B' to the Urban Boundary:

012-021-113
LOT 2 DISTRICT LOT 282 GROUP 1 NEW WESTMINSTER DISTRICT PLAN LMP24701

012-328-201
LOT 8 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-189
LOT 7 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-162
LOT 6 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-146
LOT 5 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-138
LOT 4 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-120
LOT 3 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-103
LOT 2 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

012-328-081
LOT 1 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735

029-960-584
THAT PART OF LOT 2 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 6896 SHOWN AS PARCEL A ON PLAN EPP63656

011-016-400
LOT 2 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 4029

Document Number: 204584

002-396-629
LOT 14 SECTIONS 5 AND 8 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 30082

005-382-998
PARCEL A SECTIONS 4 AND 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT EXPLANATORY PLAN 55853

009-340-769
LOT "D" EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 11951 SECONDLY: PART SUBDIVIDED BY PLAN 26880 THIRDLY: PART DEDICATED ROAD ON PLAN 42509 SECTION 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 10505

006-441-025
LOT 61 SECTION 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 42509

008-389-985
LOT 30 SECTION 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 36963

08-390-11
LOT 31 SECTION 9 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 36963

iii. Map 2B: Rural Land Use, is amended by redesignating the lands legally described below and shown boldly outlined on Attachment 'C' from *Industrial* to *Conservation Area*:

013-183-249
PARCEL "ONE" (394034E) OF PARCEL "A" (REFERENCE PLAN 3142) SECTIONS 21 AND 22 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT

013-182-242
PARCEL "C" (REFERENCE PLAN 3141) SECTION 16 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT

013-182-048
PARCEL "B" (REFERENCE PLAN 3141) SECTION 16 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT

026-559-552
LOT 2 SECTION 16 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN BCP21881

013-182-684
PARCEL ONE (REFERENCE PLAN 17385) OF PARCEL A (REFERENCE PLAN 3141) SECTION 16 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT EXCEPTY: PART SUBDIVIDED BY PLAN BCP21881

iv. Map 8: Environmentally Sensitive Areas, is amended to include the following lands legally described below and shown boldly outlined on Attachment 'D' to the Environmentally Sensitive Areas designation shown in green:

013-557-220
EAST HALF LEGAL SUBDIVISION 5 SECTION 7 TOWNSHIP 42 NEW WESTMINSTER DISTRICT

013-557-157
LEGAL SUBDIVISION 6 SECTION 7 TOWNSHIP 42 NEW WESTMINSTER DISTRICT

013-557-084
LEGAL SUBDIVISION 4 SECTION 7 TOWNSHIP 42 NEW WESTMINSTER DISTRICT

013-557-009
LEGAL SUBDIVISION 3 SECTION 7 TOWNSHIP 42 NEW WESTMINSTER DISTRICT

READ a FIRST and SECOND time on June 2, 2026.

PUBLIC HEARING held on June 23, 2026.

READ a THIRD time on July 7, 2026.

METRO VANCOUVER BOARD ACCEPTANCE on , 2026

Document Number: 204584

ADOPTED on , 2026.

Nicole MacDonald
Mayor

Kate Barchard
Corporate Officer

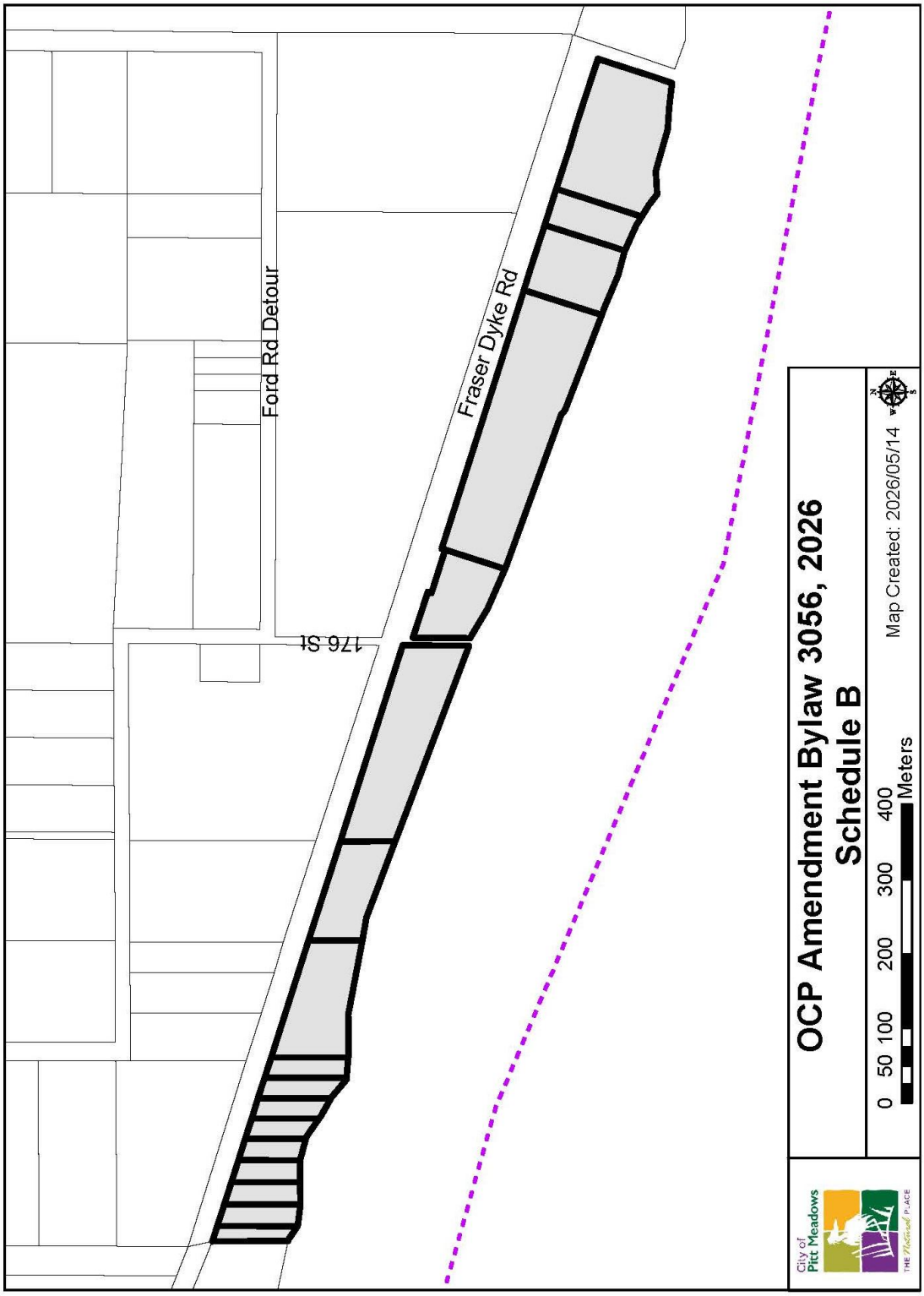
Document Number: 204584

ATTACHMENT 'A'

City of Pitt Meadows Regional Context Statement

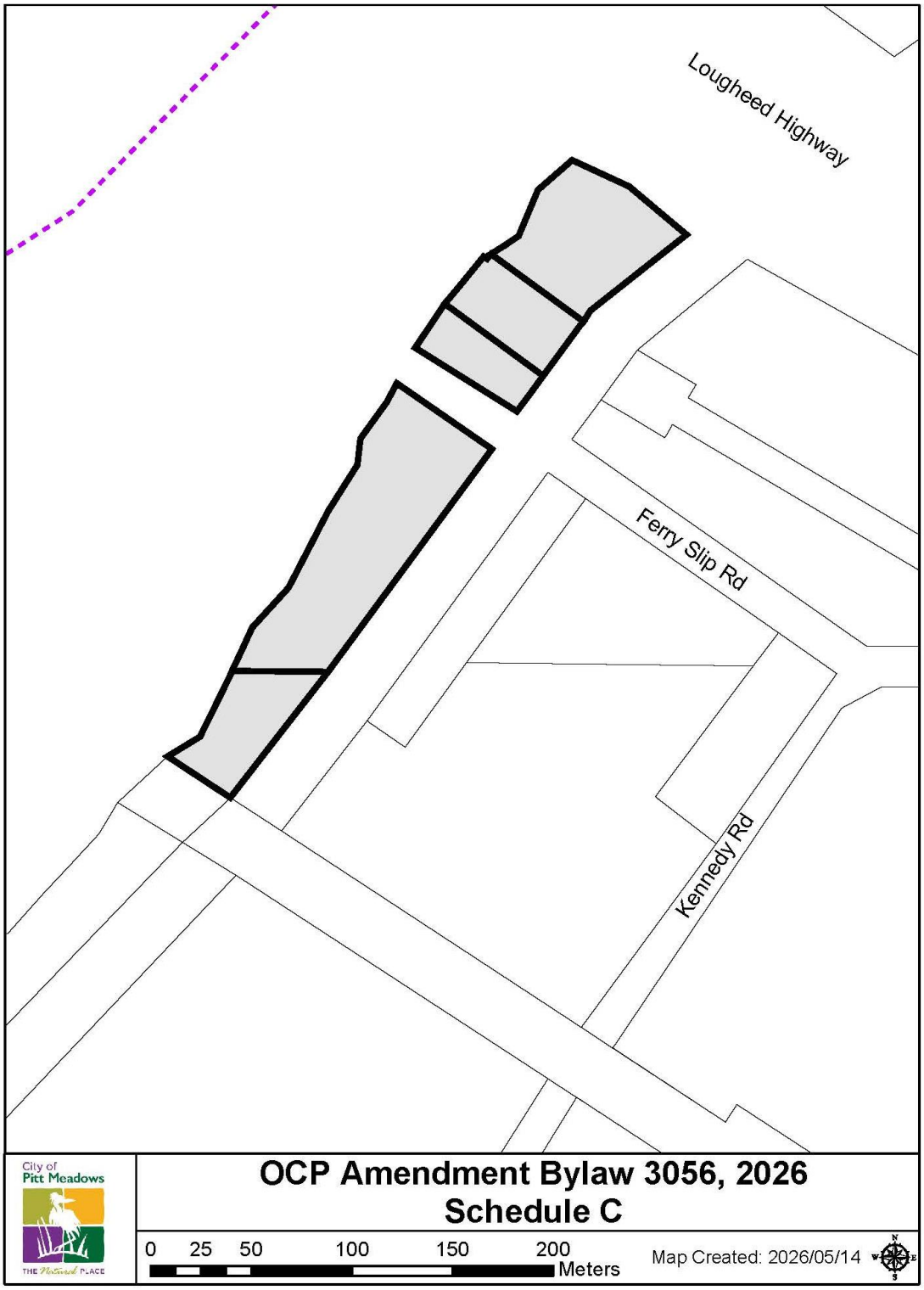
Document Number: 204584

ATTACHMENT 'B'



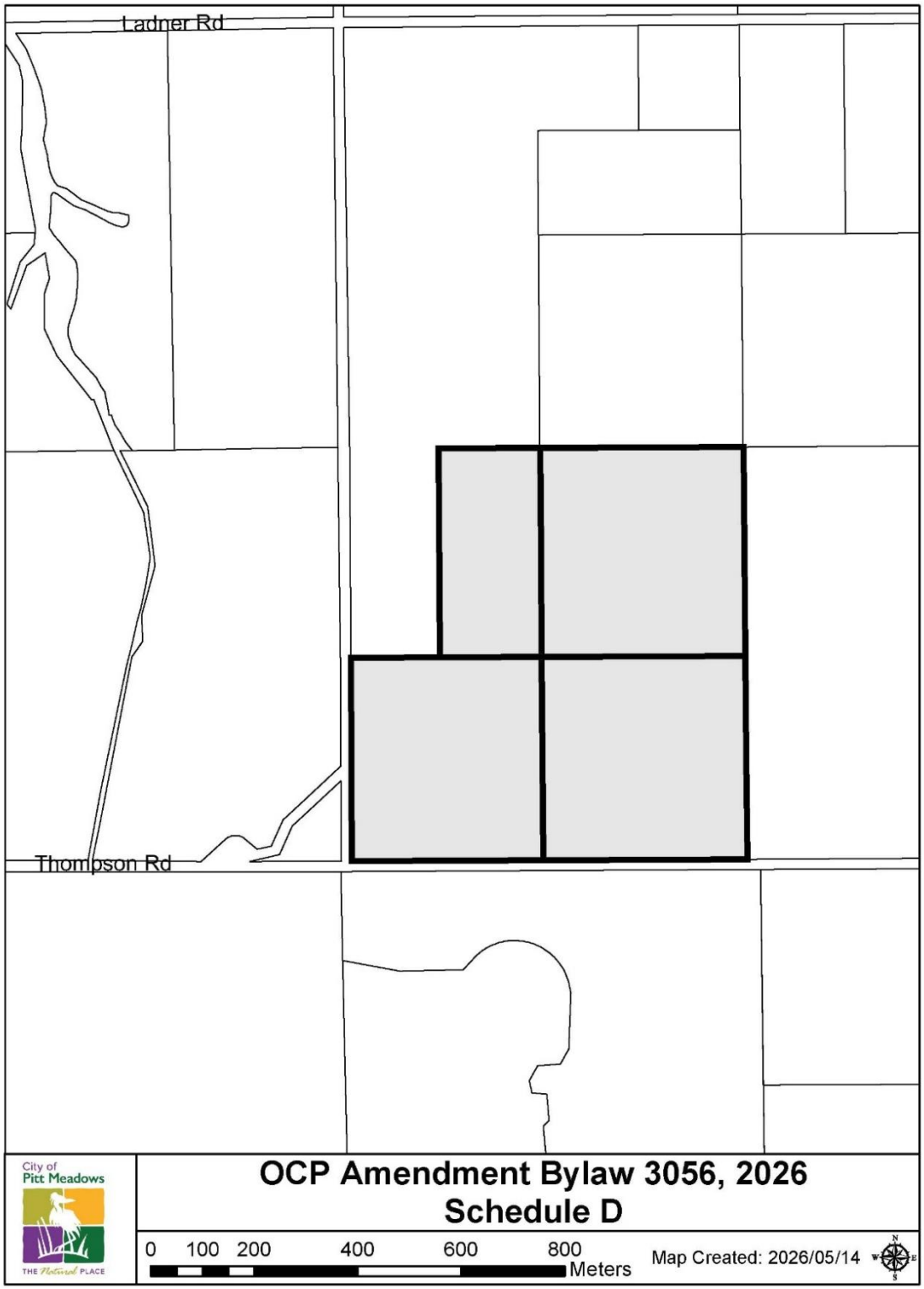
Document Number: 204584

ATTACHMENT 'C'



Document Number: 204584

ATTACHMENT 'D'



Document Number: 204584

City of Pitt Meadows Regional Context Statement

Attachment "A" to Official Community Plan Amendment Bylaw No. 3056, 2026

The City of Pitt Meadows is located on the traditional, unceded territory of qʷic̓əy̓ (Katzie) First Nation who have been stewards of this land since time immemorial. Located within the Lower Fraser Valley at the confluence of the Pitt and Fraser Rivers, its landscape has been shaped and nourished by the force of the rivers, giving rise to one of Metro Vancouver's most important agricultural areas. Although centrally located within the Lower Mainland, Pitt Meadows had, in the past, limited access to other parts of the region. Infrastructure improvements, including the construction of the Golden Ears Bridge and the reconstruction of the Pitt River Bridge, have vastly improved transportation routes to Pitt Meadows, repositioning the municipality within the area in terms of economic development. The municipality that once served as a bedroom community in the region has shifted course over the last decade to include more commercial and industrial development, thereby becoming a more complete community for its residents.

According to the Local Government Act, each Metro Vancouver member municipality is required to identify the relationship between its Official Community Plan and the Regional Growth Strategy (RGS) by incorporating a regional context statement into its OCP. If applicable, the regional context statement must identify how the OCP will be made consistent with the RGS over time. This regional context statement maintains the City's authority to make local planning decisions while ensuring that Council and the Metro Vancouver board of directors agree upon matters of legitimate regional interest.

Metro 2050 Targets

The following section outlines the Official Community Plan policies (or other) that demonstrate the City's contribution to reaching the regional growth strategy targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050.

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area - Targets		
Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the	The 2030 RCS projections for the City of Pitt Meadows are: Population = 22,791 Dwelling units = 8,897 Employment = 9,511	The City of Pitt Meadows is using Metro Vancouver's Low Growth Scenarios for population, dwelling unit and employment growth for the Regional Context

projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	The 2040 RCS projections for the City of Pitt Meadows are: Population = 24,644 Dwelling units = 9,778 Employment = 10, 715 The 2050 RCS projections for the City of Pitt Meadows are: Population = 26,074 Dwelling units = 10,504 Employment = 11,334 A key tenant of the OCP is that new growth is focused within the Urban Containment Boundary. These policies help to focus and manage growth within Pitt Meadows' Urban Centre: 5.1.1, 5.1.2, 5.1.3, 5.1.4.	Statement. These projections most closely align with historical data and with development patterns within the municipality.
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27%	The 2030 RCS projections for the Urban Centre are: Dwelling units = 2,841 (32% of total dwelling units) Employment = 3,139 (33% of total employment). The 2040 RCS projections for the Urban Centre are: Dwelling units = 3,129 (32% of total dwelling units) Employment = 3,536 (33% of total employment). The 2050 RCS projections for the Urban Centre are: Dwelling units = 3,361(32% of total dwelling units) Employment = 3,740 (33% of total employment).	The City does not have any Frequent Transit Development Areas.

1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to: a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary; b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.	The location and boundary of the Municipal Urban Centre are depicted on Regional Features Maps 1 and 2 and encompasses the areas that are designated for high- and medium-density multi-family residential, mixed-use commercial/residential development and the Civic Centre serving the local population. The Urban Centre is projected to accommodate 32% of the residential growth and 33% of the employment growth. No Frequent Transit Development Areas are proposed in the OCP. These policies help to focus and manage growth within Pitt Meadows' Urban Centre: 5.1.1, 5.1.2, 5.1.3, 5.1.4. Consistent with the regional Special Study Area designation, the City continues to plan the North Lougheed Area as a future growth area. The City may amend the OCP to include policies that guide growth in this area and apply for an amendment to the RGS to make the OCP consistent with the RGS over time.	

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards - Targets		
Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and • increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	According to Metro Vancouver data, in 2025, approximately twenty percent of the land in Pitt Meadows is currently protected for nature. This land includes the Pitt Polder, the Codd Island Wetlands conservation area, portions of the Metro Vancouver Greenway and a variety of other parks. The City will work towards protecting additional natural areas together with senior levels of government, Metro Vancouver, and private property owners. The City will work towards increasing tree canopy coverage to 30% in urban areas by implementing a tree protection bylaw and a program that supports tree planting on both public and private land in areas with low tree canopy cover. OCP policies 3.31. 3.6.2, 3.6.3, 3.7.2, 3.8.2, 3.8.4, 3.9.1 and 3.9.3 support local ecosystem protection and growing the tree canopy cover.	In 2024, the City completed an Urban Forest Strategy and Implementation Plan that aims to increase canopy coverage to 30% in urban areas.

3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	These policies identify how Pitt Meadows' local land use and transportation policies will contribute to meeting the regional greenhouse gas target: 5.1.1, 5.1.2, 5.1.3, 5.1.4, 9.2.1, 9.3.1, 9.3.2. OCP objective 11.2 identifies the need to reduce overall energy use and GHG emission output by 45% below 2010 levels by 2030 to help achieve a carbon neutral region by 2050.	The City completed a Climate Action Strategy and Complete Communities Assessment in 2025. These initiatives will help to guide the City towards reducing greenhouse gas emissions.
Goal 4 Provide Diverse and Affordable Housing Choices - Target		
Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	The following policies will contribute towards supporting the construction of affordable rental units within the Urban Centre: 5.1.1, 5.1.2, 5.1.3, 5.1.4, 5.1.5, 5.2.9, 5.3.5, 5.3.6, 5.3.9. The City may consider adding an affordable rental housing target to the OCP through future policy work.	In October 2025, the City completed a 2026-2028 Housing Action Plan, which is a suite of initiatives that include efforts to encourage and support affordable rental units in the urban area. The City contributed land to, and is working with, Metro Vancouver Housing Corporation to construct 115 non-market housing units within the City's urban centre, consistent with OCP policies that encourage and support partnerships with other agencies to deliver affordable housing.

Metro 2050 Policies

The following section outlines the relationship between the Regional Growth Strategy and Official Community Plan policies, and, if applicable, how the Regional Growth Strategy and Official Community Plan will be made consistent over time.

Metro 2050 Goal 1: Create a Compact Urban Area			
Strategy 1.1: Contain urban development within the Urban Containment Boundary			
Policy 1.1.9	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	The Urban Containment Boundary is depicted on the OCP Map 1, Urban Land Use and Regional Features Maps 1 and 2. It is generally consistent with the Regional Land Use Designations Map.
	b)	Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	Refer to the Targets section
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	The City is committed to liaising regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers.
	d)	Integrate land use planning policies with local and regional economic development strategies,	The City of Pitt Meadows is home to important

		particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	economic contributors to the region's economy, including a CPKC intermodal rail yard, agricultural areas, and the Pitt Meadows Regional Airport (YPK). The OCP contains policies that seek to ensure that the City works with industry and businesses while helping to minimize potentially harmful impacts are as follows: 4.6.1, 5.7.2, 9.6.1, 9.6.2, 9.6.3, 9.6.4.
Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
Policy 1.2.24	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	Refer to the Targets section
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	The location and boundary of the Municipal Urban Centre are depicted on Regional Features Maps 1 and 2 and encompasses areas in the OCP that are designated for high- and medium-density multi-family residential, mixed-use commercial/ residential development.

	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	Refer to the Targets section
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	The OCP supports the development and preservation of office space in Urban Centres through land use designations, such as Town Centre Commercial, which permits high-density mixed commercial and residential uses. OCP policy 4.4.3 supports office development in Urban Centres.
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	These policies support modal shift by contemplating reduced parking standards in the Urban Centre: 4.2.1, 4.4.3, 5.3.5.
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	The following policies identify measures to accommodate urban densification and infill development in the City's Urban Centre: 5.1.2, 5.1.4, 5.1.5, 7.2.7, 7.2.8, 9.3.3, 9.3.4.
	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	OCP policy 7.4.8 encourages the development of childcare facilities within the City's Urban Centre.

	vii)	consider the implementation of green infrastructure	The following policies support the implementation of green infrastructure in the Urban Centre: 10.7.4, 10.7.5, 11.3.2.
	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	Refer to Map 2A, (Urban Land Use), Map 2B (Rural Land Use), Map 5 (Urban Infrastructure) and Map 6 (Rural Infrastructure), which demonstrate how infrastructure and amenities will be focused in Urban Centre areas.
	ix)	support the provision of community services and spaces for non-profit organizations	Policies 7.2.3 and 7.2.4 relate to the provision of community services and spaces for non-profit organizations.
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	N/A – the RGS does not include the Employment regional land use designation or Frequent Transit Development Areas in Pitt Meadows.
	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Policy 9.1.3 addresses mitigating the negative impacts of roadways in residential areas.
	c)	Include policies for General Urban lands that:	
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	The location and boundary of the General Urban Area are depicted on Regional Features Maps 1 and 2.
	ii)	exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of	The OCP generally does not contemplate any additional regionally

		General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	significant, non-residential, major-trip generating uses outside the Urban Centre. The OCP supports limited commercial development along the north side of Lougheed Highway and east of Harris Road, outside of the Urban Centre as shown on Map 2A, Urban Land Use. This is a historical designation, and it acknowledges the economic potential of the Lougheed Highway through the community. Consistent with the regional Special Study Area designation, the City continues to plan the North Lougheed Area as a future growth area. The City may amend the OCP to include policies that guide growth in this area and apply for an amendment to the RGS to make the OCP consistent with the RGS over time.
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	Policies 5.1.2 through 5.1.5 encourage infill and intensification in appropriate locations within walking distance of the Frequent Transit Network.
	iv)	encourage neighbourhood-serving commercial uses	Policy 4.4.3 encourages neighbourhood-serving commercial uses.
	d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited	Non-residential Major Trip Generating uses in Pitt Meadows are defined

		to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	as office and business parks, post-secondary institutions, and shopping centres.
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	The City does not have any Frequent Transit Development Areas.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Policies 9.1.1 and 9.1.2 encourage and support coordinating with adjacent governments, regional and provincial transit authorities.
Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
Policy 1.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	The following policies support a compact, mixed-use, transit, walking, cycling and rolling-oriented community: 5.1.1, 5.1.2, 5.1.3, 5.1.4, 5.1.5, 9.4.1, 9.4.3.
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and childcare facilities, and local serving retail uses in Urban Centres or areas with good access to transit	See Map 4A, Urban Land Use, for the location of areas designated for community, arts, cultural, recreational, institutional, medical/health, social service, education and childcare facilities, and local serving retail uses in Urban Centres or areas with good access to transit.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g.	Policy 8.1.1 supports the provision of public spaces

		community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	and place-making amenities.
	d)	respond to health and climate change-related risks by providing equitable access to:	
	i)	recreation facilities	Policy 8.3.2 seeks to ensure that the City can respond to health and climate-change related risk by providing equitable access to recreational facilities.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Policies 8.1.1 and 8.2.1 support efforts to ensure that the City can respond to health and climate-change related risk by providing equitable access to green spaces and public spaces.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Policy 8.1.2 supports the use of open space for connections and improving access to trails for all ages and abilities.
	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Policies 2.7.1 and 2.7.4 encourage growing, and support access to, healthy food in the rural and urban areas of Pitt Meadows and seek to ensure local and regional food security.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Consistent with the regional Special Study Area designation, the City continues to plan the North Lougheed Area as a future growth area. The City may amend the OCP to include an Area Plan

			that guides growth in this area and apply for an amendment to the RGS to make the OCP consistent with the RGS over time. An area plan is meant to be read in conjunction with other OCP policies that support healthy, compact, mixed-use development and equitable service delivery.
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	The following Development Permit Areas provide guidelines for neighbourhoods that promote social connections, accessibility, and safety for all residents: DPA No. 8 (Town Centre) DPA No. 9 (Ground-oriented Residential) DPA No. 10 (Multi-family Residential) DPA No. 12 (Village Mixed Use).
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	OCP Objective 1.3 supports working with qʔiƛəyʔ (Katzie) First Nation on land use and development opportunities where there is shared interest.
Strategy 1.4: Protect Rural lands from urban development			
Policy 1.4.3	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	The location and boundary of the Rural areas are depicted on the

			Regional Features Maps 1 and 2.
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	The OCP designates rural areas as "Rural Residential." Urban forms of development in those areas designated "Rural Residential" are generally not supported. These policies discourage the expansion of community water and sewer service beyond the Urban Containment Boundary: 5.6.1, 10.1.1, 10.1.1 a, 10.2.1, 10.2.1 a, 10.2.2.
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Single-family residential uses are permitted in areas within the Rural regional land use designation at a maximum of one unit per net hectare. See objective 5.6 and policy 13.1.5.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	These OCP policies prioritize and support agricultural uses within the Agricultural Land Reserve: 2.1.1, 2.1.4, 2.3.1, 2.4.1, 2.4.3, and 2.4.2.
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	These OCP policies support the protection, enhancement, restoration and expansion of ecosystems identified on Metro Vancouver 2050 Map 11: 3.1.3, 3.7.2, and 3.8.2.

			Environmentally sensitive areas are identified on Map 8 of the Official Community Plan. Areas are designated as "Conservation Area" and "Open Space" on Schedules 2A and 2B, consistent with the Regional Growth Strategy.
Metro 2050 Goal 2: Support a Sustainable Economy			
Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live			
Policy 2.1.10	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	These policies support appropriate economic activities in the City's Urban Centre and industrial lands: 4.1.1, 4.3.2, 4.4.1, 4.4.2, and 4.4.3.
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	New large-scale office and retail uses are not contemplated within the OCP due to contextual constraints; however, the Town Centre land use designation (policy 13.1.6) does encourage the provision of commercial and mixed use buildings in the regionally-designated Urban Centre area.
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	Further expansion of major commercial uses or institutional land uses outside of the Urban Centre are not currently contemplated in the OCP. The City may adopt an area plan for the North Lougheed Area that may include commercial and institutional opportunities.

			This is consistent with the regional Special Study Area designation and, if it proceeds, a Regional Growth Strategy amendment to the Urban Centre boundary and land use designations will be brought forward to make the OCP consistent with the RGS.
Strategy 2.2 Protect the supply and enhance the efficient use of industrial land			
Policy 2.2.9	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	Industrial areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	Trade-oriented uses, such as warehouse, intermodal facilities, and distribution centres, are contemplated and supported under the "Industrial" land use designation in the OCP (see policies 13.1.11, 13.1.12, 13.1.13 and Map 2A, Urban Land Use). The City does not have designated Trade Oriented areas in the OCP. Policy 4.3.2 discourages the subdivision or stratification of certain industrial uses.
	c)	include policies for Industrial lands that:	
	i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	The Official Community Plan supports and protects industrial areas as follows: designating areas as "Business Park" and "Industrial", consistent with the Regional Growth Strategy.

			Policy 4.3.2 helps to define, support and protect industrial uses in the OCP.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	The Industrial land use designation (13.1.12) within the OCP supports limited uses that are ancillary to the business on the property.
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	The Industrial land use designation in the OCP (13.1.12) does not include uses that are not consistent with industrial activities.
	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Policy 4.3.1 encourages improved utilization, intensification and densification of Industrial lands.
	v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the oversupply of parking	Policy 4.2.1 supports reducing parking requirements for job-generating developments that are close to transit.
	vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Policies 4.1.1, 4.2.1, 4.3.1,4.3.2, and 4.3.4 support economic growth and diversification of industrial areas.
	vii)	provide infrastructure and services in support of existing and expanding industrial activities	Map 2A, Urban Land Use, Map 3A, Urban Transportation Network and Map 5 Urban Infrastructure show the relationship between infrastructure and services in support of industrial land uses.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	Policies 4.3.1 and 9.5.1 support industrial uses in Pitt Meadows.

			Map 2A (Urban Land Use) and Map 5 (Urban Infrastructure) show the intersection between industrial lands and the infrastructure that supports their operation.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	As Pitt Meadows is largely an agricultural community, DPA No. 5 (Farmland Protection), DPA No. 6 (Business Park), and DPA No. 7 (Industrial) provide guidelines for industrial lands adjacent to agricultural areas.
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Trade-oriented uses, such as warehouse, intermodal facilities, and distribution centres, are contemplated and supported under the "Industrial" land use designation in the OCP (see Map 2A: Urban Land Use). The City does not have designated Trade Oriented areas in the OCP. Policy 4.3.2 discourages the subdivision or stratification of certain industrial uses.
	d)	include policies for Employment lands that:	The RGS does not include the Employment regional land use designation in Pitt Meadows.
	i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	N/A
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	N/A
	iii)	support the objective of concentrating larger-scale commercial, higher density forms of	N/A

		employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	N/A
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	N/A
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Policy 11.2.2 encourages existing and new businesses to minimize greenhouse gas emissions, maximize energy efficiency and mitigate impacts on ecosystems.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	The following policies assist new and existing businesses to adapt to the impacts of climate change and reduce exposure to natural hazard risks: 12.1.3, 12.2.2, 12.3.2, 12.3.4.

Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability			
	Section	Policy	Applicable OCP Policies
Policy 2.3.12	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Agricultural areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Policies 2.7.1 through 2.7.4 encourage the distribution of local food in the community.
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	
	i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	The Agricultural land use designation in the OCP (13.1.1) seeks to protect the supply of agricultural lands and discourage land uses on Agricultural lands that do not support and strengthen agricultural viability.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	Policy 2.1.3 encourages the consolidation of small parcels and discourages the subdivision and fragmentation of agricultural land.
	iii)	support climate change adaptation, including: • monitoring storm water, flooding, and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies	The OCP contains these policies that support climate change adaptation in the agricultural areas of the City: 2.4.2 and 2.6.1.

	iv)	protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Policy 2.2.1 supports the integrity of agricultural land along the urban containment boundary.
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm-related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the Agricultural Land Commission Act	Policy 2.3.1 supports economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	The following policies support the City's efforts to ensure policy and regulatory alignment with the Minister's Bylaw Standards and the Agricultural Land Commission legislation and regulations: 2.1.5 and 2.2.1.
Policy 2.3.13	Section	Policy	Supplementary Information
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	Policy 2.7.4 supports agricultural awareness and promotes the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences.
Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards			
Strategy 3.1: Protect and enhance Conservation and Recreation lands			
Policy 3.1.9	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	Areas are designated as "Conservation Area" and "Open Space" on Schedules 2A and 2B, consistent with the Regional Growth Strategy. The

			OCP includes definitions of "Conservation Area" and "Open Space" that limit the uses of those lands to passive recreation, and conservation areas are nature preserves where facilities for active recreation are discouraged.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	"Conservation Area" and "Open Space" land use designations are intended to support the protection and enhancement of these areas. Development Permit Area No. 1 (Natural Environment) and Development Permit Area No. 2 (Riparian Areas) further speak to the protection and enhancement of these areas.
	i)	drinking water supply areas	N/A
	ii)	environmental conservation areas	Land in Pitt Meadows that falls within the Conservation and Recreation land use designation are designated in the City's OCP as "Conservation Area" and "Parks and Open Space". These designations are intended to support the preservation and enhancement of these areas. These policies apply to the protection and enhancement of environmental conservation areas: 3.1.1, 3,1,2, 3.1.3, 3.4.1, 3.4.1, 3.6.1, 3.6.3, 3.7.2, 3.8.1, 3.8.2, 3.9.3.
	iii)	wildlife management areas and ecological reserves	Wildlife management areas and ecological reserves are designated as "Conservation Area" in the Pitt Meadows OCP. This designation and policy 3.8.2 are intended to

			support the preservation and enhancement of these areas.
	iv)	forests	Forests within the regional Conservation and Recreation land use designation are designated as "Conservation Area" in the OCP. This designation seeks to limit or prohibit residential development in these areas and, depending on the area's location, allow for the enhancement and preservation of these areas. Also, see policies 3.8.2, 3.9.2 and 3.9.4.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	Wetlands in Pitt Meadows, including the Pitt Polder and the Codd Island Wetlands, fall under the "Conservation Area" land use designation, which is intended to help preserve and enhance these areas. Also, see policy 3.1.1.
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	Policy 3.1.3 seeks to protect and improve shoreline habitat The OCP also contains development permit area guidelines for riparian areas (Development Permit Area No. 2) intended to protect them from development where they provide natural features, functions and conditions that support fish life processes.
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	Development Permit Areas No. 1 (Natural Environment), No. 2 (Riparian Areas), No. 3 (Wildfire Hazard), and No. 4 (Slope Hazard) help protect ecosystems that are

			vulnerable to climate change and natural hazards.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: o major parks and outdoor recreation areas; o education, research and training facilities, and associated uses that serve conservation and/or recreation users; o commercial uses, tourism activities, and public, cultural, or community amenities; o limited agricultural use, primarily soil-based; and o land management activities needed to minimize vulnerability / risk to climate change impacts	These OCP land use designations and development permit areas help to ensure that uses are appropriately located and scaled and consistent with the intent of the designations: 13.1.18 Conservation Area land use designation Development Permit Areas No. 1 (Natural Environment), No. 2 (Riparian Areas), No. 3 (Wildfire Hazard), and No. 4 (Slope Hazard).
	c)	Include policies that:	
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	The OCP contains development permit area guidelines No. 1 (Natural Environment) and No. 3 (Wildfire Hazard) that seek to protect the integrity of natural areas in Pitt Meadows.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	All lands with a Conservation and Recreation regional land use designation are publicly owned. These lands are not typically subdivided for private sale and public agencies can manage land comprehensively across larger areas. Public ownership removes speculative pressures, particularly where land is intended for public service or conservation purposes.

	Section	Policy Text	Applicable OCP Policies
Policy 3.2.7	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	Refer to the Targets section
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	These policies support the protection, enhancement and restoration of ecosystems: 3.1.1, 3.1.2, 3.1.3, 3.6.2, 3.7.2, and 3.8.2. Development Permit Area No. 1 (Natural Environment) contains guidelines that seek to protect the natural environment.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	These policies support the acquisition, restoration, enhancement and protection of lands in collaboration with other agencies that will enable ecosystem connectivity in a regional green infrastructure network: 3.1.3, 3.7.2, 3.8.2, 10.7.5, and 11.3.2.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Policy 3.7.2 helps to discourage or minimize the fragmentation of ecosystems through low impact development practices. Additionally, Development Permit Area No. 1 (Natural Environment) contains guidelines that seek to

			minimize fragmentation of ecosystems.
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	Policy 3.8.3 helps to maintain ecological integrity in the interface between ecosystems and other land uses. Development Permit Area No.1 (Natural Environment) contains guidelines that minimize the impact of development on the City's natural areas and systems.
	c)	Include policies that:	
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Policy 3.4.1 supports the creation of an implementation strategy to support natural assets and ecosystem services.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	The following policies address the retention and expansion of the urban forest: 3.3.1, 3.8.4, 3.9.1, 3.9.2 and 3.9.3.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	The following policies address efforts to reduce the spread of invasive species: 3.8.1, 3.8.3, 8.4.2, and 11.3.1.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Policies 10.7.4 and 11.3.2 address the incorporation of green infrastructure in appropriate locations.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	The following policies support watershed and ecosystem planning:

			3.1.2, 3.8.3, 10.2.1, 10.4.4 through 10.4.9, and 11.3.1. Development Permit Areas No. 1 (Natural Environment) and No. 2 (Riparian Areas) contain guidelines for the protection of ecosystems.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

	Section	Policy	Applicable OCP Policies
Policy 3.3.7	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	Refer to the Targets section
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	These policies seek to reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities and improve air quality: 11.2.1, 11.2.2, 11.2.3, 11.3.1, 11.3.2.
	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure	Policies 11.2.1, 11.2.2 and 11.2.3 encourage building retrofits and construction of new buildings to meet energy standards and minimize greenhouse gas emissions.

	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	These policies focus on the community design, infrastructure and active transportation policies that help to reduce energy consumption and greenhouse gas emissions: 8.1.2, 9.4.1, 9.4.3, and 11.2.3.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Policies 4.4.2 and 9.7.4 address focusing infrastructure and amenity investments in Pitt Meadows' urban area.
Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			
Policy 3.4.5	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	These policies focus on minimizing risks associated with climate change and natural hazards: 10.6.2, 11.1.1, 11.1.2, 11.1.5, 12.2.3, and 12.2.7.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	The Rural Residential land use designation (13.1.5), which applies to rural lands outside of the Agricultural Land Reserve, seeks to limit development in those areas. Policies 12.2.4, and 12.3.1 through 12.3.4 all help to limit new development in current and future hazardous areas and, where development is unavoidable, to mitigate risks. Development Permit Areas No. 3 (Wildfire Hazard) and No. 4 (Slope Hazard) are intended to mitigate the risks

			of developing within hazardous areas.
Policy 3.4.6	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	These policies aid in incorporating climate change and natural risk assessments into planning and location decisions for municipal assets and services: 11.1.1, 11.1.2, 11.1.5,12.2.3, 12.2.4, and 12.2.5.
Policy 3.4.7	Section	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	These policies support the integration of emergency management, utility planning, and climate change adaptation principles in the preparation of land use plans, transportation plans and growth management policies: 11.1.1, 11.1.2, 12.2.2, 12.2.3 and 12.2.4.
Policy 3.4.8	Section	Policy	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	Development Permit Areas No. 2 (Riparian Areas) and No. 3 (Wildfire Hazard) provide guidelines related to climate change and natural hazards. These policies support the integration of emergency management, utility planning, and climate change adaptation principles in the preparation of land use plans, transportation plans and growth management policies: 11.1.1, 11.1.2, 12.2.2, 12.2.3 and 12.3.4.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices			
Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs			
Policy 4.1.8	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	The following policies indicate how Pitt Meadows will work towards meeting estimated housing needs and demand: 5.2.1 through 5.2.11.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Policies 5.3.1 through 5.3.13 articulate how the City will meet the need for diverse and affordable housing options.
	c)	identify policies and actions that contribute to the following outcomes	
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Policy 5.1.1 seeks to ensure that housing needed over the next 20 years can be accommodated in Pitt Meadows. The following policies indicate how Pitt Meadows will work towards meeting estimated housing needs and demand along the housing continuum: 5.2.1 through 5.2.11 and 5.3.1 through 5.3.13.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	Policy 5.1.2 encourages the construction of ground-oriented, multi-family housing. Also, see policies 5.3.2 through 5.3.4.

	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Policies 5.3.3 through 5.3.9 seek to increase the diversity of housing tenure options.
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	The following policies seek to increase the density and supply of diverse ground-oriented and infill housing forms in existing single-family neighbourhoods: 5.1.2, 5.1.3, and 5.1.5.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Policies 5.1.1 and 5.1.2 support the integration of land use and transportation planning.
	vi)	increased social connectedness in multi-unit housing	Policy 5.1.4 supports multi-unit residential buildings in areas where public amenities are close by. Also, see policy 7.2.8.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	Policy 5.7.1 encourages integrated housing within neighbourhoods and high-quality urban design. Additionally, Development Permit Area No. 9 (Ground-oriented Residential) guidelines facilitate high quality design for new developments in existing residential neighbourhoods.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Policies 11.2.2 and 11.2.3 support existing and future housing stock that are low carbon and resilient to climate change impacts and natural hazards. These development permit areas provide guidelines for development that is resilient

			to climate change and natural hazards: Development Permit Area No. 2 (Riparian Areas), and Development Permit Area No. 3 (Wildfire Hazard).
Policy 4.1.9	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.
Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
Policy 4.2.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing	Refer to the Targets section

		units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Policies 5.2.3, 5.3.6, 5.3.8, 5.3.9 and 5.3.12 help to mitigate the impacts of development on renter households.
	c)	identify the use of regulatory tools that protect and preserve rental housing	Policies 5.2.3, 5.3.8, 5.3.9 and 5.2.12 help to mitigate the impacts of development on renter households.
	d)	identify policies and actions that contribute to the following outcomes:	
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Policy 5.2.9 supports increased housing supply in proximity to transit, policy 5.2.10 supports the identification of City-owned land for housing, and policy 5.4.1 supports investigating opportunities to use City-owned land for affordable housing projects in cooperation with governmental or non-profit agencies.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Policy 5.2.8 supports using community amenity contributions for affordable housing projects, which can include renewal of aging purpose-built rental housing.
	iii)	protection and renewal of existing non-market rental housing	These policies support the protection and renewal of non-market rental housing in Pitt Meadows: 5.2.11, 5.3.8 and 5.3.9.

	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	These policies help to mitigate the impacts on renter households due to renovation or redevelopment: 5.3.8, 5.3.9.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Policies 11.2.2 and 11.2.3 encourage development that minimizes GHG emissions and reduces energy use.
Policy 4.2.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.
Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
Policy 4.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	Policies 5.2.5, 5.2.7, 5.2.10, 5.3.7, 5.3.11, 5.4.1 and 5.4.2 indicate how the City intends to collaborate with outside partners to assist in increasing the supply of permanent, affordable and supportive housing units.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting	The following policies support partnering with other governmental or non-profit agencies to address

		the housing and support needs of populations experiencing or at risk of homelessness	homelessness and contribute to meeting the needs of people who are at risk of homelessness: 5.2.10, 5.2.11, 5.3.1, 5.3.3, 5.4.1, 5.4.2, 5.5.1, and 5.5.2.
Policy 4.3.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	Refer to the Pitt Meadows' Housing Needs Report and 2026-2028 Housing Action Plan.

Metro 2050 Goal 5: Support Sustainable Transportation Choices			
Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking			
Policy 5.1.14	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	The following policies encourage a greater share of trips made by transit, shared mobility options, cycling, walking and rolling: 9.2.1, 9.2.2, 9.2.3, 9.2.4, 9.3.1, 9.4.1, and 9.4.2.

	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Policy 9.3.2 supports the development and implementation of transportation demand management strategies.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Policies 9.2.1, 9.2.4 and 9.4.1 support the management and enhancement of municipal infrastructure for transit, multi-occupancy vehicles, cycling, walking and rolling.
	d)	support the transition to zero-emission vehicles	The following policies support the transition to zero-emission vehicles: 3.3.1, 10.7.4, and 10.7.5.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Maps 2A (Urban Land Use), 2B (Rural Land Use), 4A (Urban Cycling and Trail Network) and 4B (Rural Cycling and Trail Network) show how the City supports the implementation of the Regional Greenway Network and Major Bike Network.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Policy 9.4.1 supports the implementation of local active transportation and micromobility facilities that provide connections throughout the municipality.
Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services			
Policy 5.2.6	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres;	Maps 3A (Urban Transportation Network) and 3B (Rural

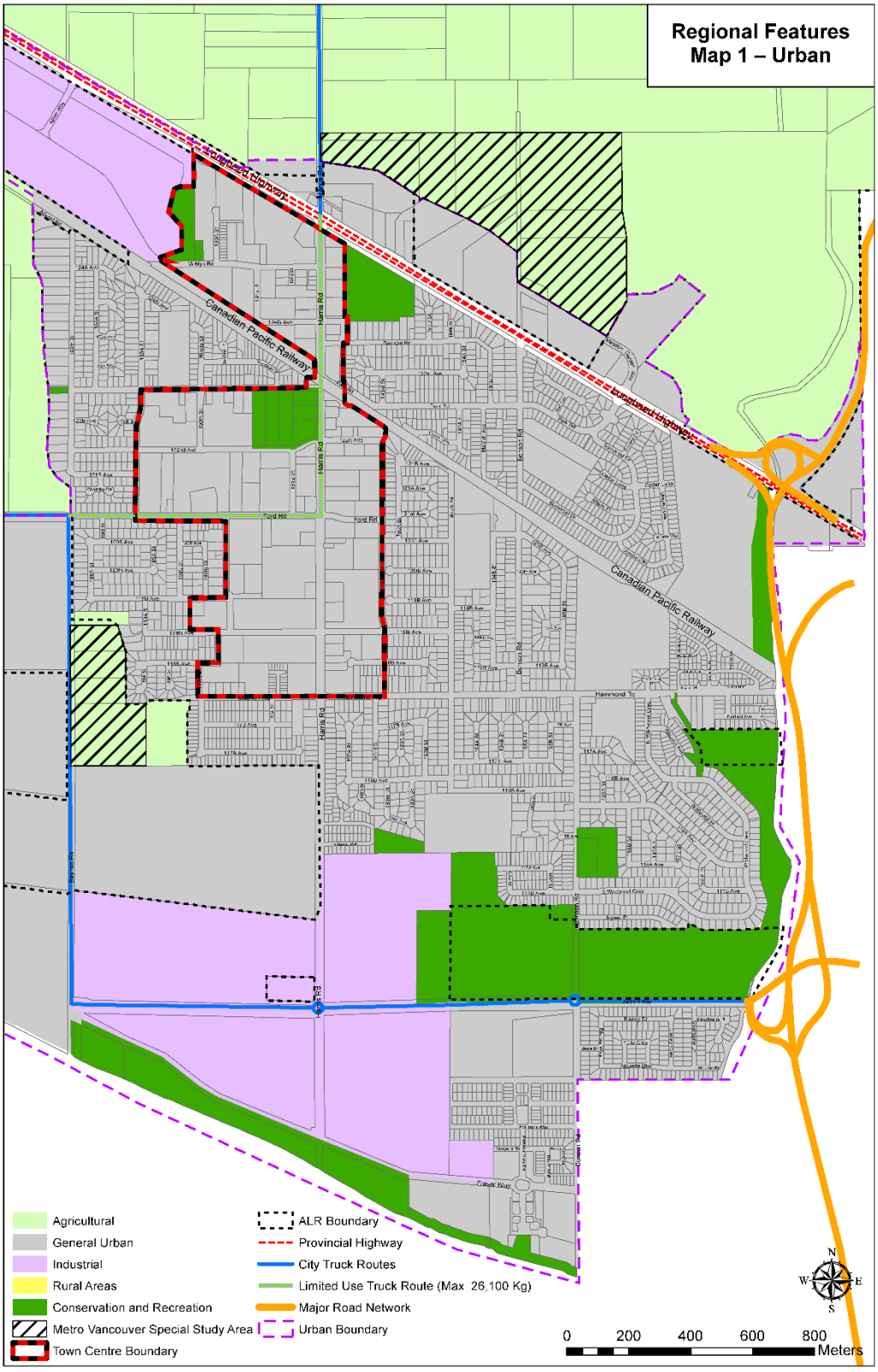
		Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Transportation Network) identify routes for the safe and efficient movement of goods in Pitt Meadows.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Policy 9.5.1 supports the optimization and safety of goods movement in Pitt Meadows through a variety of routes and means.
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Policy 9.1.2 supports the development of local and regional transportation system management strategies.
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	Policies 9.1.2, 9.5.1 and 9.8.1 support the protection of transportation routes and corridors for goods movement.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Policy 9.1.2 contains recommended actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the rail corridor.
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	Policy 9.5.1 anticipates land and infrastructure requirements for goods movement. Policy 9.1.2 seeks to mitigate negative impacts of the rail corridor in particular.

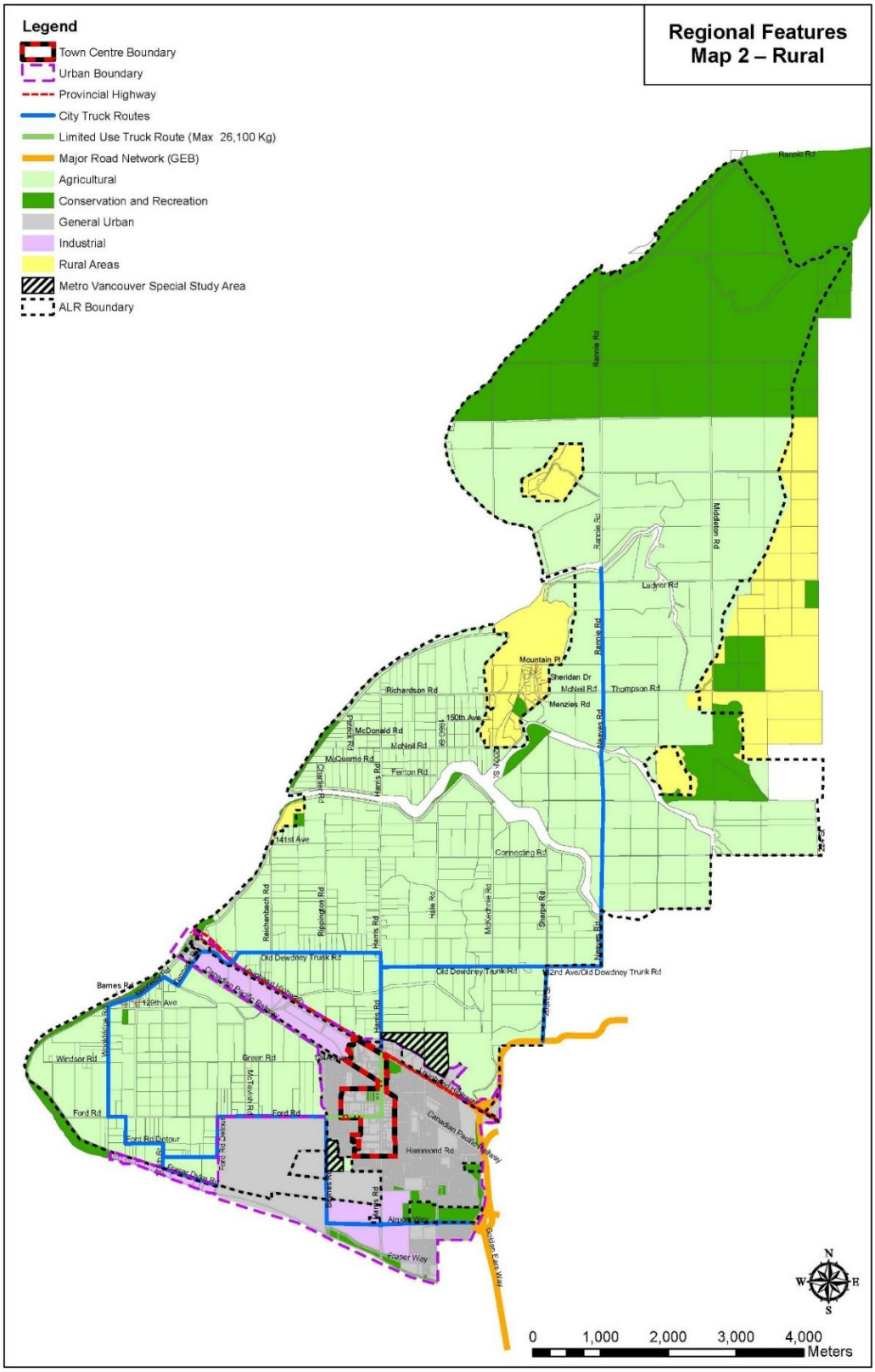
Flexibility Provisions

Metro 2050 provides member jurisdictions with the flexibility to amend OCP land use designations (or equivalent) without amending the RCS under certain circumstances. This language must be included in the RCS to permit this flexibility.

Metro 2050 Policies	City of Pitt Meadows Response
6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent OCP designation) within the Urban Containment Boundary.	Such amendments are hereby permitted.
6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	Such amendments are hereby permitted.

In the event of any inconsistency between the requirements of the Agricultural Land Commission Act, the regulations or orders of the Commission and the boundary of any urban development area, urban centre or associated economic development area, the Agricultural Land Commission requirements will prevail until such time as the inconsistency is resolved.


Regional Features
Map 1 – Urban
Trans-Canada Highway
Canadian Pacific Railway
Harris Rd
Ford Rd
Agricultural
General Urban
Industrial
Rural Areas
Conservation and Recreation
Metro Vancouver Special Study Area
Town Centre Boundary
ALR Boundary
Provincial Highway
City Truck Routes
Limited Use Truck Route (Max 26,100 Kg)
Major Road Network
Urban Boundary
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Regional Features
Map 2 – Rural
Legend
Town Centre Boundary
Urban Boundary
Provincial Highway
City Truck Routes
Limited Use Truck Route (Max 26,100 Kg)
Major Road Network (GEB)
Agricultural
Conservation and Recreation
General Urban
Industrial
Rural Areas
Metro Vancouver Special Study Area
ALR Boundary
Rannie Rd
Ladyer Rd
Middleton Rd
Mountain Pl
Sheridan Dr
McNeil Rd
Thompson Rd
Menzies Rd
Richardson Rd
150th Ave
McDonald Rd
McQuarrie Rd
Fenton Rd
141st Ave
Connecting Rd
Reichenbach Rd
Rippington Rd
Hale Rd
McKechnie Rd
Sharpe Rd
Old Dewdney Trunk Rd
132nd Ave/Old Dewdney Trunk Rd
Barnes Rd
129th Ave
Windsor Rd
Greer Rd
Ford Rd
Ford Rd Detour
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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Jonathan Cote, Acting General Manager, Regional Planning, Housing Services, and Air Quality

Date: July 29, 2026 Meeting Date: September 25, 2026

Subject: **The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region";
b) request that the Board Chair forward a copy of the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" to Member Jurisdictions and TransLink with an offer of a presentation to Council upon request;
c) request that the Board Chair forward a copy of the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" to the provincial Ministers of Housing and Municipal Affairs, Finance, Transportation and Transit, and Infrastructure, the federal Minister of Housing, Infrastructure and Communities, and the Union of BC Municipalities; and
d) direct staff to advance the strategic recommendations outlined in the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" and report back to the Board with options and potential next steps for consideration.

At its July 24, 2026 meeting, the MVRD Board considered the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" and requested a presentation providing additional information on the study methodology and limitations, including considerations related to existing infrastructure deficits. Consideration of the report recommendations was deferred to the September 25, 2026 Board meeting.

In response to questions raised at the July Board meeting, the accompanying presentation provides additional context on the study methodology, assumptions, and limitations. The study was intended to support regional discussions and advocacy related to infrastructure funding and was therefore designed as a high-level, order-of-magnitude assessment rather than a detailed infrastructure plan or forecast. Given the broad scope of the study, which sought to consider infrastructure delivered by member jurisdictions, Metro Vancouver, TransLink, and the Province, it was not feasible within the scope and budget of the project to undertake detailed infrastructure needs assessments for individual service areas or agencies. Instead, the analysis used the replacement cost of existing infrastructure assets as a proxy for estimating future infrastructure requirements associated with projected growth, a methodology commonly used to support high-level infrastructure funding and advocacy discussions. The approach provides a consistent regional estimate across multiple organizations with differing service levels, planning processes, asset management practices, and data availability. The resulting estimate is intended to illustrate the scale of infrastructure investment required to support growth and should not be interpreted as a detailed estimate of infrastructure needs for specific projects, services, or jurisdictions.

This matter is now before the MVRD Board for its consideration.

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ATTACHMENTS

1. "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region", dated June 23, 2026.
2. Presentation re: Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Jonathan Cote, Deputy General Manager, Regional Planning and Housing Policy
Laurel Cowan, Division Manager, Regional Land Use Policy, Regional Planning and Housing Services

Date: June 23, 2026 Meeting Date: July 2, 2026

Subject: **The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region";
b) request that the Board Chair forward a copy of the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" to Member Jurisdictions and TransLink with an offer of a presentation to Council upon request; and
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d) direct staff to advance the strategic recommendations outlined in the report dated June 23, 2026, titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" and report back to the Board with options and potential next steps for consideration.

EXECUTIVE SUMMARY

This report presents an evidence-based case for advocacy to the provincial and federal governments for sustained, predictable infrastructure funding, and dialogue on new local government funding tools. As the region works to address the need for approximately 570,000 additional homes by 2041, as identified through the Housing Needs Reports prepared by member jurisdictions, understanding the scale of infrastructure investment required to support this growth is critical. The analysis provides a high-level, order of magnitude estimate of infrastructure needs using the replacement cost of existing assets as a proxy for future demand. While not a precise forecast, this approach illustrates the scale of investment required across all orders of government.

The estimated investment requirement translates into a significant per-capita and per-unit housing cost, with responsibility distributed across provincial, regional, and municipal governments is estimated at **$114.8 billion total over the next 15 years**, equivalent to:

- ~$80,000 per person; or
- ~$201,000 per new home
    - $81,000 for infrastructure delivered by the Province (40%)
    - $26,000 for infrastructure delivered by Metro Vancouver (13%)
    - $20,000 for infrastructure delivered by TransLink (10%)
    - $74,000 for infrastructure delivered by member jurisdictions (37%)

These findings underscore a structural fiscal challenge. While local and regional governments are responsible for delivering much of the infrastructure needed to support growth, their primary revenue tools, such as property taxes and development cost charges, are limited in their ability to scale with population growth and long-term service demand. By contrast, provincial and federal governments rely on broader-based tax systems that grow more directly with population and economic activity. To address the underlying issues, new funding programs and tools are needed. This report recommends two key steps to advance advocacy:

- Engage in dialogue with the Province and federal government to develop a new infrastructure funding framework; and,
- Conduct additional analysis on potential revenue and financial tools.

PURPOSE

To inform the Regional Planning Committee and MVRD Board of the findings of The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region analysis.

BACKGROUND

Metro 2050, the regional growth strategy, encourages the development of complete communities that are resilient, healthy, and connected to a range of services and amenities. Additionally, policy 1.3.5 states that Metro Vancouver will advocate to the federal government and the Province to ensure that growing communities are served appropriately and in a timely manner with social amenities, health, schools and educational opportunities to avoid inequities in service levels between communities in the region.

At its April 3, 2025 meeting, the Regional Planning Committee received the Regional Housing Needs Report (Reference 1), which consolidates the housing needs of all member jurisdictions to provide a regional estimate of total housing need. In the discussion that followed, Committee members expressed interest in better understanding the corresponding infrastructure investments that would be needed as the region grows and responds to significant housing needs and recent provincial housing legislation. Metro Vancouver staff put together a scope of work (Reference 1) and at the June 2025 MVRD Board meeting, the Board passed the following resolution,

> *That the MVRD Board endorse the proposed scope of work as presented in the report dated May 6, 2025, titled "Scope of Work – Infrastructure Demand to Support Growth in the Metro Vancouver Region".*

An interim update was provided to the Regional Planning Committee in November 2025 (Reference 3). This report presents the findings from the study.

CONTEXT

Federal and Provincial Infrastructure Funding

Recent federal and provincial infrastructure funding programs represent important contributions toward housing-enabling and community infrastructure. However, these programs do not match the scale of investment required to support long-term population growth and address aging infrastructure, and at times require forfeiting existing local government revenue tools. Infrastructure funding programs are frequently time-limited, highly competitive, and subject to changing program design and cost-sharing requirements, which creates uncertainty and limits the ability of local and regional governments to plan, phase, and finance infrastructure sustainably. As a result, while senior government funding is essential, additional long-term, predictable solutions will be needed to support growth and maintain infrastructure across the Metro Vancouver region.

Revenue Tools Available to Different Levels of Government

An important consideration in this work is that the revenue tools available to local governments (including Metro Vancouver), differ fundamentally from those available to provincial and federal governments in their ability to respond to population growth and infrastructure demand. Local government revenues, such as property taxes and development cost charges, are primarily tied to land values, assessment changes, and development activity. While these tools can help service growth, they do not automatically scale with population growth or ongoing service demand. As a result, rapidly growing communities often rely on their existing tax base to help finance new or expanded infrastructure. While growth is often perceived as fiscally positive due to increased property tax revenue from new units and additional DCC or ACC contributions, this perception is misleading. In practice, property taxes generated by new development rarely cover the full lifecycle costs of the infrastructure required to support that growth, and each new asset adds long-term renewal and replacement liabilities that far exceed the upfront revenues collected.

By contrast, provincial and federal governments have access to broader-based taxation tools, such as income taxes, sales taxes, and business taxes. These revenues generally grow more directly with population, economic activity, and consumption, and therefore tend to scale more effectively as communities grow and service demands increase.

Comparison to Other Studies

It is worth noting that over time, there have been various studies by different organizations exploring the costs of infrastructure per capita, dwelling unit, or community. Recent studies by the Federation of Canadian Municipalities in 2023 (Reference 4) and the Canadian Urban Institute in 2024 (Reference 5) provided infrastructure cost estimates of over $100,000 per home but emphasize that numbers will vary depending on the types of infrastructure included as well as other factors. These studies focused on local, and sometimes regional scale infrastructure, but did not include provincial level infrastructure as was the case in the Metro Vancouver study. The addition of provincial infrastructure was seen as a critical component to identify all the infrastructure needed to support complete and livable communities.

STUDY OVERVIEW

Approach

Watson & Associates Economists Ltd., a consulting firm specializing in infrastructure costing and municipal finance, undertook the analysis **(Attachment 1)**. The work was completed in two main phases and involved engagement with member jurisdictions, TransLink, Metro Vancouver, and the Province.

- **Assessment of current infrastructure**: Existing infrastructure data was compiled across local, regional, and provincial systems through surveys, public data, and asset management documents to estimate a total 'replacement cost' (e.g., the approximate cost to replace existing infrastructure). Where gaps in data existed, assumptions were applied to establish a clear baseline.
- **Estimate of Future Investment Needs:** Per-person/household infrastructure investment requirements were calculated and applied to anticipated new housing units as per the Regional Housing Needs Report to estimate total future infrastructure costs.

This 'replacement cost' methodology is used where a consistent, scalable estimate is needed across jurisdictions with differing capital planning details, scope, and timing. The results are not intended to support detailed infrastructure planning, but rather to provide an approximate and standardized per-unit metric. While simplified, it is a common approach used by similar studies to produce an order-of-magnitude estimate suitable for advocacy discussions.

Infrastructure Included
The study explored the main elements of infrastructure that support complete and livable communities including:

Local Infrastructure	Regional Infrastructure	Provincial Infrastructure
• Roads and public works – local roads/bridges/tunnels, active transportation, public works facilities, vehicles/equipment • Community services - recreation, cultural, library facilities • Water – storage, pump/lift stations, pipes • Wastewater – storage, pump/lift stations, pipes • Drainage/stormwater – pump stations, ponds, culverts, pipes • Parks and cemetery facilities, land, amenities, vehicles/equipment • Fire and police facilities, vehicles/equipment • Administrative and animal control facilities, parking lots, vehicles/equipment	Metro Vancouver • Regional administrative buildings and operational centres, vehicles/equipment • Water infrastructure-treatment facilities, storage, pump/lift stations, pipes, vehicles/equipment • Wastewater – treatment facilities, storage, pump/lift stations, pipes, vehicles/equipment • Solid waste – regional recycling/waste facilities, a waste-to-energy facility, service vehicles • Regional parks – built assets, trails, vehicles and equipment (but not land value) TransLink • regional transit infrastructure, facilities, and vehicles	• Administrative buildings and facilities • Provincial roads and bridges • Public Education – kindergarten and elementary schools, secondary schools, post-secondary schools • Hydro plants, power projects, distribution and transmission lines, substations • Hospital and public health facilities • Long-term care facilities • Childcare facilities • Emergency services – ground and air ambulances, support vehicles, ground stations • Court service facilities

Limitations and Exclusions
This study intended to provide a high-level estimate of growth-related infrastructure needs across the region, but was limited by scope, data availability, and resource constraints. Key assumptions, exclusions, and limitations include:

Key Assumptions
- Current infrastructure service levels and targets are assumed to continue into the future.
- Where municipal data was unavailable, estimates were based on population and per-capita averages from other municipalities. Data was available for municipalities representing approximately 79% of the regional population.

- **Not included in the analysis:**
  - Existing infrastructure deficits (e.g., assets in poor condition or insufficient capacity, including unmet service targets)
  - Other new, significant infrastructure costs driven by regulation (such as wastewater treatment requirements or seismic requirements)
  - Lifecycle (asset replacement) costs
  - Operating, staffing, and programming costs
  - Municipal capital grants (e.g., affordable housing, sustainability, childcare, recreation, heritage)
  - Infrastructure outside the categories covered in this report (e.g., public health clinics, public or non-profit housing, homeless shelters)
  - Flood protection infrastructure (e.g., dikes, levees)
  - Land values for undeveloped regional parkland
  - Municipal energy facilities, including district energy systems and local utilities
  - UBCx Skytrain project

TransLink

- Public transit infrastructure is inherently more complex and dynamic than other sectors because it is not just infrastructure, it is a constantly evolving service system, shaped by demand, policy objectives, and funding decisions that guide significant future expansion, not just asset replacement. In addition to replacement costs of existing infrastructure, TransLink has also identified $28.4 billion in unfunded capital projects in the *Access for Everyone* plan to address future growth needs and increase existing service levels, representing priorities over the next 10-15 years from the Regional Transportation Strategy, *Transport 2050*. To better represent anticipated transit investment needs over the coming years, this study incorporates both the value of existing capital assets and the capital estimates identified in the *Access for Everyone* plan. The estimated costs to households is the same for existing and new households.

Order of Magnitude Only

- The analysis is based on applying average, region-wide estimates of infrastructure *replacement costs* to projected growth, and is intended to provide an order-of-magnitude estimate of total investment required. It should not be interpreted as a precise estimate of infrastructure needs by asset class or service area. Infrastructure requirements will vary significantly based on existing capacity, service levels, growth patterns, timing, and local conditions. Further, data was provided from a variety of sources that may be dated or underestimate the true cost of replacing an asset. More detailed, service-specific infrastructure planning, asset management analysis, and engineering studies would be required to accurately determine capital needs at a project or system level.

As a result, the cost estimate for complete infrastructure, deficit, and operations needed to support new homes in the region is likely higher than what is shown in the report.

KEY FINDINGS

The study estimates that roughly $114.8 billion will be required over the next 15 years to support the expected 570,000 new homes in the region by 2041 while maintaining current levels of infrastructure service. This is approximately $80,000 per capita, or $201,000 per average dwelling unit, which includes:

- Province: $81,000 per average dwelling unit
- Metro Vancouver: $25,000 per average dwelling unit

- Translink: $20,000 per average dwelling unit
- Member Jurisdictions: $74,000 per average dwelling unit

The average dwelling unit cost is based on the average household size, assuming a similar proportion of high, medium, and low density homes as today:

Dwelling Type	Current Proportion of Overall Housing	Estimated Additional Dwelling Units 2026 - 2041	15-Year Average Household Size	Weighted Household Size	Estimated Infrastructure Cost per Dwelling Unit
Low Density (single detached)	18%	101,878	3.405	0.613	$272,568
Medium Density (multiplexes, row/townhouses)	30%	171,136	3.028	0.908	$242,339
High Density (apartments)	52%	297,763	1.906	0.991	$152,535
Total / Average		**570,777***	**2.512**		**$201,082**

* Based on the Regional Housing Needs Report. 2022 – 2041 housing unit estimate (755,141) minus 2022 – 2026 estimate (230,456) plus 2026 estimate (46,092) = 570,777.

Growth-related infrastructure costs in Metro Vancouver are borne across all orders of government. At the provincial level, the most significant cost pressures are associated with public education facilities (K–12 and post-secondary), hydro infrastructure, health-related infrastructure (hospitals and long-term care) and transportation infrastructure (highways and bridges). Regional infrastructure, delivered by Metro Vancouver and TransLink, is driven primarily by investments in water and wastewater systems, regional transit infrastructure, and solid waste facilities. Local infrastructure delivered by member jurisdictions is largely driven by investments in local roads and transportation assets, water, wastewater, and stormwater systems, and community facilities and parks. It is also important to note that long-term infrastructure costs such as these are paid for by residents and businesses over many years rather than paid all at once.

Observations and Recommendations

The report highlights the significant fiscal challenge facing local governments as they work to balance the need for new infrastructure to support growth with existing infrastructure deficits, while maintaining affordability for both current residents and new home builders. Rising capital costs, particularly since the pandemic, have further intensified this challenge. In many cases, the additional tax and rate revenue generated from new development does not result in a net financial gain for local governments and can place upward pressure on taxes and levies paid by existing residents.

The study also outlines how revenue and financing tools differ across orders of government and demonstrates that local government tools are often insufficient, on their own, to fully fund growth-related infrastructure. As a result, provincial and federal grant funding plays a critical role in supplementing local revenues and reducing reliance on Development Cost Charges and tax or rate increases when local funding capacity is constrained.

The report identifies the following high-level recommendations:

- Collaborate with provincial and federal governments to explore alternative and enhanced revenue tools to support infrastructure funding.

- Effectively utilize existing revenue tools, including Development Cost Charges, Amenity Cost Charges, Community Amenity Contributions, and density bonusing, and regularly review and update them to reflect current construction costs and growth-related infrastructure needs.
- Strengthen asset management and long-term financial planning to address existing infrastructure deficits and establish dedicated reserves for long-term maintenance and eventual replacement.
- Align data and reporting across all levels of government to better understand existing asset inventories, conditions, and infrastructure deficits to support informed decision-making.

METRO VANCOUVER – RECOMMENDED STRATEGIC ACTIONS AND NEXT STEPS

Building on the findings and recommendations of the study, Metro Vancouver staff recommend a set of strategic actions to advance a constructive and solutions-focused dialogue with provincial and federal governments on infrastructure funding to support housing delivery. Achieving shared housing, affordability, and economic growth objectives will require greater alignment between infrastructure responsibilities and fiscal capacity across all orders of government. Given that senior governments realize a significant share of the long-term fiscal benefits associated with population and economic growth, collaboration on legislative reform, funding models, and enabling new financial tools is essential.

1. **Call for a New Infrastructure Funding Framework:** Engage in dialogue with the Province and the federal government through a structured advocacy process, such as the Union of BC Municipalities (UBCM), to jointly explore a modernized, long-term infrastructure funding framework. This work should recognize that fiscal capacity is currently constrained across all orders of government, and that decades of local and regional government advocacy have not resulted in a sustained, predictable solution to funding growth-related infrastructure. Rather than focusing on short-term funding pressures or individual grant programs, this initiative should create a new forum for a longer-term, system-level discussion that enables governments to collectively consider the trade-offs, responsibilities, and fiscal tools required to support a growing region. The work should acknowledge the structural limitations of existing municipal revenue tools and focus on identifying more sustainable and predictable approaches that better align infrastructure responsibilities with fiscal capacity, scale with growth, and reduce reliance on one-time funding programs. The objective is to co-develop practical, implementable reforms, potentially including legislative changes, redesigned funding models, or new shared mechanisms that support housing delivery while maintaining long-term financial sustainability.

2. **Further Exploration of Revenue and Financing Tools:** Undertake further analysis to assess a broad range of taxation, revenue, and financing tools across all orders of government to inform a more substantive, evidence-based discussion on long-term infrastructure funding. This work would provide foundational information to support the development of a modernized infrastructure funding framework, as identified in Recommendation 1. Given the scale and diversity of infrastructure required to support a growing region, no single funding tool will be sufficient on its own. A mix of complementary tools will be required, each with its own strengths, limitations, and trade-offs. The analysis should examine how different tools respond to population growth and inflation, their implications for affordability and equity, and their effectiveness in supporting full infrastructure lifecycle funding. The results could help to clarify the role that different funding approaches can play, identify practical constraints, and support more informed, transparent policy discussions among all orders of government on sustainable approaches to funding growth-related infrastructure**.**

Next Steps

To advance the strategic directions identified in this report, staff propose to undertake targeted engagement to determine how best to move forward with the two recommendations outlined above. This work would focus on engaging member jurisdictions, advocacy organizations such as UBCM, and provincial and federal government representatives to explore interest, appetite, and potential pathways for advancing a modernized, long-term approach to infrastructure funding.

The purpose of this engagement would be to clarify how these discussions could be most effectively structured, identify existing or emerging forums that could support this work, and assess which organizations or levels of government may be best positioned to lead or convene the proposed initiatives. Engagement would also help to test the feasibility, scope, and sequencing of further work on revenue and financing tools as a foundational input to a broader framework discussion.
Following completion of this engagement, staff would report back to the Board with recommendations on whether and how to proceed, including proposed roles, governance considerations, and potential next steps to advance these strategic directions in a coordinated and effective manner.

It is understood that the Ministry of Finance and UBCM have recently formed a standing table to explore financial resilience of local governments, which could be an appropriate venue for furthering discussions related to infrastructure funding.

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the report dated June 23, 2026, titled “The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region”;
   b) request that the Board Chair forward a copy of the report dated June 23, 2026, titled “The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region” to Member Jurisdictions and TransLink with an offer of a presentation to Council upon request; and
   c) request that the Board Chair forward a copy of the report dated June 23, 2026, titled “The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region” to the provincial Ministers of Housing and Municipal Affairs, Finance, Transportation and Transit, and Infrastructure, the federal Minister of Housing, Infrastructure and Communities, and the Union of BC Municipalities; and
   d) direct staff to advance the strategic recommendations outlined in the report dated June 23, 2026, titled “The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region” and report back to the Board with options and potential next steps for consideration.

2. THAT the MVRD Board receive for information the report dated June 23, 2026, titled “The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region”.

FINANCIAL IMPLICATIONS

The findings of this report demonstrate the significant level of investment needed to support growth within the Metro Vancouver region. Different types of infrastructure listed in this study are the responsibility of various levels of government including member jurisdictions, Metro Vancouver, TransLink, and the Province. Addressing the structural challenges associated with funding growth-related infrastructure could have positive long-term financial implications for local and regional governments that face increasing fiscal pressures. The total cost of the project was $50,000, which was

included in the Board-approved Regional Planning budget and was part of the approved scope of work in 2025.

OTHER IMPLICATIONS

This work involved engagement and input from member jurisdictions, Metro Vancouver, TransLink, and the Province. Member jurisdictions and TransLink were engaged through the Regional Planning Advisory Committee and infrastructure surveys involved representatives across organizations (e.g., Engineering, Utilities, Parks, Finance, Administration). The Province was also engaged at a staff level and information was collected through publicly available information.

Initial meetings were held with UBCM to discuss the purpose and scope of the study in relation to their ongoing work and advocacy related to infrastructure. Information on the project was also shared with local First Nations in response to interest in infrastructure funding raised through the Regional Housing Needs Report work.

The final results of the project were shared with the Regional Planning Advisory Committee on June 19, 2026. Comments and feedback included:

- Committee members expressed appreciation for the report's focus on the infrastructure investments and funding required to support population and housing growth, noting that infrastructure considerations are often overshadowed by broader housing discussions.
- Members highlighted ongoing challenges with existing provincial and federal infrastructure funding programs, noting that available programs are often insufficient to meet identified needs and that changing program requirements can make long-term infrastructure planning more difficult.
- Members noted that increasing local government responsibilities in areas such as non-market housing, childcare, and related community services are placing additional financial pressures on municipalities at a time when significant infrastructure investments are also required to support growth.
- Members expressed concern that provincial and federal governments continue to examine or limit local government revenue and funding tools without providing equivalent replacement funding, while expectations for local governments to deliver growth-supporting infrastructure continue to increase.
- Members expressed support for the report and interest in next steps, noting that the findings could help inform discussions with provincial and federal governments regarding infrastructure investment needs, funding challenges, and growth-related service pressures.

This work is intended to support future advocacy by Metro Vancouver and member jurisdictions, to support relationship-building with the Province and federal government and dialogue around potential new funding tools and resources for local governments.

CONCLUSION

This report demonstrates that meeting Metro Vancouver's projected housing growth will require significant infrastructure investment across all orders of government. While recent senior government funding commitments are important, they do not address the underlying structural misalignment between infrastructure responsibilities and available revenue tools, nor do they provide the long-term predictability required for effective planning.

The findings underscore the need to move beyond short-term, program-by-program approaches and toward a more durable, system-level conversation about how growth-related infrastructure is funded. The strategic recommendations outlined in this report focus on creating space for that discussion by exploring a modernized infrastructure funding framework and strengthening the evidence base around revenue and financing tools. Together, these directions are intended to support more sustainable, predictable, and coordinated approaches to funding the infrastructure required to deliver housing and maintain livable, complete communities over the long term.

ATTACHMENT

1. High-level Infrastructure Demand and Costing Study for Anticipated Growth in the Metro Vancouver Region.
2. Presentation re. Infrastructure Demand to Support Regional Growth.

REFERENCES

1. Jozipovic, M. & Jeliazkova, D. (2025). *Housing 2050: Regional Housing Needs Report.* https://metrovancouver.org/boards/RegionalPlanning/RPL-2025-04-03-AGE.pdf#page=17.
2. Cote, J. (2025). *Scope of Work – Infrastructure Demand to Support Growth in the Metro Vancouver Region*. https://metrovancouver.org/boards/GVRD/RD-2025-06-27-AGE.pdf#page=27
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4. Federation of Canadian Municipalities (2023). *Backgrounder: New research – Canada's housing challenge is also an infrastructure challenge*. https://fcm.ca/en/news-media/news-release/new-research-canadas-housing-challenge-also-infrastructure-challenge/backgrounder
5. Canadian Urban Institute (2024). *A Jump Start: Providing Infrastructure for More Housing*. https://canurb.org/wp-content/uploads/A-Jump-Start.pdf

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High-level Infrastructure Demand and Costing

For Anticipated Growth in the Metro Vancouver Region

Watson & Associates Economists Ltd.
905-272-3600
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July 2026

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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
ACC	Amenity cost charge
DCC	Development cost charge
Ha	Hectares
kWh	Kilowatt-Hour
P.P.U.	Persons per unit
Sq.m	Square metres
Watson	Watson & Associates Economists Ltd.

Executive Summary

Executive Summary

Watson & Associates Economists Ltd. (Watson) was retained by Metro Vancouver to undertake a high-level infrastructure demand and costing analysis to support long-term growth and financial planning. The purpose of this study is to estimate the capital infrastructure investment required to accommodate anticipated dwelling unit growth to 2041, and to provide a foundational basis for discussions with senior levels of government regarding infrastructure funding needs.

The analysis considers infrastructure across three levels of government: provincial, regional agencies, and local governments, to provide an understanding of the full cost of growth. The analysis is based on a comprehensive survey of data collected from member jurisdictions and Metro Vancouver, publicly available information, and industry standard cost assumptions.

Current State of Infrastructure

Metro Vancouver has a population of approximately 3.1 million residents, representing over half of the Province of British Columbia's population. Infrastructure is provided by several levels of government. This includes the member jurisdictions, Metro Vancouver, TransLink, the Provincial government, and the Federal government. Note, the analysis herein includes all levels of government except for the Federal level.

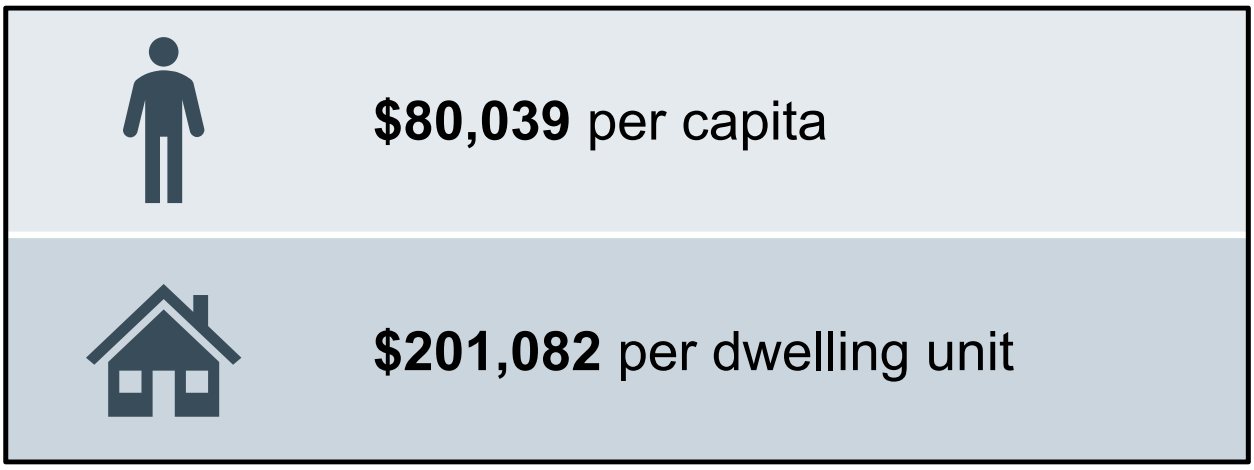
The following provides an estimated breakdown of the approximate replacement cost of existing infrastructure per dwelling unit. While this does not necessarily reflect the exact infrastructure required moving forward, it can be used as a proxy to estimate future infrastructure funding needs:

- Province of B.C.: $81,317 per dwelling unit
- Metro Vancouver: $25,690 per dwelling unit
- TransLink: $19,924 per dwelling unit
- Member Jurisdictions: $74,151 per dwelling unit

Figure ES-1 summarizes the costs per dwelling unit and per capita.[1] Figure ES-2, summarizes the infrastructure replacement costs and cost per dwelling unit by infrastructure type and level of government.

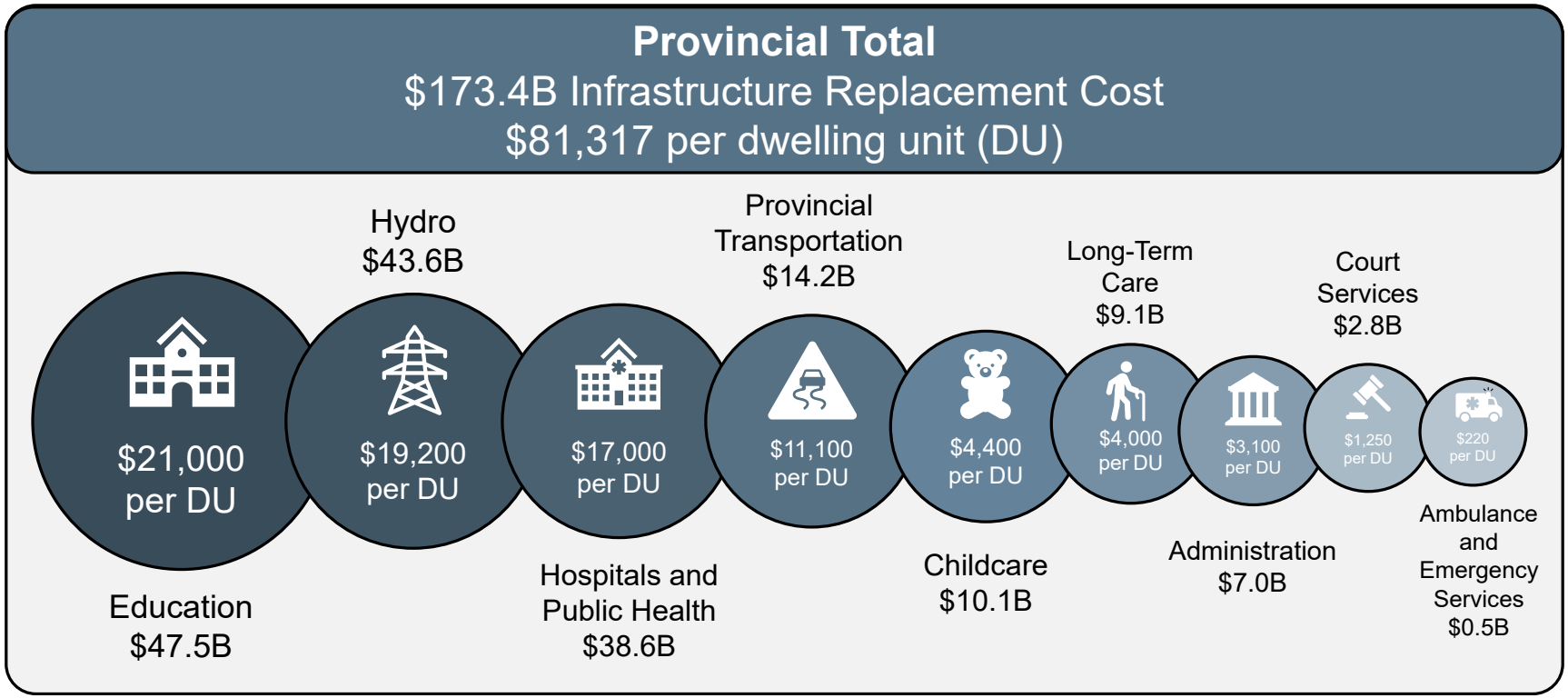
The study also identifies existing infrastructure deficits across several municipalities and at the provincial level. These deficits are primarily driven by aging infrastructure and historical underinvestment. While not all jurisdictions were able to quantify their deficits, examples provided indicate that deficits are present across the region. These deficits represent additional costs beyond those required to accommodate growth.

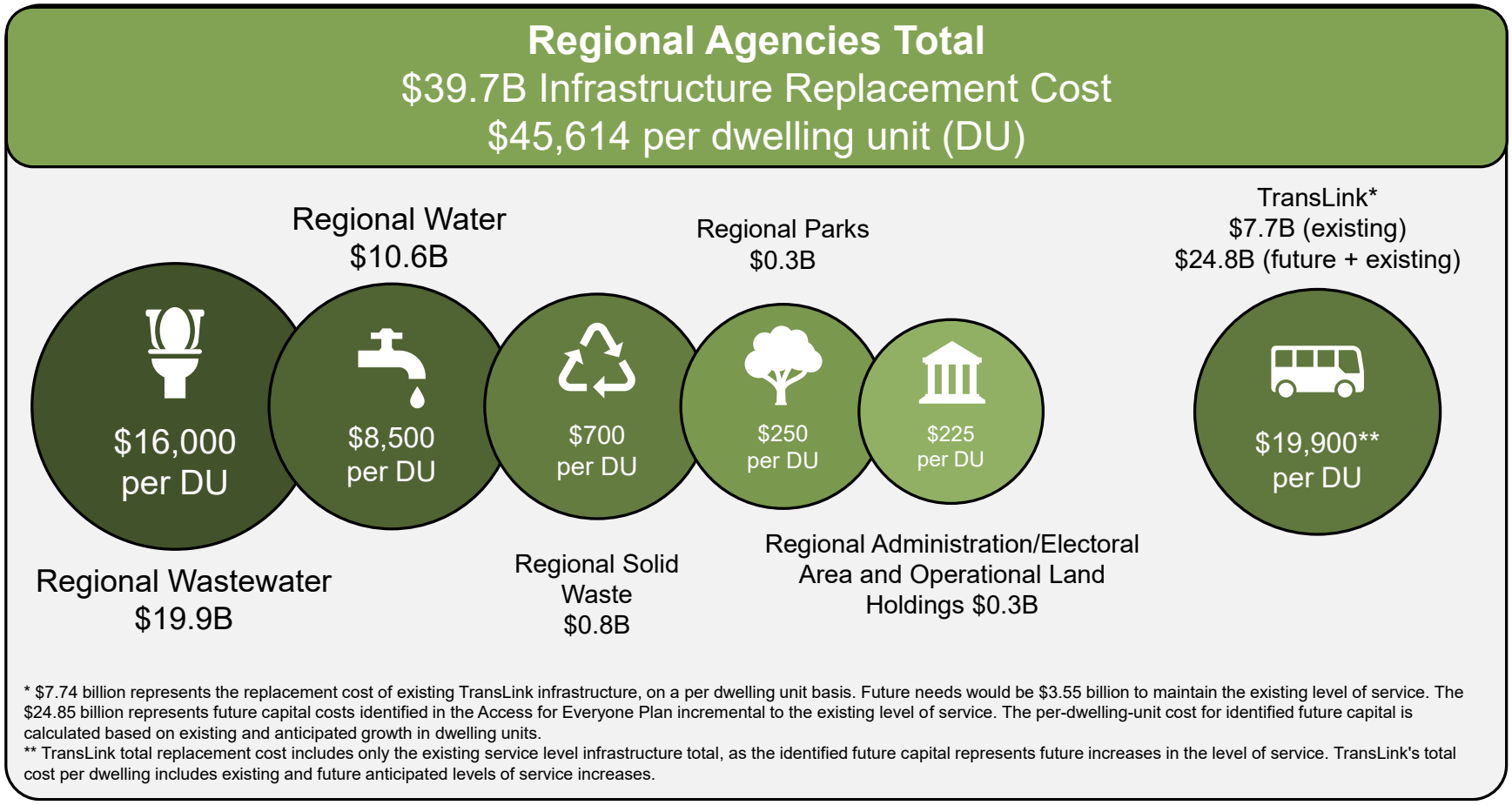
Figure ES-1
Cost of Infrastructure per Dwelling Unit

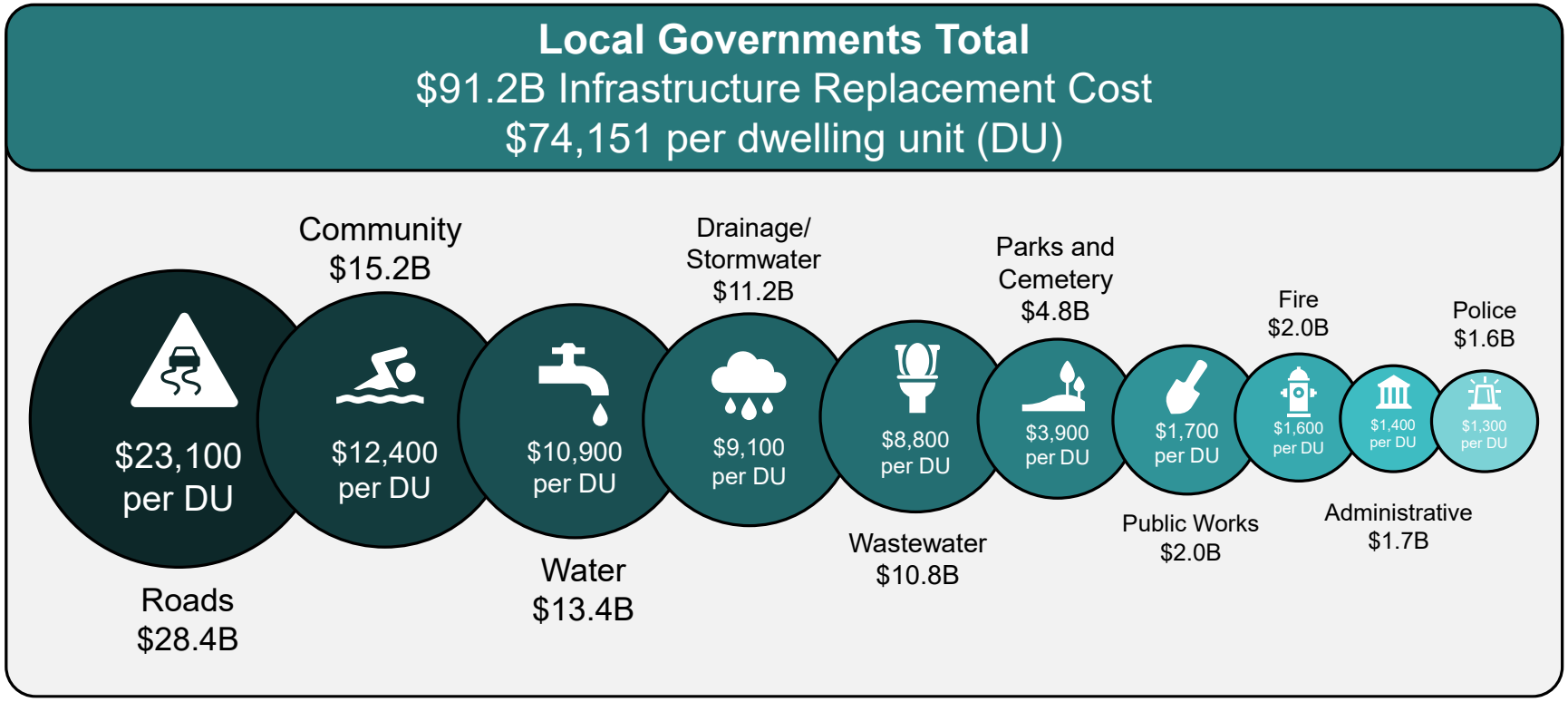


[1] Note, dwelling units are based on a weighted persons per unit, calculated by weighting the persons per unit in the various dwelling unit types (i.e., low, medium, and high-density dwellings), based on the existing dwelling units, as presented in Table ES-1.

Figure ES-2
Estimated Infrastructure Replacement Cost and Cost per Unit by Infrastructure Type




Regional Agencies Total
$39.7B Infrastructure Replacement Cost
$45,614 per dwelling unit (DU)
Regional Water
$10.6B
Regional Parks
$0.3B
TransLink*
$7.7B (existing)
$24.8B (future + existing)
$16,000
per DU
$8,500
per DU
$700
per DU
$250
per DU
$225
per DU
$19,900**
per DU
Regional Wastewater
$19.9B
Regional Solid
Waste
$0.8B
Regional Administration/Electoral
Area and Operational Land
Holdings $0.3B
* $7.74 billion represents the replacement cost of existing TransLink infrastructure, on a per dwelling unit basis. Future needs would be $3.55 billion to maintain the existing level of service. The $24.85 billion represents future capital costs identified in the Access for Everyone Plan incremental to the existing level of service. The per-dwelling-unit cost for identified future capital is calculated based on existing and anticipated growth in dwelling units.
** TransLink total replacement cost includes only the existing service level infrastructure total, as the identified future capital represents future increases in the level of service. TransLink's total cost per dwelling includes existing and future anticipated levels of service increases.


Local Governments Total
$91.2B Infrastructure Replacement Cost
$74,151 per dwelling unit (DU)
$23,100 per DU
Roads $28.4B
Community $15.2B
$12,400 per DU
$10,900 per DU
Water $13.4B
Drainage/ Stormwater $11.2B
$9,100 per DU
$8,800 per DU
Wastewater $10.8B
Parks and Cemetery $4.8B
$3,900 per DU
$1,700 per DU
Public Works $2.0B
Fire $2.0B
$1,600 per DU
$1,400 per DU
Administrative $1.7B
Police $1.6B
$1,300 per DU

Future State of Infrastructure Required to Accommodate Growth

Metro Vancouver is expected to experience significant growth over the coming years. In the next 15 years, an anticipated 570,777 new homes will be needed as per the Regional Housing Needs Report which is a compilation of local housing needs reports. This is developed to align with the provincial "HNR Method" that legislatively informs development capacity in Official Community Plans and Zoning Bylaws. This estimate addresses both anticipated and underlying housing need and is inclusive of provincial housing target orders for some municipalities.

To maintain current levels of infrastructure for this growth, and assuming a similar proportion of low, medium, and high-density homes as today (Table ES-1)[1], the total infrastructure investment required to support growth in the region is estimated at approximately $114.77 billion by 2041[2]. This does not include investments related to addressing existing infrastructure deficits or operations/programming costs. However, it is worth noting that major infrastructure projects are not paid for upfront but paid for over time (e.g., 15 – 30 years) so the actual timeframe to pay for this infrastructure could extend beyond 2041.

It is also worth noting that additional funding will be needed to deliver necessary affordable housing for low- to moderate-income households in the region. Over the next 5 years alone, an estimated 29,250 to 54,500 affordable units will be needed, requiring between $10.1 to $19.3 billion in investment from all levels of government (e.g. grant or contribution funding, low-cost financing, policy changes, and local government contributions and incentives) to deliver the scale and affordability required[3].

[1] https://metrovancouver.org/services/regional-planning/Documents/regional-housing-needs-report.pdf
[2] Note: this value is in 2026 dollars and does not account for inflation
[3] Metro Vancouver (2025). Affordable Housing Gap Analysis. https://metrovancouver.org/services/regional-planning/Documents/affordable-housing-gap-analysis-discussion-paper.pdf

Table ES-1
Metro Vancouver Dwelling Unit Growth to 2041

Dwelling Type	Current Proportion of Overall Housing	Estimated Additional Dwelling Units to 2041	Average Cost per Dwelling Unit
Low Density	18%	101,878	$272,568
Medium Density	30%	171,136	$242,339
High Density	52%	297,763	$152,535
Total		**570,777**	

Key Findings

The analysis identifies several key themes that are critical to addressing the infrastructure funding challenge in the region:

- Approximately $114.77 billion is needed to build municipal, regional, and provincial infrastructure to support future growth;
- Growth and development require capital investments into the following infrastructure:

Province of British Columbia	Regional Agencies		Member Jurisdiction
	Metro Vancouver	TransLink	
Administration	Regional Administration/ Electoral Area and Operational Land Holdings	TransLink	Municipal/Administrative
Court Services	Regional Water		Water
Childcare	Regional Wastewater		Wastewater
Hospitals and Public Heatlh	Regional Soild Waste		Drainage/Stormwater
Long-Term Care	Regional Parks		Roads
Ambulance and Emergency Services			Public Works
Education			Fire
Provincial Transportation (Roads and Bridges)			Police
Hydro			Community Services
			Parks and Cemeteries
			Solid Waste

- Existing infrastructure deficits and operating expenditures would increase the total funding requirements beyond the estimates outlined in this analysis;
- Some costs included in the analysis do not scale directly with growth. For example, an increase in households may not result in a proportional need for additional administrative facility space due to economies of scale.
- Infrastructure responsibilities are shared across all levels of government, requiring coordinated funding solutions; and
- Long-term financial planning and asset management are essential to ensuring sustainable infrastructure delivery.

Observations and Reflections

Based on the analysis presented throughout the report, a number of strategic recommendations have been prepared and are summarized as follows:

Recommendation #1

Consideration should be given to exploring alternative revenue tools to support infrastructure funding. Given the limitations of existing local government revenue tools, reliance on property taxes and growth-related charges may not be sufficient to address the scale of investment required. Opportunities for new funding mechanisms may warrant further exploration and collaboration with provincial and federal governments.

Recommendation #2

Local governments should effectively utilize available growth-related financing tools, including DCCs, ACCs, CACs, and density bonusing provisions. Ensuring that these charges are regularly reviewed and updated to reflect updated construction costs and growth-related infrastructure needs is important for ensuring cost recovery and reducing the burden on taxpayers and ratepayers. Further analysis should be undertaken in concert with recommendation #3 to determine the long-term financial impact of constructing new infrastructure relative to the additional tax revenue generated from growth.

Recommendation #3

Metro Vancouver and local municipalities should continue to strengthen asset management policies and long-term financial planning to address current infrastructure and funding deficits and ensure they do not continue to grow. Stronger asset management policies may include the establishment of dedicated reserves to save for the long-term maintenance and ultimate replacement of the new assets. Comprehensive asset management planning and long-term financial planning assist local governments in identifying lifecycle costs, saving for asset repairs and replacements, prioritizing infrastructure investments, and mitigating the risk of future infrastructure deficits. Through other financial impact analyses and long-term financial planning studies undertaken by Watson, it has been observed that, especially with the increase in capital costs arising from COVID-19 (e.g. material and equipment price inflation, labour shortages, and higher post-pandemic interest rates), the additional tax and rate revenue generated from new development does not typically provide a net financial gain for local governments and in many cases, new development provides upward pressure on tax rates and water/wastewater rates. As part of the long-term financial planning processes, local governments can assess future anticipated tax and water/wastewater rate increases against affordability within their communities.

Recommendation #4

Efforts should be made to improve data consistency and reporting across all levels of government. Standardizing reporting for asset inventory, asset conditions, and infrastructure deficits could enhance future infrastructure funding analyses and help support informed decision-making at all levels of government.

Recommendation #5

At a high level, local government tools such as property taxes and development cost charges are primarily tied to land values, assessment growth, and development activity. While these tools can support servicing growth to some extent, there continues to be upward pressure on both DCCs and property taxes. The existing tax base is often relied upon to help finance new or expanded infrastructure.

By contrast, provincial and federal taxation tools, such as income taxes, sales taxes, and business taxes, generally grow more directly with population, economic activity, and consumption, and tend to scale as communities grow.

While the evaluation of taxation and funding tools was outside the scope of this project, one potential recommendation would be to identify the need for further study on this topic.

Such work could explore the range of available funding and taxation tools across levels of government, with a view to better understanding their respective strengths, limitations, and trade-offs, and how effectively they respond to population growth and associated infrastructure demand. This type of analysis could help inform future policy discussions regarding the most appropriate and sustainable funding approaches for growing communities.

Report

Chapter 1
Introduction and Study Overview

1. Introduction and Study Overview

1.1 Introduction

Watson & Associates Economists Ltd. (Watson) was retained by Metro Vancouver to undertake a high-level infrastructure demand and costing analysis. This work is intended to provide a high-level per dwelling unit cost estimate associated with the forecasted housing need in the region to 2041. The findings presented herein may be used in future analyses to support local government advocacy to senior levels of government around infrastructure funding support for the expected growth in the region.

The analysis includes a review across three levels of government, from the Province, regional agencies including Metro Vancouver and TransLink, and the member jurisdictions (municipalities and Treaty First Nation) within the region. The intent of this analysis is to capture all costs associated with infrastructure provided by several levels of government (Note, this analysis excludes federal-level infrastructure). Types of infrastructure are summarized in Section 2.3. Costs related to certain infrastructure may be funded through development cost charges (DCCs) or amenity cost charges (ACCs); however, certain infrastructure costs are ineligible for funding from these revenue tools (e.g., City Halls). The financing tools available to the various levels of government are summarized in Table 1-1.

1.2 Study Process and Approach

The overall study process was completed in three phases. The first phase consisted of a current state analysis of the existing capital infrastructure investments across the local, regional, and provincial levels. This review provided an overview of current infrastructure levels. The second phase assumed current standards with respect to infrastructure would continue and applied them to the anticipated housing need to 2041. The third phase involved a qualitative review of the impact of existing infrastructure deficits. A summary schematic is provided in Figure 1-1. A subsequent discussion on growth-related financing tools is provided in Section 4 of this report.

The first phase was completed by developing a survey and distributing it to the member jurisdictions, which requested information on existing assets on a service-by-service basis (e.g., total length of watermains, number of facilities/floor area of facilities, etc.).

Information on existing asset management plans or other documents that address asset management needs were also requested through the survey. In addition, any information on recent investments which would be indicative of current infrastructure costs was also requested, as well as information on existing infrastructure deficits in the local governments. A sample of the distributed survey is provided below in Figure 1-2.

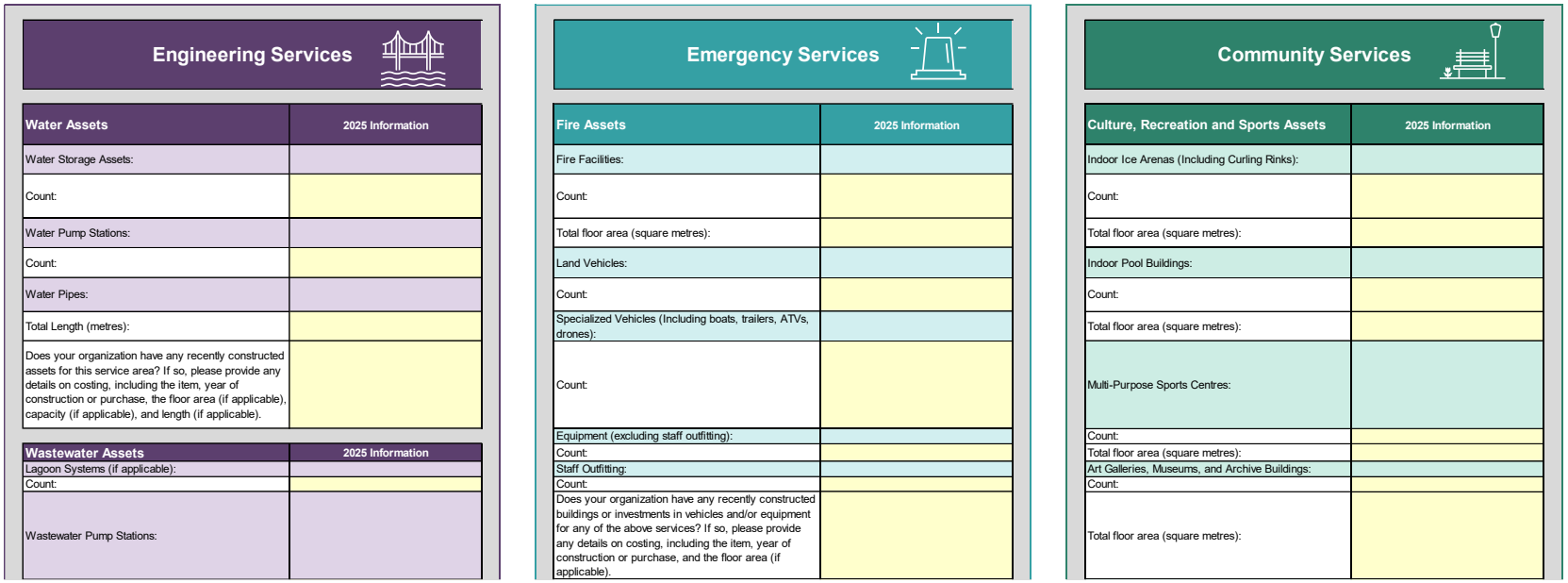
Table 1-1
Summary of Government Revenue Generation and Financing Tools

Financing Tools	Federal	Provincial (BC)	Metro Vancouver	TransLink	Local Governments
Property Tax		✓ (Education)	✓	✓	✓
Personal Income Tax	✓	✓			
Corporate Income Tax	✓	✓			
Sales Tax (GST / PST)	✓ (GST)	✓ (PST)			
Municipal and Regional District Tax (MRDT)			✓		✓
Excise / Fuel / Carbon Taxes	✓	✓		✓	
Development Cost Charges (DCCs)			✓	✓	✓
Area Cost Charges (ACCs)					✓
Community Amenity Contributions (CACs)					✓
Density Bonusing / Amenity Zoning					✓
Subdivision Servicing Requirements					✓
User Fees	✓	✓	✓	✓	✓
Utility Rates (Water, Sewer, Solid Waste)			✓		✓
Licences & Regulatory Fees	✓	✓	✓		✓
Provincial Grants			✓	✓	✓
Federal Grants		✓	✓	✓	✓
Gas Tax / Canada Community Building Fund		✓	✓		✓
Debt Issuance	✓	✓	✓	✓	✓
Public–Private Partnerships (P3s)	✓	✓	✓	✓	✓
Land Sales / Leasing Revenue	✓	✓	✓	✓	✓
Investment Income / Reserves	✓	✓	✓	✓	✓

Figure 1-1
Summary of Study Approach



Figure 1-2
Sample of Distributed Survey



Engineering Services

Water Assets	2025 Information
Water Storage Assets:	
Count:	
Water Pump Stations:	
Count:	
Water Pipes:	
Total Length (metres):	
Does your organization have any recently constructed assets for this service area? If so, please provide any details on costing, including the item, year of construction or purchase, the floor area (if applicable), capacity (if applicable), and length (if applicable).	

Wastewater Assets	2025 Information
Lagoon Systems (if applicable):	
Count:	
Wastewater Pump Stations:	

Emergency Services

Fire Assets	2025 Information
Fire Facilities:	
Count:	
Total floor area (square metres):	
Land Vehicles:	
Count:	
Specialized Vehicles (Including boats, trailers, ATVs, drones):	
Count:	
Equipment (excluding staff outfitting):	
Count:	
Staff Outfitting:	
Count:	
Does your organization have any recently constructed buildings or investments in vehicles and/or equipment for any of the above services? If so, please provide any details on costing, including the item, year of construction or purchase, and the floor area (if applicable).	

Community Services

Culture, Recreation and Sports Assets	2025 Information
Indoor Ice Arenas (Including Curling Rinks):	
Count:	
Total floor area (square metres):	
Indoor Pool Buildings:	
Count:	
Total floor area (square metres):	
Multi-Purpose Sports Centres:	
Count:	
Total floor area (square metres):	
Art Galleries, Museums, and Archive Buildings:	
Count:	
Total floor area (square metres):	

Note, the above provides a small snippet of the full survey. The full survey included all infrastructure provided by Metro Vancouver and the member jurisdictions (Appendix A).

With respect to Provincial infrastructure and TransLink, publicly available information on funding levels and existing assets was reviewed and included in the analysis.

The analysis is highly dependent on receiving accurate and fulsome responses to the distributed surveys from member jurisdictions. Where data were incomplete or missing, assumptions were made to fill the gaps. Further discussion on the assumptions utilized is provided in Sections 2 and 3 of this report.

1.3 Study Limitations

The following analysis is intended to provide a high-level per dwelling unit cost estimate associated with the forecasted housing need in the region to 2041. Therefore, the analysis has a number of limitations, exclusions, and assumptions, including:

- The assumption that current infrastructure levels/targets will be maintained into the future.
- The assumption that the current provincial infrastructure levels provided in Metro Vancouver are consistent across the province.
- Where data was unavailable (e.g., for a municipality), assumptions were made based on populations and per capita averages from other municipalities. Data was provided for municipalities covering approximately 79% of the total population in the region.
- Data was provided from a variety of sources including insured value, assessed value, or capital estimates based on recent comparable construction. Asset valuation data may also be dated. Therefore, some values listed may not reflect the true cost of replacing an asset and underestimate the total overall replacement cost.
- The ‘replacement cost’ methodology does not account for additional costs facing new infrastructure such as new regulatory requirements (e.g. new wastewater treatment or seismic requirements) or cost inflation (e.g., from labour or land shortages, construction cost escalation) which can significantly increase the cost of new infrastructure.

- The ‘replacement cost’ methodology is used where a consistent, scalable estimate is needed across jurisdictions with differing capital planning details, scope, and timing. The results are not intended to support detailed infrastructure planning but rather provide an approximate and standardized per-unit metric. While simplified, it is a common approach used by similar studies to produce an order-of-magnitude estimate suitable for advocacy discussions.
- The analysis does not include:
    - Costs for the current infrastructure deficit (e.g., infrastructure in poor condition or lacking sufficient capacity – includes not meeting infrastructure levels for areas with clear targets per capita like childcare or parks);
    - Lifecycle (asset replacement) costs;
    - Operations, staffing, or programming costs;
    - Municipal capital grants for various areas such as affordable housing, sustainable initiatives, childcare, recreation, heritage, etc.;
    - Additional infrastructure costs outside of the specific categories mentioned in this report (e.g., public health clinics, public and non-profit housing and homeless shelters);
    - Major capital projects that do not currently have a publicly available budget (e.g., UBCx Skytrain);
    - Local government solid waste infrastructure (e.g. transfer stations);
    - Land value for regional parks;
    - Flood protection infrastructure: dykes, levees, etc.; and
    - Municipal energy facilities, including district energy facilities and local utilities.

As a result, the cost estimate for future infrastructure is limited to the anticipated capital costs required for certain services. The costs to fully support the long-term provision of infrastructure for complete communities are therefore not identified in this analysis.

1.4 Study Timelines

The study process commenced with an initial meeting with the Regional Planning Advisory Committee, followed by distributing a survey to Metro Vancouver's 22 member jurisdictions (excluding Electoral Area A as this was covered through Metro Vancouver's response). While awaiting responses from member jurisdictions, Watson met with members of the provincial government and conducted a desktop review of infrastructure levels provided by the provincial government. After receiving responses from the member jurisdiction survey, the analysis was undertaken, resulting in a draft report. The draft report was provided to Metro Vancouver staff for review and was later finalized for consideration of the Board. The study timelines are summarized in Figure 1-3 below.

Figure 1-3
Study Timelines



Regional Planning Advisory Committee Meeting	Survey Distribution	Survey Responses	Meeting with Provincial Representatives – Local Government Infrastructure and Finance	Meeting with Provincial Representatives – Capital Planning and Policy, and Ministry of Transportation and Transit	Analysis and Calculations	Draft and Final Report	Board Consideration
October 2025	October 2025	November 2025 to February 2026	February 2026	February 2026	November 2025 to March 2026	March 2026 to April 2026	Q2 2026

Chapter 2
Current State

2. Current State

2.1 Overview of Current State

This section of the report provides a summary of the current state of infrastructure in the region. A survey was provided to Metro Vancouver and member jurisdictions to estimate the quantity and value of infrastructure currently in place which provides services to the community. It is noted that not all local governments were able to respond to the survey within the requested timeframe. As such, assumptions have been made to fill information gaps. These assumptions are discussed further throughout this section.

The result of the analysis in this section is an estimated summary of the amount of infrastructure and the estimated replacement cost by jurisdiction, by service, and provided on a per dwelling unit basis. These values will be utilized in Section 3 to estimate the future capital costs required to accommodate growth and development in the region.

2.2 Current Populations

Based on data from Statistics Canada, the population of British Columbia (B.C.) in 2024 was 5,698,430, with Metro Vancouver accounting for approximately 55% of the Province's total population at 3,124,079. Within Metro Vancouver, there are 23 member jurisdictions, including 21 municipalities, 1 electoral area, and 1 treaty First Nation, as well as 9 additional local First Nations. Table 2-1 below summarizes the 2024 population in each jurisdiction.

Table 2-1
Current (2024) Population Summary

Local Government	2024 Population
British Columbia	**5,698,430**
Metro Vancouver	**3,124,079**
City of Vancouver	757,849
City of Surrey	700,602
City of Burnaby	298,986
City of Richmond	242,966
City of Coquitlam	174,248
Township of Langley	162,926
City of Delta	125,175
City of Maple Ridge	106,489
District of North Vancouver	102,284
City of New Westminster	92,433

Local Government	2024 Population
City of Port Coquitlam	69,371
City of North Vancouver	67,980
District of West Vancouver	52,280
City of Port Moody	38,942
City of Langley	35,316
Electoral Area A	35,124
City of White Rock	25,129
City of Pitt Meadows	21,692
Bowen Island Municipality	4,677
Tsawwassen First Nation	4,869
Village of Anmore	2,568
Village of Lions Bay	1,468
Village of Belcarra	704

Note: As per Metro Vancouver Growth Projections, municipal totals, with exception of scəẇ aθən məsteyəxʷ (Tsawwassen First Nation), include the estimates of Indian Reserves located within the respective municipal boundary.

2.3 Current Infrastructure

Each level of government provides various types of infrastructure to the local community. Table 2-2 below outlines the infrastructure provided by each level of government that was included in the analysis. Note, this analysis only reviews infrastructure such as facilities, vehicles, and equipment, and excludes day-to-day and long-term operating expenditures.

The information used as part of this analysis was obtained from surveys that were distributed to Metro Vancouver as well as each of the member jurisdictions, except for Electoral Area A, as Metro Vancouver acts as the local government for this area. The survey includes questions on asset count, facility area, and cost examples for the infrastructure provided by each level of government. A sample of the distributed survey is provided in Appendix A.

Table 2-2
Summary of Infrastructure Provided by Each Level of Government

Province of British Columbia	Regional Agencies		Member Jurisdiction
	Metro Vancouver	TransLink	
Administration	Regional Administration/ Electoral Area and Operational Land Holdings	TransLink	Municipal/Administrative
Court Services	Regional Water		Water
Childcare	Regional Wastewater		Wastewater
Hospitals and Public Heatlh	Regional Soild Waste		Drainage/Stormwater
Long-Term Care	Regional Parks		Roads
Ambulance and Emergency Services			Public Works
Education			Fire
Provincial Transportation (Roads and Bridges)			Police
Hydro			Community Services
			Parks and Cemeteries
			Solid Waste

2.3.1 Survey Respondents and Represented Population

Surveys were distributed to 22 of the member jurisdictions, Metro Vancouver, TransLink, and the Province. A total of 11 member jurisdictions completed the survey, representing approximately 79% of the total population in Metro Vancouver. Additionally, Metro Vancouver, TransLink, and the province also provided responses.

2.3.2 Current Infrastructure Service Levels

2.3.2.1 Province of British Columbia

The Province of British Columbia provides infrastructure related to administration, court services, child-care, hospitals and public health, long-term care, ambulances and emergency response, education (kindergarten, elementary, secondary, and post-secondary), provincial transportation, and hydro. The various infrastructure levels were evaluated based on a survey completed by the Province and publicly available

information. The total cost per dwelling for provincial infrastructure is summarized in Table 2-3 and the details by service are provided below.

2.3.2.1.1 Education

Kindergarten to Grade 12

Based on the information provided by the Province, British Columbia has an existing inventory of 570 schools from kindergarten to grade 12 within Metro Vancouver, with a total floor area of approximately 3.10 million sq.m. The estimated replacement cost of these schools totals approximately $9.88 billion. Based on this, the estimated cost per dwelling unit is approximately $7,943 for kindergarten to grade 12 schools.

The Province also has 35 administrative buildings and 79 school buses within Metro Vancouver, with total replacement values of approximately $316.60 million and $16.40 million, respectively. The estimated costs per dwelling are approximately $255 and $13, respectively.

Post-Secondary

Based on responses received on the Provincial survey, there are approximately 623 facilities with a total area of approximately 2.87 million sq.m at the post-secondary education level within Metro Vancouver. The estimated replacement value of post-secondary facilities is approximately $15.85 billion. Based on this, the estimated cost per dwelling unit is approximately $12,748 for post-secondary schools.

The total cost per dwelling unit for education institutions of all levels across the province is approximately $20,958.

2.3.2.1.2 Hydro

B.C. Hydro currently serves approximately 5.00 million people, or 2.02 million residential customer accounts, and 232,100 non-residential accounts. The average annual household usage is 10,000 kWh. B.C. Hydro has an existing inventory of 33 hydro plants, 132 independent power producer projects, 60,650 km of distribution lines, 20,233 km of transmission lines, and 300 substations[1].

[1]https://www.bchydro.com/content/dam/BCHydro/customer-portal/documents/corporate/accountability-reports/financial-reports/annual-reports/2024-2025-bc-hydro-quick-facts.pdf

The 10-year capital plan identifies $36.00 billion worth of future capital projects from 2025 to 2034. The 10-year capital plan supports an additional 380,000 new households, as well as existing households[1].

The capital plan can be further broken down into the following categories:

- Existing Assets (to ensure they can handle the expansion and continue to serve future generations): $21.00 billion
- New electrification and greenhouse gas reduction efforts: $10.00 billion
- To support new customer connections, particularly in high-growth areas: $5.00 billion

Based on the 380,000 additional households supported, the new household growth is approximately 16% of the existing households served. To calculate the growth-related capital costs, 16% of capital costs from the existing assets category, 16% of capital costs from the new electrification and greenhouse gas reduction efforts category, and 100% of costs from the new customer connections category were summed for a total of approximately $9.90 billion in growth-related costs. This translates to a cost per dwelling unit of approximately $19,218.

2.3.2.1.3 Hospitals and Public Health

According to the Provincial survey response, the Province has an existing supply of 239 hospital and other health services facilities with a total floor area of approximately 2.43 million sq.m within Metro Vancouver. The estimated replacement value of these facilities is approximately $21.14 billion. Based on this, the estimated cost per dwelling unit is approximately $16,997 for hospitals and all other public health facilities.

2.3.2.1.4 Provincial Transportation (Roads and Bridges)

The Province of B.C. owns and maintains approximately 47,000 km of roadways and 3,000 bridges[2]. Of these, approximately 953 bridges and 982 km of roadway exist within Metro Vancouver[3].

Based on recent cost examples from Metro Vancouver member jurisdictions and their asset management plans, the cost per km used in this analysis is approximately $5.00

[1] https://www.bchydro.com/content/dam/BCHydro/customer-portal/documents/corporate/capital-plan/capital-plan-2024.pdf
[2] https://www.bcbudget.gov.bc.ca/2025/pdf/2025_budget_and_fiscal_plan.pdf
[3] Province of British Columbia Transportation – Highway Division

million for provincial roadways and $3.54 million for provincial bridges, based on the wider right-of-way of Provincial roads compared to local roads. This ultimately translates to a cost per dwelling unit of $3,552 for provincial roadways and $2,715 per dwelling unit for provincial bridges. Based on this, the total replacement cost of provincial roadways and bridges within Metro Vancouver is approximately $14.2 billion.

It is noted that the Province is also undertaking the following TransLink capital projects:

- Surrey-Langley SkyTrain; and
- Broadway extension.

These projects would not fall under the roads or bridges detailed above, but would provide additional costs per dwelling unit for future growth and existing households. While these costs do not represent existing infrastructure with a replacement cost, construction is actively underway, so these projects have been included. The estimated costs of the above two projects are approximately $5.996 billion[1] and $2.83 billion[2], respectively. Based on these projects, the additional cost per dwelling unit would be $4,866.

The total cost per dwelling unit for future growth for all provincial transportation infrastructure is approximately $11,133.

2.3.2.1.5 Childcare

Based on the Design Guidelines for childcare centres in B.C., the average area per child is approximately 4.62 sq.m[3]. The Federal Government has set a target of 5.9 childcare spaces per 10 non-school aged children (0.59 spaces per child)[4]. The Altus Construction Cost Guide incorporates childcare facilities in the Municipal Office Buildings category. As such, the average cost of Municipal Office Buildings in the Vancouver region was used. Based on the above, the province's cost per dwelling unit for childcare is approximately $4,439. Note, the above excludes costs for outdoor play areas which are required.

[1] https://surreylangleyskytrain.gov.bc.ca/project-overview/
[2] https://www.infrastructurebc.com/project/broadway-subway-project/
[3] https://www2.gov.bc.ca/assets/gov/family-and-social-supports/child-care/info-partners-prov/childcarebc_design_guidelines.pdf
[4] https://www.policyalternatives.ca/news-research/cash-cow-assessing-child-care-space-creation-progress/#:~:text=Child%20care%20deserts%20remain,by%20roughly%2015%20percentage%20points.

2.3.2.1.6 Long-Term Care

According to the Provincial survey response, the Province has an existing supply of 128 long-term care facilities with a total floor area of approximately 640,450 sq.m within Metro Vancouver. The estimated replacement value of these facilities is approximately $5.01 billion. Based on this, the estimated cost per dwelling unit for long-term care facilities is approximately $4,026.

2.3.2.1.7 Administration

The Province owns and leases approximately 1,040 buildings in 140 communities across the province[1]. The purpose of these buildings is to deliver programs to residents or to serve as a headquarters for administrative functions. The total square metres of building space are approximately 1.32 million sq.m with a total replacement value of approximately $6.97 billion based on the 2025 Altus Construction Cost guide for the average cost of Municipal Office Buildings in the Vancouver region. Based on the province's existing population, the total building space provided per dwelling unit is approximately 0.58251 sq.m, which equates to a replacement cost of $3,072 per dwelling unit.

2.3.2.1.8 Court Services

According to the provincial survey, the Province operates 10 court locations within Metro Vancouver. The total building area is approximately 168,602 sq.m with a total replacement value of approximately $1.56 billion. Based on the existing population of Metro Vancouver, the total building space provided per dwelling unit is approximately 0.13559 sq m, at a cost of $1,251 per dwelling unit.

2.3.2.1.9 Ambulances and Emergency Services

The province has an existing supply of 658 ground ambulances, 15 air ambulances, 273 non-transport support vehicles[2], and 44 facilities (facilities are located within Metro Vancouver) with an estimated area of 9,745 sq.m (based on information provided in the provincial survey).

[1] https://catalogue.data.gov.bc.ca/dataset/bc-government-owned-and-leased-properties
[2] https://news.gov.bc.ca/releases/2024HLTH0066-000754

The following cost assumptions were made for each asset type based on various sources:

- Ground Ambulance: $295,882 (source: Grey County, ON[1])
- Air Ambulance: $13,000,000 (source: Edmonton, AB[2])
- Non-Transport Support Vehicles: $65,000 (source: Cost based on MSRP from Ford.ca)
- Sq.m of Facilities: $5,282 (source: provincial survey response)

The total costs and assets per dwelling unit for each asset type are summarized below:

- Ground Ambulances: $194.69 million (0.00029 ground ambulances per dwelling)
- Air Ambulances: $195.00 million (0.00001 air ambulances per dwelling)
- Non-Transport Support Vehicles: $17.75 million (0.00012 vehicles per dwelling)
- Facilities: $51.48 million (0.00784 sq.m per dwelling)

Based on the above, the total cost per dwelling unit for ambulance services is approximately $221, broken down as follows:

- Ground Ambulances: $85.83 per dwelling unit
- Air Ambulances: $85.97 per dwelling unit
- Non-Transport Support Vehicles: $7.82 per dwelling unit
- Facilities: $41.40 per dwelling unit

2.3.2.1.10 Summary of Provincial Infrastructure

Based on the infrastructure provided by the province, the total cost of infrastructure is approximately $81,317 per dwelling unit. Table 2-3 below provides a summary of the infrastructure type, quantity and quality per dwelling unit, as well as the cost per dwelling unit for each service, where applicable.

[1] https://pub-grey.escribemeetings.com/filestream.ashx
[2] https://stars.ca/news-releases/stars-celebrates-renewed-fleet-by-welcoming-cutting-edge-helicopter-to-edmonton/?utm_source=chatgpt.com

Table 2-3
Current Infrastructure Service Levels in the Metro Vancouver Region – Province of British Columbia

Service Category	Sub-Component	Estimated Total Replacement Cost	Units of Measure	Cost (per Unit of Measure)	Quantity (per dwelling)	Cost (per dwelling)
Education	Administrative Buildings	$577,490,000	sq.m. of building area	$3,186	0.07990 sq.m. of building area	$254.60
	Buses	$29,910,000	no. of buses	$207,595	0.00006 no. of busses	$13.19
	Kindergarten to Grade 12	$18,015,810,000	sq.m. of building area	$3,198	2.48344 sq.m. of building area	$7,942.73
	Post-Secondary	$28,914,420,000	sq.m. of building area	$5,527	2.30652 sq.m. of building area	$12,747.65
Hydro		$43,590,970,000		n/a	n/a	$19,218.18
Hospitals and Public Health	Hospitals and Public Health	$38,553,540,000	sq.m. of building area	$8,695	1.95481 sq.m. of building area	$16,997.30
Provincial Transportation (Roads and Bridges)	Roads	$8,057,450,000	km of roadway	$4,497,887	0.00079 km of roadway	$3,552.33
	Bridges	$6,157,790,000	No. of bridge	$3,542,412	0.00077 No. of bridge	$2,714.82
	TransLink Identified Future Capital			n/a	n/a	$4,866.20
Childcare	Childcare	$10,068,240,000	sq.m. of building area	$5,274	0.84160 sq.m. of building area	$4,438.84
Long-Term Care	Long-Term Care	$9,131,850,000	sq.m. of building area	$7,817	0.51503 sq.m. of building area	$4,026.01
Administration	Administration	$6,968,710,000	sq.m. of building area	$5,274	0.58251 sq.m. of building area	$3,072.33
Court Services	Court Services	$2,838,560,000	sq.m. of building area	$9,230	0.13559 sq.m. of building area	$1,251.45
Ambulance and Emergency Services	Ground Ambulances	$194,690,000	No. of vehicles	$295,882	0.00029 No. of vehicles	$85.83
	Air Ambulances	$195,000,000	No. of vehicles	$13,000,000	0.00001 No. of vehicles	$85.97
	Non-Transport Support Vehicles	$17,750,000	No. of vehicles	$65,000	0.00012 No. of vehicles	$7.82
	Facilities	$93,890,000	sq.m of building area	$5,282	0.00784 sq.m of building area	$41.40
Total		**$173,406,070,000**				**$81,316.66**

2.3.2.2 Regional-Level Infrastructure

2.3.2.2.1 Metro Vancouver Infrastructure

Metro Vancouver provides infrastructure related to regional water treatment and supply, wastewater collection and treatment, solid waste, administration/operations, and regional parks. The total population of Metro Vancouver was estimated to be 3,124,079 in 2024.

The various service levels were evaluated based on a survey provided to Metro Vancouver. The total estimated value of existing assets is $31.95 billion. The estimated quantity and replacement cost of the existing assets were utilized to estimate the quantity per dwelling unit and the cost per dwelling unit. Further detail is provided in Table 2-4 below.

The evaluation of the cost per dwelling unit associated with the current level of service has been calculated by assessing the replacement cost of each asset category and the quantity of assets per dwelling unit. The analysis is summarized for the various types of infrastructure as follows:

- The total cost per dwelling unit for regional wastewater infrastructure is approximately $16,002[1].
- The total cost per dwelling unit for regional water infrastructure is approximately $8,536[2].
- The total cost per dwelling unit for regional solid waste is approximately $680[3].
- The total cost per dwelling unit for regional parks is approximately $250[4].
- For Administrative infrastructure (e.g., administrative and operational buildings, vehicles, equipment), the total cost per dwelling unit is approximately $223[5].

[1] Asset values are based on data from a variety of sources. Cost data is based on available information which reflects a like-for-like (in-kind) replacement
[2] Asset values based off the 2022 Water Services State of Assets Report conducted in 2021; currently being updated for release in 2027
[3] Asset values based on insured value, may not reflect actual replacement cost
[4] Asset values based off the 2021 Regional Parks State of Assets report conducted in 2020; current asset management valuation work is underway. This does not include the land value of undeveloped regional parkland.
[5] Asset values for buildings based on BC Assessment data; may not reflect actual replacement cost.

2.3.2.2.2 TransLink

TransLink's purpose is to provide a regional transportation system that moves people and goods, and supports the regional growth strategy, provincial and regional environmental and emission reduction objectives, and the economic development of the transportation service region. TransLink is responsible for planning, constructing and maintaining capital assets, infrastructure, facilities, and property required for the regional transportation system including: rail rapid transit guideways, stations, and storage, maintenance, and operations facilities for fleets of passenger ferries, buses, and trains; TransLink owned roads and bridges; walking and cycling infrastructure near transit; and technology assets.

TransLink currently levies DCCs on new development across the region, although they only cover a small amount of growth-related transportation infrastructure costs. The remainder of funding comes from provincial and federal contributions, regional taxes, borrowing, and other revenues. TransLink has published a 10-year investment plan, which identifies approximately $7.8 billion in tangible capital assets in 2025, growing to $12.5 billion in 2034. TransLink has committed to over $12 billion in capital expenditures between 2025-2034, most of which is to deliver service improvements for existing regional population and maintain and upgrade existing assets[1].

Based on the existing level of infrastructure provided by TransLink as of 2025, the cost per dwelling unit is approximately $6,224, which, when applied to future growth, translates to a cost of growth of approximately $3.55 billion.

TransLink has also identified $28.4 billion in unfunded capital projects in the *Access for Everyone* plan to address future growth needs and increase existing service levels, representing priorities over the next 10-15 years from the Regional Transportation Strategy, *Transport 2050*[2].

After factoring in the incremental $24.85 billion identified through this plan, this translates to a cost of growth of $19,924 per new dwelling unit.

[1] https://www.translink.ca/-/media/translink/documents/plans-and-projects/ten-year-investment-plan/public-consultation/2025-investment-plan.pdf
[2] translink.ca/-/media/translink/documents/plans-and-projects/regional-transportation-strategy/transport-2050/technical-documents/transport-2050-10-year-priorities-high-level-cost-estimates-2.pdf. Note: this does not include the UBCx Skytrain project being led by the Province as the cost estimate is not currently available.

2.3.2.2.3 Total Cost per Dwelling for Regional-Level Infrastructure (Metro Vancouver and TransLink)

Based on the quantity of assets, the replacement costs of infrastructure currently utilized to provide regional-level infrastructure, and the future capital identified, the total cost of infrastructure is approximately $45,614 per dwelling unit, with $25,690 the responsibility of Metro Vancouver and $19,924 the responsibility of TransLink.

Table 2-4 below provides a summary of the infrastructure type, total replacement cost, quantity and quality per dwelling unit, as well as the cost per dwelling unit for each service, where applicable.

Table 2-4
Current Infrastructure Service Levels – Regional-Level Agencies

Infrastructure Category	Total Replacement Cost	Cost (per dwelling)
Metro Vancouver		
Regional Wastewater	$19,898,810,000	$16,001.74
Regional Water	$10,614,300,000	$8,535.55
Regional Solid Waste	$845,090,000	$679.58
Regional Parks	$311,200,000	$250.25
Regional Administrative/Operations	$277,306,000	$223.00
Metro Vancouver Total	**$31,946,706,000**	**$25,690.12**
TransLink		
Existing Infrastructure Service Level	$7,739,900,000	$6,224.21
Identified Future Capital*	$24,847,360,000	$13,699.56
TransLink Total**	**$7,739,900,000**	**$19,923.77**
Regional Agencies Total	**$39,686,606,000**	**$45,613.89**

* $7.74 billion represents the replacement cost of existing TransLink infrastructure, on a per dwelling unit basis. Future needs would be $3.55 billion to maintain the existing level of service. The $24.85 billion represents future capital costs identified in the Access for Everyone Plan incremental to the existing level of service. The per-dwelling-unit cost for identified future capital is calculated based on existing and anticipated growth in dwelling units.
** TransLink total replacement cost includes only the existing service level infrastructure total, as the identified future capital represents future increases in the level of service. TransLink's total cost per dwelling includes existing and future anticipated levels of service increases.

2.3.2.3 Member Jurisdictions

2.3.2.3.1 Local Infrastructure

The member jurisdictions currently provide infrastructure related to water, wastewater, drainage/stormwater, fire, police, community services, parks and cemeteries, and administration[1]. The population of the member jurisdictions within Metro Vancouver was noted in Section 2.2. Note that the analysis herein estimates the total replacement cost and total costs per dwelling unit for all member jurisdictions. While the investment per dwelling unit may vary between each individual jurisdiction, the following analysis provides for an average across the region.

The various types of infrastructure were evaluated based on the survey provided to the member jurisdictions. Not all member jurisdictions were able to respond to the survey in the requested timeframe. As such, assumptions were utilized to impute the data for those Member jurisdictions. Further details on these assumptions are provided in the following subsection.

The evaluation of the cost per dwelling unit associated with the current level of infrastructure has been calculated by assessing the replacement cost of each asset category and the quantity of assets per dwelling unit. The analysis is summarized for the various infrastructure types as follows:

- With respect to roads and public works infrastructure, the total cost per dwelling unit is approximately $23,095 and $1,652, respectively, which provides for roads, bridges/tunnels, active transportation, public works facilities, vehicles and equipment.
- Community services provide for arenas, pools, sport centres, library-related facilities and equipment, theatres, museums, community centres, and cultural facilities (public art galleries, museums, archive buildings, performing arts theatres, Indigenous cultural facilities, etc.). The total cost per dwelling unit for community services is approximately $12,357.
- The total cost per dwelling unit for water and wastewater infrastructure is approximately $10,917 and $8,784, respectively. This infrastructure includes storage tanks, pump/lift stations, and linear assets (pipes).

[1] Note: Some member jurisdictions also own and maintain solid waste infrastructure. Two member jurisdictions noted in their survey responses that they each own and maintain one (1) transfer station. Transfer stations have been excluded from the analysis due to limited data availability. This has been noted in Section 1.3: study limitations.

- Infrastructure related to drainage/stormwater provide for pump stations, ponds, culverts, as well as linear assets (pipes). The total cost per dwelling unit for the drainage/stormwater service is approximately $9,102.
- With respect to parks and cemetery infrastructure, the total cost per dwelling unit is approximately $3,910, which provides for cemetery facilities, vehicles and equipment, and the land value of local parks, trails, and outdoor areas, park amenities, and park maintenance vehicles.
- For fire and police infrastructure, the total cost per dwelling unit for providing related facilities, vehicles, specialized vehicles and equipment is approximately $1,607 and $1,338, respectively.
- For administrative and animal control infrastructure, the total cost per dwelling unit is approximately $1,390. This includes administrative buildings, parking lots, and vehicles as well as animal control buildings, vehicles and equipment.

Based on the array of infrastructure provided by member jurisdictions, the total cost is approximately $74,151 per dwelling unit.

Table 2-5 below provides a summary of the quantity and quality per dwelling unit, as well as the cost per dwelling unit for each type of infrastructure.



Table 2-5
Current Infrastructure – Average of all Metro Vancouver Member Jurisdictions, adjusted by population

Service Category	Sub-Component	Estimated Total Replacement Cost*	Unit of Measure	Cost (per Unit of Measure)	Quantity (per dwelling)	Cost (per dwelling)
Roads	Roads	$25,092,690,000	km of roadway	$2,248,943.66	0.00907 km of roadway	$20,408.29
	Bridge	$647,370,000	No. of bridges	$1,771,205.81	0.00030 No. of bridges	$526.52
	Active Transportation Roads	$2,655,840,000	km of active transportation	$321,877.80	0.00671 km of active transportation	$2,160.03
Roads	**Sub-total**	**$28,395,900,000**			**Sub-total**	**$23,094.84**
Community - Recreation	Indoor Ice Arena	$790,660,000	sq.m of building area	$4,103.23	0.15672 sq.m of building area	$643.05
	Indoor Pool Building	$923,290,000	sq.m of building area	$11,477.23	0.06543 sq.m of building area	$750.92
	Multi-Purpose Sport Centre	$2,031,310,000	sq.m of building area	$5,797.05	0.28499 sq.m of building area	$1,652.10
Community - Library	Library Facility	$845,760,000	sq.m of building area	$6,754.35	0.10184 sq.m of building area	$687.87
	Library Vehicle	$1,470,000	No. of vehicles	$70,000.00	0.00002 No. of vehicles	$1.19
	Library Material	$239,440,000	No. of items	$35.67	5.45996 No. of items	$194.74
Community - Art and Culture	Performing Arts Theatre	$6,982,630,000	sq.m of building area	$11,517.37	0.49309 sq.m of building area	$5,679.09
	Art Gallery, Museum, and Archive Building	$702,080,000	sq.m of building area	$6,024.02	0.09479 sq.m of building area	$571.01
	Indigenous Culture Facility	$7,350,000	sq.m of building area	$6,024.02	0.00099 sq.m of building area	$5.97
	Community Centre	$2,669,310,000	sq.m of building area	$9,700.81	0.22379 sq.m of building area	$2,170.99
	Other Art and Culture Facility	$0	sq.m of building area	$0.00	0.13572 sq.m of building area	$0.00
Community	**Sub-total**	**$15,193,300,000**			**Sub-total**	**$12,356.94**
Water	Water Storage	$0	No. of tank	$0.00	0.00021 No. of tank	$0.00
	Water Pump Station	$429,840,000	No. of stations	$2,360,573.07	0.00015 No. of stations	$349.59
	Water Linear Asset	$12,993,150,000	metre of linear pipe	$1,469.98	7.18890 metre of linear pipe	$10,567.54
Water	**Sub-total**	**$13,422,990,000**			**Sub-total**	**$10,917.13**
Drainage/Stormwater	Drainage Pump Station	$1,092,030,000	No. of stations	$8,691,254.22	0.00010 No. of station	$888.16
	Drainage Pond	$573,790,000	No. of ponds	$875,576.92	0.00053 No. of pond	$466.68
	Drainage Facility	$760,660,000	No. of ponds	$875,576.92	0.00071 sq.m. of building area	$618.66
	Culvert (per m)	$1,933,770,000	metre of linear culvert	$43,620.73	0.03606 metre of linear culvert	$1,572.77
	Drainage Linear Asset	$6,830,860,000	metre of linear culvert	$835.98	6.64569 metre of linear culvert	$5,555.65
Drainage	**Sub-total**	**$11,191,110,000**			**Sub-total**	**$9,101.92**
Wastewater	Lagoon System	$0	No. of lagoon systems	$0.00	#DIV/0! No. of lagoon systems	$0.00
	Wastewater Pump/Lift Station	$480,410,000	No. of stations	$1,131,178.34	0.00035 No. of stations	$390.73
	Wastewater Storage Tank	$0	No. of tank	$0.00	#DIV/0! No. of tank	$0.00
	Wastewater Linear Asset	$10,319,480,000	metre of linear pipe	$1,317.27	6.37151 metre of linear pipe	$8,393.00
Wastewater	**Sub-total**	**$10,799,890,000**			**Sub-total**	**$8,783.72**

Table 2-5 (Continued)
Current Infrastructure Service Levels – Average of all Metro Vancouver Member Jurisdictions, adjusted by population

Service Category	Sub-Component	Estimated Total Replacement Cost*	Unit of Measure	Cost (per Unit of Measure)	Quantity (per dwelling)	Cost (per dwelling)
Parks	Developed Parkland	$1,160,430,000	Hectares of parkland	$200,000.00	0.00472 Hectares of parkland	$943.80
	Undeveloped Parkland	$275,760,000	Hectares of parkland	$50,000.00	0.00449 Hectares of parkland	$224.28
	Park Amenity and Other Sport Facility	$693,980,000	No. of items	$251,134.26	0.00225 No. of items	$564.42
	Park Trail	$6,530,000	metre of trail	$184.85	0.02875 metre of trail	$5.31
	Outdoor Specialty Area	$69,770,000	No. of facility	$200,000.00	0.00028 No. of facility	$56.74
	Parks Vehicle	$160,740,000	No. of vehicles	$80,000.00	0.00163 No. of vehicles	$130.73
Cemetery	Cemetery Facility	$2,433,980,000	sq.m of building area	$5,381.95	0.36782 sq.m of building area	$1,979.60
	Cemetery Vehicle & Equipment	$6,750,000	No. of vehicles and equipment	$80,000.00	0.00007 No. of vehicles and equipment	$5.49
Parks and Cemetery	**Sub-total**	**$4,807,940,000**			**Sub-total**	**$3,910.38**
Public Works	Public Works Facility	$468,960,000	sq.m of building area	$5,381.95	0.07087 sq.m of building area	$381.41
	Public Works Vehicle & Equipment	$1,561,920,000	No. of vehicles and equipment	$103,727.00	0.01225 No. of vehicles and equipment	$1,270.34
Public Works	**Sub-total**	**$2,030,880,000**			**Sub-total**	**$1,651.74**
Fire	Fire Facility	$792,320,000	sq.m of building area	$7,884.56	0.08173 sq.m of building area	$644.40
	Fire Vehicle	$1,159,180,000	No. of vehicles	$1,738,565.05	0.00054 No. of vehicles	$942.78
	Fire Specialized Vehicle	$6,840,000	No. of specialized vehicles	$50,000.00	0.00011 No. of specialized vehicles	$5.57
	Fire Equipment	$17,100,000	No. of equipment	$4,977.33	0.00279 No. of equipment	$13.91
Fire	**Sub-total**	**$1,975,440,000**			**Sub-total**	**$1,606.66**
Administrative	Administrative Facility	$1,264,950,000	sq.m of building area	$5,274.31	0.19506 sq.m of building area	$1,028.81
	Administrative Vehicle	$22,910,000	No. of vehicles	$50,000.00	0.00037 No. of vehicles	$18.63
	Administrative Equipment	$367,350,000	No. of equipment	$7,792.43	0.03834 No. of equipment	$298.77
	Animal Control Facility	$46,230,000	sq.m of building area	$8,283.65	0.00454 sq.m. of building area	$37.60
	Animal Control Vehicle	$2,210,000	No. of vehicles	$70,000.00	0.00003 No. of vehicles	$1.80
	Animal Control Equipment	$5,550,000	No. of equipment	$5,000.00	0.00090 No. of equipment	$4.52
Administrative	**Sub-total**	**$1,709,200,000**			**Sub-total**	**$1,390.12**
Police	Police Facility	$1,423,740,000	sq.m. of building area	$6,189.24	0.18709 sq.m. of building area	$1,157.95
	Police Vehicle	$149,630,000	No. of vehicles	$65,000.00	0.00187 No. of vehicles	$121.70
	Police Special Vehicle	$6,560,000	No. of specialized vehicles	$50,000.00	0.00011 No. of specialized vehicles	$5.34
	Police Equipment	$64,970,000	No. of equipment	$11,110.50	0.00476 No. of equipment	$52.84
Police	**Sub-total**	**$1,644,900,000**			**Sub-total**	**$1,337.83**
	Total	**$91,171,550,000**			**Total**	**$74,151.28**

2.3.2.3.2 Assumptions Utilized and Summary of Data

As noted, not all member jurisdictions were able to respond to the survey in the requested timeframe. As such, assumptions were utilized to impute the data for those local governments. For each infrastructure category, the following provides a summary of the number of local governments that responded and the total population of those local governments, which were used to estimate the quantity of assets per dwelling unit. Note that where responses were not provided but an Asset Management Plan was available, the Asset Management Plan information was utilized. This per dwelling unit amount was then used to estimate the total replacement costs for all local governments in the Metro Vancouver area. Table 2-6 provides a summary of the assumptions utilized, along with the source of the replacement costs.

Table 2-6
Assumptions and Data Summary

Service Category	Sub-Component	Number of Respondents	Population Related to Respondents	% of Metro Vancouver Total Population
Administrative	Administrative Facility	7	1,978,484	64%
	Administrative Vehicle	7	714,579	23%
	Administrative Equipment	2	108,313	4%
	Animal Control Facility	4	1,849,870	60%
	Animal Control Vehicle	2	391,419	13%
	Animal Control Equipment	1	38,942	1%
Water	Water Pump Station	9	1,526,751	49%
	Water Linear Asset	11	2,442,445	79%
Wastewater	Wastewater Pump/Lift Station	12	2,494,725	81%
	Wastewater Linear Asset	12	2,494,725	81%
Drainage/ Stormwater	Drainage Pump Station	9	2,335,523	76%
	Drainage Pond	7	2,205,951	71%
	Drainage Facility	4	1,713,810	55%
	Culvert (per m)	9	2,211,525	72%
	Drainage Linear Asset	12	2,445,013	79%
Road	Roads	11	2,442,445	79%
	Bridge	11	2,442,445	79%
	Active Transportation Roads	9	2,351,382	76%
Public Works	Public Works Facility	6	1,084,575	35%
	Public Works Vehicle & Equipment	9	1,635,354	53%
Fire	Fire Facility	9	2,266,585	73%
	Fire Vehicle	9	1,672,472	54%
	Fire Specialized Vehicle	8	1,580,039	51%
	Fire Equipment	8	1,453,742	47%
Police	Police Facility	7	1,804,673	58%
	Police Vehicle	6	1,188,868	38%
	Police Special Vehicle	4	305,844	10%
	Police Equipment	4	305,844	10%
Community - Recreation	Indoor Ice Arena	10	2,373,074	77%
	Indoor Pool Building	7	2,220,007	72%
	Multi-Purpose Sport Centre	9	1,615,225	52%
Community - Library	Library Facility	9	2,210,148	72%
	Library Vehicle	5	1,917,850	62%
	Library Material	4	1,106,510	36%
Community - Art and Culture	Performing Arts Theatre	7	2,149,514	70%
	Art Gallery, Museum, and Archive Building	7	2,149,514	70%
	Indigenous Culture Facility	3	1,583,626	51%
	Community Centre	9	2,247,899	73%
Parks	Developed Parkland	10	2,373,074	77%
	Undeveloped Parkland	10	2,373,074	77%
	Park Amenity and Other Sport Facility	11	2,442,445	79%
	Park Trail	9	2,224,837	72%
	Outdoor Specialty Area	10	2,373,074	77%
	Parks Vehicle	9	1,578,917	51%
Cemetery	Cemetery Facility	5	1,244,872	40%
	Cemetery Vehicle & Equipment	5	1,244,872	40%

2.4 Infrastructure and Service Level Deficits

An infrastructure deficit in a government is the gap between actual investments in maintaining the infrastructure and the ideal investments required in order to maintain the infrastructure. Infrastructure deficits often occur when assets like roads, water systems, and public buildings are aging, in poor condition, or lack sufficient capacity. The deficit represents the cost to repair, replace, or upgrade infrastructure beyond what the government is able to provide for within its budgeted amount. If not addressed, it can lead to higher long-term costs, service disruptions, and potential safety risks. Infrastructure lifespans vary based on type, but at a high-level, municipal assets tend to average the following useful lives:

- Water and wastewater facilities: 50 years
- Water and wastewater linear infrastructure: 80 years
- Facilities: 50 years
- Services related to a highway: 40 years
- Parkland development: 40 years
- Vehicles: 10 years
- Small equipment and gear: 10 years

Service level deficits arise when a government is not currently providing services to the recommended or Council-approved level. For example, through a parks and recreation master plan, a local government may aim to achieve a service level of 2.5 hectares of parkland for every 1,000 population. However, the current amount of parkland provided may only equate to 2.0 hectares of parkland per 1,000 population.

The analysis undertaken in section 2.3 provides a summary of the current replacement costs and number of assets provided in each of the jurisdictions, but does not account for infrastructure deficits or service level deficits. When the current costs per dwelling are applied to the anticipated growth in Section 3 to estimate the capital costs associated with growth, it is important to note that additional costs may be required to increase the target level of services and/or address current infrastructure deficits.

The following provides a qualitative discussion on the current service level and infrastructure deficits.

2.4.1.1 Province of British Columbia

2.4.1.1.1 Childcare

The Province currently provides 4.4 childcare spaces per every 10 non-school age children. The Federal government of Canada has set a target of 5.9 childcare spaces per every 10 children[1]. Therefore, the province currently has a deficit of 1.5 spaces per every 10 children, or 0.04572 spaces per dwelling unit.

2.4.1.1.2 Hospitals and Public Health

The Province currently provides 1.95 hospital/public health beds per 1,000 people[2]. Although the federal or provincial governments do not have targets of beds per capita set, the province lags behind other jurisdictions, including Canada's average of 2.6 beds per 1,000 people[3]. British Columbia continues to experience challenges related to growing wait times for patients visiting health facilities[4]. Although a deficit cannot be quantified, the literature suggests that one exists within the Province's health care system.

2.4.1.1.3 Long-Term Care

According to a report published by the Office of the Seniors Advocate of British Columbia and the Ministry of Health-projected publicly subsidized long-term care bed demand forecast, there is a deficit of 2,044 long-term care beds in the province. The deficit is anticipated to grow to 7,249 beds by 2030 and 16,858 beds by 2035[5].

2.4.1.1.4 Education

The provincial government publishes capacity utilization data for all levels of education across the province. The province's education capacity is currently operating at 94% utilization, resulting in vacant seats and an overall surplus at the kindergarten, elementary, and secondary school levels. Although the province is currently operating at 94% utilization, select jurisdictions are operating over capacity, including the school districts of Burnaby (104%), Langley (105%), Maple Ridge-Pitt Meadows (101%), North Vancouver (104%), Surrey (103%), and West Vancouver (107%). This suggests that

[1] https://www.policyalternatives.ca/news-research/cash-cow-assessing-child-care-space-creation-progress/#:~:text=Child%20care%20deserts%20remain,by%20roughly%2015%20percentage%20points.
[2] https://bcmj.org/presidents-comment/time-be-bold
[3] https://bcmj.org/presidents-comment/time-be-bold
[4] https://www.capitaldaily.ca/news/hospital-wait-times-86-increase-in-patients-leaving-er-without-seeing-a-doctor
[5] https://www.seniorsadvocatebc.ca/app/uploads/sites/4/2025/07/From-Shortfall-to-Crisis-Report.pdf



although the system may appear to have adequate capacity in aggregate, critical deficits in high-growth areas represent a major barrier to supporting anticipated growth.

Likewise, post-secondary institutions in the province are currently operating at 97% utilization, indicating vacant seats and a surplus.

2.4.1.2 Metro Vancouver

Metro Vancouver is responsible for delivering major capital projects to ensure regional infrastructure meets the needs of current and future populations. Metro Vancouver's current assets meet current community needs and current regulations; however, infrastructure such as water and wastewater facilities must often be built ahead of growth. Metro Vancouver's capital funding strategy includes a stable, continuous investment in infrastructure through its pay-as-you-go funding model, while funding significant longer-term projects through borrowing.

2.4.1.3 Member Jurisdictions

Among the survey respondents, 5 of the 10 identified being in a current infrastructure deficit ranging from $371 per dwelling unit to $6,944 per dwelling unit . Areas with older infrastructure will tend to have higher deficits and although information may not be readily available for other local governments, it is anticipated that some infrastructure deficit exists.

Chapter 3
Estimated Level of Investment Required to Accommodate Anticipated Growth

3. Estimated Level of Investment Required to Accommodate Anticipated Growth

3.1 Regional Growth Projections

3.1.1 Dwelling Unit Growth

As indicated in the regional housing needs report, Metro Vancouver is forecasted to grow by roughly 570,777 homes to 2041. Table 3-1 below summarizes the growth in dwelling units by 2041 for each dwelling type. Additionally, the table summarizes the 15-year average P.P.U. (persons per unit) for each dwelling type, and the overall weighted P.P.U. used to calculate costs per dwelling unit throughout the report. Appendix B details the P.P.U. numbers.

Table 3-1
Dwelling Unit and Persons per Unit Projections by 2041

Dwelling Type	Current Proportion of Overall Housing	Estimated Additional Dwelling Units to 2041	15-Year Average PPU	Weighted PPU
Low Density	18%	101,878	3.405	0.613
Medium Density	30%	171,136	3.028	0.908
High Density	52%	297,763	1.906	0.991
Total		**570,777**		**2.512**

3.2 Infrastructure Required to Support Growth

Dwelling Unit Growth

To accommodate the anticipated growth, the existing level of investment per dwelling unit and future anticipated additional capital per dwelling unit have been applied to the growth projections to determine the total investment needed for future growth. As noted above in Section 2.3, the level of investment per dwelling-unit is approximately $81,317 for Provincial infrastructure, approximately $25,690 for infrastructure provided by Metro Vancouver, approximately $19,924 for infrastructure provided by TransLink, and approximately $74,151 for infrastructure provided by the member jurisdictions. The total level of investment across all levels of government is approximately $201,082 per dwelling unit. When the total investment per dwelling unit is applied to the forecasted

dwelling-unit growth in the region by 2041, this equates to a total cost of approximately $114.77 billion. The analysis indicates that, for the Province, Metro Vancouver, TransLink, and member jurisdictions to provide the same level of investment per dwelling unit for the forecasted dwelling unit growth, plus additional investments in transportation infrastructure over the next 15 years, it will cost approximately $114.77 billion.

Table 3-4
Cost of Infrastructure per Dwelling Unit to Support Growth in the Metro Vancouver Region to 2041

Cost of Growth	
Level of Investment per Dwelling	
Province of B.C.	$81,317
Metro Vancouver	$25,690
TransLink	$19,924
Member Jurisdictions	$74,151
Total Level of Investment per Dwelling Unit	**$201,082**
Forecasted Dwelling Growth to 2041	**570,777**
Total Cost of Growth	**$114,772,885,659**

3.3 Potential Areas for Further Analysis

The analysis set out in this report is undertaken at a high-level to provide an order of magnitude of the investment required to accommodate growth at multiple levels of government. This section provides a discussion with respect to potential areas of further analysis.

3.3.1 Impact of the Infrastructure Deficit

As identified in Section 3.2, the infrastructure investment required to accommodate the forecasted growth in the Metro Vancouver region is estimated at approximately $114.77 billion. While this cost assumes that the current level of investment per dwelling-unit will be provided to the forecasted dwelling growth, it does not take into account the existing infrastructure deficit. As discussed above, several levels of government have identified infrastructure deficits and/or service level deficits in their asset inventory.

It is noted that the estimates provided are high-level and do not incorporate these infrastructure and/or service level deficits. All levels of government will need to consider

the additional cost burden of investing in new infrastructure while investing in reducing current infrastructure deficits. Further discussion on growth-related financing tools is provided in Section 4.

3.3.2 Scenario Testing of Analysis

As noted, the approach to the analysis in this report is to utilize the current replacement cost of infrastructure provided and assumes that the same relationship would be required to accommodate future growth. In practice, not all infrastructure would need to be expanded in a linear fashion. For example, due to economies of scale and potential efficiencies with utilizing current administration space, it is unlikely that administrative space would scale in line with dwelling unit growth in the same way that it would for other infrastructure, such as sewer or water. This may hold true for other infrastructure-related services as well. As such, further analysis could be conducted to review scenarios in which anticipated future needs are detailed, by service, to determine a more accurate estimate of the costs of growth.

In addition, infrastructure can be reviewed not just at an individual service level, but also by local government. Some local governments may have more infrastructure readily available whereas others may require significant investments. A review of infrastructure needed for each local government, by service, could be reviewed in further detail by individual member jurisdictions.

3.3.3 Operating Budget Impacts

In addition to initial capital expenditures related to new growth, there are also new operating costs associated with new development. In general, there are two types of operating expenditures to be considered with new development: costs associated with additional population and employment growth, and costs related to new infrastructure.

With population and employment growth, costs for services and programs will also increase. For example, additional growth will lead to increased staffing and operational requirements for services such as police, fire, recreation, building services, etc.

When new infrastructure is constructed for new growth, there are additional operating expenditures associated with the new assets that must be considered. For example, when a new facility, such as a water treatment plant or new recreation centre, is constructed, incremental operating costs associated with daily operations (e.g. staffing, materials, chemicals, hydro, etc.) must be factored into operating budgets.

As new development gives rise to new capital assets, governments will assume these assets as well as the future costs to repair and replace the infrastructure. Although there is an immediate benefit to local governments from incremental property tax and rate revenue, there will be an eventual cost as aging infrastructure must be replaced. This replacement of capital is often referred to as asset management or lifecycle costs. Local governments should plan and allocate funds annually to support the eventual replacement of existing assets.

These additional operating and lifecycle (asset replacement) expenditures will impact local governments' annual tax- and utility-supported budgets, and also need to be considered in addition to the initial capital investments when determining the ongoing costs related to new growth.

Detailed estimates of operating costs associated with new growth can be fully reviewed as part of a long-term financial plan.

Chapter 4
Growth-related Financing Tools

4. Growth-related Financing Tools

4.1 Overview

Local governments have the authority to impose various capital charges on new development to pay for new or expanded infrastructure to service that new development. These are one-time charges imposed on new development, typically at a specific stage of the development approval process (e.g., rezoning approval, subdivision approval, building permit issuance). Ultimately, these growth-related financing tools are utilized to reduce the burden on the taxpayer/ratepayer for funding infrastructure that is required to accommodate new development. The following subsections summarize the various growth-related financing tools that are available to local governments.

4.2 Summary of Growth-related Financing Tools

4.2.1 Development Cost Charges (DCCs)

Development cost charges (or development cost levies for the City of Vancouver) can be imposed by local governments on new development to assist in paying for certain infrastructure costs, such as roads, water infrastructure, sewer infrastructure, fire services, etc. These costs are in addition to what a developer would be required to construct as part of a subdivision (see Section 4.2.5).

DCCs can apply to all development types and can also vary by housing type (e.g. single detached dwellings, townhouses, apartments) and by non-residential sector (e.g. industrial, commercial, and institutional), such that the rates that are charged to new development reflect the relative demand for new infrastructure.

DCCs are a one-time charge imposed on new development either at the subdivision stage or building permit stage.

4.2.2 Amenity Cost Charges (ACCs)

Recent provincial housing legislation introduced ACCs as a new growth-related financing tool for new amenities which are required to support population and

employment growth. Amenities that can be funded through an ACC include items such as recreation facilities, day cares, youth centres, etc.

These charges are one-time fees for new developments and are imposed at either the subdivision or building permit stage.

4.2.3 Community Amenity Contributions (CACs)

CACs are cash or in-kind contributions provided by a development applicant for developments that are being rezoned, at the time of rezoning. CACs are intended to offset the cost of various community amenities that are associated with increased development densities permitted through rezoning. CACS are typically utilized for costs related to community facilities, affordable housing, child care, etc.

Whereas the financial contribution for DCCs and ACCs is a flat rate per unit type or per gross floor space to be built, the contribution for CACs can vary and often involves site-specific negotiations.

4.2.4 Density Bonusing

Density bonusing is a tool that allows for developers to build to a higher density than the base zoning allows for, in exchange for providing certain amenities, affordable housing, or cash contributions. The payment or provision of amenities reflects the additional need for community amenities to accommodate the added density.

A local government's zoning by-law may establish different density bonus zones across the municipality where density bonusing provisions would apply and enable development beyond base density, up to a specified maximum.

4.2.5 Subdivision Servicing Bylaws (for local infrastructure)

Local governments may establish a subdivision servicing bylaw that sets out the infrastructure and servicing required for the subdivision of land. The requirements set out in these bylaws are typically related to onsite infrastructure or infrastructure required to connect the subdivision to existing services. The works are localized and directly related to development within the subdivision (e.g., local roads, water distribution, sewage collection, fire hydrants, etc.).

4.2.6 Provincial and Federal Grant Funding

Given the limited financial tools available to municipalities and the high costs of infrastructure required for new growth, grant funding from provincial and federal levels of government is often needed to bridge the gap between available funds and the capital required to support new development. Grant funding can be utilized to fund critical housing-enabling infrastructure while reducing the need for DCC/ACC rate increases and/or tax/rate increases when growth-related financing tools are insufficient to fully fund infrastructure costs.

4.3 Provincial Financing Tools

The Province of BC relies on a range of financing tools to fund infrastructure, with a large reliance on taxation. The Province's key financial tools include personal and corporate income taxes, sales tax (PST), education property taxes, and carbon tax. In addition to taxation, the Province also utilizes user fees, licensing fees, and regulatory charges to fund specific programs such as components of the courts and justice system, provincial parks, driver's licenses and vehicle registration, etc. The province, like other levels of government, also utilizes federal grants, debt, partnerships, revenue from land sales and leases, and investment income.

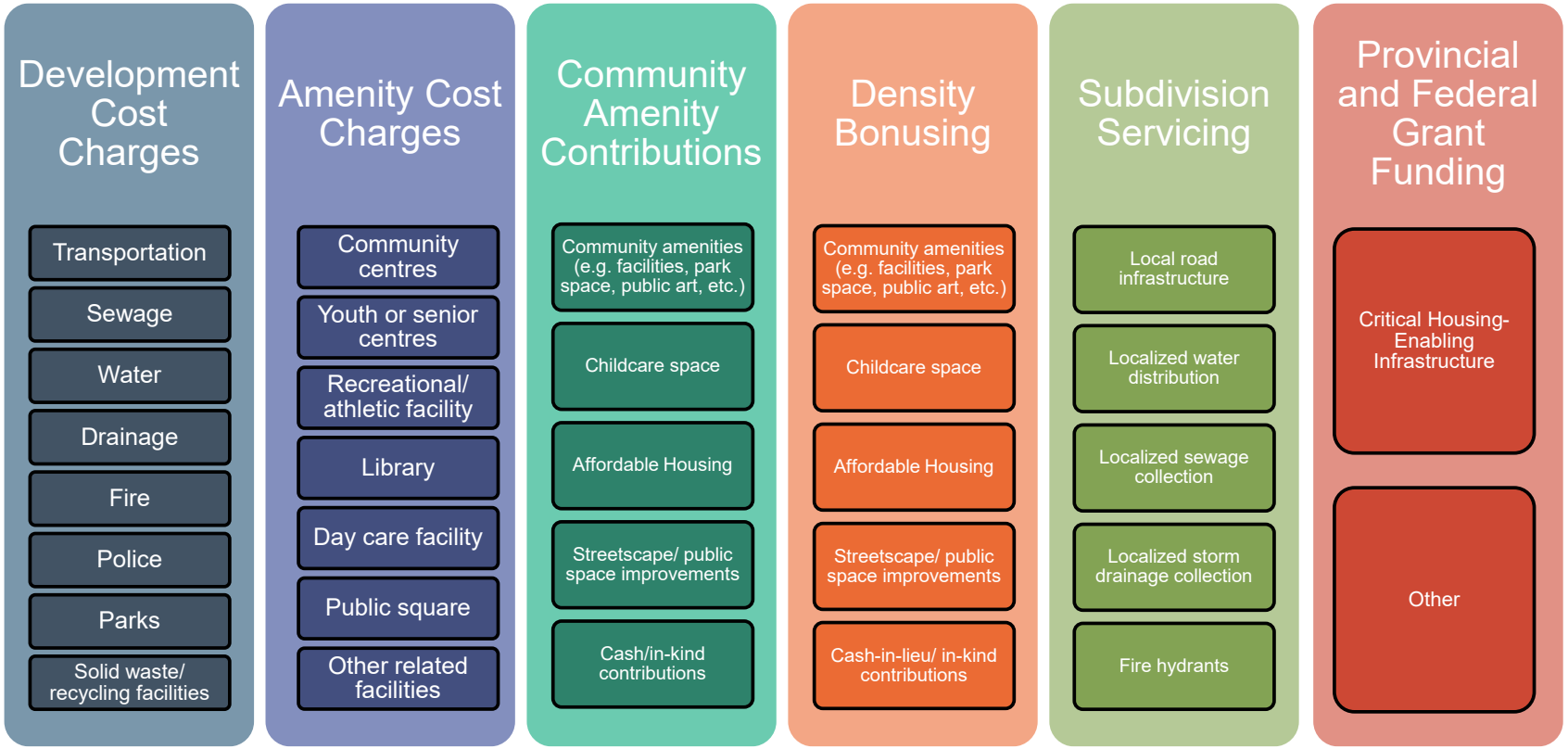
4.4 Application of Financing Tools

4.4.1 Summary of Eligible Infrastructure

Table 4-1 below summarizes the infrastructure which can be funded by each of the growth-related financing tools noted above. Although capital costs related to most core infrastructure (e.g. water, wastewater, transportation, parks and recreation, etc.) can be funded through the growth-related financing tools noted above, there are a number of services which cannot be funded by these tools, such as:

- Administrative building expansions;
- New IT equipment;
- Vehicles and related equipment for the provision of services (e.g. fire trucks, police vehicles, snow plows, etc.); and
- Provincial and federal infrastructure (e.g. hospitals, schools, provincial highways, etc.).

Table 4-1
Eligible Infrastructure/Amenities for Growth-Related Financing Tools



Note: if an amenity is included in the ACC bylaw, local governments cannot also include the amenity as part of community amenity contributions or density bonusing.

Chapter 5
Observations and Reflections

5. Observations and Reflections

5.1 Summary of Observations

The analysis undertaken as part of this study highlights the scale of infrastructure investment required to support anticipated housing growth across the Metro Vancouver region to 2041. Based on the current level of investment per dwelling unit, approximately $114.77 billion in infrastructure investment will be required by 2041 to maintain existing service levels for the forecasted dwelling unit growth.

This estimate does not account for existing infrastructure deficits, indicating that the total funding requirement may be higher. Infrastructure deficits reflect historical challenges associated with maintaining and replacing aging infrastructure. In addition, not all jurisdictions were able to provide complete information on infrastructure deficits, suggesting that the total deficit across the region may be understated.

Infrastructure responsibilities are distributed across all levels of government, with the Province of B.C. responsible for an estimated 40% of the cost per dwelling unit estimated in this analysis, Metro Vancouver responsible for an estimated 13%, TransLink responsible for approximately 10%, and member jurisdictions responsible for the remaining 37% of investment. As noted, this analysis does not analyze the infrastructure responsibilities of the federal government.

Local governments face fiscal challenges in funding infrastructure. With an estimated investment level of over $200,000 per dwelling unit across several levels of government, this places pressure on municipal, regional, and Provincial budgets. Metro Vancouver and its member jurisdictions have limited revenue tools, including property taxation, user fees, and growth-related funding mechanisms such as DCCs, ACCs, CACs, and density bonusing provisions. Some infrastructure categories are ineligible for cost recovery through these growth-related tools, thereby requiring reliance on other funding mechanisms, such as taxation and user fees. This creates a challenge for local governments, which need to balance accommodating growth, addressing existing infrastructure deficits, and maintaining affordability without significantly increasing property taxes.

5.2 Reflections

Considering the findings outlined above, reflections and recommendations have been identified to support sustainable financial planning and infrastructure delivery to accommodate future growth to 2041.

Recommendation #1

Consideration should be given to exploring alternative revenue tools to support infrastructure funding. Given the limitations of existing local government revenue tools, reliance on property taxes and growth-related charges may not be sufficient to address the scale of investment required. Opportunities for new funding mechanisms may warrant further exploration and collaboration with provincial and federal governments.

Recommendation #2

Local governments should effectively utilize available growth-related financing tools, including DCCs, ACCs, CACs, and density bonusing provisions. Ensuring that these charges are regularly reviewed and updated to reflect updated construction costs and growth-related infrastructure needs is important for ensuring cost recovery and reducing the burden on taxpayers and ratepayers. Further analysis should be undertaken in concert with strategic recommendation #3 to determine the long-term financial impact of constructing new infrastructure relative to the additional tax revenue generated from growth.

Recommendation #3

Metro Vancouver and local municipalities should continue to strengthen asset management policies and long-term financial planning to address current infrastructure and funding deficits and ensure they do not continue to grow. Stronger asset management policies may include the establishment of dedicated reserves to save for the long-term maintenance and ultimate replacement of the new assets. Comprehensive asset management planning and long-term financial planning assist local governments in identifying lifecycle costs, saving for asset repairs and replacements, prioritizing infrastructure investments, and mitigating the risk of future infrastructure deficits. Through other financial impact analyses and long-term financial planning studies undertaken by Watson, it has been observed that, especially with the increase in capital costs arising from COVID-19 (e.g. material and equipment price

inflation, labour shortages, and higher post-pandemic interest rates), the additional tax and rate revenue generated from new development does not typically provide a net financial gain for local governments and in many cases, new development provides upward pressure on tax rates and water/wastewater rates. As part of the long-term financial planning processes, local governments can assess future anticipated tax and water/wastewater rate increases against affordability within their communities.

Recommendation #4

Efforts should be made to improve data consistency and reporting across all levels of government. Standardizing reporting for asset inventory, asset conditions, and infrastructure deficits could enhance future infrastructure funding analyses and help support informed decision-making at all levels of government.

Recommendation #5

At a high level, local government tools such as property taxes and development cost charges are primarily tied to land values, assessment growth, and development activity. While these tools can support servicing growth to some extent, there continues to be upward pressure on both DCCs and property taxes. The existing tax base is often relied upon to help finance new or expanded infrastructure.

By contrast, provincial and federal taxation tools, such as income taxes, sales taxes, and business taxes, generally grow more directly with population, economic activity, and consumption, and tend to scale as communities grow.

While the evaluation of taxation and funding tools was outside the scope of this project, one potential recommendation would be to identify the need for further study on this topic.

Such work could explore the range of available funding and taxation tools across levels of government, with a view to better understanding their respective strengths, limitations, and trade-offs, and how effectively they respond to population growth and associated infrastructure demand. This type of analysis could help inform future policy discussions regarding the most appropriate and sustainable funding approaches for growing communities.

5.3 Areas for Future Analysis

This study provides a high-level assessment of infrastructure demand and associated costs, but there are several areas where further analysis would enhance the analysis and provide for more detailed future planning.

Similar to recommendation #3, more detailed asset-level analysis at the local government level would help to better understand infrastructure needs by service area and refine cost estimates. Additionally, further examination of local government funding gaps is warranted to help quantify the funding shortfall and inform decisions around potential solutions.

Additional analysis of operating cost impacts associated with growth is also recommended. This study focuses mainly on the capital-related costs associated with growth, but understanding the increased costs associated with operating and maintaining capital assets would provide a more fulsome picture of the cost of growth.

Likewise, ongoing lifecycle costs are also not considered in this analysis. Lifecycle costs of assets are important in sustainable financial planning to ensure local governments have finances to repair or replace infrastructure when it reaches the end of its useful life, without having to issue debt and incur additional interest-related costs.

Finally, this analysis assumes the same level of infrastructure currently provided by local governments will be carried into the future. Consideration should be given to factors which might impact the future levels of service, including evolving wants and needs of residents, climate change, future risks, etc. These considerations would be important to help inform future analyses by ensuring infrastructure planning is responsive to changing conditions.

Appendix A
Sample of Distributed Survey

Appendix A: Sample of Distributed Survey

General/Administrative Services

Contact Information	2025 Information
Local Government:	City of Langley
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Email:	jsmith@xyz.ca

Survey Purpose

Watson & Associates Economists Ltd. is undertaking this survey on behalf of the Regional District of Metro Vancouver to compile useful statistical information on the assets controlled by the District's member municipalities. The information compiled by this survey will support a comprehensive infrastructure demand and costing analysis. This initiative is intended to inform municipal decision-making and advocacy efforts by identifying existing infrastructure levels, deficits, and investment needs, both current and future, across a wide range of service areas.

Your participation is critical to ensuring the accuracy and completeness of this analysis. Where direct data is unavailable, reasonable assumptions may be made in consultation with Metro Vancouver staff. The results will help guide future planning and funding strategies across the Region.

General	2025 Information
Does your organization have a documented asset management plan ? If so, what services does it cover?	
Please attach a copy or link:	
If not, has your organization conducted a financial plan to address asset management needs? If so, please attach with the survey response.	
Is there an identified infrastructure deficit (i.e. backlog), and what is the quantum of that deficit by service?	

Engineering Services

Water Assets	2025 Information
Water Storage Assets:	
Count:	
Water Pump Stations:	
Count:	
Water Pipes:	
Total Length (metres):	
Does your organization have any recently constructed assets for this service area? If so, please provide any details on costing, including the item, year of construction or purchase, the floor area (if applicable), capacity (if applicable), and length (if applicable).	

Wastewater Assets	2025 Information
Lagoon Systems (if applicable):	
Count:	
Wastewater Pump Stations:	
Count:	
Wastewater Lift Stations:	
Count:	
Wastewater Storage Tanks:	
Count:	
Wastewater Pipes:	
Total Length (metres):	88,000

Emergency Services

Fire Assets	2025 Information
Fire Facilities:	
Count:	
Total floor area (square metres):	
Land Vehicles:	
Count:	
Specialized Vehicles (Including boats, trailers, ATVs, drones):	
Count:	
Equipment (excluding staff outfitting):	
Count:	
Staff Outfitting:	
Count:	
Does your organization have any recently constructed buildings or investments in vehicles and/or equipment for any of the above services? If so, please provide any details on costing, including the item, year of construction or purchase, and the floor area (if applicable).	

Police Assets	2025 Information
Police Facilities:	
Count:	
Total floor area (square metres):	
Land Vehicles:	
Count:	

Community Services

Culture, Recreation and Sports Assets	2025 Information
Indoor Ice Arenas (Including Curling Rinks):	
Count:	
Total floor area (square metres):	
Indoor Pool Buildings:	
Count:	
Total floor area (square metres):	
Multi-Purpose Sports Centres:	
Count:	
Total floor area (square metres):	
Art Galleries, Museums, and Archive Buildings:	
Count:	
Total floor area (square metres):	
Libraries:	
Count:	
Total floor area (square metres):	
Library Vehicles:	
Count:	
Library Materials:	
Count:	

General/Administrative Services

Municipal/Administrative Services	2025 Information
Administration Buildings and Town Hall:	
Count:	
Total floor area (square metres):	
Administration Vehicles (Including by-law enforcement):	
Count:	
Administration and By-law Enforcement Equipment:	
Count:	
Animal Control Buildings:	
Count:	
Total floor area (square metres):	
Animal Control Vehicles:	
Count:	
Animal Control Equipment:	
Count:	
Stand Alone Parking Lots:	
Count:	
Does your organization have any recently constructed buildings or investments in vehicles and/or equipment for any of the above services? If so, please provide any details on costing, including the item, year of construction or purchase, and the floor area (if applicable).	

Engineering Services

Does your organization have any recently constructed assets for this service area? If so, please provide any details on costing, including the item, year of construction or purchase, the floor area (if applicable), capacity (if applicable), and length (if applicable).	

Drainage/Stormwater Assets	2025 Information
Drainage/Stormwater Pump Stations:	
Count:	
Drainage/Stormwater Management Ponds and Stormwater Wetlands:	
Count:	
Other Drainage/Stormwater Management Facilities:	
Count:	
Culverts	
Count:	
Drainage/Stormwater Pipes:	
Total Length (metres):	85,000
Does your organization have any recently constructed assets for this service area? If so, please provide any details on costing, including the item, year of construction or purchase, the floor area (if applicable), capacity (if applicable), and length (if applicable).	

Road Assets	2025 Information
All Road Types:	
Centreline kilometers:	240
Bridges and Tunnels:	
Count:	
Active Transportation (Not on roadways, and not identified as park trails below):	
Total length in kilometers:	93
Does your organization have any recently constructed assets for this service area? If so, please provide any details on costing, including the item, year of construction or purchase, the floor area (if applicable), capacity (if applicable), and length (if applicable).	

Operations Assets:	2025 Information
Public Works/Operations Facilities (including sand and salt storage, garages, sheds and other storage buildings):	
Count:	
Total floor area (square metres):	
Public Works/Operations Vehicles (All fleet including personal vehicles, plows, excavators, backhoes, sidewalk machines, etc.):	
Count:	
Public Works/Operations Equipment (All equipment including tractors, trailers, generators, etc.):	
Count:	
Does your organization have any recently constructed buildings or investments in vehicles and/or equipment for any of the above services? If so, please provide any details on costing, including the item, year of construction or purchase, and the floor area (if applicable).	

Emergency Services

Specialized Vehicles (Including ATVs, trailers, drones, aircrafts, boats, etc.):	
Count:	
Equipment (excluding staff outfitting):	
Count:	
Staff Outfitting:	
Count:	
Does your organization have any recently constructed buildings or investments in vehicles and/or equipment for any of the above services? If so, please provide any details on costing, including the item, year of construction or purchase, and the floor area (if applicable).	

Community Services

Performing Arts Theatres:	
Count:	
Total floor area (square metres):	
Indigenous Culture Facilities:	
Count:	
Total floor area (square metres):	
Community Centres:	
Count:	
Total floor area (square metres):	
Other Culture, Recreation, and Sports Facilities not listed above:	
Count:	
Total floor area (square metres):	
Parks:	
Count (hectares of developed parkland):	
Count (hectares of undeveloped parkland):	
Park Amenities (including sports fields, sports courts, children's play structures, outdoor pools, splash pads, etc.):	
Count:	
Park Trails (not identified as active transportation under roads assets):	
Count:	
Total length in kilometers:	
Outdoor Specialty Areas (e.g. dog parks, skateparks, golf courses, marinas, ski hills, etc.):	
Count:	
Other Outdoor Sports Facilities not listed above:	
Count:	
Parks vehicles and equipment (All fleet including vehicles, zambonis, plows, excavators, backhoes, mowers, etc.):	
Count:	
Does your organization have any recently constructed buildings or investments in vehicles and/or equipment for any of the above services? If so, please provide any details on costing, including the item, year of construction or purchase, and the floor area (if applicable).	

Cemeteries	2025 Information
Cemetery Facilities:	
Count:	
Total floor area (square metres):	
Cemetery Vehicles:	
Count:	
Cemetery Equipment:	
Count:	
Does your organization have any recently constructed buildings or investments in vehicles and/or equipment for any of the above services? If so, please provide any details on costing, including the item, year of construction or purchase, and the floor area (if applicable).	

Appendix B
Statistics Canada Persons Per Unit Assumptions

Appendix B: Statistics Canada Persons Per Unit Assumptions

Metro Vancouver
Persons per Unit by Age and Type of Dwelling
(2021 Census)

Age of Dwelling	LOW DENSITY - Single and Semi-Detached						Average PPU	
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	2.222	1.807	2.331	3.167	4.226	3.299		
6-10	-	1.913	2.475	3.121	4.203	3.433		
11-15	2.750	1.731	2.392	3.187	4.249	3.484	**3.405**	**15-year**
16-20	-	1.858	2.461	3.173	4.066	3.412		
20-25	-	1.922	2.234	2.997	3.907	3.240		
25-30	2.214	2.150	2.130	2.893	3.793	3.121		
30+	2.597	1.719	2.036	2.851	3.845	2.935		
Total	**2.633**	**1.795**	**2.131**	**2.921**	**3.964**	**3.083**		

Age of Dwelling	MEDIUM DENSITY - Rows and Apartment in Duplex						Average PPU	
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	1.725	1.676	2.412	3.163	4.368	2.955		
6-10	2.160	1.772	2.406	3.195	4.219	3.027		
11-15	2.400	1.685	2.426	3.225	4.431	3.100	**3.028**	**15-year**
16-20	2.667	1.675	2.430	3.189	4.465	3.080		
20-25	1.792	1.736	2.338	3.116	3.971	2.933		
25-30	2.882	1.601	2.295	3.070	3.675	2.877		
30+	2.108	1.524	2.202	3.056	3.691	2.806		
Total	**2.114**	**1.617**	**2.304**	**3.112**	**3.969**	**2.909**		

Age of Dwelling	HIGH DENSITY - Apartments < > 5 Storeys						Average PPU	
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	1.203	1.465	2.040	2.826	4.200	1.882		
6-10	1.183	1.456	2.076	2.976	3.864	1.865		
11-15	1.273	1.489	2.117	2.994	4.057	1.971	**1.906**	**15-year**
16-20	1.271	1.477	2.117	3.286	4.593	2.062		
20-25	1.253	1.466	2.074	3.161	3.960	1.964		
25-30	1.353	1.458	2.066	3.161	4.224	2.008		
30+	1.121	1.383	2.088	3.025	3.807	1.738		
Total	**1.170**	**1.424**	**2.082**	**3.028**	**4.083**	**1.857**		

Age of Dwelling	ALL DENSITY TYPES					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	1.301	1.513	2.144	3.082	4.286	2.442
6-10	1.314	1.509	2.171	3.142	4.197	2.536
11-15	1.457	1.517	2.181	3.179	4.302	2.594
16-20	1.391	1.523	2.223	3.194	4.247	2.744
20-25	1.363	1.510	2.135	3.064	3.929	2.541
25-30	1.515	1.488	2.112	2.991	3.785	2.550
30+	1.203	1.407	2.100	2.922	3.792	2.439
Total	**1.273**	**1.458**	**2.134**	**3.001**	**3.971**	**2.499**

Note: Does not include institutional population



The Cost of Infrastructure Required to Support Growth

IN THE METRO VANCOUVER REGION

Laurel Cowan
Division Manager, Regional Land Use Policy

Jonathan Cote
Deputy General Manager, Regional Planning and Housing Development

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Regional Planning Committee – July 2, 2026

1

CONTEXT

Request: Regional Planning Committee asked Metro Vancouver to explore cost of infrastructure to support new housing targets

Scope: Order-of-magnitude cost per dwelling unit

- Local / Regional / Provincial infrastructure to support complete communities
- Based on Regional Housing Needs Report – 570,000 new homes by 2041

Purpose: Support evidence-based advocacy and dialogue with provincial and federal governments for enhanced infrastructure funding

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INFRASTRUCTURE TYPES CONSIDERED

Local	Regional	Provincial
Administration	**Metro Vancouver**	Administrative
Water	Water	Court Facilities
Wastewater	Wastewater	Childcare
Solid Waste	Solid Waste	Hospitals
Parks / Cemeteries	Parks	Long-term care
Community Services (Arts, Rec, Culture)	Administration / Operations	Emergency Services
Roads	**TransLink**	Provincial roads/ bridges
Fire	Public transit	Education
Police		Hydro
Public Works		
Drainage/Stormwater		

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METHODOLOGY AND LIMITATIONS

- **Order of magnitude estimate only –** high level analysis using region-wide average costs; not a precise, asset or project level estimate.
- **Based on existing system –** applies current infrastructure inventories and services levels to future growth.
- **Relies on municipal survey data –** municipal inputs cover 79% of regions population; gaps filled using per capita averages.
- **Exclude existing infrastructure deficits –** no allowance for existing deficits, lifecycle replacement or operating costs.

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KEY FINDINGS

By 2041:

- **$114 billion** required
- To service **570,000 new homes**

$80,039 per capita

$201,082 per dwelling unit

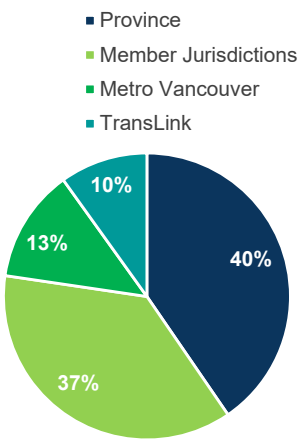
Dwelling Type	Current Proportion of Overall Housing	Estimated Additional Dwelling Units to 2041	Average Cost per Dwelling Unit
Low Density	18%	101,878	$272,568
Medium Density	30%	171,136	$242,339
High Density	52%	297,763	$152,535
Total		**570,777**	

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BREAKDOWN BY LEVEL OF GOVERNMENT

- **Replacement cost of current infrastructure per average dwelling unit:** $201,000
  - **Provincial:** $81,000
  - **Regional:**
    - **Metro Vancouver:** $26,000
    - **TransLink*:** $20,000
  - **Local:** $74,000



** TransLink data includes current assets and capital priorities for next 10-15 years*

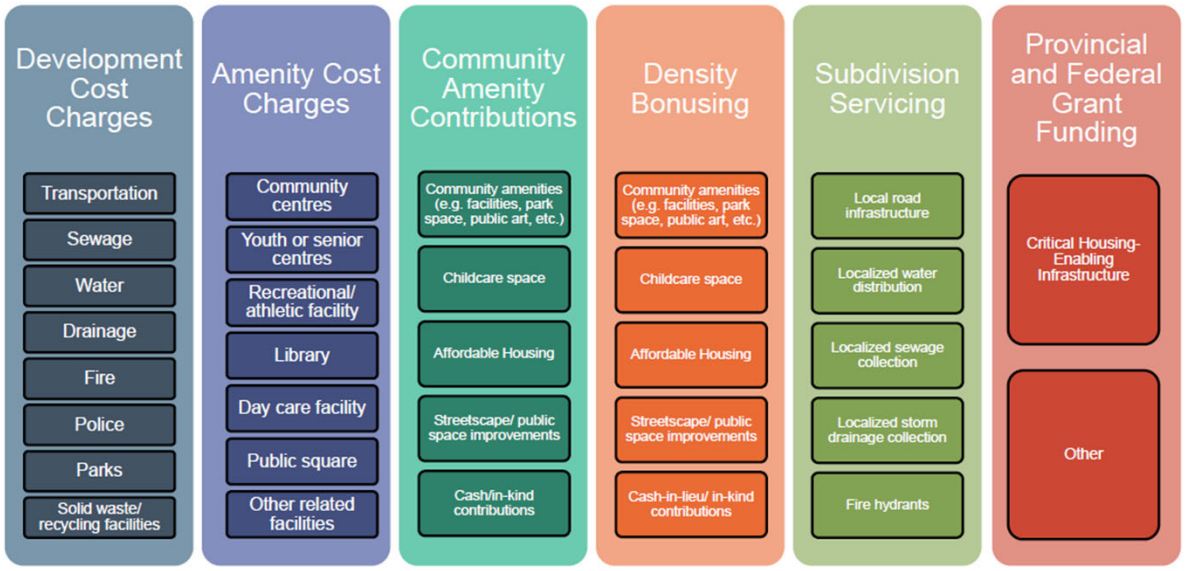
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NOT INCLUDED: AFFORDABLE HOUSING

	Lower Range	Higher Range
Affordable rental housing units needed (5-year need)	29,250	54,500
Per-unit investment required to achieve needed affordability	$346,000	$354,000
Total investment required to achieve needed affordability (5-year need), inclusive of all types of government support	**$10.1 billion**	**$19.3 billion**

LIMITED FUNDING TOOLS FOR LOCAL GOVERNMENTS



RECOMMENDATIONS

Supporting Best Practices

- **Optimize existing local funding tools –** regularly update DCC and related mechanism to better reflect current costs and growth pressures.
- **Improve asset management and data alignment –** enhance long term planning, reserve policies, and shared data.

Strategic Recommendations

- **Additional analysis** on potential revenue and financial tools
- **Engage in dialogue** with the Province and federal government to develop a new infrastructure funding framework

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The Cost of Infrastructure Required to Support Growth

IN THE METRO VANCOUVER REGION

Laurel Cowan
Acting Director, Regional Planning and Electoral Area Services

Jonathan Cote
Acting General Manager, Regional Planning Housing and Air Quality

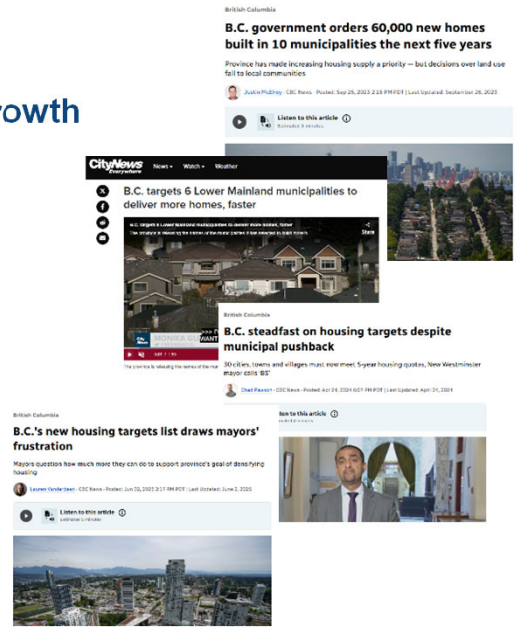
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MVRD Board – September 25, 2026

1

PURPOSE OF STUDY

- **Provincial housing requirements driving growth**
  - 570,000 new homes needed by 2041
- **Regional Planning Committee direction**
  - Quantify the infrastructure needed to support housing growth
- **Key Objectives**
  - Understand the **order-of-magnitude** of infrastructure investment needed
  - Support advocacy and dialogue with senior governments



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INTERPRETING THE FINDINGS

THIS STUDY IS:

- A regional-scale estimate
- An order-of-magnitude assessment
- A high-level understanding of infrastructure implications of housing growth
- tool to support advocacy & dialogue on infrastructure funding

THIS STUDY IS NOT:

- Intended for detailed capital planning
- A precise estimate of actual future constructions costs
- An analysis of existing infrastructure deficits

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LIMITATIONS

- Data availability – per capita averages used for data gaps
- Does not include:
  - Existing infrastructure deficits
  - Operating costs
  - Lifecycle replacement costs
  - Future regulatory requirements
  - Inflation, future cost escalation

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METHODOLOGY

- Uses replacement cost of current infrastructure as a proxy for future need
- Provides a consistent regional estimate across multiple organizations with various planning timelines and processes
- Common approach to understand scale of investment – used by similar types of studies (FCM, Canada Urban Institute)
- Appropriate for advocacy discussions

INFRASTRUCTURE FOR COMPLETE COMMUNITIES

- **Local:** Roads, utilities, drainage, parks, community facilities, emergency services
- **Regional:** Regional water, wastewater, solid waste, parks, transit
- **Provincial:** Schools, hospitals, childcare, courts, highways and bridges, hydro, emergency services






KEY FINDINGS

Estimated $114 billion required to support **570,000 new homes** over the next **15 years**

- ~$200,000 per new home
- ~80,000 per resident
- Across local, regional, provincial infrastructure

COST BREAKDOWN

Infrastructure replacement cost per average dwelling unit: $201,000

Level	Cost per new home	% of costs
Provincial	$81,000	40%
Regional:		
• Metro Vancouver	$26,000	13%
• TransLink	$20,000	10%
Member Jurisdictions	$74,000	37%

INFRASTRUCTURE IS ONLY PART OF THE CHALLENGE

Infrastructure investment required:

- Estimated $114B over next 15 years (local, regional, provincial)

Affordable housing investment required:

- Affordable housing gap analysis estimates $10 -$19B over next 5 years required from all types of government support

Complete communities require both infrastructure and affordability

EXISTING FUNDING TOOLS ARE NOT ENOUGH

Local Governments

- Property taxes
- DCCs / ACCs / CACs
- User fees
- Grant programs

Limited ability to scale with growth

Provincial / Federal Governments

- Income tax
- Sales tax
- Corporate tax

Grow more directly with population and economic activity

There is a need for more predictable infrastructure funding partnerships

RECOMMENDED NEXT STEPS

Support Existing Best Practices

- Continue improving asset management
- Optimize available funding tools

Strategic Regional Advocacy

- Conduct analysis on potential revenue and financing tools
- Engage Provincial and Federal governments on a long-term infrastructure funding framework

IMMEDIATE NEXT STEPS

- forward the report to Member Jurisdictions and TransLink with offers to present findings.
- forward the report to relevant provincial and federal Ministers and UBCM
- direct staff to advance the strategic recommendations outlined in the report and report back to the Board with options and potential next steps for consideration



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board

From: Victor Cheung, Regional Planner, Regional Planning and Housing Services

Date: September 9, 2026 Meeting Date: September 25, 2026

Subject: **Updated Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge**

RECOMMENDATION

THAT the MVRD Board:

a) resolve that regional sewer service for the property at 14500 Silver Valley Road, City of Maple Ridge is generally consistent with the provisions of *Metro 2050*; and

b) forward the requested Fraser Sewerage Area amendment application for the applicable properties as depicted in the report dated September 9, 2026, titled "Updated Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge" to the GVS&DD Board for consideration.

EXECUTIVE SUMMARY

The City of Maple Ridge has resubmitted an application to the Greater Vancouver Sewerage and Drainage District (GVS&DD) to amend and update the Fraser Sewerage Area (FSA) boundary to include three building footprints at 14500 Silver Valley Road to service the expansion of an existing UBC forestry research facility and accessory uses. A previous application to extend sanitary services to the building footprint of four buildings was received and approved in 2024. Since this approval, the site design has been revised, so the sewerage area request must be re-submitted as it is specific to the building footprints.

In line with the requirements set out in *Metro 2050*, the request is being presented to the MVRD Board to consider consistency with the regional growth strategy prior to consideration by the GVS&DD Board.

The application is generally consistent with *Metro 2050* given that:

- The application is related to an existing institutional facility and does not involve new residential or commercial development;
- The subject property is designated Conservation and Recreation and is included in the Natural Resource Areas Overlay. It is currently in use as a forest research facility with institutional and recreation land uses. No further land use changes are proposed; and
- On-site treatment is not justified due to varying and insufficient flow rates as well as potential environmental contamination risk.

To accommodate the limited remaining committee and Board meeting schedule this year and support timely consideration by the GVS&DD Board, the report is being presented directly to the MVRD Board.

PURPOSE

This report seeks MVRD Board concurrence that regional sewerage service for three buildings located at 14500 Silver Valley Road is generally consistent with *Metro 2050.*

BACKGROUND

In 2023, the City of Maple Ridge submitted an application to the Greater Vancouver Sewerage and Drainage District (GVS&DD) to amend the Fraser Sewerage Area (FSA) to include four building footprints at 14500 Silver Valley Road. The application was presented to the MVRD Board who resolved that the extension of regional sewerage services to the buildings was generally consistent with the provisions of *Metro 2050*, the regional growth strategy (Reference 1). At its January 26, 2024 meeting, the GVS&DD Board approved the request (Reference 2). Since 2024, design revisions have been proposed at 14500 Silver Valley Road. The number of previously approved footprints is being reduced to three, instead of four, with modifications to the building footprints and locations (see Figure 1 below). Building uses have not been modified since the 2024 amendment. The building uses include the following:

- A front entry/office building;
- A relocated caretaker's building; and
- An outdoor lab.

Consistent with the requirements in the *Local Government Act* and *Metro 2050*, the request is being presented to the MVRD Board for consideration of consistency with the regional growth strategy prior to it being considered by the GVS&DD Board.

SITE DESCRIPTION

The subject property is part of UBC's Malcolm Knapp Research Forest. As noted in the City's staff report **(Attachment 1)**, it was established in 1949 by a Crown Grant and is a 5,157 ha "working forest" for research, demonstration, and education in the field of forestry and allied sciences. UBC is proposing to construct works and improvements to the site that consist of a front entry/office building, relocated caretaker's building, and an outdoor lab. The property is on land with a regional Conservation and Recreation land use designation and is outside the Urban Containment Boundary (Figure 1). It is also included in the Natural Resource Areas Overlay in *Metro 2050* which illustrates existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation that may not be entirely consistent with the designation, but continue to reflect its long term intent.

Figure 1:
Map of Subject Property, Regional Land Use Designations, and Fraser Sewerage Area



METRO 2050 AND SEWERAGE AREA EXTENSION REQUESTS

Coordination between the MVRD and GVS&DD

Section 6.8 of *Metro 2050* outlines coordination among the Metro Vancouver Boards to ensure alignment between the regional growth strategy, governed by the MVRD Board, and the provision of regional sewer services, governed by the GVS&DD Board. Regional sewer services are intended to support key *Metro 2050* objectives, including urban containment and the protection of Agricultural, Rural, and Conservation and Recreation lands. Meanwhile, *Metro 2050* supports the efficient provision of regional sewer services and other utility infrastructure.

Consistent with section 445 of the *Local Government Act*, all GVS&DD services must align with *Metro 2050*. Section 6.8.1 of *Metro 2050* states that the GVS&DD will not provide, authorize, or enable services to development that, in the sole judgement of the MVRD Board, is inconsistent with the regional growth strategy. Any requests from member jurisdictions to amend the GVS&DD sewerage area or to provide sewer services onto lands designated Agricultural, Rural, or Conservation and Recreation in *Metro 2050* must be presented to the MVRD Board prior to being considered by the GVS&DD Board.

Relevant *Metro 2050* Policy

Section 3.1.1 of *Metro 2050* states that the GVS&DD Board will not allow connections to regional sewerage services from lands with a Conservation and Recreation regional land use designation except where the MVRD Board determines that the new development is consistent with the provisions of that designation and where it has been determined:

a) *that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or*
b) *that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Conservation and Recreation regional land use designation.*

The MVRD Board must determine whether servicing is appropriate and consistent with the intent of *Metro 2050*, after which the final decision to amend the GVS&DD sewerage area boundary rests with the GVS&DD Board. If the MVRD Board determines the sewerage area boundary amendment is not consistent with *Metro 2050*, the GVS&DD is obligated to deny the application.

REGIONAL PLANNING ANALYSIS

The previous analysis from the 2024 amendment remains consistent with this amendment, and the application is generally consistent with *Metro 2050* given that:

- The application is related to an existing institutional facility and does not involve new residential or commercial development;
- The subject property is designated Conservation and Recreation and is included in the Natural Resource Area Overlay. It is currently in use as a forest research facility with institutional and recreation land uses. No further land use changes are proposed; and
- On-site treatment is not justified due to varying and insufficient flow rates as well as potential environmental contamination risk.

In preparing the above rationale, staff considered the criteria identified in the Extension of Regional Sewerage Services Implementation Guideline (Reference 3), which outlines the application process and review criteria for member jurisdictions requesting a connection to regional sewerage services. The implementation guideline also indicates a requirement that applications for connection to regional sewerage services must be initiated by a resolution by the respective municipal council. The City of Maple Ridge passed a resolution at its meeting on September 2, 2026 which was forwarded Metro Vancouver (Attachment 1).

The landowner, the University of British Columbia, has also included a consultant report **(Attachment 2)** which demonstrates compliance with *Metro 2050* and the Extension of Regional Sewerage Services Implementation Guidelines.

Should sewer service to this property's building footprints be supported by the MVRD Board, staff do not anticipate a significant impact to the *Metro 2050* objectives for urban containment or related regional land use designations, goals and strategies. Approval is not anticipated to lead to a proliferation of future applications for extension of regional sewerage service outside the Urban Containment Boundary.

ALTERNATIVES

1. THAT the MVRD Board:
   a) resolve that regional sewer service for the property at 14500 Silver Valley Road, City of Maple Ridge is generally consistent with the provisions of *Metro 2050*; and
   b) forward the requested Fraser Sewerage Area amendment application for the applicable properties as depicted in the report dated September 9, 2026, titled "Updated Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge" to the GVS&DD Board for consideration.

2. THAT the MVRD Board resolve that providing regional sewer service to the applicable properties as depicted in the report dated September 9, 2026, titled "Updated Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge" is not consistent with the provisions of *Metro 2050* and direct staff to notify both the City of Maple Ridge and the GVS&DD Board.

FINANCIAL IMPLICATIONS

There are no financial implications to this report from a Regional Planning perspective. Any financial implications related to the proposed amendment will be considered within the GVS&DD application review process.

OTHER IMPLICATIONS

If the MVRD Board chooses Alternative 1, the MVRD Board decision would be forwarded to the GVS&DD Board with a staff report. If the MVRD Board chooses Alternative 2, the decision would be forwarded to the GVS&DD Board, who would be required to decline the application based on *Metro 2050* policy, and the applying member jurisdiction would be notified.

CONCLUSION

The GVS&DD has received an updated application from the City of Maple Ridge to extend sanitary service connections to three building footprints at 14500 Silver Valley Road. As the subject property is designated Conservation and Recreation in *Metro 2050*, the MVRD Board must first determine if the proposed sewerage area amendment is consistent with the provisions of *Metro 2050* and the Conservation and Recreation regional land use designation before forwarding to the GVS&DD Board for consideration. Based on the information contained in this report, the application is generally consistent with *Metro 2050*.

A previous application to extend sanitary services to the building footprint of four buildings was approved in 2024. Since this approval, the site design has been revised and requires re-submission. Proposed buildings include a front entry/office building; a relocated caretaker's building; and an outdoor lab. Staff do not anticipate a significant impact to the *Metro 2050* objectives for urban containment or related regional land use designations, goals and strategies. Staff recommend Alternative 1, that the MVRD Board confirm that the provision of regional sewerage services to the property is generally consistent with *Metro 2050* and forward the application for a sewerage area amendment to the GVS&DD Board for consideration.

ATTACHMENTS

1. Staff Report from City of Maple Ridge, dated Aug 26, 2026, titled "14500 Silver Valley Road – Request for Amendment to Fraser Sewerage Area".
2. Report from Wedler Engineering dated August 14, 2026, titled "*Request Extension of GVS&DD to Allow Sanitary Service Connections UBC Malcolm Knapp Research Forest – 14500 Silver Valley Rd, Maple Ridge*".

REFERENCES

1. Cheung, V. (2023). *Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge*. [Staff report to the MVRD Board]. https://metrovancouver.org/boards/GVRD/RD_2023-Nov-24_AGE.pdf#page=64
2. Edwards, M. (2024). *Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Amendment Bylaw No. 374, 2024 – Fraser Sewerage Area – Maple Ridge (14500 Silver Valley Road).* [Staff report to the Liquid Waste Committee]. https://metrovancouver.org/boards/GVSDD/SDD-2024-01-26-AGE.pdf#page=22
3. Metro Vancouver. (2023). *Implementation Guideline Extension of Regional Sewerage Services.* Extension of Regional Sewerage Services Implementation Guideline

87435462

Maple Ridge

14500 Silver Valley Road – Request for Amendment to Fraser Sewerage Area

Recommendation:

THAT an updated Fraser Sewerage Area amendment application for 14500 Silver Valley Road be forwarded to the Greater Vancouver Sewerage and Drainage District for consideration.

Report Purpose and Summary Statement:	To recommend that Council submit an updated amendment application to the Greater Vancouver Sewerage and Drainage District to amend the Fraser Sewerage Area boundary to allow a municipal sanitary sewer service connection to the University of British Columbia Malcolm Knapp Research Forest located at 14500 Silver Valley Road.
Previous Council Action:	July 25, 2023: Council endorsed a request to the Greater Vancouver Sewerage and Drainage District to provide sanitary sewer service to 14500 Silver Valley Road.
Strategic Alignment:	Liveable Community; Climate Leadership & Environmental Stewardship; Diversified, Thriving Economy

To: Mayor and Council **File number:** 5245-20-B612

14500 Silver Valley Road – Amendment to Fraser Sewerage Area Boundary

BACKGROUND:

The University of British Columbia (UBC) Malcolm Knapp Research Forest, located at 14500 Silver Valley Road (Attachment A), was established in 1949 through a Crown Grant to UBC. Covering 5,157 hectares of protected coastal forest, it is a working forest that demonstrates sustainable forest management while serving as a living laboratory and outdoor classroom. With more than 200 kilometres of roads and trails, over 100 active research projects at any given time, environmental education programs, and the Loon Lake Lodge & Retreat Centre, the Research Forest welcomes more than 60,000 visitors, researchers, and students each year.

UBC is proposing a facility expansion at the Malcolm Knapp Research Forest, which requires a connection to the municipal sanitary sewer system. The subject property lies outside Regional Growth Strategy's Urban Containment Boundary and the Fraser Sewerage Area and is therefore not currently eligible for a sanitary service connection without an exception approval from the Metro Vancouver and the Greater Vancouver Sewerage and Drainage District (GVS&DD) Boards.

On July 18, 2023, a staff report (Attachment B) recommended that an amendment application be submitted to the GVS&DD to request an amendment to the Fraser Sewerage Area to provide a sanitary sewer service to the property. On July 25, 2023, Council passed the resolution and a Fraser Sewerage Area amendment application was submitted to the GVS&DD for consideration.

The Fraser Sewerage Area amendment application was successful, and on January 26, 2024, the GVS&DD Board adopted the *Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Amendment Bylaw No. 374, 2024*. The bylaw amended the Fraser Sewerage Area boundary to include the four building footprints identified for the proposed Malcolm Knapp Research Forest facility expansion (Attachment C).

Since that time, UBC has subsequently revised the proposed facility expansion plans. As the previously approved amendment to the Fraser Sewerage Area was based on specific building footprints, a new amendment application is required to revise the request. Another amendment request by Council resolution must be submitted to the GVS&DD, which is the purpose of this report.

ANALYSIS:

Project Description:

UBC is planning a multi-year facility expansion referred to as the Gateway Project for the Malcolm Knapp Research Forest, which includes:

- an office/research building to provide space for educational, research and public outreach opportunities;
- a workshop building/outdoor lab including indoor and outdoor classrooms, wood shop, storage areas, and emergency response hub; and
- relocated property caretaker building.

The original amendment application was submitted in support of the Gateway Project. Since the initial application, several revisions have been made to the site layout and building design. The new revised plans will be included in the updated amendment application (Attachment D). The revisions from the original application include the following:

- a revised road alignment to improve pedestrian safety and wayfinding by separating day-users of the Research Forest from heavy forestry vehicles and traffic accessing the Loon Lake Retreat Centre;
- relocation and modification to the office/research building and workshop/outdoor lab building footprints;
- relocation of the caretaker building;
- removal of the future Katzie First Nation Longhouse from the current application; and
- relocation of the sewage system connection from the Marc Road driveway to the Silver Valley Road main access.

Metro Vancouver Regional Growth Strategy:

A primary goal of Metro Vancouver's long-range plan, *Metro 2050*, is to protect and enhance Conservation and Recreation lands in the region by limiting the spread of urban development. Generally, extending sewerage services outside of the established Urban Containment Boundary onto properties with a Conservation and Recreation regional land use designation, such as the UBC Malcolm Knapp Research Forest, are generally not supported. However, sewerage services may be extended provided the amendment application meet the provisions of at least one exception clause outlined in *Metro 2050*.

Staff recommend a revised amendment application be submitted to Metro Vancouver for consideration under an exception clause in Section 1.1.1(b) of *Metro 2050*; i.e., an exception with no significant impact on *Metro 2050*'s provisions. To be considered "not significant", the amendment application must satisfy the following four conditions:

> *a) The nature of development, existing or proposed, does not conflict with, or negatively impact, the Urban Containment Boundary provisions or related regional land use designations, goals and provisions of Metro 2050.*
>
> Staff comments: The subject lands are designated *Forest* in the Official Community Plan, which is intended to protect the ecological diversity and integrity of natural areas and

forested lands. The proposed Research Forest facility expansion does not include new development aside from the relocation of an existing caretaker building.

The proposed project is designed to provide space for forestry and environmental related research, education and public outreach by UBC which is related to the existing institutional use of the property. The proposed amendment is restricted to the building footprints only and would not provide future opportunity for any further development on the property.

b) The extension of GVS&DD sewerage services is provided to a single, non-strata site with service access to be contained within a specified GVS&DD sewerage boundary footprint, comprising and limited to the structures proposed for sewerage connection within that site.

Staff comments: The subject property is a single, non-strata property. The proposed amendment is limited to the footprint of the proposed structures. The existing City's gravity sewer main would be extended approximately 670 metres north to the end of Silver Valley Road where it will connect to a new maintenance hole within the existing boundary at the north end of Silver Valley Road.

c) The service connection is designed to accommodate a sewage flow capacity no greater than the capacity necessary to service the existing or proposed structure(s) and activity located within the specified GVS&DD Sewerage Area footprint on the date of approval;

and

d) "the distance and routing of extended sewerage infrastructure to the subject site is proximate and located such that there is limited potential for prompting additional regional sewerage connection requests in the surrounding area."

Staff comments: The proposed service connection is a 200 mm on-site gravity sanitary sewer main that will only service the proposed development. The sewer has been sized to accommodate the design flow for the current and future planned growth associated with this proposal, but without significant spare capacity for other unplanned growth, and without the capability to support other off-site flows.

The offsite extension to the existing gravity sewer on Silver Valley Road could potentially provide service to existing lots that are already within the Fraser Sewerage Area and Urban Containment Boundary.

Municipal Requirements:

If the proposed amendment is approved the Metro Vancouver and GVS&DD Boards for connection, the future building permit application will be subject to all applicable City bylaws and policies. If improvements are triggered by this redevelopment, the applicant would be responsible for constructing those improvements.

OPTIONS:

Without approval of the request, wastewater servicing required for the proposed expansion would need to be provided through an on-site treatment system. UBC's civil consultant noted that an on-site treatment plant is not practical or justified, given the limited and inconsistent flows due to the event-based and seasonal fluctuations in site occupancy. There are also concerns regarding the limited infiltration capacity of the site and the sensitivity of the effluent receiving environment, and proximity to groundwater wells.

CONCLUSION:

The Gateway Project will bring modernized facilities and expanded capacity for research, demonstration and education to the Malcolm Knapp Research Forest. As a key community asset, the Research Forest plays an important role in supporting post-secondary education, environmental learning, recreation, and tourism, and provides significant benefits for the community and the broader Metro Vancouver region.

As the proposed works from the previous Fraser Sewerage Area amendment approval are unconstructed. Staff recommend that Council support an updated amendment application based on the revised design and forward the request to the GVS&DD for consideration.

"Erin Mark"

Prepared by: Erin Mark, Planning Technician

Attachments:

(A) Aerial Photo
(B) Staff Report dated July 18, 2023 - Amendment Application to Fraser Sewerage Area
(C) Approved Fraser Sewerage Area Amendment Locations
(D) Revised Proposed Fraser Sewerage Area Amendment Locations

Report Approval Details

Document Title:	14500 Silver Valley Road - Request for Amendment to Fraser Sewerage Area.docx
Attachments:	- Attachment A - Aerial Photo.pdf - Attachment B - Staff Report dated July 18, 2023.pdf - Attachment C - Approved Fraser Sewerage Area Amendment Locations.pdf - Attachment D – Revised Proposed Fraser Sewerage Area Amendment Locations
Final Approval Date:	Aug 26, 2026

This report and all of its attachments were approved and signed as outlined below:

James Stiver, Director of Planning and Building

Steven Faltas, Director of Engineering

Carolyn Mushata, Director of Legislative Services and Corporate Officer

Scott Hartman, Chief Administrative Officer

Wedler Engineering LLP
202-10216 128th Street
Surrey, BC V3T 2Z3

August 14, 2026,
Metro Vancouver Regional District
4515 Central Boulevard, Burnaby
V5H 0C6

File Ref: S22-0423/A

To whom it may concern,

Reference: Request Extension of GVS&DD to Allow Sanitary Service Connections
UBC Malcolm Knapp Research Forest - 14500 Silver Valley Rd, Maple Ridge

Introduction

Wedler Engineering LLP (Wedler) has been retained by the University of British Columbia (UBC) to review servicing options available for their proposed development at the Malcolm Knapp Research Forest (MKRF). Referred to as the Gateway Project by UBC, the proposed development consists of a new front entry/office building (2027), relocated caretaker residence (2028), and relocating the parking lot to improve traffic flow. There is also a plan to add a new outdoor lab (previously approved workshop) in the next 5-10 years. The site is located on the south end of the research forest grounds, north of the Silver Valley Road terminus.

The purpose of this memo is to apply for an extension to the Greater Vancouver Sewerage & Drainage District (GVS&DD), under the guidelines posed by "Metro 2050 IMPLEMENTATION GUIDELINE: Extension of Regional Sewerage services, August 2023".

Application

UBC is applying for an extension to the GVS&DD to allow a sanitary sewer connection to the existing sanitary sewer system on Silver Valley Road, in the City of Maple Ridge (CMR). Due to the topography of the site, sanitary flows will be collected and conveyed on-site to a new off-site manhole at the north end of Silver Valley Road, which is within the existing GVS&DD. The existing CMR gravity sewer would be extended approximately 670 m north to the end of Silver Valley Road where it would meet the on-site gravity sewer. Refer to sanitary catchment analysis plan (Appendix A) for details on catchment areas, estimated equivalent population, and calculated sewer flows.

As per the section 3.4, UBC is specifically seeking an "Exception with no significant impact on Metro 2050 Provisions".

> a) "the nature of development, existing or proposed, does not conflict with, or negatively impact, the Urban Containment Boundary provisions or related regional land use designations, goals and provisions of *Metro 2050*"

This development is servicing a forestry research facility in rural area, with institutional and recreational land use, and will not include commercial or residential growth beyond existing (relocated) caretaker facilities. Therefore, urban development is contained within the Urban Containment Boundary.

> b) "the extension of GVS&DD sewerage services is provided to a single, non-strata site with service access to be contained within a specified GVS&DD sewerage boundary footprint, comprising and limited to the structures proposed for sewerage connection within that site''

This development is a single, non-strata property and connection from the site is with in the property and will connect to a new MH within the existing boundary at the north end of Silver Valley Road.

> c) "the service connection is designed to accommodate a sewage flow capacity no greater than the capacity necessary to service the existing or proposed structure(s) and activity located within the specified GVS&DD Sewerage Area footprint on the date of approval; and"

> d) "the distance and routing of extended sewerage infrastructure to the subject site is proximate and located such that there is limited potential for prompting additional regional sewerage connection requests in the surrounding area."

The proposed service connection is a 200mm on-site gravity sanitary sewer main. It will only facilitate the planned growth described within this memo and the attached **Appendix A** figure, which is within the research forest facility and will never be available for extension to other off-site locations. Therefore, the proposed service cannot facilitate additional connections from outside of the GVS&DD boundary. The off-site extension to the existing gravity sewer on Silver Valley Road could potentially grant service to existing lots that are already within the GVS&DD Boundary.

Supporting Information

The proposed development of this property is an extension to the existing institutional (research) and recreational land uses and will include a new front entry/office building, relocate caretaker's residence, and relocate parking area and new outdoor lab (previously approved workshop). Under the previous guideline, additional supporting information was required, including:

- "The rationale for connecting to the GVS&DD sewage treatment system versus an on-site sewage treatment system"
- "The location of the existing GVS&DD or municipal sewer pipes and the proposed routing of the new sewer pipes required for connection to the subject site"
- "the site plan showing the proposed GVS&DD sewerage boundary footprint containing only the structure(s) to be connected within the property"
- "The servicing plan indicating the connection is designed to accommodate a flow capacity no greater than the capacity necessary to service the specified structures and activity to be located within the proposed GVS&DD Sewerage Area footprint"
- "the applicant and property owner acknowledge that Metro Vancouver consideration for exemption is specific to the information contained in the application, and that any works to extend capacity for collection of liquid waste generated outside of the GVS&DD sewerage

boundary footprint, within or outside of the subject property, will require a new sewerage extension application to the GVS&DD"

While these are not specifically required under the revised Metro 2050, we have provided the following statements as further support for this application:

- There is no existing treatment plant on-site, and not enough flow (and very inconsistent flows given the event-based and seasonal fluctuations in site occupancy) to justify creating one for the facility. Also, there are concerns regarding the effluent receiving environment and proximity to groundwater wells.
- We are proposing an extension to the GVS&DD sewerage boundary too, covering the building footprints within the property that will be connected to a gravity sanitary collection system. See attached plan for details in **Appendix A**.
- Our design flow rate into the proposed sewer extension is approximately 0.54 L/s (short-term) and up to 0.83 L/s (within 10 years). The sewer was sized to accommodate the design flow for the current and future planned growth of the site, but without significant spare capacity for other unplanned growth, and without the capability to support other off-site flows.

The applicant and property owner acknowledges and understands each of the requirements stated above.

Revisions to Previous Application

This application is an update to an application submitted previously. The revisions are listed here:

- We have revised down the boundary extension to cover only the building footprints. We have also removed from the scope of this application the future provision of a Katzie First Nation Longhouse, as noted in the attached plans, **Appendix A**.
- We have adjusted the connection point for the sewer system extension from the Marc Road driveway to the Silver Valley Road main access for a few reasons:
    - This option reduces the overall infrastructure demand and cost to provide service to the MKRF site, and provides a more streamlined on-site entrance, parking area, and proposed outdoor lab location (previously approved workshop).
    - This option allows for a gravity sanitary connection, eliminating the need for an on-site sanitary lift station.
    - This option was a preferred option for servicing from the City of Maple Ridge, as it provides better alignment to ongoing development and long-term engineering / development / operations planning.
- Note that previous feedback notes suggested we were applying under exception 3.3 "Exception to address a public health or environmental contamination risk". While it remains true that there are concerns about the limited infiltration capacity of the site and subsequent environmental contamination risk of an on-site treatment plant, both the previous application and this one are applying under the Metro 2050 guideline exception 3.4 "Exception with no significant impact on Metro 2050 provisions".
- The buildings include the proposed front entry / office building (est. construction starts Spring 2027) and relocated caretaker's building (est. construction starts Spring 2028). The outdoor lab (previously approved workshop) is anticipated to begin construction between 2031 and 2036. No other future buildings are included in this application, and no additional footprint area is sought

to facilitate further growth. No further revisions to the footprints shown in **Appendix A** are anticipated.

UBC Malcolm Knapp Research Forest | 14500 Silver Valley Road
August 14, 2026

File Ref: S22-0423/A

Closure

Should you have any questions or inquiries regarding this letter, please don't hesitate to contact the undersigned.

Yours truly,
Wedler Engineering LLP

Per:



EGBC Permit to Practice #1000196

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*Wedler Engineering LLP is a partnership of corporations.
Permit to Practice number: 1000196

Endorsed by:

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cc:
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UBC Malcolm Knapp Research Forest | 14500 Silver Valley Road
August 14, 2026

File Ref: S22-0423/A

Appendix A: Site Plan

Proposed typical occupancy.

Development area (area) MKRF Site	Proposed front entry/office building, Caretaker's Homes: 0.50 ha
Total equivalent population (pop)	Regular day population (staff): 25 people Two caretaker's home: 4 people [capita] Total: 29 people - This is typical Occupancy
Peaking factor (PF) [Harmon PF from CMR Design Criteria]	4.36
Base sanitary flow rate (BSFR) [BC Sewerage System Standard Practice Manual V3]	Regular Staff: 170 L/ca/day On-site Caretakers: 225 L/ca/day
Base sanitary flow (BSF = BSFR x pop)	= 170 L/ca/day x 25 cap + 225 L/ca/day x 4 cap = 5,150 L/day = 0.060 L/s
Peak base sanitary flow (PBSF = BSF x PF)	0.060 L/s x 4.36 = 0.26 L/s
Inflow and infiltration rate (I&IR)	11,232 L/ha/day
Inflow and infiltration (I&I = I&IR x area)	11,232 L/ha/day * 0.50 ha = 5,616 L/day = 0.065 L/s
Peak Wet Weather Flow (PWWF = PBSF + I&I)	0.26 L/s + 0.06 L/s = **0.32 L/s**

Proposed peak occupancy (special events) -staff, research students + hosting special events):

Development area (area) MKRF Site	Proposed front entry/office building, Caretaker's Homes: 0.50 ha
Total equivalent population (pop)	Regular day population (staff): 25 people Two caretaker's home: 4 people Event/office classroom day population: 75 people Total Peak Occupancy: 104 people
Peaking factor (PF) [Harmon PF from CMR Design Criteria]	4.24
Base sanitary flow rate (BSFR) [BC Sewerage System Standard Practice Manual V3]	Regular Staff: 170 L/ca/day On-site Caretakers: 225 L/ca/day Day Population / Visitors: 60 L/ca/day
Base sanitary flow (BSF = BSFR x pop)	170 L/ca/day x 25 cap = 225 L/ca/day x 4 cap + 60 L/cap/day x 75 cap = 9,650 L/day = 0.112 L/s
Peak base sanitary flow (PBSF = BSF x PF)	0.112 L/s x 4.24 (PF) = 0.474 L/s
Inflow and infiltration rate (I&IR)	11,232 L/ha/day
Inflow and infiltration (I&I = I&IR x area)	11,232 L/ha/day x 0.50 ha = 5,616 L/day = 0.065 L/s
Peak Wet Weather Flow (PWWF = PBSF + I&I)	0.474 L/s + 0.065 L/s = **0.54 L/s**

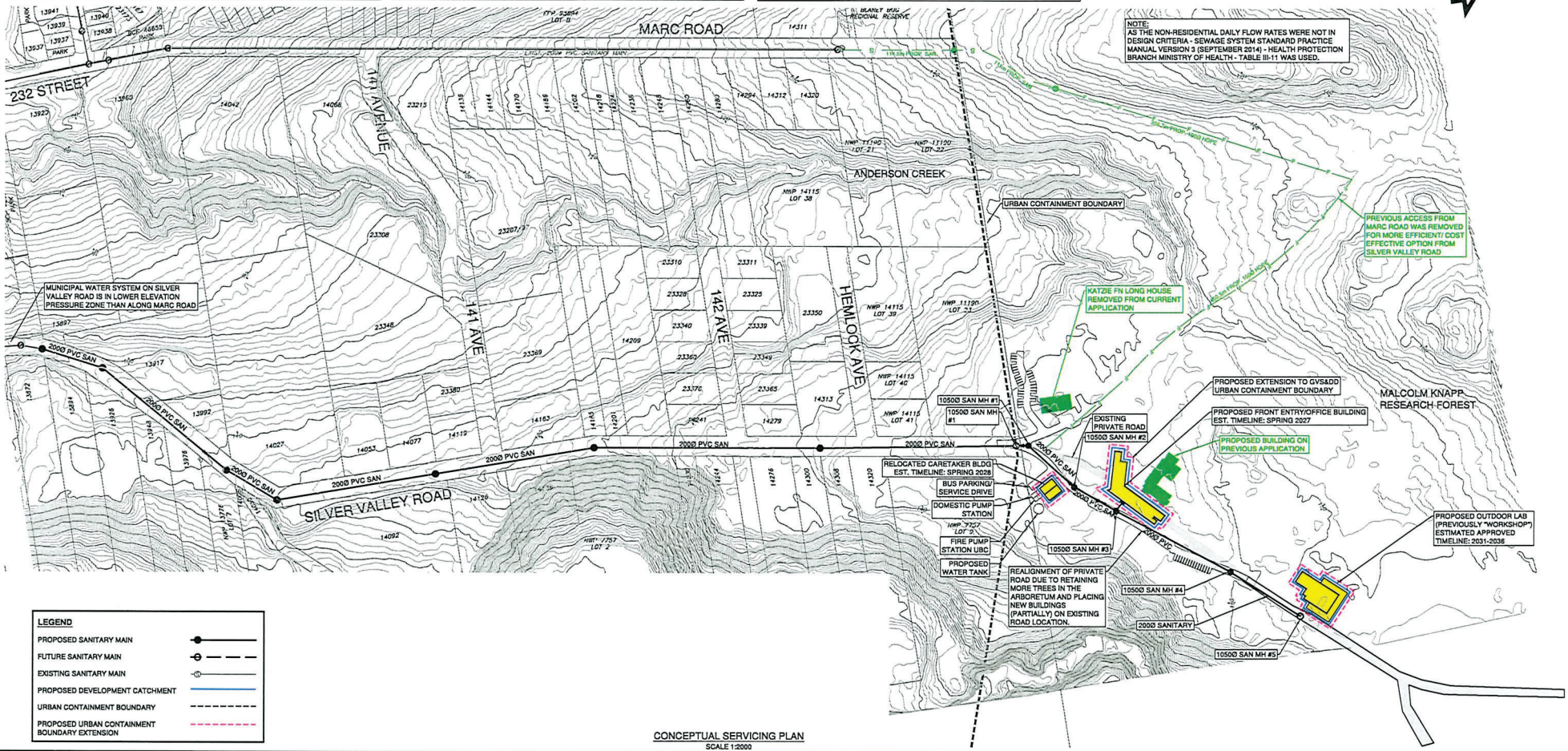
Proposed Peak Population. (Within 10 years. outdoor learning lab (previously approved workshop), +62-day population)

Development area (area) MKRF Site	Proposed front entry/office building, Caretaker's Homes: 0.50 ha Proposed Outdoor Lab (previously approved workshop): 0.28 ha Total = 0.78 ha
Total equivalent population (pop)	Regular day population (staff): 25 people Two caretaker's home: 4 people Event/classroom/lab day population: 137 people Total Peak Occupancy: 166 people
Peaking factor (PF) [Harmon PF from CMR Design Criteria]	4.18
Base sanitary flow rate (BSFR) [BC Sewerage System Standard Practice Manual V3]	Regular Staff: 170 L/ca/day On-site Caretakers: 225 L/ca/day Day Population / Visitors: 60 L/ca/day
Base sanitary flow (BSF = BSFR x pop)	170 L/ca/day x 25 cap = 225 L/ca/day x 4 cap + 60 L/cap/day x 166 cap = 15,110 L/day = 0.175 L/s
Peak base sanitary flow (PBSF = BSF x PF)	0.175 L/s x 4.18 (PF) = 0.731 L/s
Inflow and infiltration rate (I&IR)	11,232 L/ha/day
Inflow and infiltration (I&I = I&IR x area)	11,232 L/ha/day x 0.78 ha = 8,761 L/day = 0.101 L/s
Peak Wet Weather Flow (PWWF = PBSF + I&I)	0.731 L/s + 0.101 L/s = **0.83 L/s**

SITE SERVICING RECOMMENDATIONS

SANITARY

- COLLECT SITE THROUGH GRAVITY TO A LOCAL LIFT STATION
- PUMP FROM LIFT STATION TO MH #1
- GRAVITY FLOW TO EXISTING SYSTEM ON MARC ROAD



CONCEPTUAL SERVICING PLAN
SCALE 1:2000

No.	DATE	REVISION	BY
7	2026.08.13	REVISED PER CITY COMMENTS	LJ
6	2026.08.07	REVISED PER CITY COMMENTS	LJ
5	2026.07.17	REVISED PER SITE PLAN	LJ
4	2023.10.24	REVISED AS PER METRO REVIEW	JH
3	2023.03.07	REVISED AS PER REVIEW COMMENTS	PT

BENCHMARK
CONTROL MONUMENT:
LOCATION:
ELEVATION:
VERTICAL DATUM:

CITY OF MAPLE RIDGE
ENGINEERING DEPARTMENT

WEDLER ENGINEERING
www.wedler.com

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SEAL
LICENSEE Permit to Practice #1001186

Malcolm Knapp Research Forest
GATEWAY PROJECT
Lower Site Redevelopment

SANITARY CATCHMENT ANALYSIS
SILVER VALLEY ROAD
MAPLE RIDGE, BC

DATE 2026-07-08
SHEET SK1
DWG. No. S22–0423A

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Nikki Tilley, Acting Corporate Officer

Date: September 8, 2026 Meeting Date: September 25, 2026

Subject: **2027 Schedule of Board Meetings**

RECOMMENDATION

THAT the MVRD Board receive for information the schedule of Board meetings as follows:

a) Regular Meeting Dates
- Friday, January 15, 2027 – GVWD and GVS&DD Boards
- Friday, January 29, 2027 – MVRD and MVHC Boards
- Friday, February 12, 2027 – GVWD and GVS&DD Boards
- Friday, February 26, 2027 – MVRD and MVHC Boards
- Friday, April 2, 2027 – all Boards
- Friday, April 30, 2027 – all Boards
- Friday, May 21, 2027 – GVWD and GVS&DD Boards
- Friday, May 28, 2027 – MVRD and MVHC Boards
- Friday, June 18, 2027 – GVWD and GVS&DD Boards
- Friday, June 25, 2027 – MVRD and MVHC Boards
- Friday July 16, 2027 – GVWD and GVS&DD Boards
- Friday, July 23, 2027 – MVRD and MVHC Boards
- Friday, September 17, 2027 – all Boards
- Friday, October 29, 2027 – all Boards
- Friday, November 26, 2027 – MVRD and MVHC Boards
- Friday, December 3, 2027 – GVWD and GVS&DD Boards

b) Special Joint MVRD, MVHC, GVWD, and GVS&DD Boards Meeting Dates
- Wednesday, April 14, 2027
- Wednesday, October 20, 2027

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

d) Place
All meetings are scheduled in the Metro Vancouver Boardroom on the 28th Floor, 4515 Central Boulevard, Burnaby, BC, unless otherwise specified on the meeting notice, and may include the simultaneous use of electronic facilities.

EXECUTIVE SUMMARY

The 2027 schedule of board meetings has been prepared in accordance with the provisions of the *MVRD Procedure Bylaw No. 1368, 2023 (Procedure Bylaw)*. The schedule includes the date, time, and place for eighteen (18) board meetings, mostly to be held on Fridays of most months, which will avoid conflicts with the standing committee schedule, municipal council meetings, and other conflicting events. Additional special board meetings may be scheduled if required. Meetings on the 2027 Schedule of Meetings will be conducted as in-person meetings or hybrid electronic meetings.

PURPOSE

To provide the Boards with their 2027 schedule of regular board meetings.

BACKGROUND

The *Procedure Bylaw* requires the Corporate Officer to provide the Board with an annual schedule of regular board meetings for the upcoming year, including the date, time, and place of the meetings. This report brings forward the schedule of regular and anticipated special board meetings for 2027.

As the GVSDD, GVWD, and MVHC Boards operate in accordance with the MVRD *Procedure Bylaw*, this meeting schedule applies to those entities.

BOARD MEETING SCHEDULE

To accommodate the business of the Boards, sixteen (16) regular business meetings have been scheduled for Fridays of most months (with the exception of August when there are no board meetings scheduled). Scheduling the board meetings on Friday avoids meeting conflicts with municipal council meetings.

For 2027, Board meetings have been scheduled so that the GVWD and GV&SDD Boards can meet separately from MVRD and MVHC Boards, when possible. This change is based on recommendations arising from Deloitte's Metro Vancouver Board Governance Review, and discussions at the Governance Committee. Scheduling the Utilities Boards (GVWD and GVS&DD Boards) on separate days will help streamline Board agenda packages by reducing the volume of materials for members to review ahead of meetings, allow additional time for presentations during meetings, and provide more, and more focused time for the Boards to consider and deliberate on matters.

In addition, the schedule includes two (2) additional special meetings, anticipated to be called, to consider items related to the budget (Wednesday, April 14, 2027 and Wednesday, October 20, 2027). In accordance with the *Local Government Act*, the November 26, 2027 meeting will be the inaugural meeting of the term.

Furthermore, the meeting schedule avoids conflicts with statutory holidays, conferences, and conventions for elected officials (FCM, UBCM, and LMLGA), and accommodates other regional events and meetings where possible.

In addition to the meetings on this schedule, special board meetings may be called.

Meeting Place

All meetings are scheduled in the Metro Vancouver Boardroom on the 28th Floor, 4515 Central Boulevard, Burnaby, BC, unless otherwise specified on the meeting notice, and may include the simultaneous use of electronic facilities.

Public Notice

For the purposes of public notice, the 2027 schedule will be made available on the Metro Vancouver website and on the public notice board.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Board meeting expenses and remuneration have been allocated in the annual budget.

CONCLUSION

Pursuant to *MVRD Procedure Bylaw No. 1368, 2023*, an annual schedule of regular Board meetings for 2027 has been prepared. The schedule establishes regular meetings, usually on Fridays, to support the Boards' business, and accommodate committee meetings and other events. Notwithstanding the regular schedule, additional special meetings may be scheduled if needed. All meetings on this schedule will take place in the Metro Vancouver Boardroom, unless otherwise specified on the meeting notice, and may include the simultaneous use of electronic facilities.

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metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Nikki Tilley, Chief Election Officer, MVRD Electoral Area A

Date: September 21, 2026 Meeting Date: September 25, 2026

Subject: **2026 Electoral Area A Director Election Results**

RECOMMENDATION

THAT the MVRD Board receive for information the report dated September 21, 2026, titled "2026 Electoral Area A Director Election Results".

EXECUTIVE SUMMARY

Metro Vancouver is responsible for conducting the election for Electoral Area A, Metro Vancouver Regional District. Metro Vancouver conducted work ahead of the election to meet all legislative requirements, while collaborating with election teams from the City of Port Moody, City of Surrey, City of Vancouver, District of West Vancouver, Islands Trust, and Sunshine Coast Regional District. On September 18, 2026, one of the two candidates withdrew their candidacy, and on September 21, 2026, David Hocking was declared elected by acclamation.

PURPOSE

To report the results of the 2026 general local election for the position of Director, Electoral Area A, Metro Vancouver Regional District (MVRD).

BACKGROUND

Section 158 of the *Local Government Act* requires the Chief Election Officer to submit a report on the election results to the local government (MVRD) within 30 days after the declaration of official election results has been made.

As with past elections, Metro Vancouver collaborated with election teams in a number of member jurisdictions and neighbouring jurisdictions to ensure Electoral Area A electors had the opportunity to cast ballots for elections they are eligible to vote in. This includes elections for school district trustee(s) in the City of Surrey, the City of Vancouver, and the District of West Vancouver, as well as elections for trustee(s) in the Islands Trust, coordinated by the Sunshine Coast Regional District. In addition, as the MVRD Board is considering adoption of *Metro Vancouver Regional District Electoral Area A Clean-up Service Establishment Bylaw No. 1433, 2026,* which requires approval of the electors, staff collaborated with the City of Port Moody and District of West Vancouver, to provide additional opportunities for electors to vote in Assent Voting, should the Board direct staff on September 25, 2026 to proceed with Assent Voting.

At the close of the nomination withdrawal period, one of the two candidates withdrew their nomination, and on September 21, 2026, David Hocking was declared elected by acclamation (**Attachment 1**).

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications to this information report. Conduct for the EAA election is provided for in the approved 2022 MVRD budget.

CONCLUSION

This report meets the statutory requirements of the *Local Government Act* by providing the MVRD Board with the results of 2026 election for the Electoral Area A Director, MVRD. David Hocking has been elected to the office for the 2027-2030 term.

ATTACHMENTS

1. Notice of Election by Acclamation.

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metrovancouver | ELECTORAL AREA A VOTES

DECLARATION OF ELECTION BY ACCLAMATION

I, Nikki Tilley, Chief Election Officer for the Metro Vancouver Regional District, do hereby declare, pursuant to section 98 of the *Local Government Act*, the following candidate elected by acclamation:

Office of Director of Electoral Area A

Hocking, David

Given under my hand at Burnaby, British Columbia, this 21st day of September, 2026.

Nikki Tilley
Chief Election Officer

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Nikki Tilley, Acting Corporate Officer
Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning & Housing Services

Date: September 7, 2026 Meeting Date: September 25, 2026

Subject: **Results of the Alternative Approval Process for Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated September 7, 2026, titled "Results of the Alternative Approval Process for Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026";
b) direct staff to obtain elector approval for *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* through assent voting; and
c) approve the following question to be on the ballot and submitted to eligible electors of Electoral Area A for the assent voting process to be held on October 17, 2026:
Are you in favour of the Metro Vancouver Regional District adopting *MVRD Bylaw No. 1433, 2026* to establish within portions of Electoral Area A, a service for the purpose of the coordination, transportation, and disposal of waste items generated from water-access properties within the area, and to authorize a maximum annual taxation of $20,000 or $0.6/$1,000 of net taxable value of improvements, whichever is greater?

EXECUTIVE SUMMARY

An Alternative Approval Process (AAP) was conducted to determine if the electors approve of *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* (MVRD Bylaw No. 1433, 2026). This bylaw would apply to the Electoral Area A communities of Bowyer Island, Passage Island, Indian Arm, and Pitt Lake.

Of the estimated 175 eligible electors, 47 (27%) submitted response forms opposing the establishment of the service that were deemed accepted. This is above the 18 (10%) threshold required to oppose the establishment of the service, and therefore elector approval through the AAP has not been obtained. As outlined in the March 2026 Board report, the Alternative Approval Process was the first step in obtaining elector approval, with assent voting to follow if the AAP did not succeed. Staff recommend holding an assent voting process (referendum) to pose the question below to all eligible electors alongside the October 2026 local government election for the Electoral Area A Director. The proposed question is as follows:

Assent Voting (Referendum) Question

Are you in favour of the Metro Vancouver Regional District adopting MVRD Bylaw No. 1433, 2026 to establish within portions of Electoral Area A, a service for the purpose of the coordination, transportation, and disposal of waste items generated from water-access properties within the area, and to authorize a maximum annual taxation of $20,000 or $0.6/$1,000 of net taxable value of improvements, whichever is greater?

PURPOSE

To provide the MVRD Board with the result of the Alternative Approval Process for *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026*, seek MVRD Board approval to proceed with assent voting, and seek approval of the question on the ballot for assent voting.

BACKGROUND

At the March 27, 2026, MVRD Board meeting, the Board passed the following resolution:

THAT the MVRD Board:

a) give first, second, and third readings to Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026;

b) direct staff to submit the service establishment bylaw to the Inspector of Municipalities for approval; and

c) direct staff to obtain elector approval for the service establishment bylaw through carrying out an alternative approval process.

The Alternative Approval Process for MVRD Bylaw No. 1433, 2026 has been completed. Notice of the AAP was advertised in the Vancouver Sun on June 19 and 26, 2026 respectively, at the public posting place, and on the MVRD website, in compliance with *Metro Vancouver Regional District Procedure Bylaw No. 1368, 2023*, the *Community Charter*, and the *Local Government Act*.

CERTIFICATE OF RESULTS FOR THE ALTERNATE APPROVAL PROCESS

The Alternative Approval Process for *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* has been completed. The number of elector response forms received and deemed accepted before the deadline was 47, representing 27% of the estimated 175 eligible electors. As this exceeds the 10% threshold, elector approval through the Alternative Approval Process was not obtained. The formal certification of the results is provided in Attachment 1.

ASSENT VOTING (REFERENDUM)

The March 2026 Board report (Reference 1) for *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* indicated that elector approval would first be sought through an Alternative Approval Process and, if that process did not obtain elector approval, staff would proceed to assent voting (referendum). As the Alternative Approval Process did not obtain elector approval, staff recommend that the Board proceed with assent voting in accordance with the process previously described to the Board and communicated to Electoral Area A residents.

The barge clean-up program has been offered through events for many years, and has experienced significant resident participation and use. To continue offering the program as an ongoing Metro Vancouver service, a service establishment bylaw and associated funding mechanism must be approved. Given the established use of the program and the implications of the decision, staff recommend seeking approval through assent voting. A referendum will provide all eligible electors within the proposed service area with the opportunity to indicate their support or opposition to establishing the service and its associated funding. If elector approval is not obtained, the proposed service establishment bylaw would not proceed, and the barge clean-up program would be discontinued.

The assent voting (referendum) process will include publishing legislatively-required notices, posting information on the Metro Vancouver website, outreach through email and postcards, and holding a virtual community meeting for residents within the proposed bylaw service area to explain the proposed bylaw in detail, what question they will be voting on (see below), and how they can participate in the process (e.g. voting dates/locations, mail-in ballot requests, etc.).

To ensure that legislative timelines and requirements are met, staff have issued notices and provided information to the community. If the Board decides not to proceed to assent voting, notice of this decision will be issued, and assent voting will not be held.

The following is the proposed assent voting (referendum) question:

> Are you in favour of the Metro Vancouver Regional District adopting MVRD Bylaw No. 1433, 2026 to establish within portions of Electoral Area A, a service for the purpose of the coordination, transportation, and disposal of waste items generated from water-access properties within the area, and to authorize a maximum annual taxation of $20,000 or $0.6/$1,000 of net taxable value of improvements, whichever is greater?

The Board has the option to proceed with assent voting (referendum) to seek elector approval for the proposed service establishment bylaw, or alternatively to determine that no further elector approval process should be undertaken. In considering this decision, the Board may determine that the Alternative Approval Process provided sufficient indication of community sentiment, as 47 electors representing 27% of the estimated eligible electorate submitted valid response forms opposing the proposed service.

Conversely, the Board may also consider that the Alternative Approval Process is designed to identify opposition rather than measure overall support, and did not provide an opportunity for all eligible electors to express their views through a vote. Proceeding to assent voting would provide all eligible electors within the proposed service area with an opportunity to indicate their support or opposition to the proposed service establishment bylaw and associated funding mechanism.

In addition, previous reports to the Board and communications with Electoral Area A residents indicated that elector approval would first be sought through an Alternative Approval Process and, if that process did not obtain approval, the next step would be assent voting. Proceeding with a referendum would therefore be consistent with the process previously described to the Board and communicated to residents.

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the report dated September 7, 2026, titled "Results of the Alternative Approval Process for Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026";
   b) direct staff to obtain elector approval for *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* through assent voting; and
   c) approve the following question to be on the ballot and submitted to eligible electors of Electoral Area A for the assent voting process to be held on October 17, 2026:
   Are you in favour of the Metro Vancouver Regional District adopting MVRD Bylaw No. 1433, 2026 to establish within portions of Electoral Area A, a service for the purpose of the coordination, transportation, and disposal of waste items generated from water-access properties within the area, and to authorize a maximum annual taxation of $20,000 or $0.6/$1,000 of net taxable value of improvements, whichever is greater?

2. THAT the MVRD Board:
   a) receive for information the report dated September 7, 2026, titled "Results of the Alternative Approval Process for Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026"; and
   b) rescind first, second, and third reading of *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026,* and notify the Inspector of Municipalities.

FINANCIAL IMPLICATIONS

If the Board approves Alternative 1, costs associated with publishing legislatively required notices are estimated to be approximately $8,820. These costs can be accommodated as part of the Board-approved 2026 Electoral Area Services budget. Holding assent voting alongside the October 2026 local government election for the Electoral Area A Director will keep additional administrative costs incidental and can be accommodated as part of the same budget.

Should the Board approve Alternative 2, the readings given to MVRD Bylaw No. 1433, 2026 would be rescinded and Metro Vancouver would not establish the barge clean-up as a service.

CONCLUSION

Staff have conducted the Alternative Approval Process for *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* and determined that the approval of electors has not been obtained. As per the process previously communicated to the MVRD Board and Electoral Area A residents, staff are seeking direction to conduct an assent voting (referendum) process alongside the 2026 local government election for the Electoral Area A Director. Staff recommend that the Board approve Alternative 1.

ATTACHMENTS

1. "Certificate of Results for the Alternative Approval Process for Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026", dated July 30, 2026.
2. *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026.*

REFERENCES

1. Pachcinski, M. (2026). *MVRD Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* [Staff report to MVRD Board meeting on 2026, March 27]. https://metrovancouver.org/boards/GVRD/RD-2026-03-27-AGE.pdf#page=563

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metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Certificate of Results for the Alternative Approval Process for Metro Vancouver Regional District Electoral Area A Clean-up Service Establishment Bylaw No. 1433, 2026

I, the undersigned Acting Corporate Officer, as the person assigned responsibility for corporate administration under section 236 of the *Local Government Act*, certify the results of the alternative approval process that was conducted to obtain the approval of the electors for *Metro Vancouver Regional District Electoral Area A Clean-up Service Establishment Bylaw No. 1433, 2026* dated July 30, 2026, as follows:

175	Estimated number of eligible voters
18	10% of the estimated number of eligible voters
58	Number of Elector Response Forms submitted by the deadline
11	Number of Elector Response Forms rejected
47	Number of Elector Response Forms accepted
27%	Percentage of estimated electors who validly submitted Elector Response Forms

Dated this 30th day of July, 2026.

Nikki Tilley
Acting Corporate Officer

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METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1433, 2026
A bylaw to establish a clean-up service for water-access properties in Electoral Area A

WHEREAS:

A. Under the *Local Government Act,* a regional district may, by bylaw, establish and operate any service the board considers necessary or desirable for all or part of the regional district;

B. The Metro Vancouver Regional District board (the "Board") wishes to establish a service in parts of Electoral Area A for the purpose of coordinating, transporting, and disposing of waste items for water-access properties; and

C. The approval of the electors in the participating areas has been obtained in accordance with the *Local Government Act*.

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 Clean-up Service Establishment Bylaw No. 1433, 2026".

Effective Date

2. This bylaw will come into effect on January 1, 2027.

Schedule

3. The following schedule is attached to and forms part of this bylaw:
   - Schedule A, Service Area

Service

4. The service established by this bylaw is the Electoral Area A Clean-up Service (the "Service") for the following purposes in the Service Area:
   (a) the coordination, transportation, and disposal of waste items generated from water-access properties in Electoral Area A.

Participating Area

5. The Participating Area for the Service is Electoral Area A.

Service Area

6. The boundaries of the service area for the Service are shown as outlined in Maps 1 to 12 in Schedule A of this bylaw.

Cost Recovery

7. The annual cost of providing the Service may be recovered by one or more of the following:
   (a) property value taxes imposed in accordance with Division 3 of Part 11 of the *Local Government Act*;
   (b) parcel taxes imposed in accordance with Division 3 of Part 11 of the *Local Government Act*;

(c) fees and charges imposed under section 397 of the *Local Government Act*;
(d) revenues raised by other means authorized by the *Local Government Act* or another Act;
(e) revenues received by way of agreement, enterprise, gift, grant or otherwise.

Requisition

8. The maximum amount that may be requisitioned annually for the Service is the greater of:
(a) $20,000; or
(b) $0.6/$1,000 of net taxable value of improvements in the Service Area.

Read a first, second, and third time this 27th day of March, 2026.

Approved by the Inspector of Municipalities this 11th day of May, 2026.

Approved by the Electors this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

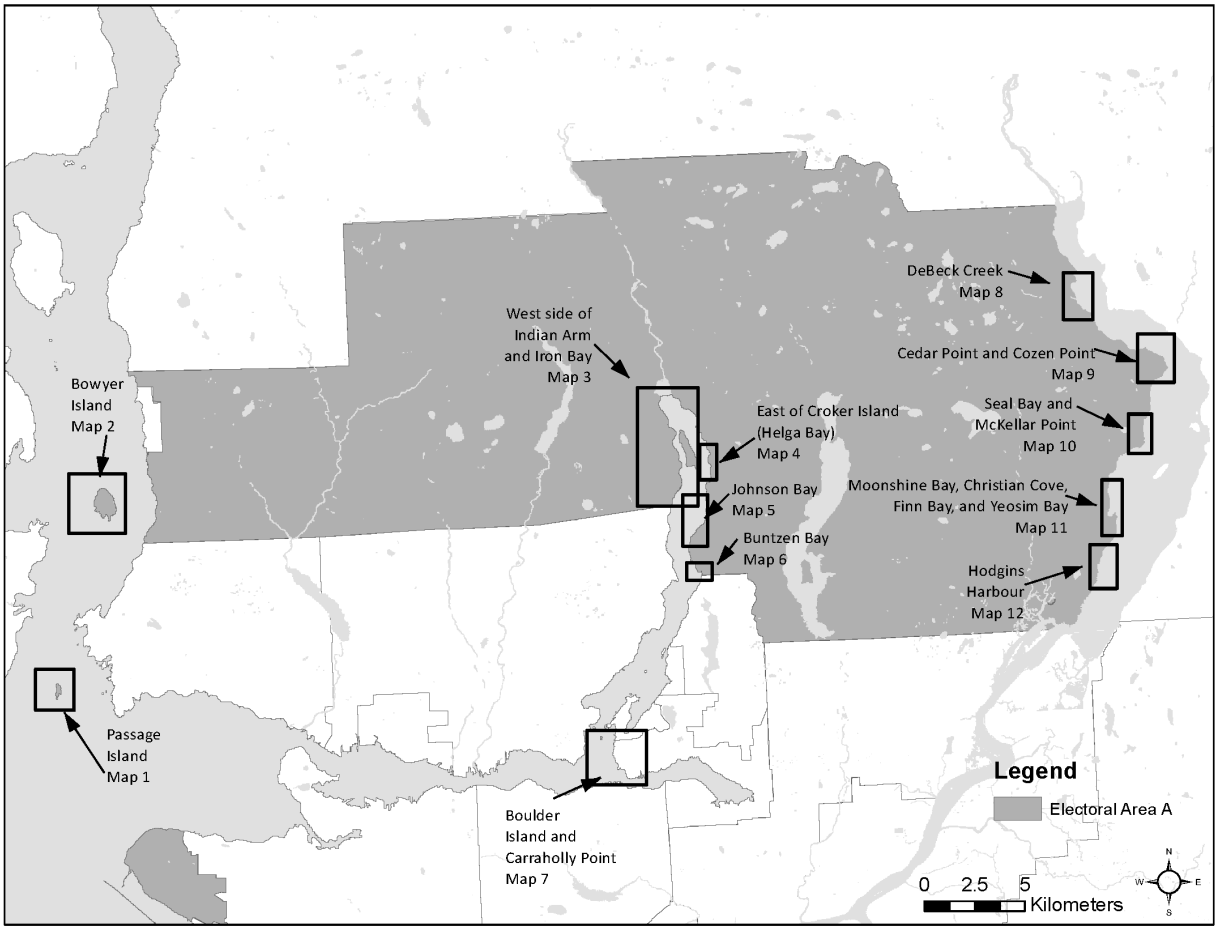
Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

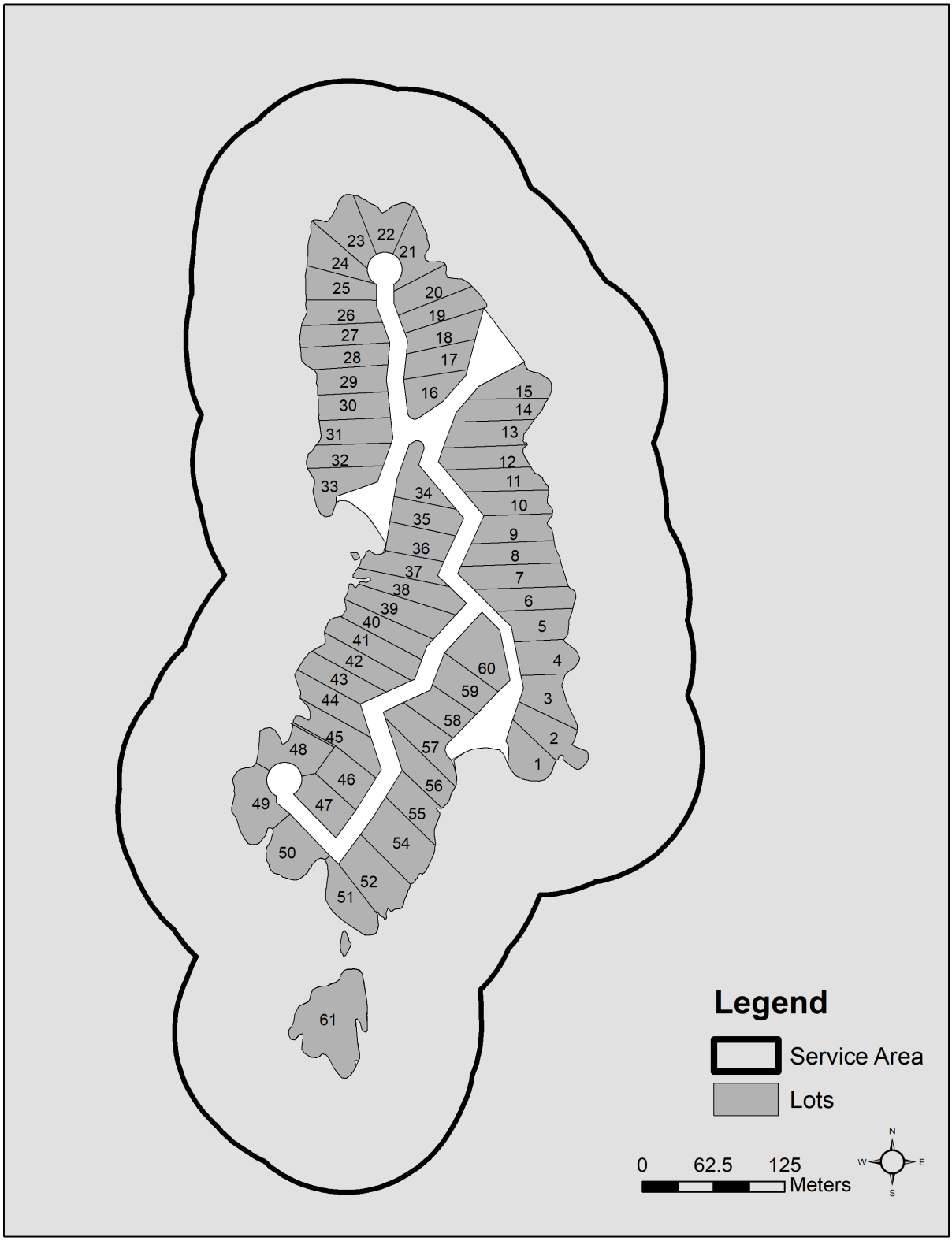
Schedule A

Service Area

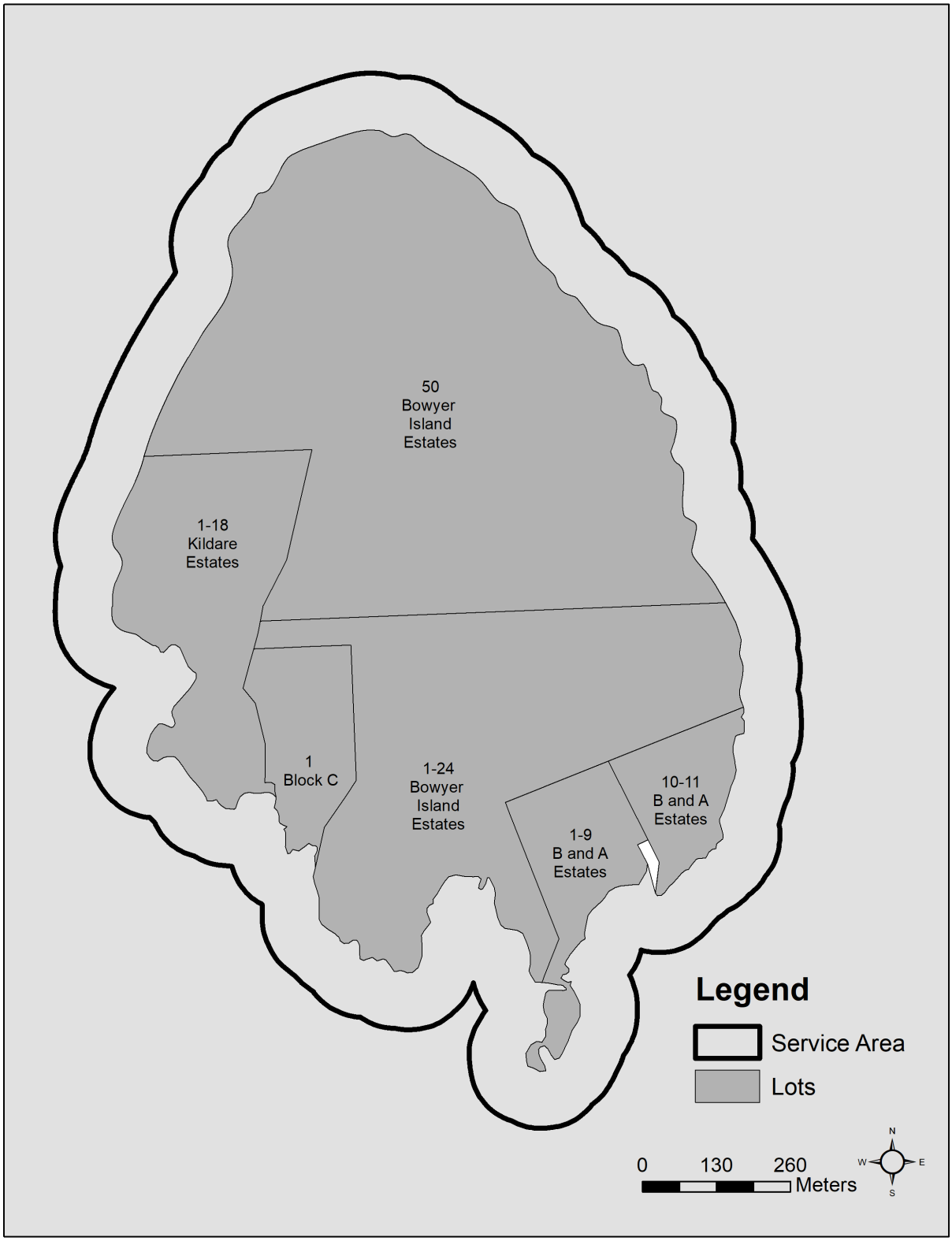
Reference Map: Overview



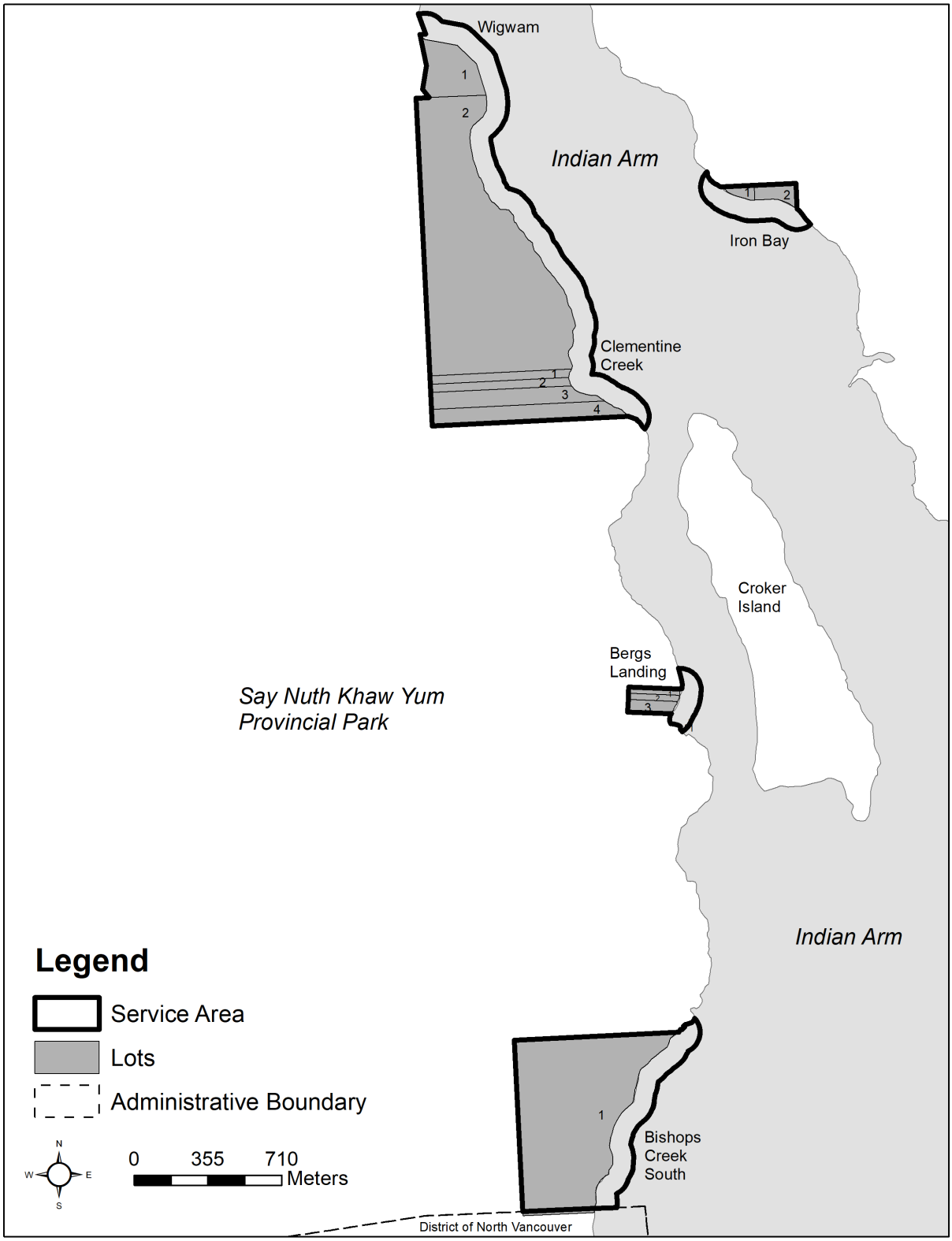
Map 1: Passage Island



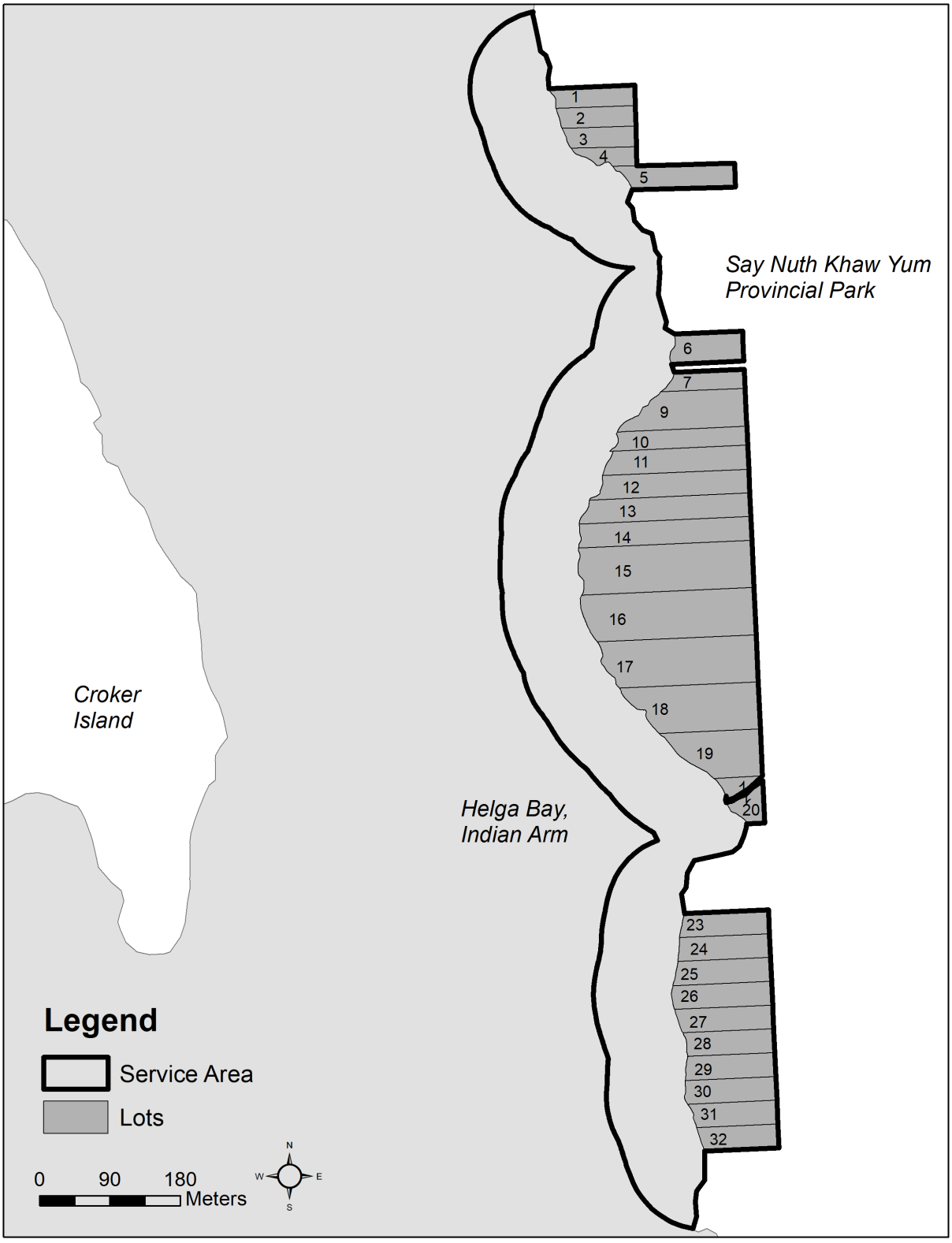
Map 2: Bowyer Island



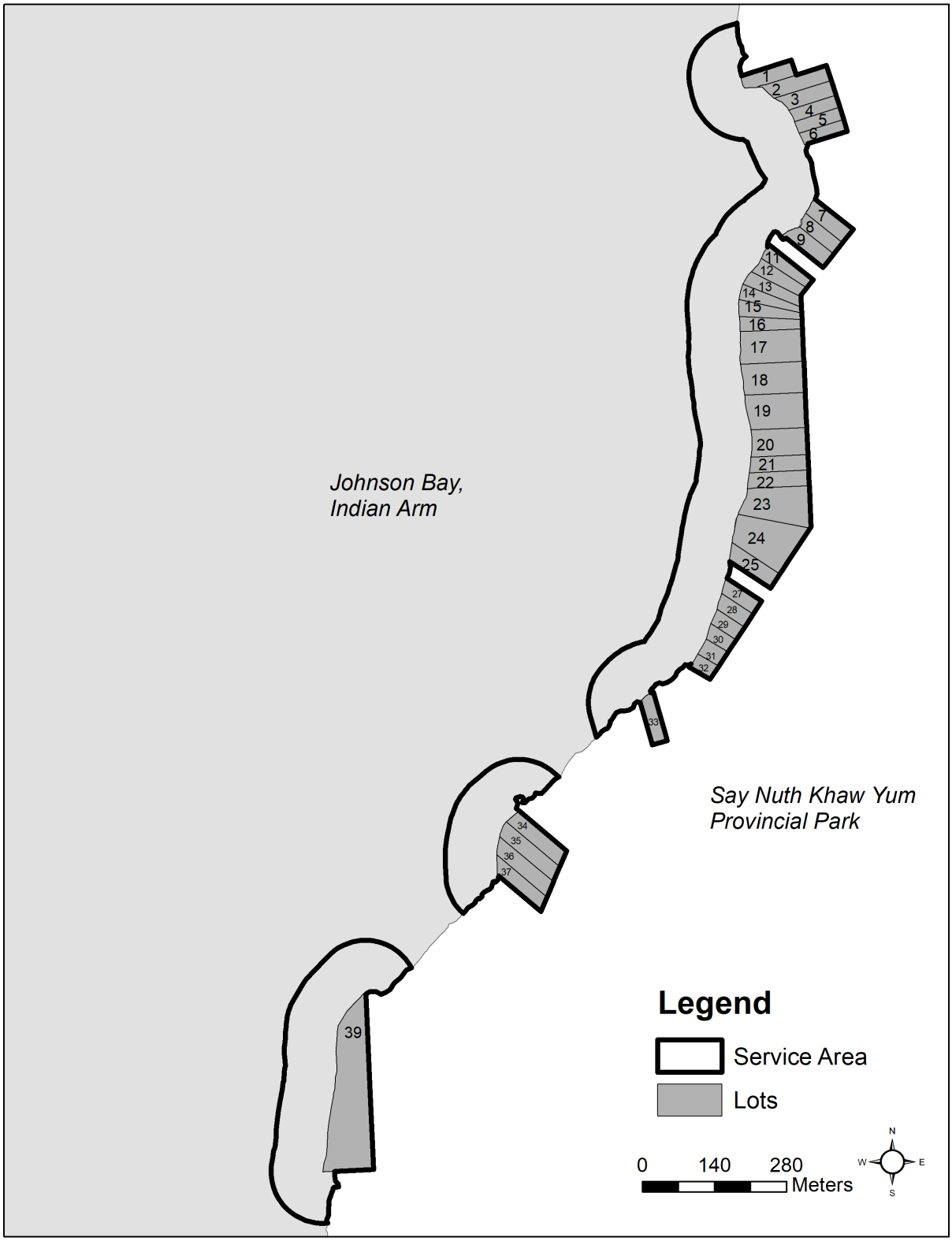
Map 3: West side of Indian Arm and Iron Bay



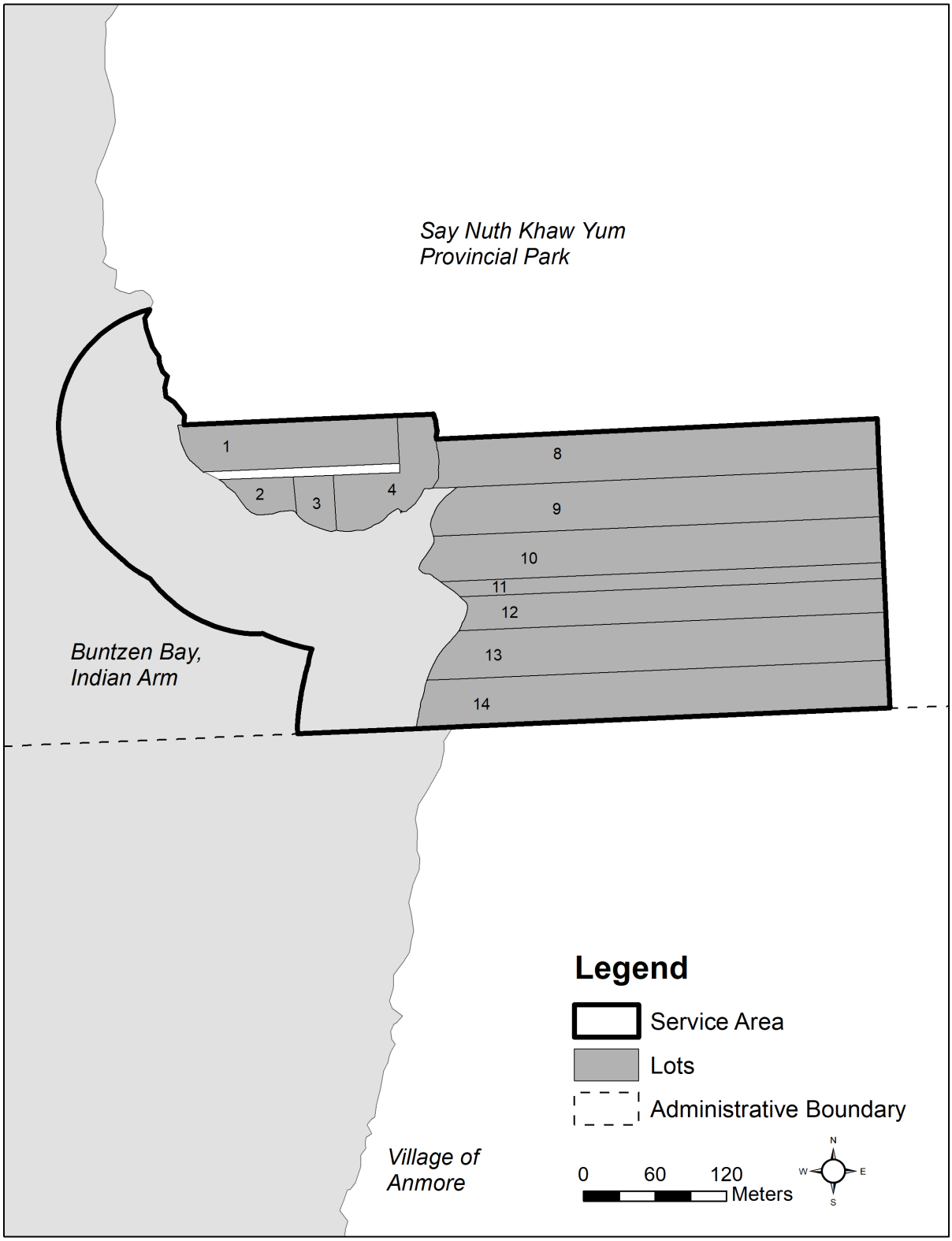
Map 4: East of Croker Island (Helga Bay)



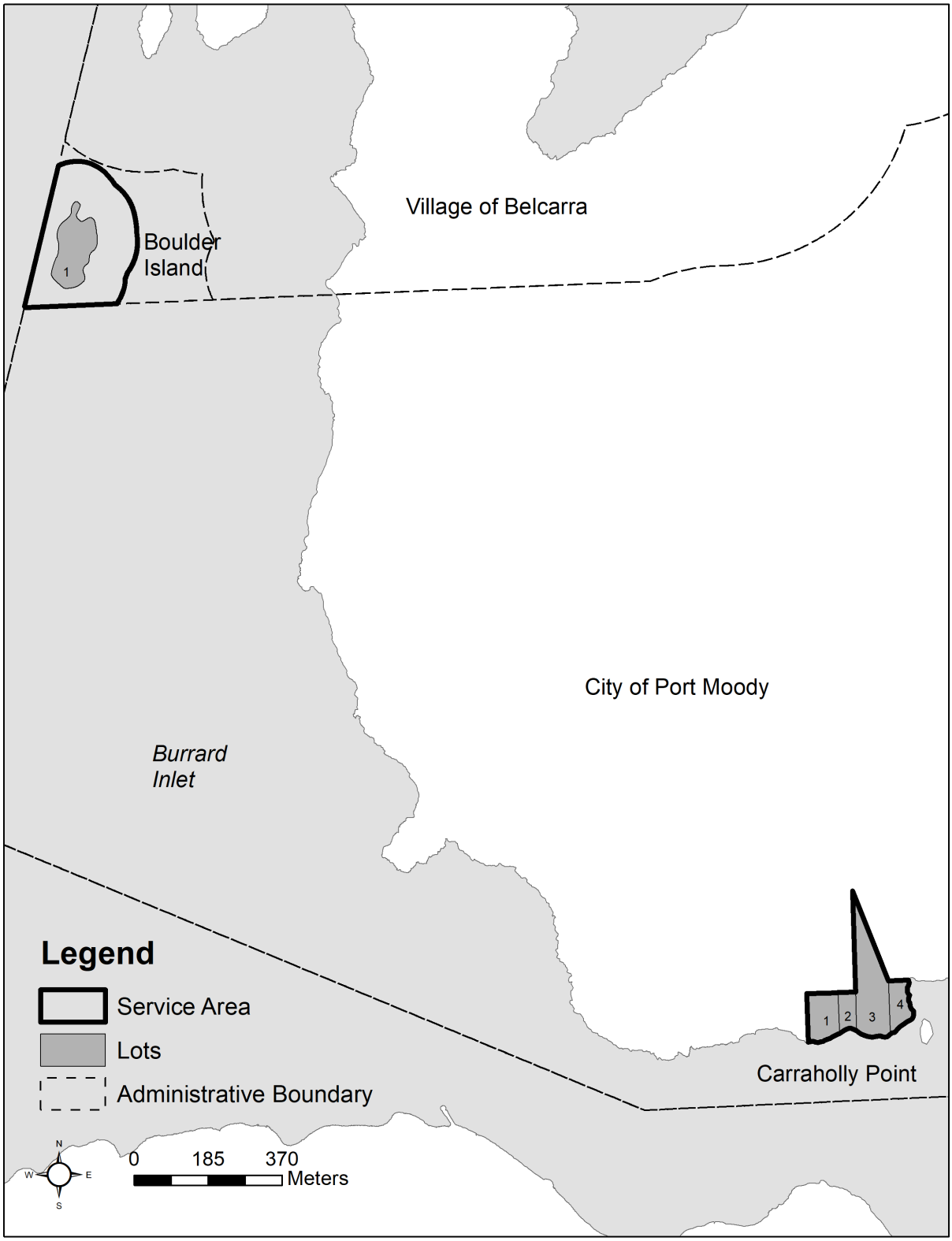
Map 5: Johnson Bay



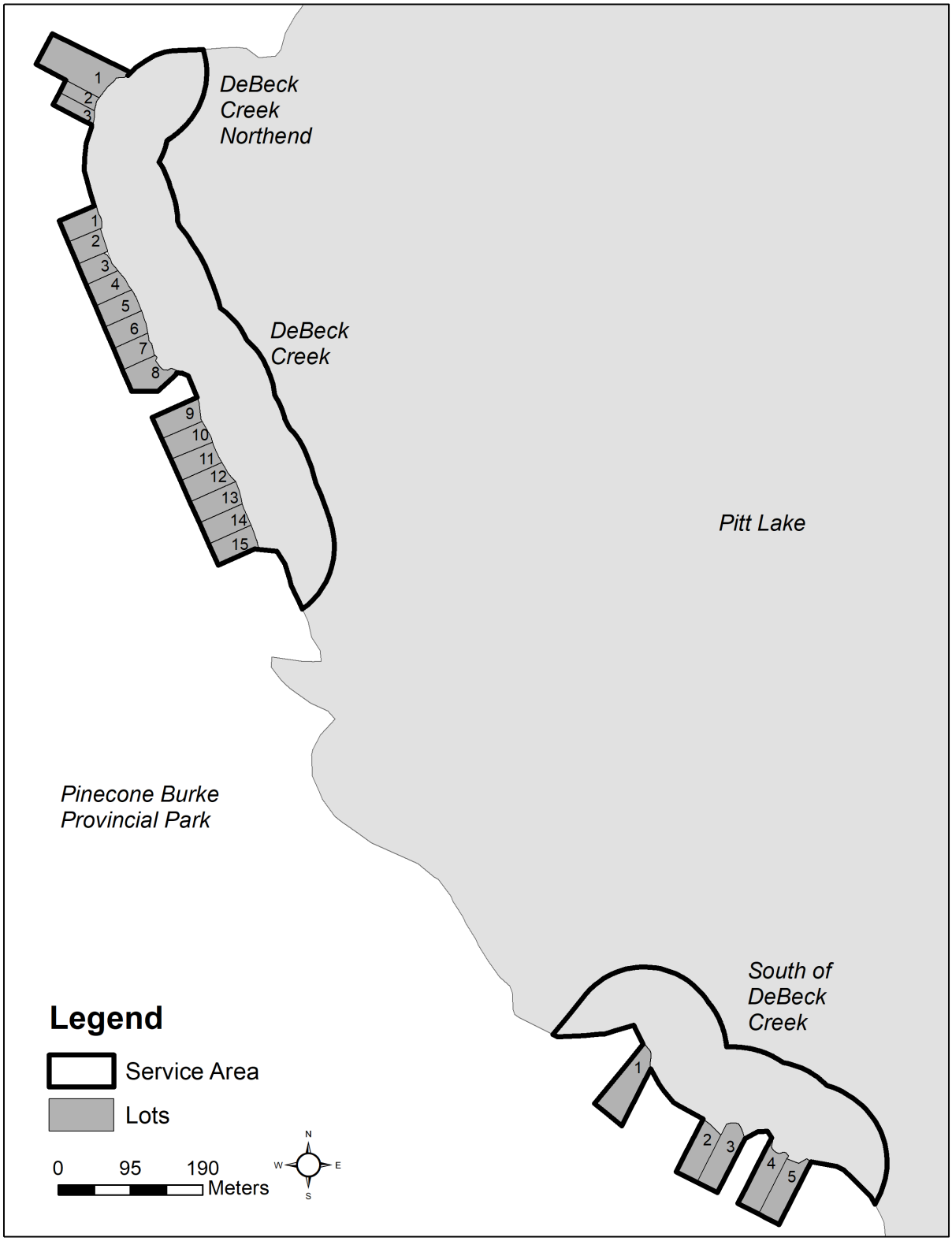
Map 6: Buntzen Bay



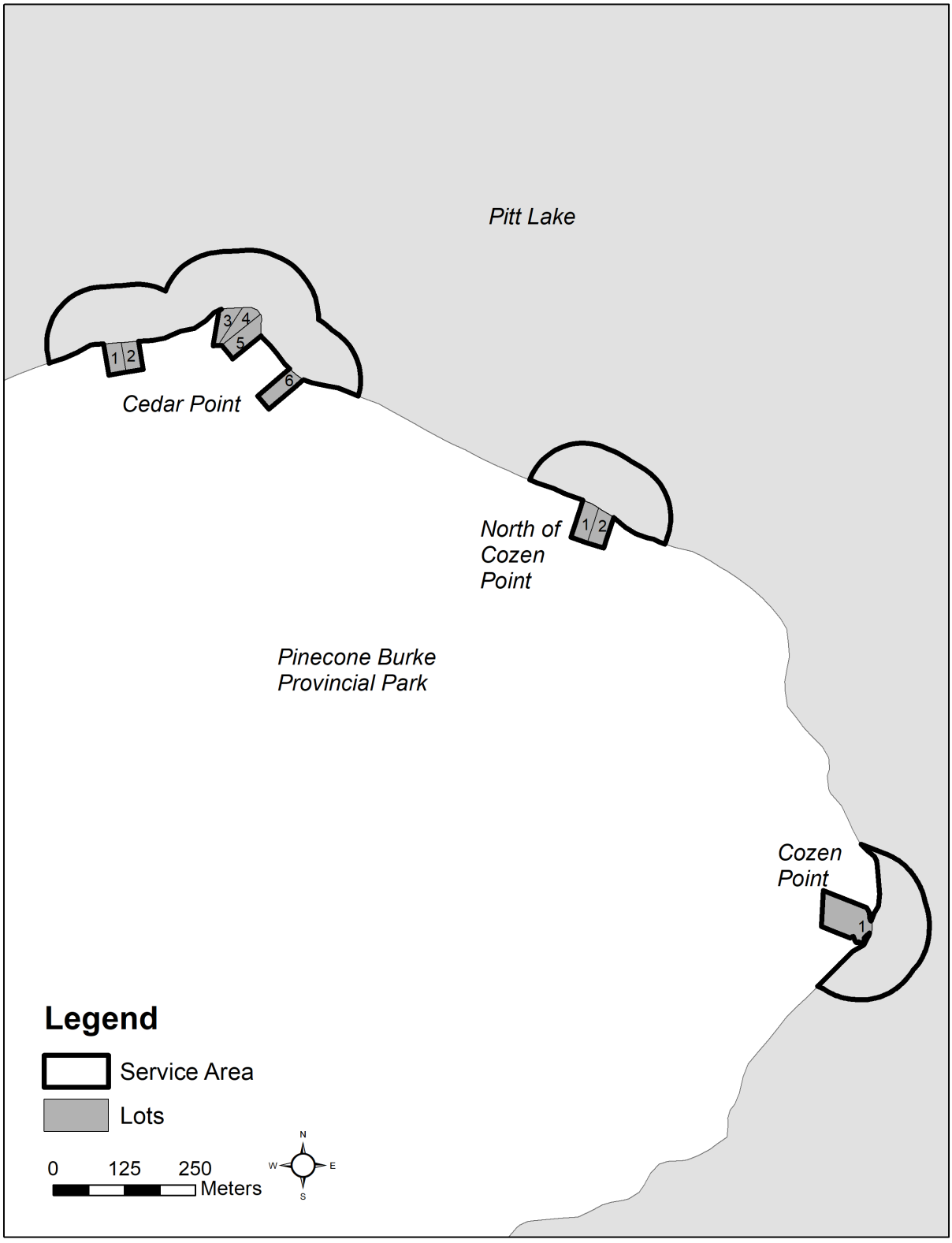
Map 7: Boulder Island and Carraholly Point



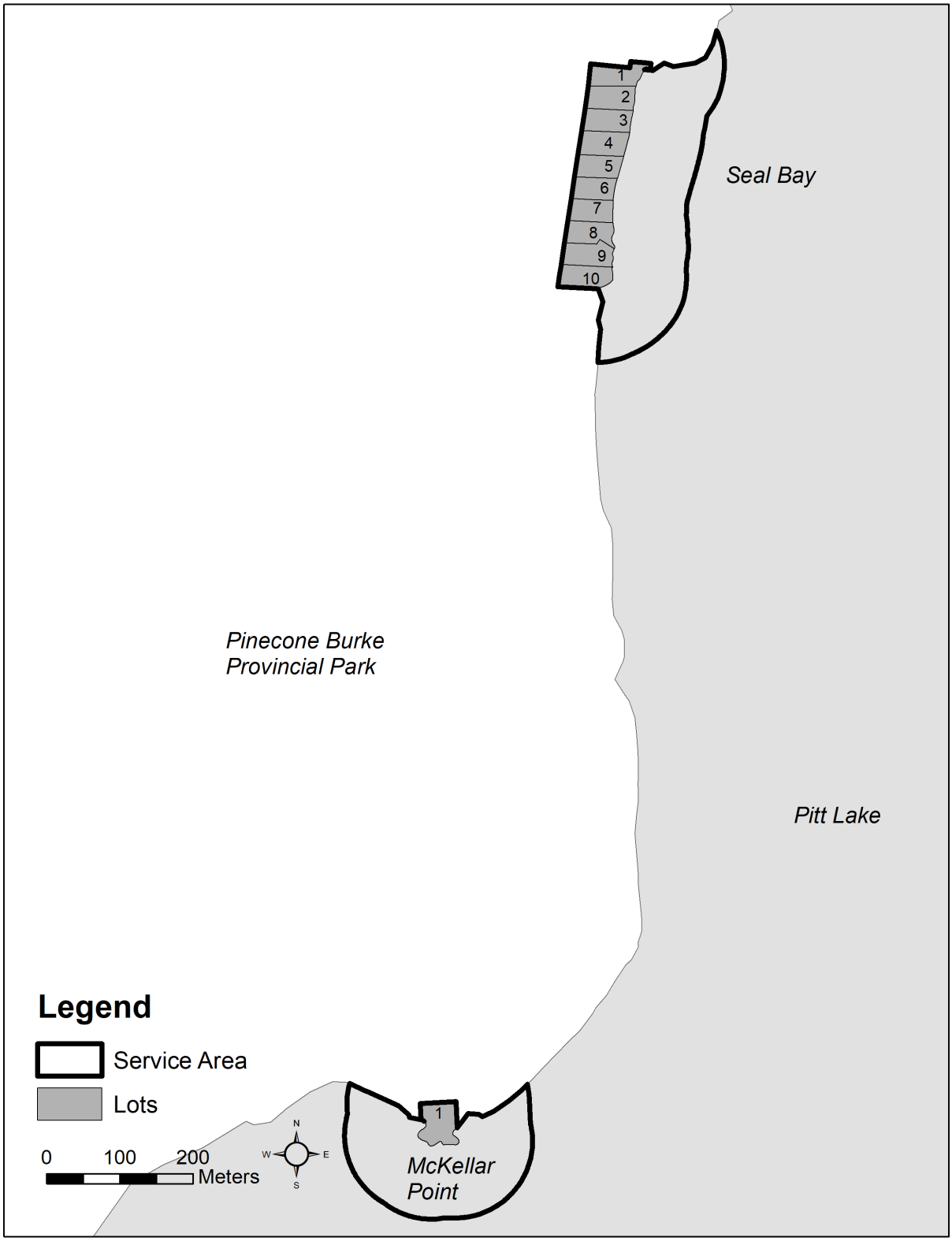
Map 8: DeBeck Creek



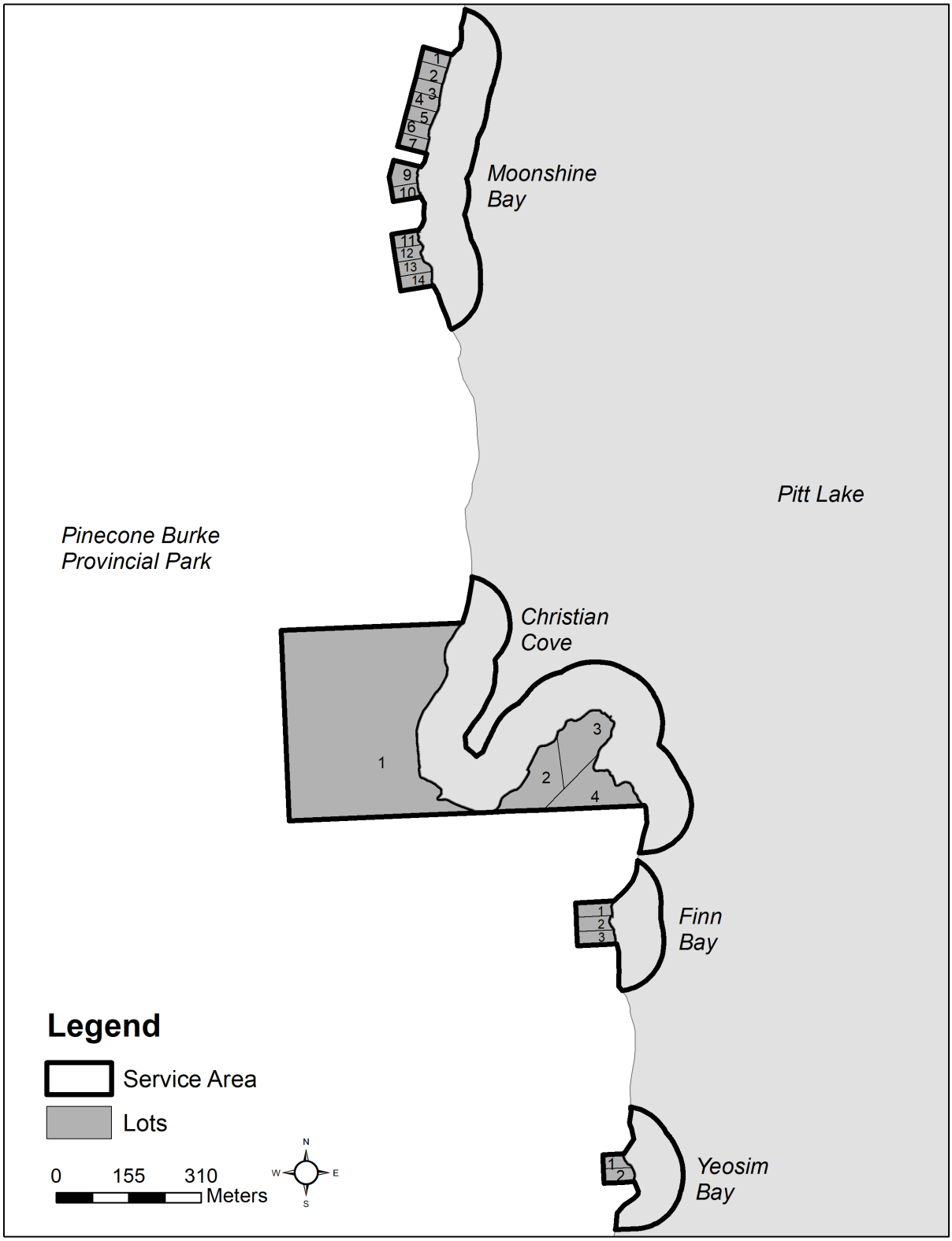
Map 9: Cedar Point and Cozen Point



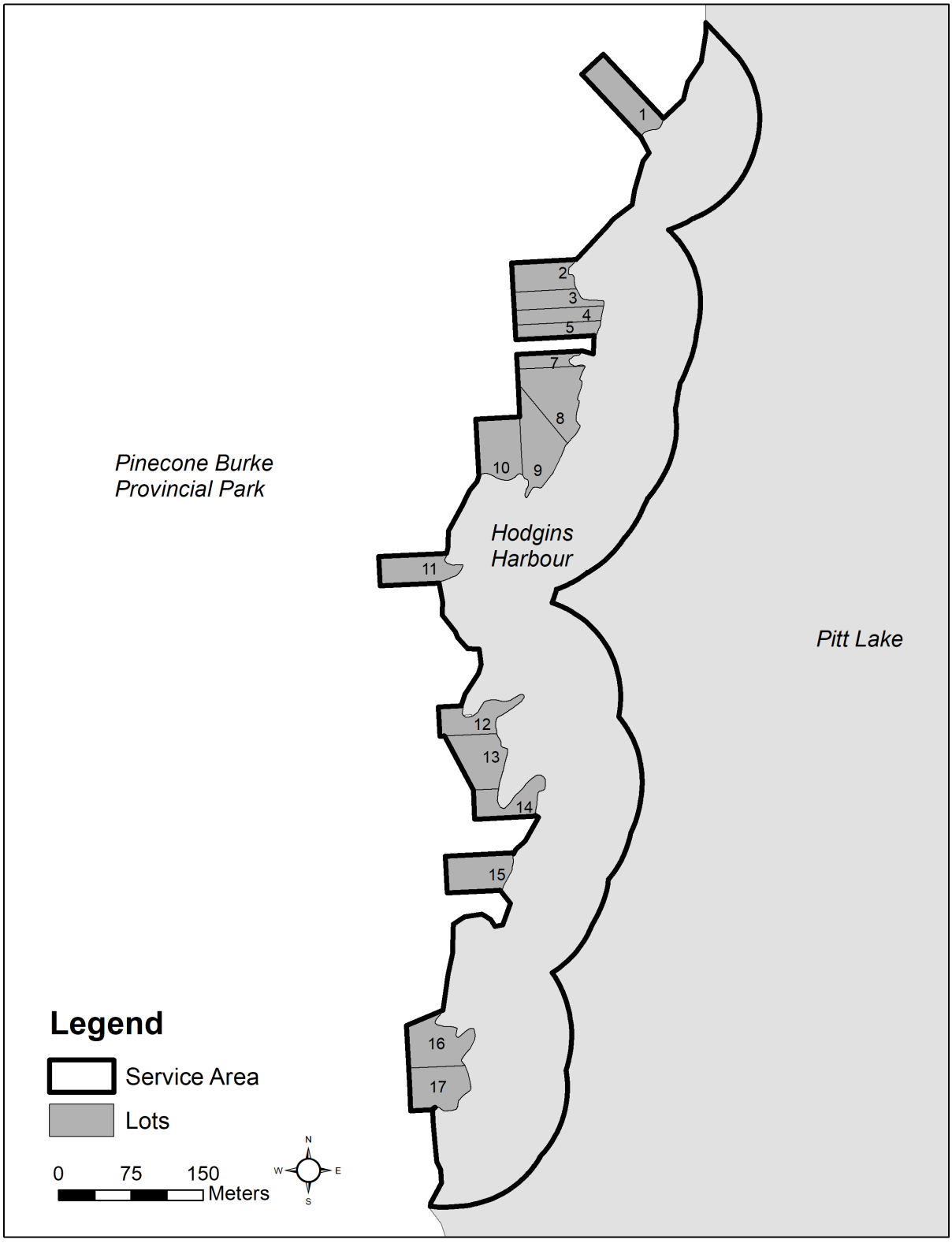
Map 10: Seal Bay and McKellar Point



Map 11: Moonshine Bay, Christian Cove, Finn Bay, and Yeosim Bay



Map 12: Hodgins Harbour



BRITISH COLUMBIA

Statutory Approval

Under the provisions of section 342

of the Local Government Act

I hereby approve Bylaw No. 1433

of the Metro Vancouver Regional District ,

a copy of which is attached hereto.

Dated this ***Eleventh*** ***day***

of **May** ***, 2026***

M. Daar

Deputy Inspector of Municipalities

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Certificate of Results for the Alternative Approval Process for Metro Vancouver Regional District Electoral Area A Clean-up Service Establishment Bylaw No. 1433, 2026

I, the undersigned Acting Corporate Officer, as the person assigned responsibility for corporate administration under section 236 of the *Local Government Act*, certify the results of the alternative approval process that was conducted to obtain the approval of the electors for *Metro Vancouver Regional District Electoral Area A Clean-up Service Establishment Bylaw No. 1433, 2026* dated July 30, 2026, as follows:

175	Estimated number of eligible voters
18	10% of the estimated number of eligible voters
58	Number of Elector Response Forms submitted by the deadline
11	Number of Elector Response Forms rejected
47	Number of Elector Response Forms accepted
27%	Percentage of estimated electors who validly submitted Elector Response Forms

Dated this 30th day of July, 2026.

Nikki Tilley
Acting Corporate Officer

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Metro Vancouver Regional District (MVRD) Board

From: Nikki Tilley, Acting Corporate Officer
Heather McNell, Acting Commissioner / Chief Administrative Officer

Date: September 18, 2026 Meeting Date: September 25, 2026

Subject: **Regional Growth Strategy Amendment Bylaw No. 1470, 2026 – City of Vancouver (Molson Site)**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the comments from affected local governments and local First Nations as presented in the report dated September 18, 2026, titled "Regional Growth Strategy Amendment Bylaw No. 1470, 2026 – City of Vancouver (Molson Site)";
b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026*; and
c) accept the City of Vancouver's amended Regional Context Statement.

EXECUTIVE SUMMARY

On July 24, 2026, the MVRD Board initiated a Type 3 amendment to *Metro 2050* and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026 (MVRD Bylaw No. 1470, 2026)*. The amending bylaw would re-designate Industrial lands to General Urban to accommodate a mixed-use neighbourhood on the Molson Site at 1550 Burrard Street and 1655 West 1st Avenue in Vancouver.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments and local First Nations of the proposed amendment to provide an opportunity for comment. Seven responses were received, and a summary of the feedback is provided in this report. *MVRD Bylaw No. 1470, 2026* is now before the MVRD Board for consideration of adoption.

PURPOSE

This report provides the MVRD Board with a summary of comments received from the notification to affected local governments and local First Nations, as well as an opportunity to consider adoption of *MVRD Bylaw No. 1470, 2026* **(Attachment 1)**.

BACKGROUND

At its July 24, 2026 meeting, the MVRD Board passed the following resolution **(Attachment 2)**:

THAT the MVRD Board:

a) initiate the Metro 2050 amendment process for the City of Vancouver's requested regional land use designation amendment from Industrial to General Urban for the site located at 1550 Burrard Street and 1655 West 1st Avenue;

b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026";

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.

Metro Vancouver gave notice to affected local governments by way of a letter dated July 27, 2026 and to local First Nations via email on July 27, 2026. 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.

The requested *Metro 2050* Type 3 Amendment requires adoption through an affirmative 50% + 1 weighted vote of the MVRD Board. As the City of Vancouver is a signatory to *Metro 2050*, adoption of the amended Official Community Plan (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 THE PUBLIC

Metro Vancouver received correspondence **(Attachment 3)** as summarized below.

Affected Local Governments

- The City of Burnaby did not object to the proposed amendment, but cited potential impacts from the loss of Industrial lands and noted additional concern due to ongoing pressure to re-designate lands outside the Urban Containment Boundary (UCB) to Industrial and Employment.
- The City of Delta indicated no objection.

Regional Agencies

- Squamish-Lillooet Regional District stated no objection and cited the potential to advance a number of regional goals and objectives through the development of a mixed-use neighbourhood on the subject site.
- TransLink's indicated that, while the proposed General Urban designation could advance regional transportation objectives at this location in the Metro Core, the loss of existing urban Industrial designated land does not align with regional transportation policy.

Local First Nations

- Tsleil-Waututh Nation stated no comment.
- Kwantlen First Nation indicated no comment and deferred this referral to other First Nations with greater interests in the area.
- Kwikwetlem First Nation requested information about ecosystem protections and green infrastructure proposed for the site.

UPDATED REGIONAL CONTEXT STATEMENT

Metro 2050 amendments involving redesignation of sites trigger consequential revisions to the requesting member jurisdiction's Regional Context Statement mapping to retain consistency between the OCP and *Metro 2050*. The City of Vancouver submitted its amended Regional Context Statement **(Attachment 4)** to Metro Vancouver on August 21, 2026.

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the comments from affected local governments and local First Nations as presented in the report dated September 18, 2026, titled "Regional Growth Strategy Amendment Bylaw No. 1470, 2026 – City of Vancouver (Molson Site)";
   b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026*; and
   c) accept the City of Vancouver's amended Regional Context Statement.

2. THAT the MVRD Board decline the proposed amendment to *Metro 2050* for the Molson Site located at 1550 Burrard Street and 1655 West 1st Avenue in Vancouver and the corresponding Regional Context Statement and notify the City of Vancouver of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the acceptance of the proposed Type 3 Amendment. Metro Vancouver will notify the City of Vancouver that the amendment bylaw was adopted. The City of Vancouver will be able to complete its OCP amendment process.

If the MVRD Board chooses Alternative 2, the City of Vancouver will be unable to amend the regional land use designation for the Molson site. 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 Vancouver submitted a request for a Type 3 Amendment to *Metro 2050* to re-designate Industrial lands to General Urban to accommodate a mixed-use neighbourhood on the Molson Site at 1550 Burrard Street and 1655 West 1st Avenue in Vancouver.

On July 24, 2026, the MVRD Board initiated the *Metro 2050* amendment process and gave first, second, and third readings to *MVRD Bylaw No. 1470, 2026*. During the notification period, seven responses were received. This report provides a summary of comments received and attaches the amendment bylaw for consideration of adoption by the MVRD Board.

ATTACHMENTS

1. *Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1470, 2026.*
2. *Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site).* [Staff report to MVRD Board Meeting, July 24, 2026].
3. Correspondence received regarding *Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1470, 2026*.
4. City of Vancouver Regional Context Statement.

86761964

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1470, 2026
A bylaw to amend "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022"

WHEREAS:

A. The Metro Vancouver Regional District Board (the "Board") adopted "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022; and

B. The Board wishes to amend "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022".

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is ""Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026".

Schedule

2. The following schedule is attached to and forms part of this bylaw:
   - Schedule A, Subject Properties.

Amendment of Bylaw

3. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is amended as follows:

   (a) re-designating the subject properties, as listed in the table below:

PID	Legal Description
007-960-646	LOT 2, BLOCK D, PLAN VAP13996, DISTRICT LOT 3610, NEW WESTMINSTER LAND DISTRICT, EXP PL 46467 (LEASEHOLD OVER PORTION OF ROOF)
015-875-831	LOT 1, BLOCK D, PLAN VAP4358, DISTRICT LOT 3610, GROUP 1, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN 47235, (REF PL 4358), (REF PL 3640)

   from 'Industrial' to 'General Urban', as shown in Schedule "A" of this bylaw.

4. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in section 3 of this bylaw.

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

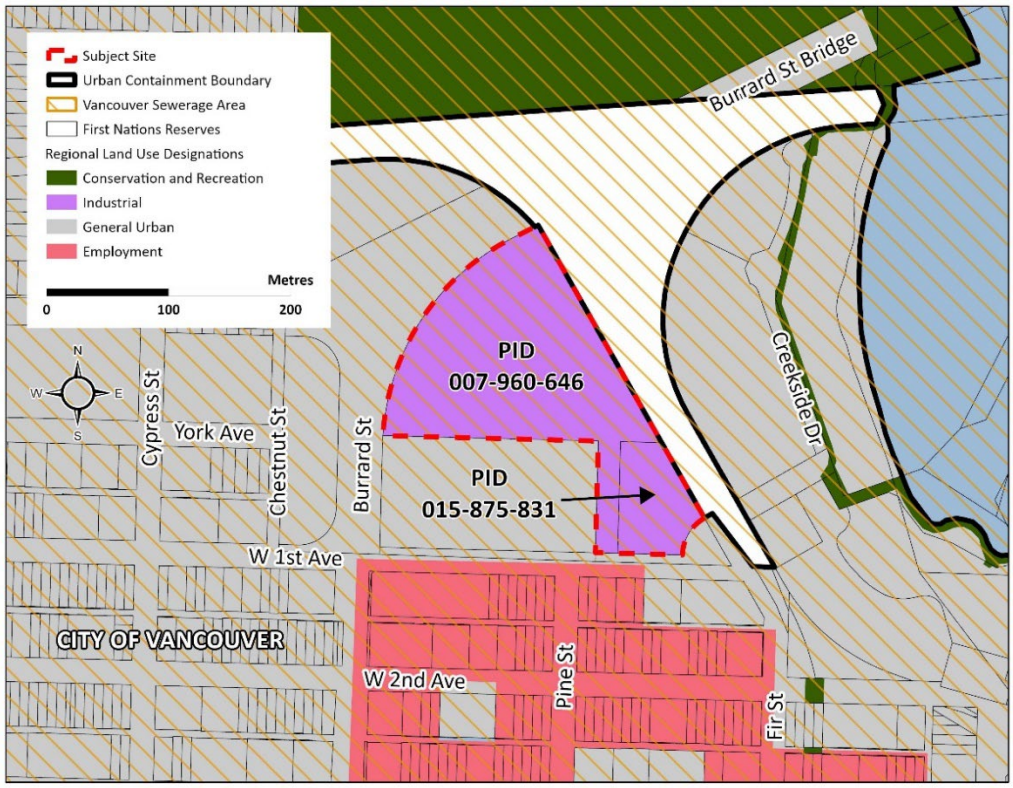
Adopted this _____ day of _____, _____.

Mike Hurley, Board Chair

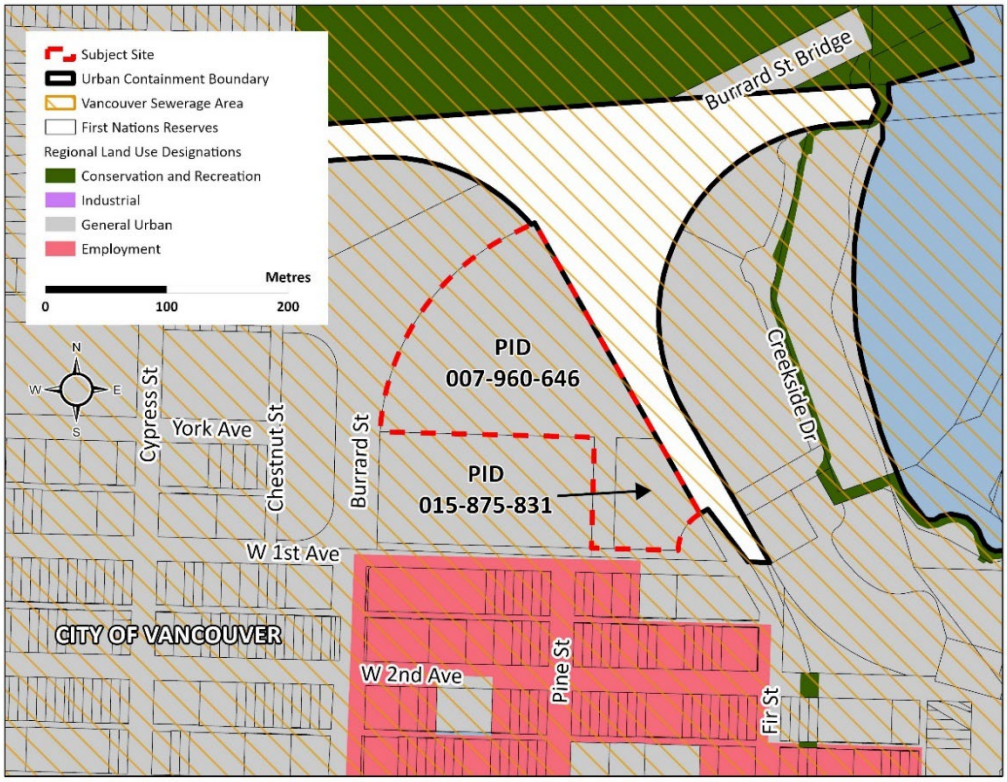
Dorothy Shermer, Corporate Officer

Schedule A

Prior to Amendment



Post Amendment



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: June 19, 2026 Meeting Date: July 2, 2026

Subject: **Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)**

RECOMMENDATION

THAT the MVRD Board:

a) initiate the *Metro 2050* amendment process for the City of Vancouver's requested regional land use designation amendment from Industrial to General Urban for the site located at 1550 Burrard Street and 1655 West 1st Avenue;
b) give first, second, and third readings to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026*";
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.

EXECUTIVE SUMMARY

The City of Vancouver is requesting a Type 3 amendment to *Metro 2050* for 1550 Burrard Street and 1655 West 1st Avenue (the Molson site). The proposed amendment would re-designate Industrial lands to General Urban to accommodate a mixed-use neighbourhood. The subject site is within the Urban Containment Boundary and Vancouver Sewerage Area and currently contains the former Molson brewery building that has not been operational since 2019. The site is adjacent to the significant new Seńáḵw residential development and the federal Seaforth Armoury and Hoffmeister Building, and is surrounded by parks, residential and commercial uses, and employment areas.

Regional Planning analysis concludes that, on balance, the proposed amendment is supportable. The proposed amendment reflects the site's unique context and strategic location within the Metropolitan Core, where a transition to mixed-use development can deliver significant benefits, including new housing supply, expanded employment opportunities, and a more complete, transit-oriented community. While the amendment involves the loss of regionally-designated Industrial lands, this trade-off is acceptable given the site's limited suitability for continued industrial use and the potential to advance broader regional objectives related to housing, economic diversification, and sustainable urban growth.

The requested *Metro 2050* Type 3 amendment bylaw requires adoption through an affirmative 50% + 1 weighted vote of the MVRD Board.

PURPOSE

This report provides the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Vancouver's request to amend *Metro 2050* for the Molson site.

BACKGROUND

On June 2, 2026, Vancouver City Council passed a resolution requesting that the MVRD Board consider a Type 3 Amendment to *Metro 2050* for the site located at 1550 Burrard Street and 1655 West 1st Avenue ("Molson Site"). On June 4, 2026, Metro Vancouver received the City of Vancouver's request to consider the proposed amendment (**Attachment 1**).

SITE CONTEXT

The Molson Site is located at the southern foot of the Burrard Bridge. Vancouver's application materials note that, at the time of construction in 1953, "False Creek was surrounded by heavy industrial uses and connected regionally via the now de-commissioned CP Railway." Today, the area contains a number of land uses, including residential, light industrial and employment, and parks. Most immediately, the triangular-shaped Molson Site is adjacent to the federal Seaforth Armoury and Hoffmeister Building (to the south) and the Squamish Reserve (to the east and north). The latter is home to a significant residential development known as Seńáḵw. Across Burrard Street are parks, commercial and residential uses, while the Burrard Slopes employment area is located across 1st Avenue to the south (i.e. vehicle sales and repair, light manufacturing, creative industries, showrooms, and offices).

Figure 1. Sub-Regional Context

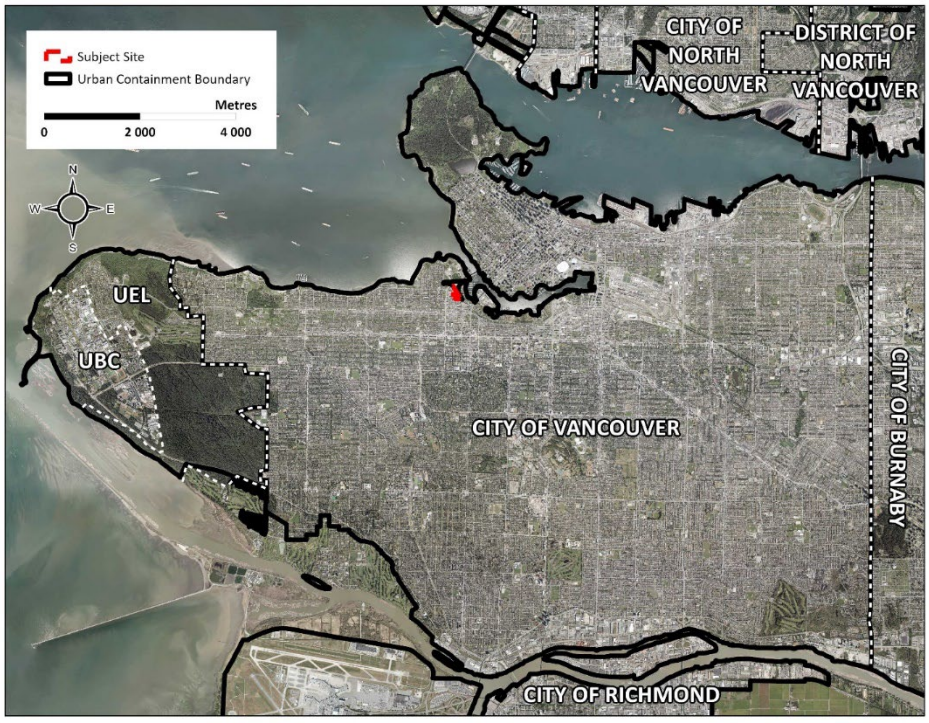
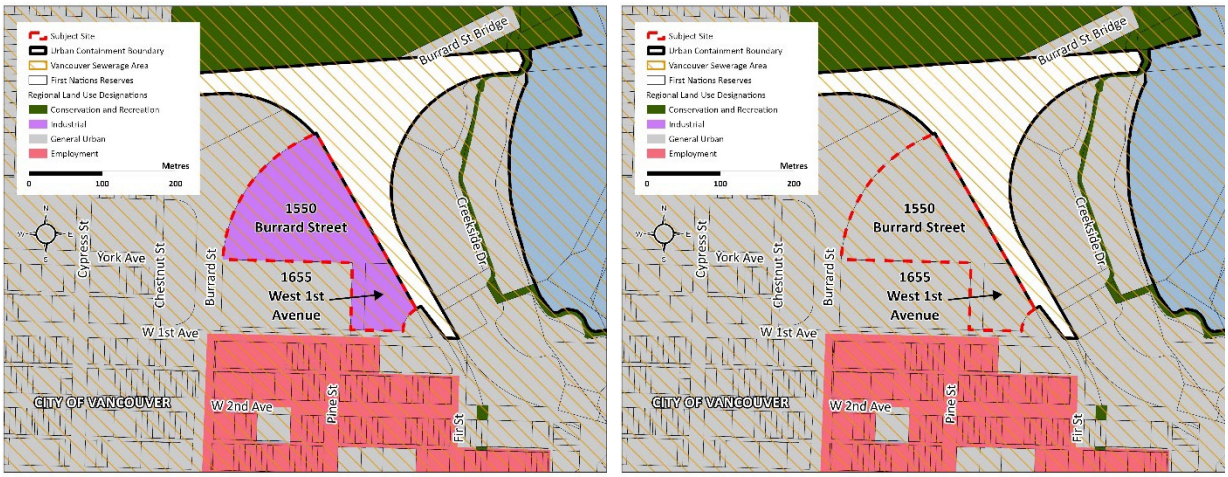


Figure 2. Site Context



Figure 3. Existing and Proposed Regional Land Use Designations – Industrial to General Urban



PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The City of Vancouver is proposing a *Metro 2050* amendment to re-designate the Molson Site from Industrial to General Urban to accommodate a mixed-use neighbourhood. Since the subject site is within the Urban Containment Boundary, this is a Type 3 amendment as per *Metro 2050* policy 6.3.4 (b). Type 3 amendments require an affirmative 50% + 1 weighted vote of the MVRD Board at each reading.

Table 1. Proposed Amendment

Address	1550 Burrard Street and 1655 West 1st Avenue
Site Size	3.1 hectares (7.7 acres)
***Metro 2050* Regional Land Use Designation**	Industrial (Current) | General Urban (Proposed)
ODP Designation	Industrial and Employment (Current) Mixed-Use High-Rise 2 (Proposed)
Zoning	M-2 (Current) | *No rezoning proposed*
Within the Urban Containment Boundary	Yes
In the Vancouver Sewerage Area	Yes
In an Urban Centre or FTDA	Yes

Guiding Principles and Rezoning Guidelines

Requests from member jurisdictions to amend *Metro 2050* typically occur in the context of an active rezoning or adoption of an area plan – both of which usually involve amendments to the overarching Official Community Plan (OCP) or Official Development Plan (ODP). In this instance, no site or concept plan has been provided. In the absence of this information, the City of Vancouver has provided Guiding Principles and Rezoning Guidelines for the Former Molson Brewery Site ("Guiding Principles"), which are included in **Attachment 1**. The Guiding Principles are summarized below:

Reconciliation: The Reconciliation principle emphasizes that redevelopment should be guided by ongoing collaboration with the Musqueam, Squamish, and Tsleil-Waututh Nations, respecting their rights, cultures, and self-determination. It recognizes the site's location on unceded territories of cultural significance and calls for integrating Indigenous knowledge, presence, and cultural expression into the planning, design, and public realm.

Land Use: The Land Use principle emphasizes redevelopment of the site as a mixed-use neighbourhood that delivers significant new job space alongside a diverse range of housing options. It calls for a minimum 1:1 replacement of existing industrial floor space with employment uses that are compatible with nearby residential development, while encouraging additional job growth through a mix of light industrial, commercial, institutional, and service uses. In parallel, the principle supports the provision of a range of housing types, including market, rental, and affordable housing.

Urban Design: The Urban Design principle emphasizes development that is contextually responsive and integrated with the surrounding neighbourhood, with built form that transitions in scale, enhances the public realm, and reflects the area's cultural significance. It supports high-quality design that contributes to a cohesive urban form within the Metro Core, while advancing regenerative, climate-responsive approaches that reduce emissions, enhance resilience, and incorporate nature-based systems.

Transportation and Connectivity: The Transportation and Connectivity principle emphasizes creating a highly accessible, transit-oriented, and car-lite community that prioritizes walking, cycling, rolling, and transit use. It supports integrating the site into the broader transportation network through improved active transportation connections, enhanced transit access, and coordinated planning with adjacent developments, while ensuring accessibility for people of all ages and abilities. The principle also highlights opportunities to collaborate with partners to strengthen transit service and connectivity, supporting reduced car dependency.

Public Benefits and Public Spaces: The Public Benefits and Public Spaces principle emphasizes creating a complete, livable, and inclusive community supported by a range of amenities, services, and infrastructure to meet the needs of a growing and diverse population. It highlights the importance of delivering well-designed public spaces as a central organizing element of the site, including parks, plazas, and gathering areas that are connected to the broader public realm.

Implementation and Delivery: The Implementation and Delivery principle emphasizes a coordinated and phased approach to redevelopment to ensure that job space, housing, infrastructure, and amenities are delivered in a timely manner to support growth. It highlights the role of the rezoning process in establishing a phasing and implementation plan to help ensure the timely delivery of agreed-upon public benefits.

The Guiding Principles are the basis of Metro Vancouver's staff assessment of the proposed amendment. An overarching theme of the staff assessment is that the Guiding Principles, if effectuated through the rezoning process, would result in a development generally consistent with *Metro 2050*. However, given the Guiding Principles' lack of policy or bylaw status, responsibility for incorporating and implementing the Guiding Principles in the development plan rests with the City of Vancouver through its rezoning and approval processes.

It is worth noting that, once a site is re-designated to a new Regional Land Use Designation, any development consistent with the new designation may theoretically occur, even if it diverges from the original site or area plan considered by the MVRD Board. This represents a risk for any *Metro 2050* amendment, although it can be mitigated to some extent if detailed planning and consultation has occurred. In this way, the proposal for the Molson Site is not significantly different from other area plan-based Regional Growth Strategy amendments that request changes to Regional Land Use Designations without detailed development plans.

REGIONAL PLANNING ANALYSIS

The City of Vancouver's proposed *Metro 2050* amendment has been assessed in relation to the applicable *Metro 2050* goals and policies. The intent of the assessment is to identify any potential regional planning implications and the regional significance of the proposed land use changes with respect to *Metro 2050*, not to duplicate the municipal planning process.

Municipal Benefits

The redevelopment of the Molson site would provide the City and the region with long-term benefits and support the critical need for more housing (including rental and affordable options), as well as employment space and jobs. The City's application highlights how the site is no longer suited to the current heavy industrial zoning given the changes to the surrounding area, including a lack of connectivity to trucking and rail routes. The City also highlights its diversity of industrial and mixed employment areas that each serve distinct needs, and how transitioning this site to mixed use would best fit the surrounding neighbourhoods and objectives for the area.

Alignment with Metro 2050

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 the majority of growth to Urban Centres and transit corridors.

The subject site is located within both the Urban Containment Boundary and the Vancouver Sewerage Area. It is also located within the Metropolitan Core, one of the major Urban Centres for the region.

Although the proposal does not detail a specific number of dwelling units or amount of job space, any residential or employment development within the Metropolitan Core advances the achievement of dwelling unit and employment growth targets set out in Table 2 of *Metro 2050.* Additionally, the proposal emphasizes the provision of a connected and complete community with a range of services and amenities in alignment with Strategy 1.3.

Goal 2: Support a Sustainable Economy
Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy.

The proposal for employment uses in this location contributes to the aims of Strategy 2.1, to support employment opportunities close to where people live. The proposal highlights how the City of Vancouver would seek to secure a minimum 1:1 replacement of existing job space on the (283,000 sf) through a rezoning process, and strongly encourages net new job space, suggesting a range of options including light industrial, office, retail, and institutional. From a regional perspective, a focus on the reprovision of light industrial job space is recommended to help mitigate the impacts of loss of industrial land on the region's economy.

However, the proposed amendment would result in the loss of 7.7 acres of regionally-designated Industrial lands, which does not align with Strategy 2.2 that seeks to protect the region's limited supply of Industrial lands. As a large industrial site, the location presents a strong opportunity for industrial intensification, as encouraged by *Metro 2050* Policy 2.2.9(c)(iv). While heavy industrial uses may no longer be appropriate in view of the site's proximity to high-density residential uses, the development of intensified light industrial activities could be brought forward under the existing Industrial land use designation.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards
Goal 3 of *Metro 2050* includes strategies to protect, enhance, restore, and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

As a former industrial site, there are no significant ecosystems on site. The proposal highlights City policies that would guide the future development around green building, zero emissions, and stormwater management that align with Goal 3.

Goal 4: Provide Diverse and Affordable Housing Choices
Goal 4 of *Metro 2050* includes strategies that encourage greater supply and diversity of housing to meet a variety of needs, expand rental housing supply, and meet the housing needs of lower income households.

The Guiding Principles state that "redevelopment of the site should deliver a variety of new housing opportunities which could include strata, purpose-built rental, affordable and social housing to support a diversity of household types, incomes, and backgrounds." It further notes that the affordable housing requirements for the Molson Site will follow the City's requirements outlined in the *Rezoning Policy for Sustainable Large Developments* or applicable policies in place at the time of rezoning. The City's current policy requires a minimum of 30% total residential floor area for affordable housing including 20% social housing and 10% secured rental and below-market rental housing. While no specifics are provided around the amount of housing, the proposal notes the site could accommodate "thousands" of new homes, suggesting the proposed amendment could result in a significant amount of new housing,

including rental and affordable options, that would undoubtedly advance *Metro 2050* Goal 4, as well as the regional target to achieve 15% of newly completed housing near transit as affordable rental housing.

Goal 5: Support Sustainable Transportation Choices
Goal 5 of *Metro 2050* includes strategies to coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, while supporting the safe and efficient movement of vehicles for goods and services.

The site is strategically located in proximity to Downtown Vancouver and served by the Frequent Transit Network. It is about 1.1 km walking distance from the South Granville SkyTrain Station, which is part of the Broadway Subway Project that is scheduled to open in 2027. It is well-served by sidewalks and bike lanes, including protected bikeways on both Burrard Street and 1st Avenue. The site is located along a designated municipal truck route (Burrard Street), which would facilitate goods movement to and from the site and support industrial or employment activities.

The Guiding Principles describe several improvements that ought to be included as part of the development. These include prioritizing accessibility, improving existing active transportation connections (including to rapid transit stations), minimizing general purpose vehicle parking, and coordinating with surrounding land uses. The Guiding Principles also note that transit improvements in the area are already planned as a result of the newly-adopted Burrard Peninsula Area Transport Plan and the neighbouring Seńáḵw development, the latter of which is expected to deliver the proposed Burrard Bridge transit hub.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES
Below is a summary of anticipated impacts on Metro Vancouver's utility services.

Liquid Waste Services (GVS&DD)
The proposed development will be serviced by the City of Vancouver's municipal sewer system, which will convey flows to the GVS&DD's 8th Avenue Interceptor and the Iona Wastewater Treatment Plant. During dry weather conditions, the additional flows are expected to have minimal impact on the regional sewers. However, depending on the scale and timing of development, wet weather conditions could increase both the volume and duration of combined sewer overflows within the Vancouver Sewerage Area.

As such, more detailed utility planning by both the City and GVS&DD will be required to ensure that regional systems can accommodate the additional growth. Once more detailed development information is available, it should be shared with GVS&DD staff for incorporation into the regional sewer model dataset. Metro Vancouver staff recommended that the City of Vancouver continue to reduce wet weather flows to the 8th Avenue Interceptor via its sewer separation initiatives.

Water Services (GVWD)
The proposed redevelopment would ultimately be supplied by GVWD's Capilano Mains 4 and 5 and the City of Vancouver's municipal distribution system. Without further details to estimate the projected water demand for the development, Metro Vancouver staff are unable to comment on the impact on GVWD's transmission system.

NEXT STEPS
The City of Vancouver's application notes that this amendment is being submitted to Metro Vancouver concurrently with a referral to a local Public Hearing (i.e. at the time of first reading). Typically, *Metro 2050* amendments are received following municipal third reading. However, Metro Vancouver can

receive applications at earlier stages of the municipal process, provided that no changes occur following subsequent municipal readings. In this instance, if the Vancouver Official Development Plan amendment is changed or refused by City Council at Public Hearing, the City intends to update or withdraw the *Metro 2050* amendment.

If the Type 3 amendment is initiated by the MVRD Board and the associated bylaw receives an affirmative 50% + 1 weighted vote at first, second, and third readings, it will then be referred to all affected local governments (including member jurisdictions, TransLink, and adjacent regional districts), and local First Nations. 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. If advanced by the Board it is intended that the amendment would be brought back for consideration at the September Board meeting. Given that the consultation period would occur over the summer months, the comment period will be extended to mid-September to provide greater opportunity for engagement with member jurisdictions and stakeholders.

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change is required from the City of Vancouver to be considered prior to fourth reading of the amendment bylaw. It is expected that the City will submit the updated RCS to Metro Vancouver if the MVRD Board chooses to initiate the proposed amendment process for *Metro 2050* and gives first, second, and third readings to the amendment bylaw. This process is in alignment with *Metro 2050* and its associated implementation guidelines.

ALTERNATIVES

1. THAT the MVRD Board:
   a) initiate the *Metro 2050* amendment process for the City of Vancouver's requested regional land use designation amendment from Industrial to General Urban for the site located at 1550 Burrard Street and 1655 West 1st Avenue;
   b) give first, second, and third readings to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026*";
   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.

2. THAT the MVRD Board decline the proposed amendment for the site located at 1550 Burrard Street and 1655 West 1st Avenue and notify the City of Vancouver of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the Local Government Act. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

OTHER IMPLICATIONS

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for discussion on June 19, 2026. Staff from the City of Vancouver and Metro Vancouver presented the proposed amendment and were available to answer questions from committee members.

Questions and comments from RPAC members addressed:

- How on- or off-site replacement of existing industrial capacity is considered as part of Metro Vancouver's assessment; and
- The City of Vancouver's approach to reconciliation.

As part of the standard Regional Growth Strategy amendment process under Metro 2050, the application will be circulated to First Nations referral offices for review and comment. Any feedback received from First Nations will be documented and reported back to the Board as part of the final consideration of the bylaw.

CONCLUSION

The City of Vancouver has requested a Type 3 amendment to *Metro 2050* to change the regional land use designation of the Molson site from Industrial to General Urban to accommodate a mixed-use neighbourhood. The subject site is within the Urban Containment Boundary and Vancouver Sewerage Area. Regional Planning analysis concludes that the proposed amendment is supportable, however, it does involve the trade-off of regionally limited Industrial designated lands in exchange for a mix of residential and employment uses that meet other important regional needs. Staff recommend Alternative 1, to initiate the amendment process.

ATTACHMENTS

1. Letter re City of Vancouver Regional Growth Strategy Amendment Application for the Former Molson Brewery Site (1550 Burrard Street and 1655 West 1st Avenue), dated June 3, 2026.
2. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026*.
3. Presentation re: Metro 2050 Type 3 Proposed Regional Land Use Amendment.

84735235

CITY OF VANCOUVER

Planning, Urban Design and Sustainability
Special Projects Office

June 3, 2026

Dorothy Shermer
Corporate Officer
Metro Vancouver
Metrotower III, 4515 Central Boulevard
Burnaby, BC V5H 0C6
Dorothy.Shermer@metrovancouver.org

Dear Ms. Shermer:

RE: City of Vancouver Regional Growth Strategy Amendment Application for the Former Molson Brewery Site (1550 Burrard Street and 1655 West 1st Avenue)

The City of Vancouver is considering amendments to the *Vancouver Official Development Plan* ("*Vancouver ODP*") to change the Generalized Land Use designation for the former Molson Brewery site (1550 Burrard Street and 1655 West 1st Avenue) to permit mixed-use redevelopment of the site. The proposal includes an amendment to *Metro 2050*, to change the regional land use designation for the subject site from "Industrial" to "General Urban" (Attachment A). The proposed regional growth strategy amendment also requires an amendment to the City of Vancouver's *Regional Context Statement*. Vancouver City Council is requesting the Metro Vancouver Regional District (MVRD) Board consider an amendment to *Metro 2050,* and an amendment to the City of Vancouver's *Regional Context Statement*.

Context and Background

The former Molson Brewery site is one of five exceptional industrial locations identified by Vancouver City Council in a July 2025 Council Motion for consideration of introduction of residential uses. It is the only self-contained site of the five locations identified and is not contiguous with any other industrial lands. As such, Council directed staff in February 2026 to (1) bring forward an application to amend the *Vancouver ODP* to change the site's Generalized Land Use designation from "Industrial and Employment" to "Mixed-Use High-Rise 2"; (2) undertake consultation with the local Nations, stakeholders, and the general public; and (3) initiate discussions with Metro Vancouver staff regarding a Type 3 amendment to *Metro 2050.*

Land Use Analysis

The former Molson Brewery site is located in Vancouver's Metro Core area. When the brewery was constructed in 1953, False Creek was surrounded by heavy industrial uses and connected regionally via the now de-commissioned CP Railway tracks. The surrounding area has since transformed into a mixed-used neighbourhood comprising residential uses, light/creative industrial and employment uses, and park space. Most recently and currently under construction, the Squamish Nation is developing the Seńáḵw development on the Squamish

Reserve, a high-density mixed-use project of 6,000+ purpose-built rental units immediately adjacent to the northeast.

The 283,000 sq.ft. brewery once employed up to 250 people, but ceased operations in 2019 when it relocated to a larger brewing facility in Chilliwack with direct access to Highway 1. There has been no industrial activity on the site since that time. The current M-2 zoning permits "industrial and other uses that are generally incompatible, potentially dangerous, or environmentally incompatible when situated in or near residential districts." Considering the site's proximity to residential uses, particularly the immediately adjacent Seȟáḵw development, and its lack of connectivity to key trucking routes or rail network critical for goods movement, the site is no longer suitable for stand-alone heavy industrial uses.

The City has a diversity of industrial and mixed-employment areas (Attachment B), each serving a distinct role within Vancouver's economy. The *Vancouver ODP* states that these areas are "primarily intended for production, distribution and repair activities with opportunities for office-based employment on upper floors." Collectively, these areas span a spectrum of industrial intensity.

At the heavy end of this spectrum are industrial areas such as the Burrard Waterfront, which accommodates port-related uses including marine terminals, bulk goods handling, and large-scale logistics. In the middle of the spectrum, light- to medium-intensity industrial areas, such as the Mount Pleasant Industrial Area, support small-scale production, creative industries, and hybrid industrial-commercial activities within a central urban context. At the lightest end are mixed-employment areas, such as the Burrard Slopes, which are characterized by uses such as vehicle sales and repair, light manufacturing, creative industries, showrooms, and low-scale office buildings.

The former Molson Brewery site is located immediately to the north of the Burrard Slopes area. The Burrard Slopes is described in the Broadway Plan as "a diverse, mixed-use area with a significant concentration of job space, housing, cultural spaces, shops and services." A mixed-use future for the former Molson Brewery site is therefore consistent with the Broadway Plan's vision for the Burrard Slopes area.

Mixed-use redevelopment of the site would capitalize on its central location within Vancouver's Metro Core, delivering new and diversified job space together with a variety of housing types and tenures, and supporting public amenities. A set of Guiding Principles and Rezoning Guidelines for the site has been developed by City staff and is proposed for approval by Vancouver City Council. They identify key planning objectives and considerations, providing a framework for evaluating proposed land use, built form, public realm, and public benefit outcomes as the project advances (Attachment C).

Alignment with *Metro 2050*

The proposed re-designation of the former Molson Brewery site aligns with the intent and objectives of *Metro 2050* by supporting compact growth within Vancouver's Metro Core. Redevelopment of the 7.7-acre site as a mixed-use community represents an efficient use of centrally located land and reinforces the Metro Core as a key urban node, reducing pressure for outward expansion and supporting a more compact regional form.

A dense, complete community in the Metro Core helps reduce emissions, supports climate adaptation, and enables more sustainable travel patterns. The proposal could accommodate thousands of new homes, including affordable housing, while prioritizing walking, cycling, and transit use in a highly accessible, transit-rich location within an already urbanized area.

The proposal also advances a sustainable and resilient economic model by intensifying and diversifying the number and types of jobs on the site. While transitioning away from heavy industrial use, it would maintain and expand job space with a broad mix of uses, including light industrial, creative production, office, and institutional activities that could accommodate around one thousand jobs. This would reflect the site's unsuitability for heavy industry dependent on goods movement and would instead support jobs that benefit from proximity to transit, housing, and the downtown core.

Together, these outcomes align with *Metro 2050* goals related to focusing growth and reducing sprawl, supporting a diverse and sustainable economy, protecting the environment and responding to climate change, providing complete communities with diverse and affordable housing, and supporting sustainable transportation options. Further detail on alignment with *Metro 2050* is provided in Attachment D.

Council Direction

On June 2, 2026, at a Council meeting, Vancouver City Council referred the proposed *Vancouver ODP* amendments to Public Hearing and directed staff (Attachment E) to make an application to Metro Vancouver to make a Type 3 regional growth strategy amendment, to re-designate the former Molson Brewery site from "Industrial" to "General Urban."

Metro Vancouver staff have advised City staff that they would accept submission of and begin processing a proposed *Metro 2050* amendment ahead of City Council's Public Hearing on the proposed amendments to the *Vancouver ODP*.

The City's Public Hearing is scheduled to be held on July 21, 2026. At that time, Vancouver City Council will decide whether to (1) approve amendments to the *Vancouver ODP*; (2) refer the amended *Regional Context Statement* contained in the *Vancouver ODP* to the MVRD Board for their acceptance or refusal at the same time as third and final reading of the *Metro 2050* amendment bylaw reading, should the MVRD board give initial readings to the amendment; and (3) approve the *Former Molson Brewery Site: Guiding Principles and Rezoning Guidelines* to guide future development of the site.

Should Vancouver City Council amend or refuse the proposed *Vancouver ODP* amendments after Public Hearing, staff will update or withdraw the Metro Vancouver application accordingly.

The City of Vancouver requests that the MVRD Board amend the regional growth strategy for the affected property from "Industrial" to "General Urban" and receive an amendment to the City of Vancouver's *Regional Context Statement* for consideration at the time as final reading of the MVRD regional growth strategy amendment bylaw.

Should Metro Vancouver staff require any additional information regarding this matter, please contact Hale Jones-Cox, Senior Planner, Special Projects Office by phone at 604-707-5328 or by email at Hale.Jones.Cox@vancouver.ca.

Yours truly,



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cc: Matt Shillito, Director, Special Projects Office, Matt.Shillito@vancouver.ca
Hale Jones-Cox, Senior Planner, Special Projects Office, Hale.Jones.Cox@vancouver.ca

Attachments:

Attachment A: Proposed Regional Growth Strategy Land Use Designation Amendment

Attachment B: City of Vancouver Industrial and Mixed-Employment Lands

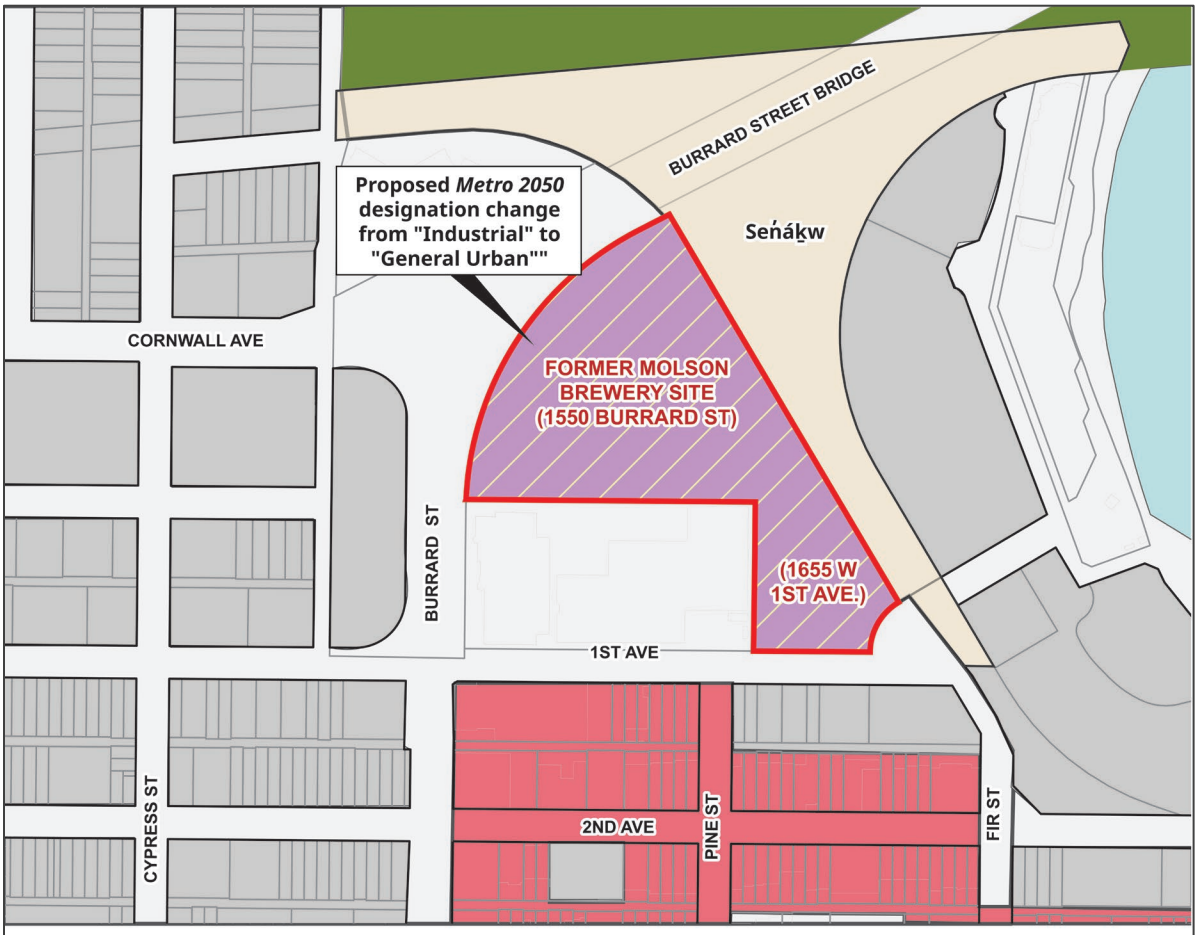
Attachment C: Former Molson Brewery Site: Guiding Principles and Rezoning Guidelines

Attachment D: Alignment of Former Molson Brewery Site Re-Designation with *Metro 2050*

Attachment E: Council Report: Vancouver Official Development Plan and Regional Context Statement Amendments for Former Molson Brewery Site

ATTACHMENT A

Proposed Regional Growth Strategy Land Use Designation Amendment



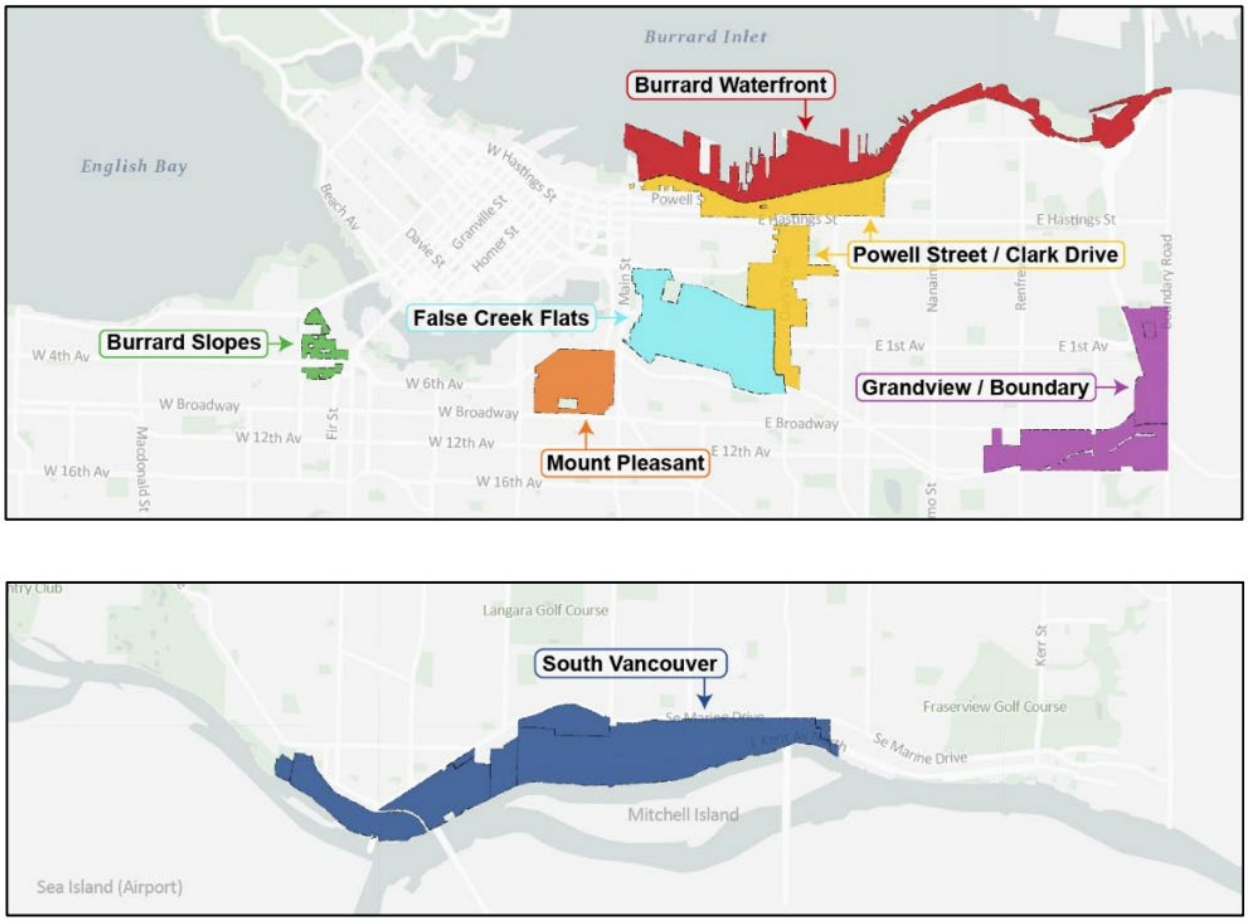
ATTACHMENT B

City of Vancouver Industrial and Mixed-Employment Lands

The City of Vancouver's *Official Development Plan* identifies, protects and enables intensification of seven key industrial and mixed-employment areas in Vancouver, each with a specific geographic location and economic function (see Part 4 FG2. Generalized Land Use Designations, Part 5.2 Economy, and Direction 2.2: Industrial/Employment Areas and Business Districts).

See Figure 1 below for a map of their locations:

Figure 1: Vancouver's Industrial and Mixed-Employment Areas



ATTACHMENT C

Former Molson Brewery Site: Guiding Principles and Rezoning Guidelines

Guidelines

Former Molson Brewery Site: Guiding Principles and Rezoning Guidelines

Approved by Council Month Day, Year

CITY OF VANCOUVER

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3.4 Transportation and Connectivity ..... **Error! Bookmark not defined.**

3.5 Public Benefits and Public Spaces ..... **Error! Bookmark not defined.**

3.6 Implementation and Delivery ..... **Error! Bookmark not defined.**

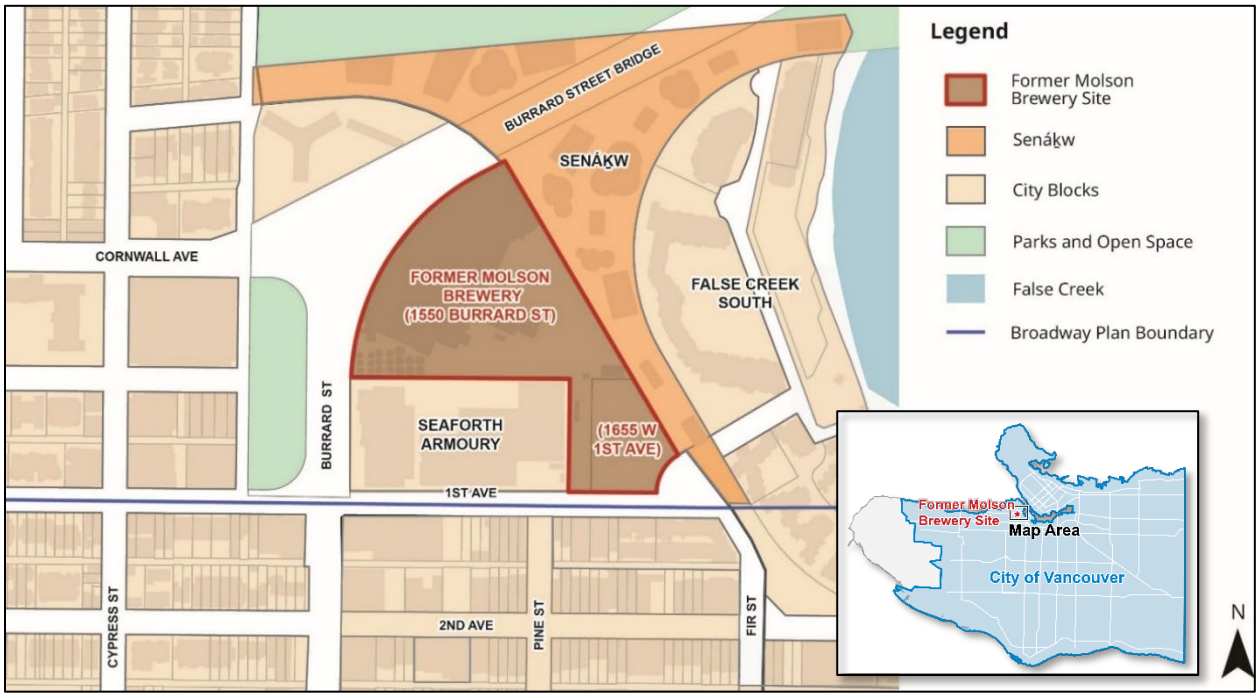
1 BACKGROUND AND CONTEXT

In July 2025, Council directed staff through a Council Motion to report back with site-specific information on the future role and land use considerations for five exceptional industrial sites/areas to identify sites that are appropriate for housing development and consideration for redesignation from "Employment or Industrial" to "General Urban" in the *Metro 2050: Regional Growth Strategy* (*Metro 2050: RGS*). The sites/areas are:

i. The former Molson Brewery site,
ii. The former industrial sites near Main Street and Terminal Avenue,
iii. The Railtown industrial district,
iv. The Marine Gateway area, and
v. The Mount Pleasant industrial area.

The former Molson Brewery site is the only self-contained site of the five sites/areas identified in the Council Motion and is not contiguous with any other industrial lands. In 2026, Council directed staff to start the process to enable redesignating and redeveloping this exceptional site as a comprehensive mixed-use development, rather than a stand-alone industrial site. Figure 1 shows the location of the Molson site within its surrounding context.

Figure 1: Former Molson Brewery site and context



The Molson Brewery was constructed in 1953 when False Creek was surrounded by heavy industrial uses and connected regionally via the now de-commissioned CP Railway tracks. The M-2 zoning permits "industrial and other uses that are generally incompatible, potentially dangerous, or environmentally incompatible when situated in or near residential districts." The 26,300 m^2 (283,000 ft^2) brewery once

employed up to 250 people, but ceased operations in 2019 when it relocated to a larger brewing facility in Chilliwack with direct access to Highway 1. There has been no industrial activity on the site since the brewery's closure, with limited interim uses such as movie sets and parking.

Over the past 70 years, the surrounding area has transformed into a mixed-use neighbourhood comprising residential uses to the east (False Creek South), light/creative industrial and employment uses to the south and east (the Burrard Slopes' Armoury District and Granville Island), residential uses to the west (Kits Point) and park space to the north (Vanier Park). The Sḵwx̱wú7mesh Úxwumixw (Squamish Nation) is developing the Seṅáḵw development on the Sḵwx̱wú7mesh (Squamish) Reserve, a high-density mixed-use project of 6,000+ purpose-built rental units immediately adjacent to the Northeast, sharing a 275 metre (900 foot) property line with the Molson site.

Typical heavy industrial uses under the Molson site's existing M-2 zoning (e.g. manufacturing, distribution and repair) generate air and noise contamination through combustion of fuel and metals, handling of solid bulk materials, and food and animal food processing. Considering the site's proximity to high-density residential uses including and its lack of connectivity to key trucking routes or rail network critical for goods movement, the site is no longer suitable for stand-alone heavy industrial uses.

There is a unique and significant opportunity to capitalize on the 7.7-acre site's central location within Vancouver's Metro Core area through a mixed-use redevelopment which delivers new and diversified job space, together with residential uses and supporting public amenities. More suitable job spaces for the site could include compatible light industrial uses such as Laboratories, Production Studios and Creative Manufacturing, Digital Entertainment and Information Communication Technology (DEICT), Office, Hotel, Service and Retail uses. Light industrial uses can be co-located with housing subject to mitigation measures required under the Vancouver Building By-law.

This redevelopment opportunity aligns with the "Metro Core/Broadway" Neighbourhood Type and advances other policy objectives in the Vancouver Official Development Plan (*"Vancouver ODP"*).

In 2026, amendments to the *Vancouver ODP* were brought forward to Council to redesignate the former Molson Brewery site from "Industrial and Employment" to "Mixed-Use High-Rise 2."

2 INTENT

The following guiding principles are intended to establish high-level direction to inform the preparation and review of a rezoning application for the site. They identify key planning objectives and considerations, providing a framework for evaluating proposed land use, built form, public realm and public benefit outcomes as the project advances.

The guiding principles will also be used to support an application by the City to Metro Vancouver to amend the site's *Metro 2050: RGS* designation from "Industrial" to "General Urban".

At this early stage, the guiding principles are deliberately broad and strategic in nature. They reflect a preliminary level of technical analysis and initial engagement with the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations, Department of National Defence, Provincial Government (Ministries of Transportation and Transit, Housing and Municipal Affairs, and Jobs and Economic Growth), Metro Vancouver, TransLink, Vancouver School Board, Conseil scolaire

francophone, and the general public. They are not intended to pre-determine specific design solutions, densities or regulatory outcomes. Rather, they set out the overarching intent for the site's redevelopment, recognizing that further work and engagement is required to test options and respond to technical, policy and contextual considerations.

The rezoning process will provide the opportunity to translate the principles into zoning regulations, development obligation agreements and design guidelines. Through this process, City staff will undertake further engagement, assess site-specific opportunities and impacts, infrastructure / servicing needs and other technical requirements, and identify and address any necessary trade-offs between competing objectives.

3 GUIDING PRINCIPLES

3.1 Reconciliation

3.1.1 Honour the City's commitment to reconciliation with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations:

The former Molson Brewery site is located on the traditional and unceded territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations. In alignment with the City of Vancouver's commitment to advancing reconciliation through its *UNDRIP Strategy*, planning for the redevelopment of the site should be guided by early and ongoing mutual collaboration with the local Nations and respect for their rights, cultures, and self-determination.

The site is located near False Creek and the Burrard Inlet, areas of important historical and ongoing cultural significance to all three local Nations since time immemorial.

Through meaningful and mutually beneficial engagement and collaboration, the rezoning process should explore opportunities to honour the location of the site, and strengthen cultural representation and visibility by embedding the local Nations' culture, art, and history into the site's design and public realm.

3.2 Land Use

3.2.1 Deliver significant new job and employment space:

At the height of its operation, the former Molson Brewery contained 26,300 m^2 (283,000 ft^2) of industrial space and employed 250 people. Heavy industrial uses are no longer compatible on the site given its proximity to high-density residential uses.

Redevelopment of the site should include a minimum 1:1 replacement of the floor space previously dedicated to heavy industrial uses with job space that is compatible with on-site and nearby residential uses. Provision of additional net new job space is strongly encouraged.

Types of job space could include light industrial, tech and office, tourism and hotel, retail and service (including grocery stores and restaurants), educational, cultural, and arts uses to meet the needs of businesses, residents and visitors.

Inclusion of significant job space in this central location supports the *Metro 2050: RGS* Goal #2 to "Support a Sustainable Economy" to ensure a diverse economy and jobs close to where people live. It also aligns with job space objectives for the Metro Core/Broadway Neighbourhood Type in the *Vancouver ODP* (Policy FG1.4.2).

3.2.2 Support a diverse and affordable housing mix:

Redevelopment of the site should deliver a variety of new housing opportunities which could include strata, purpose-built rental, affordable and social housing to support a diversity of household types, incomes, and backgrounds.

The City's *10 Year Affordable Housing Delivery and Financial Strategy* identifies large developments as important opportunities to contribute to the delivery of social and supportive housing options for lower-income households, and housing for moderate income households. The affordable housing requirements for the Molson site will follow requirements outlined in the Rezoning Policy for Sustainable Large Developments, or whichever applicable policies are in place at the time of rezoning.

This principle is closely aligned with the *Metro 2050: RGS* Goal #4 to "Provide Diverse and Affordable Housing" by increasing the supply, variety, and affordability of housing, particularly in transit-oriented locations, to create complete communities. It also aligns with *Vancouver ODP* objectives to expand affordable housing supply in Metro Core/Broadway (Policy FG1.4.1).

3.3 Urban Design

3.3.1 Encourage contextual design and neighbourhood integration:

The site planning and built form of new development on the former Molson Brewery site should establish a cohesive and mutually complementary relationship with the local context.

The tallest buildings should be located closest to the Seȟáḵw development on the Sḵwx̱wú7mesh (Squamish) Reserve and step down toward surrounding areas to thoughtfully integrate with the existing neighbourhood.

High-quality architecture, landscape design, and building forms should respond to the local urban context, as well as to the historical and ongoing cultural importance of the area to the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations.

Careful consideration should be given to solar access on the public realm and open spaces in accordance with applicable City policies and guidelines and the "Mixed-Use High-Rise 2" designation. Built form should contribute cohesively to the surrounding city's evolving skyline.

The site is centrally located within Vancouver's Metro Core area and aligns well with *Metro 2050: RGS* Goal #1 to "Create a Compact Urban Area" by encouraging efficient land use, reducing sprawl, and enhancing urban centres.

3.3.2 Advance regenerative and climate-responsive site design

Redevelopment of the site should explore regenerative, nature-based site design that protects and enhances ecological systems, and reduces lifecycle greenhouse gas emissions, while meaningfully increasing resilience to climate change.

New buildings and public realm should be designed as integrated systems, where siting, massing, landscape treatment, and servicing collectively reduce energy and water demand, manage rainwater on site, and help mitigate urban heat, flooding, and climate hazards. Consistent with the City of Vancouver's *Green Buildings Policy for Rezonings*, *Zero Emissions Building Plan*, and *Rain City Strategy*, sustainable site design should:

- minimize site disturbance and protect natural features where feasible;
- support permeability, urban biodiversity, tree planting and landscape enhancement
- incorporate green rainwater infrastructure and opportunities for rainwater reuse where appropriate and
- support compact, low-carbon urban form.

Through these measures, redevelopment is intended to contribute to long-term environmental resilience, climate adaptation, and emissions reduction, while creating a healthy, livable, and ecologically functional neighbourhood aligned with the *Metro 2050: RGS* Goal #3 to "Protect the Environment and Respond to Climate Change." This principle also aligns with *Vancouver ODP* objectives for climate change adaptation (Policy 3.2.2) and ecology (Policy FG1.2.4).

3.4 Transportation and Connectivity

3.4.1 Support healthy and accessible transportation options:

Concentrating people close to jobs and transit is critical to meeting the City's *Transportation 2040* and *Climate Emergency Action Plan* goal that at least two-thirds (~66%) of all trips made by Vancouver residents should be by walking, cycling, rolling, or transit, rather than private vehicles. The mixed-use redevelopment of the site should connect communities through a network of convenient transportation options, including robust transit and safe active transportation (walking/cycling/rolling), to support a reduction in car dependency

Accessibility and universal design should be prioritized across the site, emphasizing walking, cycling, rolling, and transit for people of all ages and abilities with integration into the existing active mobility network.

This site is well-located to encourage reduced vehicle trip demand as it is in proximity to major cycling infrastructure, such as the Burrard Bridge, the Seaside Greenway, York Avenue, and Cypress Street. The site should leverage and improve existing cycling routes to strengthen active transportation connections, including to rapid transit stations (Millennium Line, Canada Line and the Frequent Transit Network).

The street network should provide adequate infrastructure (e.g. greenways, protected intersections, signals, bus shelters, and public bike share stations) to ensure the comfort and safety of people walking, cycling, rolling, or taking transit.

The site design should support a car-lite community through the provision of off-street accessible parking, visitor parking, bicycle parking, passenger and goods loading, while minimizing general purpose vehicle parking, in accordance with the Parking By-law.

The design should provide transportation connections to nearby neighbourhoods (False Creek South, Burrard Slopes' Armoury District, Kits Point) to limit impacts to the existing street network and ensure connectivity to the city and region's broader transportation networks. The site design should also be coordinated with adjacent development to develop a mutually beneficial access, egress and circulation system for the area.

The site is located immediately adjacent to the Seaforth Armoury and the Hoffmeister Building, both of which are owned and operated by the Government of Canada (Department of National Defence). Daily operations at these facilities involve critical circulation and parking for large military vehicles, deliveries and the movement of hundreds of workers and military personnel. Any proposed rezoning or development of the site should carefully consider and mitigate potential impacts to the ongoing and essential operations of these facilities.

3.4.2 Seek opportunities to improve transit access and connectivity in collaboration with partners:

The site is located in an area served by existing bus routes that connect to downtown Vancouver and TransLink's Frequent Transit Network. In partnership with TransLink, opportunities for better transit connections and improved transit service to the site should be explored, beginning with the recently completed Burrard Peninsula Area Transport Plan. These include new and improved transit connections across the Burrard Bridge, to rapid transit stations (Millennium and Canada Lines), and along existing east-west transit corridors, subject to regional priorities, fleet availability, and funding.

The site should leverage the proposed Burrard Bridge transit hub, anticipated to be delivered by the Seȟáḵw development on the Sḵwx̱wú7mesh (Squamish) Reserve, by providing new pedestrian and cycling connections from the site to the transit hub.

Both Guiding Principles 3.4.1 and 3.4.2 align with the *Metro 2050: RGS* Goal #5 to "Support Sustainable Transportation Choices". These principles also align with *Vancouver ODP* objectives related to connectivity, safety and sustainable transportation (Policies FG1.3.5, 5.1.4, 5.2.1, 5.2.4 and 5.2.9).

3.5 Public Benefits and Public Spaces

3.5.1 Public benefits to support an equitable, livable and inclusive complete neighbourhood:

The former Molson Brewery site should being highly livable and meeting the needs of all ages, incomes and abilities. It should include shops, services, public spaces and community amenities (e.g. childcare, arts/culture spaces) that address the impacts of increased density in the neighbourhood and meet the demand from new residents.

Impacts on school enrolment and capacity will be considered and addressed through the rezoning process in collaboration with the local school boards (Vancouver School Board and Conseil scolaire francophone).

3.5.2 Create public spaces that support community life:

Public open space should be a key organizing element of the site design, with strong connections to existing parks and public spaces in the neighbourhood such as Vanier Park and the seawall.

The site should deliver a diverse mix of urban public spaces for a range of users, including parks and green spaces, plazas, areas for gathering, rooftop gardens and opportunities for local retail activation.

These spaces should receive sunlight at key times and support safety and social interaction, access to nature, and cultural expression.

Design of public spaces should incorporate measures to deter trespassing and maintain appropriate security buffers to the adjacent Department of National Defence property.

Both Guiding Principles 3.5.1 and 3.5.2 align with *Vancouver ODP* public realm objectives for the Metro Core/Broadway and broader public space network (Policies FG1.4.5, 9.3.1 and 9.3.2).

3.6 Implementation and Delivery

3.6.1 Phased and predictable implementation:

Development phasing should be planned and coordinated to ensure the timely provision of job space, mixed-tenure housing, municipal infrastructure, amenities and services to ensure growth is adequately supported.

A phasing and implementation plan will be developed at the time of rezoning to ensure the timely delivery of agreed-upon public benefits.

ATTACHMENT D

Alignment of Former Molson Brewery Site Re-Designation with *Metro 2050*

The proposed re-designation of the former Molson Brewery site supports the intent and objectives of the *Metro 2050: RGS* and represents an appropriate evolution of land use for a centrally located site within the metropolitan core in the following ways:

1. Create a Compact Urban Area: Focus growth within a defined urban containment boundary to encourage efficient land use, reduce sprawl, and enhance urban centers.

Redeveloping the former Molson Brewery site as a mixed-use community strongly supports compact urban growth by focusing and intensifying land use within Vancouver's Metro Core, rather than peripheral or greenfield locations.

- The site is a 7.7-acre, centrally located, self-contained former industrial parcel surrounded by established neighbourhoods, major employment areas, excellent walking/cycling connections and high-capacity transit infrastructure. Mixed use redevelopment represents a highly efficient use of scarce urban land.
- The Guiding Principles encourage the location of density where appropriate, with building forms coordinated with the adjacent Seńáḵw development, reinforcing the area as a major urban node.
- Shifting away from low-employment, heavy industrial use toward a multi-functional urban district allows housing, jobs, services, and amenities to coexist on a single site, reducing the need for outward expansion elsewhere in the region.

By accommodating significant residential and employment growth within an already urbanized area, the proposed approach directly aligns with *Metro 2050: RGS* Goal #1 by reducing pressure for sprawl, strengthening the inner city, and supporting a compact urban form.

2. Support a Sustainable Economy: Protect industrial and employment lands to ensure a diverse economy and jobs closer to where people live.

While the re-designation moves away from heavy industrial zoning, the proposal does not diminish the economic capacity and function of the site; rather, it modernizes and diversifies it in a way that is better suited to the local and regional context.

- The Guiding Principles require a minimum 1:1 replacement of the former 283,000 sq. ft. of industrial floor space with new, compatible job space, while strongly encouraging additional job space. This would provide room for an estimated 1,000 jobs, potentially four times the number of jobs that the brewery previously supported.
- Employment uses are broadened to include light industrial, creative manufacturing, laboratories, DEICT, office, hotel, retail, cultural, and educational functions, positioning the site for long-term economic resilience.
- The proposal acknowledges that the site's lack of rail access and major trucking connectivity makes it unsuitable for heavy industrial uses critical to regional goods

movement, and instead reallocates employment space to uses that thrive in central, mixed-use locations.

- Locating substantial job space immediately adjacent to major residential areas (including the Seńáḵw development and False Creek South) and within walking distance of downtown Vancouver supports shorter commutes and helps achieve the objective of providing jobs closer to where people live.
- Enabling residential uses on the former Molson Brewery site would not encourage conversion of other industrial land, given that the site is a stand-alone, self-contained industrial parcel. With no similar precedents or sites in Vancouver, it is unlikely to lead to a proliferation of more applications for re-designation of industrial land.

Overall, the redevelopment supports *Metro 2050: RGS* Goal #2 by retaining and expanding employment capacity, modernizing the economic role of the site, and integrating jobs into a complete urban neighbourhood rather than isolating them in single-use districts.

3. Protect the Environment and Respond to Climate Change: Safeguard natural areas, agricultural lands, and ecosystems, while enhancing resilience to climate impacts and reducing emissions.

Replacing heavy industrial uses with a mixed-use, regenerative urban development delivers significant environmental and climate benefits.

- Heavy industrial activities permitted under M-2 zoning typically generate air, noise, and emissions, which are increasingly incompatible with the surrounding residential context.
- The Guiding Principles emphasize regenerative, nature-based design, including rainwater capture, urban biodiversity, permeability, and tree retention, consistent with *Vancouver's Green Buildings Policy*, *Zero Emissions Building Plan*, and *Rain City Strategy*.
- Compact, mixed-use development enables lower per-capita energy use and emissions by reducing travel distances, supporting active transportation, and enabling shared building systems.
- On-site climate adaptation measures (e.g. heat mitigation, flood resilience, and integrated landscape design) help future-proof the neighbourhood against climate hazards.

The redevelopment directly advances *Metro 2050: RGS* Goal #3 by reducing industrial pollution, lowering lifecycle emissions, and creating a climate-resilient, ecologically functional urban site.

4. Provide Diverse and Affordable Housing: Increase the supply, variety, and affordability of housing, particularly in transit-oriented locations, to create complete communities.

The mixed-use redevelopment enables the delivery of thousands of new homes in one of the region's most accessible locations, which is not possible under industrial zoning.

- The City's *10 Year Affordable Housing Delivery and Financial Strategy* identifies large developments as important opportunities to contribute to the delivery of social and supportive housing options for lower-income households and household for moderate income households. The Guiding Principles align housing expectations with the City's

Rezoning Policy for Sustainable Large Developments, or applicable policies in place at the time of rezoning, for delivery of affordable housing.

- Co-locating housing with jobs, services, public amenities and transit creates a complete community, reducing household transportation costs and improving access to employment opportunities.
- The site's proximity to rapid transit lines, frequent bus routes, and the future Burrard Bridge transit hub makes it an ideal location for transit-oriented housing.

By converting underutilized industrial land into a high-density, inclusive mixed-use residential neighbourhood, the proposal strongly supports *Metro 2050: RGS* Goal #4.

5. Support Sustainable Transportation Choices: Connect communities through a network of transportation options, including robust transit and active transportation (walking/biking), to reduce car dependency.

Mixed-use redevelopment would significantly outperform a stand-alone industrial scenario in supporting sustainable transportation.

- The proposal prioritizes walking, cycling, rolling, and transit, consistent with the City's *Transportation 2040* and *Climate Emergency Action Plan* goal that two-thirds of trips be made by modes other than private vehicles.
- The site is strategically located near existing and planned cycling routes, the Seaside Greenway, Burrard Bridge, and frequent transit services.
- Coordinated planning with the adjacent Seȼáḵw development, including connections to a future Burrard Bridge transit hub, creates a highly integrated mobility network.
- A car-lite approach with limited vehicle parking and strong active transportation infrastructure reduces congestion and emissions while supporting accessibility for all ages and abilities.

This approach directly advances *Metro 2050: RGS* Goal #5 by embedding sustainable transportation choices into the everyday function of the neighbourhood.

ATTACHMENT E

Council Report: Vancouver Official Development Plan and Regional Context Statement Amendments for Former Molson Brewery Site

Note: For full report including appendices see:
https://council.vancouver.ca/20260602/documents/rr2.pdf

CITY OF VANCOUVER

COUNCIL REPORT

Report Date: May 19, 2026
Contact: Matt Shillito
Contact No.: 604-707-5487
RTS No.: 18622
VanRIMS No.: 08-2000-20
Meeting Date: June 2, 2026
Submit comments to Council

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Vancouver Official Development Plan and Regional Context Statement Amendments for Former Molson Brewery Site

Recommendation to Refer

THAT the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward the application to amend the *Vancouver Official Development Plan* described below, and that the amendment be referred to Public Hearing together with the recommendations set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary *Vancouver Official Development Plan* amendment by-law, in accordance with the recommendations set out below, for consideration at the Public Hearing;

AND FURTHER THAT staff be directed to make an application to Metro Vancouver to amend the *Metro 2050: Regional Growth Strategy* to re-designate the former Molson Brewery site at 1550 Burrard Street [*PID 007-960-646; Lot 2, Block D, Plan VAP13996, District Lot 3610, New*

Westminster Land District, Exp Pp 46467(Leasehold Over Portion Of Roof)] and 1655 West 1st Avenue [*PID 015-875-831; Lot 1, Block D, Plan VAP4358, District Lot 3610, Group 1, New Westminster Land District, Except Plan 47235, (Ref Pl 4358), (Ref Pl 3640)]* from "Industrial" to "General Urban."

Recommendations for Public Hearing

A. THAT Council approve, in principle, the amendments to the *Vancouver Official Development Plan* generally as presented in Appendix A of this report to change the Generalized Land Use designation of 1550 Burrard Street and 1655 West 1st Avenue ("former Molson Brewery site") from "Industrial and Employment" to "Mixed-Use High-Rise 2" and to change the regional land use designation from "Industrial" to "General Urban" in the *Regional Context Statement*;

FURTHER THAT the amendment to the *Regional Context Statement* contained in the *Vancouver Official Development Plan* be referred to the Board of Metro Vancouver for their acceptance or refusal;

FURTHER THAT, subject to the approval of Metro Vancouver to re-designate the former Molson Brewery site from "Industrial" to "General Urban" and amend the *Regional Context Statement*, the Director of Legal Services be instructed to bring forward for enactment amendments to the *Vancouver Official Development Plan By-law* generally in accordance with Appendix A.

B. THAT subject to the approval of Recommendation A, Council approve the "Former Molson Brewery Site: Guiding Principles and Rezoning Guidelines," generally as presented in Appendix B to guide future development of the site.

C. THAT Recommendations A and B be adopted on the following conditions:

(i) THAT the passage of the above resolutions creates no legal rights for the landowner or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;

(ii) THAT any approval that may be granted following the Council meeting shall not obligate the City to enact by-laws, and any costs incurred in fulfilling requirements to proceed with enactment are at the risk of the person making the expenditure or incurring the cost; and

(iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

Purpose and Executive Summary

In accordance with Council direction from February 2026 and in response to a July 2025 Council Motion, staff are bringing forward for referral to Public Hearing proposed amendments to the *Vancouver Official Development Plan* ("*Vancouver ODP"*) to change the Generalized Land Use designation for the former Molson Brewery site from "Industrial and Employment" to "Mixed-Use High-Rise 2," and to change the regional land use designation from "Industrial" to "General Urban" in the *Regional Context Statement*. Council also directed staff to begin discussions with Metro Vancouver regarding an application to amend the site's land use designation in the *Metro 2050: Regional Growth Strategy* ("*Metro 2050: RGS"*) *to* reflect the proposed *Vancouver ODP* and *Regional Context Statement* amendments.

Considering the site's proximity to residential uses, particularly the immediately adjacent Seńáḵw development on the Squamish Reserve, and its lack of connectivity to key trucking and rail routes critical for goods movement, the site is no longer suitable for stand-alone heavy industrial uses. The current M-2 zoning permits only industrial and other uses that are incompatible and potentially dangerous when situated in or near residential districts. The proposed *Vancouver ODP* and *Regional Context Statement* amendments would enable consideration of a future rezoning application for mixed-use redevelopment of the site, including new and diversified job space, together with residential uses and supporting public amenities.

Per Council direction, City staff consulted on the proposed *Vancouver ODP* amendments with staff from the Musqueam, Squamish and Tsleil-Waututh Nations; Department of National Defence; Provincial Government (Ministries of Transportation and Transit, Housing and Municipal Affairs, and Jobs and Economic Growth); Metro Vancouver; TransLink; Vancouver School Board; Conseil scolaire francophone; and the general public. This consultation, along with discussions with the landowner (Concord Pacific), has informed the preparation of a set of Guiding Principles and Rezoning Guidelines to inform future rezoning of the site, subject to Metro Vancouver and Council approval of the proposed *Metro 2050: RGS* and *Vancouver ODP* re-designations. These guidelines are presented for approval and attached as Appendix B.

Metro Vancouver's approval of the City's application to amend the site's land use designation in the *Metro 2050: RGS* is required prior to Council's final approval (enactment) of the proposed *Vancouver ODP* and *Regional Context Statement* amendments. Further to advice from Metro Vancouver staff, this report seeks Council direction to submit the proposed re-designation application to Metro Vancouver at the time this report is referred to Public Hearing, and to subsequently refer the associated *Regional Context Statement* amendment after Public Hearing. Should Council amend or refuse the proposed *Vancouver ODP* and *Regional Context Statement* amendments after Public Hearing, staff will update or withdraw the Metro Vancouver application accordingly.

Council Authority/Previous Decisions

July 2025: Council Motion *Realizing the Full Potential of Exceptional Lands in Vancouver* directed staff to provide site-specific information regarding the future role, planning considerations, and policy implications for five industrial locations (including the former Molson Brewery site) to identify sites that are appropriate for housing development and for consideration by the Metro Vancouver Board for re-designation from "Employment" or "Industrial" to "General Urban" in Metro Vancouver's *Metro 2050: RGS*.

Feb 2026: Subject to Council approval and enactment of the *Vancouver ODP*, Council directed staff to:

- Bring forward an application to amend the *Vancouver ODP* to re-designate the former Molson Brewery site from "Industrial and Employment" to "Mixed-Use High-Rise 2";
- Undertake consultation with the local Nations, stakeholders and the general public; and
- Initiate discussions with Metro Vancouver staff regarding a Type 3 amendment to the *Metro 2050: RGS* to re-designate the former Molson Brewery site from "Industrial" to "General Urban."

March 2026: Council approved and enacted the *Vancouver Official Development Plan*, repealed the former *City of Vancouver Regional Context Statement Official Development Plan,* and incorporated an updated version of the *Regional Context Statement* as Appendix A to the *Vancouver ODP*. The *Regional Context Statement* identifies how the City's long-term land use policies align with the *Metro 2050: RGS.*

City Manager's Comments

The City Manager concurs with the foregoing recommendations.

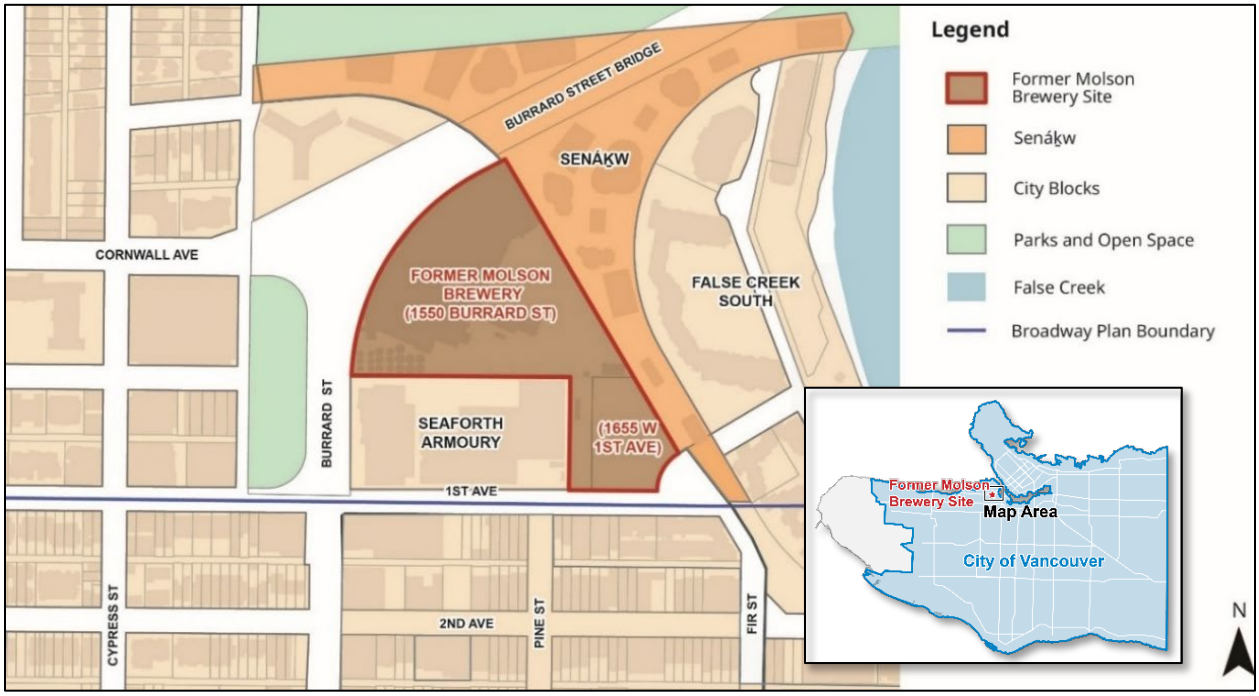
Context and Background

The former Molson Brewery site is located at the southwest end of the Burrard Bridge in the city's Fairview Neighbourhood, as shown in Figure 1.

The brewery was constructed in 1953 when False Creek was surrounded by heavy industrial uses and connected regionally via the now de-commissioned CP Railway tracks. Over the past 70 years, the surrounding area has transformed into a mixed-use neighbourhood comprising residential uses to the east (False Creek South), light/creative industrial and employment uses to the south and east (the Burrard Slopes' Armoury District and Granville Island), residential uses to the west (Kits Point) and park space to the north (Vanier Park). Most recently and currently under construction, the Squamish Nation is developing the Seńáḵw development on

the Squamish Reserve, a high-density mixed-use project of 6,000+ purpose-built rental units immediately adjacent to the northeast, sharing a 275 metre (900 foot) property line with the Molson site.

Figure 1: Former Molson Brewery site and context



The 283,000 sq.ft. brewery once employed up to 250 people, but ceased operations in 2019 when it relocated to a larger brewing facility in Chilliwack with direct access to Highway 1. There has been no industrial activity on the site since that time. The current M-2 zoning permits "industrial and other uses that are generally incompatible, potentially dangerous, or environmentally incompatible when situated in or near residential districts." Considering the site's proximity to residential uses, particularly the immediately adjacent Seńáḵw development, and its lack of connectivity to key trucking routes or rail network critical for goods movement, the site is no longer suitable for stand-alone heavy industrial uses.

There is a unique opportunity to capitalize on the 7.7-acre site's central location within Vancouver's Metro Core area through a mixed-use redevelopment which delivers new and diversified job space, together with residential uses and supporting public amenities. More suitable job space for the site could include light industrial, tech and office, tourism and hotel, retail and service (including grocery stores and restaurants), educational, cultural, and arts uses to meet the needs of businesses, residents, and visitors. These uses may be co-located with housing subject to mitigation measures required under the Vancouver Building By-law.

The former Molson Brewery site was one of five exceptional industrial locations identified by Council in a July 2025 Council Motion for consideration of introduction of residential uses. It is the only self-contained site of the five locations identified and is not contiguous with any other

industrial lands. As such, Council directed staff in February 2026 to (1) bring forward an application to amend the *Vancouver ODP* to change the site's Generalized Land Use ("GLU") designation from "Industrial and Employment" to "Mixed-Use High-Rise 2"; (2) undertake consultation with the local Nations, stakeholders, and the general public; and (3) initiate discussions with Metro Vancouver staff regarding a Type 3 amendment to the *Metro 2050: RGS* to re-designate the Molson site from "Industrial" to "General Urban." The following section provides updates on that work.

Discussion

1. Vancouver ODP Amendments

Following adoption of the *Vancouver Official Development Plan* on March 31, 2026, the City initiated a process to amend the *Vancouver ODP* to change the former Molson Brewery site's GLU designation from "Industrial and Employment" to "Mixed-Use High-Rise 2" and the regional land use designation in the *Regional Context Statement* from "Industrial" to "General Urban". Consequential amendments to additional maps and figures within the *Vancouver ODP* are included to reflect the proposed mixed-use designation for the site (see Figure 2).

The site is located within the Metro Core/Broadway Neighbourhood Type of the Urban Structure Strategy, which identifies the site for Industrial/Employment uses based on the site's previous intensive industrial uses. The site is no longer suitable for stand-alone heavy industrial uses given the lack of nearby rail and trucking routes and its adjacency to high-density residential uses at the Seȟáḵw development. A compact, mixed-use development that includes continued job uses alongside housing and supporting public amenities is more suitable given the changing role of the area and future vision for the Metro Core.

Figure 2: Proposed amendments to the *Vancouver ODP*

Amendment	Page	Description
Figure 10: Relationship between land use policies and regulations	52	Change illustrative uses of the Urban Structure Strategy and Generalized Land Use ("GLU") designations maps to correspond to the changes below
Figure 11: City building layers	55	Change illustrative use of the Urban Structure Strategy map to correspond to the changes below
Map 2: Urban Structure Strategy	61	Change site from "Industrial/Employment" to "High Streets and Commercial Hubs"
Figure 14: Building blocks of the GLU	81	Change illustrative use of the Regional land use designations and overlays map to correspond to the changes below
Map 4: Generalized Land Use map	85	Redesignate the site's GLU from "Industrial and Employment" to "Mixed-Use High-Rise 2"
Mixed-Use Designations GLU thumbnail	88	Add site
Industrial & Employment GLU thumbnail	92	Remove site
Map 5: Housing opportunities	101	Change site from "Industrial/Employment" to "Area to Expand Diverse Housing Options"
Map 6: Employment area opportunities	113	Change site from "Industrial/Employment" to "High Streets and Commercial Hubs"
Map 8: Long-term transit network	131	Remove the "Industrial/Employment" overlay to show

		underlying ”Metro Core/Broadway”
Map 16: Arts, culture and heritage policy support areas	153	Change site from “Industrial Area” to “High Streets and Commercial Hubs”
Map A1: Regional land use designations and overlays (*Vancouver ODP* Appendix A, *Regional Context Statement)*	231	Change site from “Industrial” to “General Urban”
Map B1: Regional land use designations and overlays (*Vancouver ODP* Appendix B, Additional Maps)	233	Change site from “Industrial” to “General Urban”

Prior to adopting an amendment to the *Vancouver ODP*, in accordance with section 562.02 of the *Vancouver Charter*, Council must consider:

(a) any applicable guidelines under the Provincial Policy Manual: Transit-Oriented Areas;
(b) any financial planning documents or policies that Council considers relevant; and
(c) any waste management plan under Part 3 of the *Environmental Management Act* that is applicable to Vancouver.

Council may also consider any other land use planning and any social, economic, environmental or other community planning and policies that the Council considers relevant.

Details of City plans and policies applicable to this application are addressed in this report. The former Molson Brewery site is not located in a transit-oriented area (“TOA”), so there are no applicable TOA guidelines. Staff have considered the application against applicable financial and waste management plans and have identified no material impacts.

2. Guiding Principles and Rezoning Guidelines

Feedback from the *Vancouver ODP* amendment consultations (summarized in the following section), along with discussions with the landowner (Concord Pacific), have informed the preparation of the *Former Molson Brewery Site: Guiding Principles and Rezoning Guidelines* (the “Guiding Principles,” attached as Appendix B). The proposed Guiding Principles will be used to inform future planning and rezoning of the site and support an application to Metro Vancouver to amend the *Metro 2050: RGS*. They also present a unique opportunity to advance the *Vancouver ODP’s* Big Ideas and to support policy objectives pertaining to job space, housing, community amenities, and the public realm.

Key topics and themes of the proposed Guiding Principles, and how they align with *Vancouver ODP* objectives, are briefly summarized in Figure 3 below.

Figure 3: Former Molson Brewery site Guiding Principles (see Appendix B for detailed text for each principle)

Topic	Guiding Principle	Alignment with *Vancouver ODP*
Reconciliation	• Honour the City’s commitment to reconciliation with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations	• Foundational Principle of Reconciliation • Cultural visibility for the local Nations (Policies 8.2.1 and 8.3.1)

Land Use	• Deliver significant new job and employment space • Support a diverse and affordable housing mix	• Job space in Metro Core/Broadway (Policy FG1.4.2) • Expansion of affordable housing supply in Metro Core/Broadway (Policy FG1.4.1)
Urban Design	• Encourage contextual design and neighbourhood integration • Advance regenerative and climate-responsive site design	• Climate change adaptation (Policy 3.2.2) • Ecology (Policy FG1.2.4)
Transportation and Connectivity	• Support healthy and accessible transportation options • Seek opportunities to improve transit access and connectivity in collaboration with partners	• Connectivity, safety and sustainable transportation (Policies FG1.3.5, 5.1.4, 5.2.1, 5.2.4 and 5.2.9)
Public Benefits and Public Spaces	• Include public amenities to support an equitable, livable and inclusive complete neighbourhood • Create public spaces that support community life	• Public realm enhancements in Metro Core/Broadway (Policy FG1.4.5) • Public space network (Policies 9.3.1 and 9.3.2)
Implementation and Delivery	• Phased and predictable implementation	• N/A

Subject to Council approval, these Guiding Principles will inform and be used to evaluate a future rezoning application for the site.

3. Consultation Feedback:

Per Council direction, City staff engaged with staff from Musqueam, Squamish, and Tsleil-Waututh Nations; Department of National Defence (related to the site-adjacent Seaforth Armoury and Hoffmeister Building); Provincial Government (Ministries of Transportation and Transit, Housing and Municipal Affairs, and Jobs and Economic Growth); Metro Vancouver; TransLink; and Vancouver School Board (VSB) and Conseil scolaire francophone. Feedback from these discussions is summarized below:

Local Nations

Meetings were held with staff from the Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation, who shared that the former Molson Brewery site is located in an area of historical and ongoing cultural significance to all three of the Nations. Development should honour the site's location and strengthen cultural representation through integration of culture, art, and history of the three Nations. They noted that transportation upgrades should make the site more accessible to the city and region's broader transportation network and were in favour of public benefits and open space being delivered in this area. Planning for the site should ensure compatibility with the Sen̓áḵw development on the Squamish Reserve through careful consideration of transportation infrastructure, open space and building forms.
In response, the Guiding Principles emphasize the cultural significance of this area to the Musqueam, Squamish, and Tsleil-Waututh Nations and encourage strengthening cultural representation and visibility by embedding the local Nations' culture, art, and history into the site design. The principles also speak to ensuring suitable physical connectivity to the Sen̓áḵw development and note the importance of integrating the former Molson Brewery site with the transportation network to enable broader access to the city and region.

Department of National Defence

A meeting was held with Department of National Defence (DND) staff. DND staff emphasized that their primary concern is maintaining security and preventing unauthorized access to their properties (Seaforth Armoury and Hoffmeister Building), as these sites support sensitive operations, including the daily movement of large military vehicles, and require controlled and reliable access for administrative, training, and operational purposes. Design and development of the former Molson Brewery site should consider and seek to mitigate any risk of trespassing and other security vulnerabilities. Staff also noted that the Hoffmeister Building is a post-disaster facility from which DND staff mobilize in the case of a disaster. Protecting its security and functionality is critical, and surrounding buildings would need to protect the Hoffmeister Building's structural integrity to ensure emergency operational feasibility. DND staff would like to be engaged on technical designs throughout the rezoning process.

In response, the Guiding Principles prioritize the mitigation of potential security risks and addressing transportation considerations for the Seaforth Armoury and the Hoffmeister Building.

Provincial Government

A joint meeting was held with staff representatives from the Ministries of Transportation and Transit; Housing and Municipal Affairs; and Jobs and Economic Growth. Staff from the Ministry of Jobs and Economic Growth raised concerns about the loss of industrial land, noting the general desire to see a 1:1 replacement of industrial lands if and when they are converted to other uses. They encouraged provision of well-paying jobs on the former Molson Brewery site, particularly in the light industrial and tech sectors to align with the Province's priority sectors. Provincial staff also encouraged planning for the site holistically through diverse housing typologies, resilient site design, and transportation options that encourage shifting to more sustainable modes of transportation.

In response, the Guiding Principles encourage provision of priority sector job space, such as light industrial and tech, that are more compatible with residential uses. Other principles speak to supporting a diverse and affordable housing mix, advancing regenerative and climate-responsive site design, and supporting healthy and accessible transportation options, including transit.

Metro Vancouver

Two meetings were held with Metro Vancouver staff representatives, who were generally supportive of delivering expanded employment uses and housing on the former Molson Brewery site, given its proximity to other residential developments. They noted that City staff should address transportation and parking impacts, transit opportunities, and public benefits as part of the *Metro 2050: RGS* amendment application to Metro Vancouver.

In response, the Guiding Principles speak to provision of employment space and housing, management of vehicle parking and access, opportunities for transit improvements, and delivery of public benefits.

TransLink

TransLink staff provided written feedback, summarized as follows:

- Desire to collaborate to address transit service needs as the neighbourhood grows,

including exploring possibilities for transit priority and other infrastructure upgrades.
- Encourage exploration of opportunities to strengthen regional active transportation connections given the site's proximity to major cycling infrastructure, such as the Burrard Bridge, the Seaside Greenway, York Avenue, and Cypress Street.
- Encourage site design that allows for street-level loading to enable efficient goods movement.

In response, the Guiding Principles indicate that opportunities for better transit connections and transit service to the site should be explored in partnership with TransLink, including by strengthening active transportation connections to rapid transit stations. The Guiding Principles also emphasize the importance of providing goods loading for vehicles on-site.

School Boards

A meeting was held with VSB staff, who noted that population growth in the area is uncertain at this stage, depending on residential density, housing form and tenure on the former Molson Brewery site and other nearby developments. VSB staff conducted an evaluation of the possible impacts on current and future school enrolment, as well as land use impacts to school properties and surrounding areas (see Appendix C) and expressed interest in working with City staff to align school planning with residential growth as planning progresses.

City staff also received written feedback from the Conseil scolaire francophone asking whether a future public school could be contemplated on the site.

In response, the Guiding Principles highlight the need to consider and address school capacity and enrolment through the future rezoning process in collaboration with both local school boards.

General Public

The public was invited to complete a Shape Your City survey, submit questions through a question and answer form, send emails or letters, and make phone calls directly to staff. During the public consultation period, staff received 183 surveys responses, nine questions, three emails, one letter, and five phone calls.

Staff gathered public feedback on nine topics: reconciliation, jobs and employment, housing, urban design, transit, vehicles and parking, active transportation, public benefits, and open spaces. Participants were also provided the opportunity to share feedback on other topics of their choosing.

Key themes from public consultation include:
- Desire for affordable housing that supports diverse households, with mixed sentiments about accommodating additional housing in relation to topics such as building heights, densities, and impacts to the existing neighbourhood.
- Support for mixed employment uses that are economically productive and meet the needs of local residents, with some concerns about industrial land protection.
- Emphasis on the need to manage vehicle traffic, parking, and transit capacity in response to neighbourhood growth.

- Strong support for public benefits that support new residents, including gathering spaces and community amenities. Concerns about community infrastructure keeping pace with population growth.

See Appendix D for a full summary of public consultation feedback, including how it has shaped the proposed Guiding Principles.

4. *Metro 2050: Regional Growth Strategy* Amendment - Land Use Analysis

Metro Vancouver's *Metro 2050: RGS* is the region's overall policy for how growth is addressed and distributed throughout the region. The proposed amendments to the *Vancouver ODP* and *Regional Context Statement* are required to be submitted to Metro Vancouver as part of a Type 3 amendment to the *Metro 2050: RGS* to re-designate the Molson site from "Industrial" to "General Urban".

Based on advice from Metro Vancouver, staff are seeking Council direction to apply for the Type 3 amendment after referral of this report to a Public Hearing. Should Council amend or refuse the recommendations of this report after Public Hearing, staff will update or withdraw the Metro Vancouver application accordingly.

Metro Vancouver considers proposed amendments against the overall goals of the *Metro 2050: RGS*, which are to:

1. Create a compact urban area;
2. Support a sustainable economy;
3. Protect the environment and respond to climate change and natural hazards;
4. Provide diverse and affordable housing choices; and
5. Support sustainable transportation choices.

The proposed re-designation of the former Molson Brewery site supports the intent and objectives of the *Metro 2050: RGS* and represents an appropriate evolution of land use for a centrally located site within the metropolitan core. Further details on the land use planning rationale for the proposed re-designation can be found in Appendix E.

In addition to the overall goals of the *Metro 2050: RGS*, Metro Vancouver staff have advised that re-designations should consider potential speculative pressure on nearby industrial lands. The former Molson Brewery site is unique and self-contained with no other industrial lands remaining in the immediate area. With no similar precedents or sites in Vancouver, it is unlikely to lead to a proliferation of more applications for re-designation of industrial land.

5. Metro Vancouver process to amend the *Metro 2050: Regional Growth Strategy*

Metro Vancouver staff have advised they will accept submission and begin processing a proposed *Metro 2050: RGS* amendment following Council's referral of this report to Public Hearing. Metro Vancouver's Type 3 *Metro 2050: RGS* amendment process involves:

engagement with the public, First Nations, and a range of stakeholders and government agencies; two decisions by the Metro Vancouver Board; and a regional public hearing. The referral of the amendment to the *Regional Context Statement* is a separate process from the Type 3 amendment application, and City staff will follow the direction of Metro Vancouver to ensure the Metro Vancouver Board considers both applications together.

Subject to Council approval, if the *Metro 2050: RGS* land use re-designation and the amendment to the *Regional Context Statement* are approved by the Metro Vancouver Board, the updated *Vancouver ODP* amendments would be brought back to Council for enactment.

The next step would be for the landowner to make a rezoning application to the City. The rezoning process would determine in detail the appropriate land use mix, built form and density, site layout, access and servicing, and public benefits. The rezoning application would follow the standard process, including public consultation, before being brought to Council for consideration.

Financial Implications

There are no financial implications associated with this report's recommendations.

Legal Implications

Amendments to an official development plan must be considered at a Public Hearing pursuant to section 559.02(1)(a) of the Vancouver Charter. Whether a future rezoning application proceeds to a Public Hearing or a regular Council meeting will be determined based on the substance of the future application and in accordance with the Vancouver Charter.

* * * * * * * * *

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1470, 2026
A bylaw to amend "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022"

WHEREAS:

A. The Metro Vancouver Regional District Board (the "Board") adopted "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022; and

B. The Board wishes to amend "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022".

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is ""Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026".

Schedule

2. The following schedule is attached to and forms part of this bylaw:
   - Schedule A, Subject Properties.

Amendment of Bylaw

3. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is amended as follows:

   (a) re-designating the subject properties, as listed in the table below:

PID	Legal Description
007-960-646	LOT 2, BLOCK D, PLAN VAP13996, DISTRICT LOT 3610, NEW WESTMINSTER LAND DISTRICT, EXP PL 46467 (LEASEHOLD OVER PORTION OF ROOF)
015-875-831	LOT 1, BLOCK D, PLAN VAP4358, DISTRICT LOT 3610, GROUP 1, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN 47235, (REF PL 4358), (REF PL 3640)

   from 'Industrial' to 'General Urban', as shown in Schedule "A" of this bylaw.

4. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in section 3 of this bylaw.

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

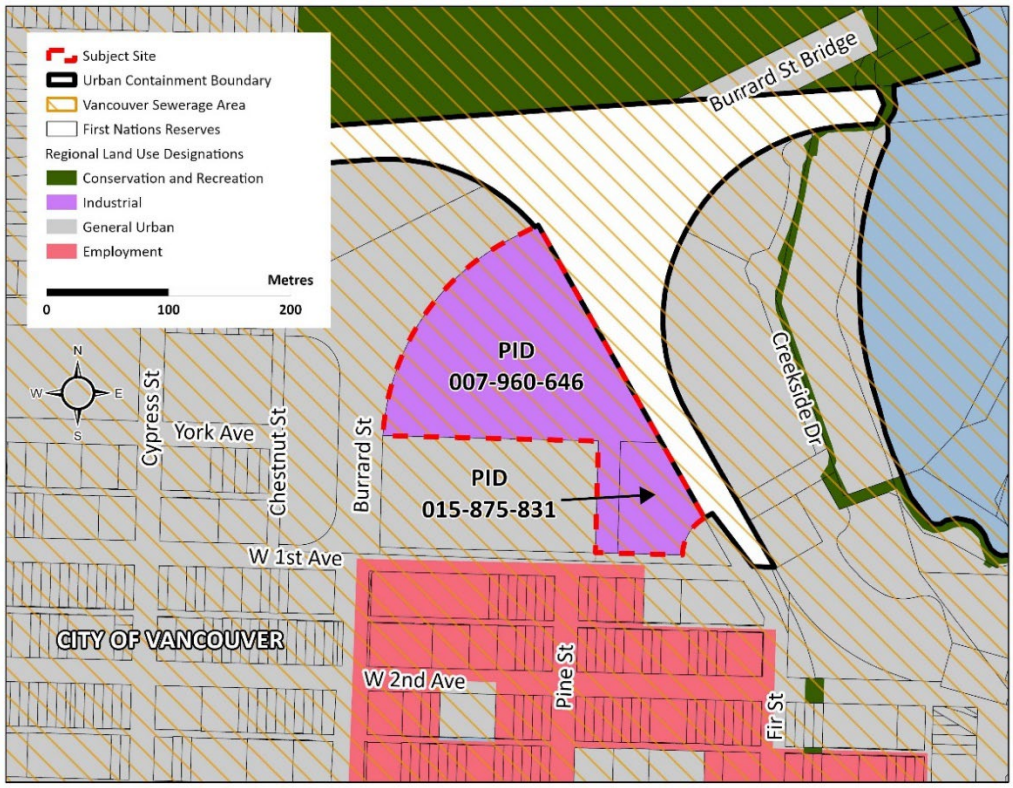
Adopted this _____ day of _____, _____.

Mike Hurley, Board Chair

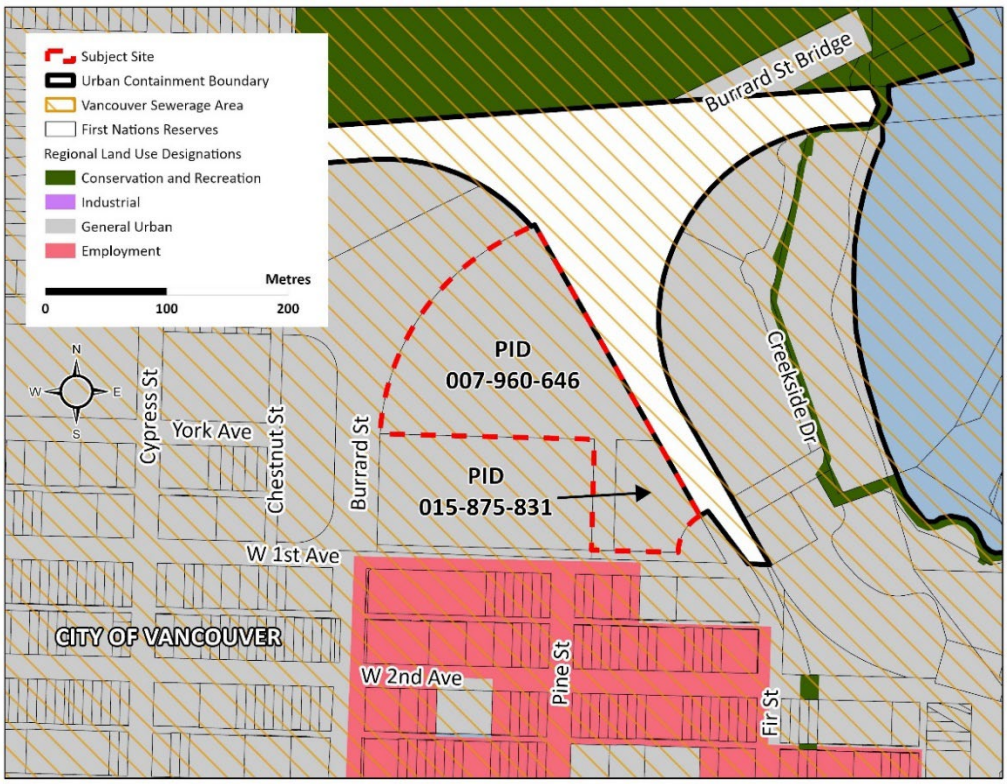
Dorothy Shermer, Corporate Officer

Schedule A

Prior to Amendment



Post Amendment





Metro 2050 Type 3 Proposed Regional Land Use Amendment

City of Vancouver – 1550 Burrard Street and 1655 West 1st Avenue (Molson Site)

Mark Seinen
Senior Planner, Regional Planning and Housing Services

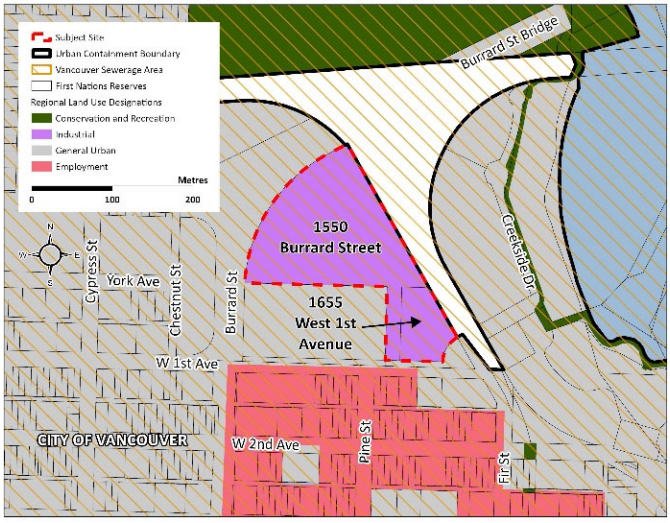
metrovancouver

Regional Planning Committee, July 2, 2026

1

REGIONAL LAND USE CONTEXT

- **Designation: Industrial**
- **Inside UCB:** Yes
- **Inside VSA:** Yes
- **Surrounding lands:** General Urban, Employment
- **Current use:** former Molson brewery (last operational 2019)

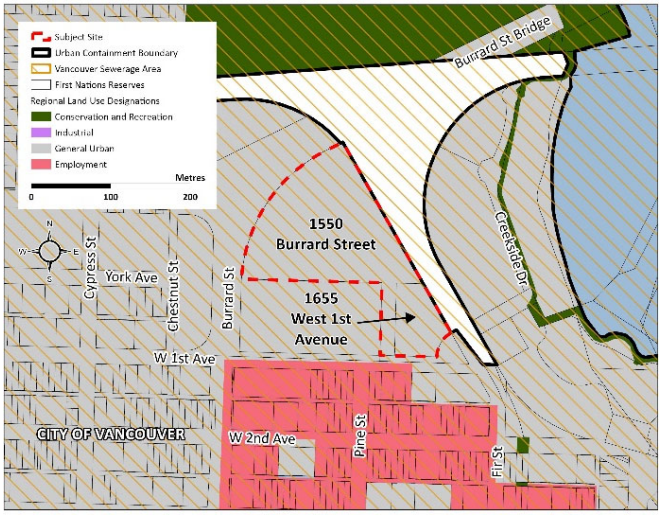


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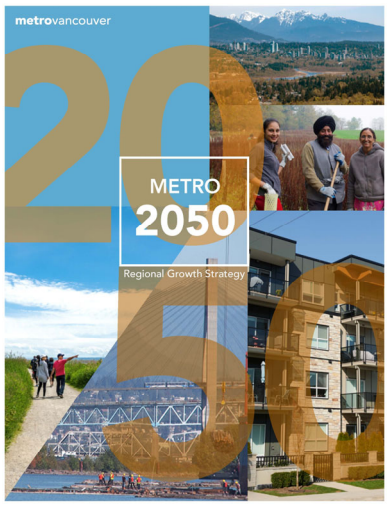
PROPOSED AMENDMENT

- From **Industrial** to **General Urban**
- **Proposed use:** mixed use neighbourhood
- **Process:** Type 3 amendment (50%+1 weighted vote at Board)



METRO 2050 CONSISTENCY ANALYSIS

- Major planned development, compatible with surrounding land uses
- Unknown impacts on Metro Vancouver utilities
- **Pro:** Major contributions to regional housing and employment
- **Con:** Loss of Industrial designated land



RECOMMENDATION

THAT the MVRD Board:

a) **initiate the Metro 2050 amendment process** for the City of Vancouver's requested regional land use designation amendment from Industrial to General Urban for the site located at 1550 Burrard Street and 1655 West 1st Ave;

b) **give first, second, and third readings** to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026";

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.

NEXT STEPS

MVRD Board (Initial Readings)	July 24, 2026
Referral Period	45 days (minimum)
MVRD Board (Final Reading)	September 25, 2026 (tentative)

- Comments from affected local governments are conveyed to MVRD Board at Final Reading
- MVRD Board may decline to give Readings at either meeting


Questions
metrovancouver
Together we make our region strong
7

7

CITY OF BURNABY
OFFICE OF THE MAYOR
MIKE HURLEY
MAYOR

August 25, 2026

Mike Hurley, Chair
Metro Vancouver Board of Directors
Metrotower III, 4515 Central Blvd.
Burnaby, BC V5H 0C6

Sent via email: CAOAdministration@metrovancouver.org

Dear Chair Mike Hurley and Members of the Metro Vancouver Board of Directors,

Re: City of Burnaby Comments on Metro 2050 Proposed Regional Growth Strategy Amendment Bylaw No. 1470, 2026

On July 27, 2026 the Metro Vancouver Board issued a letter to the City of Burnaby requesting comments on a proposed amendment to the Regional Growth Strategy (Amendment Bylaw 1470, 2026). The site in question is located at 1550 Burrard Street and 1655 West 1st Ave and was formerly the site of the Molson brewery.

The proposed Type 3 amendment would re-designate 3.1 hectares of Industrial land to General Urban to accommodate a mixed-use high-density neighbourhood. The site is located within the Urban Containment Boundary (UCB), within the Vancouver Sewerage Area, and within the Metropolitan Core Urban Centre.

The City of Burnaby has the following comments on the proposed amendment:

1. **Loss of Industrial land contributes to the region's Industrial land shortage and negatively impacts the region's economy**

   The loss of this Industrial land contributes to the ongoing critical shortage of Industrial land in the region. Industrial land vacancy rates are lower than 1% in Metro Vancouver and industrial land values increased 93% between 2019 and 2022. This lack of affordable industrial land negatively impacts the region's economy through lost economic development and job creation opportunities as companies leave or bypass the region in favor of more affordable markets. As such this amendment is inconsistent with Metro 2050 Goal 2 (Support a Sustainable Economy), Strategy 2.2 (Protect the supply and enhance the efficient use of industrial land).

2. Loss of Industrial land puts pressure on the region to expand the UCB and re-designate Rural lands or Agricultural lands

The shortage of Industrial and Employment land in the region has been the driving rationale behind some recent RGS amendment proposals to expand the UCB and re-designate Rural and Agricultural parcels to Industrial or Employment. This outcome is contrary to Metro 2050 Strategies to contain urban development within the UCB. In this way, the proposed amendment may indirectly contribute to UCB expansion elsewhere in the region and the loss of regionally-important lands.

3. The site is an appropriate location for continued industrial use

The Molson site is located along a designated truck route, is located near the Port of Vancouver, has access to key infrastructure services and is a large lot that can accommodate many potential uses. The location of the site provides opportunities for workers to access jobs by transit and providing employment opportunities close to where people live reduces commute distances, aligning with Metro 2050 Strategy 2.1. It is also adjacent to existing employment-designated lands to the south.

Industrial activities located near residential areas can cause conflicts, particularly related to safety and noise impacts on nearby residents. However, potential impacts can be mitigated through measures such as site design, limitations on the types of industrial uses, and other regulatory tools to reduce the adverse impacts of industrial on neighboring communities.

4. The site is an appropriate location for a high-density mixed-use development

The subject site is within the UCB, within the Vancouver Sewerage Area, within the Metropolitan Core Urban Centre, and walking distance to frequent transit making it an appropriate location for a high-density mixed-use development. This proposed development may increase the supply of rental and affordable housing as well as other commercial uses including employment opportunities and would contribute to the region's target of focusing employment and housing growth in Urban Centres.

5. Proposal's commitment to job space replacement and housing affordability is appreciated

A site plan or concept plan were not provided; instead, general Guiding Principles and Rezoning Guidelines for the Former Molson Brewery Site were included. The Guiding Principles include a call for 1:1 job space replacement as well as an affordable housing provision which would be supportive of Metro 2050 Strategies 1.2, 4.1 and 4.2. These Guiding Principles are appreciated, especially the provision to replace existing employment space and to encourage additional job growth in the

area. Replacing or exceeding the site's current 26,300m^2 of industrial space with new employment space, in particular light industrial uses, would help mitigate the impact the loss of the regionally-designated Industrial land capacity will have on the region's economy. Implementation of these Guiding Principles rests with the City of Vancouver's rezoning and approval process and we encourage the City to use the other tools at its disposal to ensure these principles are put into practice.

This amendment presents concerns about the impacts of the loss of Industrial lands, both to the region's economy as well as downstream growth management consequences – notably the ongoing pressure to re-designate lands outside the UCB to Industrial or Employment. The City of Burnaby appreciates the City of Vancouver's commitment to mitigate this loss through a 1:1 or greater replacement of the existing 26,300m^2 of industrial space with new job space to support our shared regional economy. Given this commitment to job space replacement and the other benefits noted above, the City of Burnaby does not object to the proposed amendment.

Thank you for the opportunity to offer comments on this proposed amendment.

Yours sincerely,

Mike Hurley
MAYOR

CITY OF Delta

By Email

August 25, 2026

Dorothy Shermer
Director, Board and Information Services
Metro Vancouver
Metrotower III
4514 Central Boulevard
Burnaby, BC V5H 0C6

Dear D. Shermer,

Re: Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

Further to the correspondence dated July 27, 2026, this is to advise that Delta City Council, at its August 24, 2026 Special Council meeting, considered the above matter and adopted the following resolution:

> *THAT the correspondence from Metro Vancouver dated July 27, 2026 regarding Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site) be received into the record.*

Sincerely,

Hanieh Berg
Corporate Officer

cc: Delta Council
Peter Weeber, City Manager
Anne Berry, General Manager, Development

SQUAMISH - LILLOOET
REGIONAL DISTRICT

Box 219, 1350 Aster Street
Pemberton, BC V0N 2L0
P. 604-894-6371 TF. 800-298-7753
F. 604-894-6526
info@slrd.bc.ca www.slrd.bc.ca

September 14, 2026

Chair Mike Hurley
Metro Vancouver Regional District
4515 Central Boulevard
Burnaby, BC V5H 0C6
VIA EMAIL: Jonathan.Cote@metrovancouver.org; CAOAdministration@metrovancouver.org

Dear: Chair Mike Hurley

Re: Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

Thank you for the opportunity to comment on the proposed Metro 2050 Type 3 Amendment for the former Molson site in Vancouver.

The Squamish-Lillooet Regional District (SLRD) staff are generally supportive of the proposed Type 3 amendment to Metro 2050 for the former Molson site at 1550 Burrard Street and 1655 West 1st Avenue.

SLRD staff acknowledge that the proposed redesignation of Industrial lands to General Urban represents the loss of regionally designated industrial land and staff recognize the importance of maintaining an adequate supply of industrial lands across the region. This consideration is particularly relevant given the recent growing pressures to accommodate industrial uses in other significant land areas, including on Agricultural Land Reserve lands.

At the same time, SLRD staff agree that the subject site presents unique circumstances. The site is surrounded by a diverse mix of residential, commercial, institutional, and park uses, and it is situated in a highly accessible location within the Metropolitan Core, isolated from other industrial lands. In this context, continued designation of the lands for industrial purposes may no longer represent the most appropriate long-term use of the site.

The SLRD's Regional Growth Strategy emphasizes focusing development into compact, complete, and sustainable communities. Accordingly, SLRD staff support the rationale that redevelopment of the former Molson site as a mixed-use neighbourhood has the potential to advance a number of regional goals and objectives. SLRD staff also appreciate that the proposed amendment is accompanied by Guiding Principles and Rezoning Guidelines in the absence of a site plan or concept at this stage.

While protection of industrial lands remains an important regional priority, SLRD staff consider this site to be a reasonable exception given its specific context.

Sincerely,

Kristina Bell

Kristina Bell, Planner
Squamish-Lillooet Regional District

cc: Claire Dewar, SLRD General Manager of Planning and Development Services
Omar Butt, SLRD Acting Chief Administrative Officer
Heather Paul, SLRD Chief Administrative Officer

TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

September 8, 2026

Mike Hurley
Chair, Metro Vancouver Board
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Chair Hurley,

RE: Metro 2050 Type 3 Proposed Amendment– City of Vancouver (Molson)

Thank you for your correspondence and the opportunity for TransLink to provide input on the City of Vancouver's requested Type 3 Amendment to Metro 2050 Regional Growth Strategy (RGS) for the property located at 1550 Burrard Street and 1655 West 1st Avenue (Molson Site). We understand the proposal would amend the site's regional designation from Industrial to General Urban to allow for future mixed-use redevelopment.

We appreciate the outreach and provide our comments based on TransLink's provincially 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.

TransLink's overall finding is that while the proposed General Urban designation could advance regional transportation objectives at this location in the Metro Core, the loss of existing urban Industrial designated land does not align with regional transportation policy.

Retaining the existing Industrial designation would align with Transport 2050 objectives to protect both the existing supply of accessible industrial land and urban industrial land near final destinations that could help facilitate last-mile goods delivery (Actions 2.2.1.a. and 2.2.1b.). It would further align with the Regional Goods Movement Strategy objectives (3.1 and 3.2) to support enhanced freight reliability, efficiency, and competitiveness, in part by protecting urban industrial land. In addition, retaining the Industrial designation would support industrial-focused jobs near transit. That said, the proposed amendment to a General Urban designation could also advance other Transport 2050 objectives by making active transportation and transit convenient choices (Strategies 1.1 and 1.2) and making living close to frequent transit more affordable (Strategy 3.1) by locating significant mixed-use growth near high-quality transit within the Metro Core.

The site's location near the south end of the Burrard Street Bridge is in the Metro Core, which is a designated Urban Centre in the RGS, and is a key location for focused growth in the region and conducive to transit and active transportation connections (Attachment 1). The site has good access to existing Frequent Transit Network (FTN) bus service on Cornwall Ave and West 4th Ave, and existing active transportation (AT) networks along Burrard Street, West 1st Avenue, and along many other AT routes in close proximity to the site. The Burrard Peninsula Area Transport Plan (BPATP) also proposes additional bus service improvements along Burrard Street and connections to future rapid transit on Broadway with the opening of the Millennium Line SkyTrain extension ("Broadway Subway").

TransLink recognizes that implications on regional transportation objectives would depend on what specific uses might be introduced under the proposed General Urban designation; however, based on the variety of uses described in the Guiding Principles from the City of Vancouver, the requested amendment would support the need for housing, and could introduce employment opportunities and services in a location that is overall transit and active transportation oriented. Key would be for the City to continue coordinating with TransLink regarding bus and active transportation connections to rapid transit, transit priority measures, and transit infrastructure improvements.

We appreciate the opportunity to provide comments on the proposed RGS amendment. Should you have any questions or wish to discuss our feedback, please contact Joanna Brownell, Manager, Transit-Oriented Communities Planning at Joanna.Brownell@translink.ca.

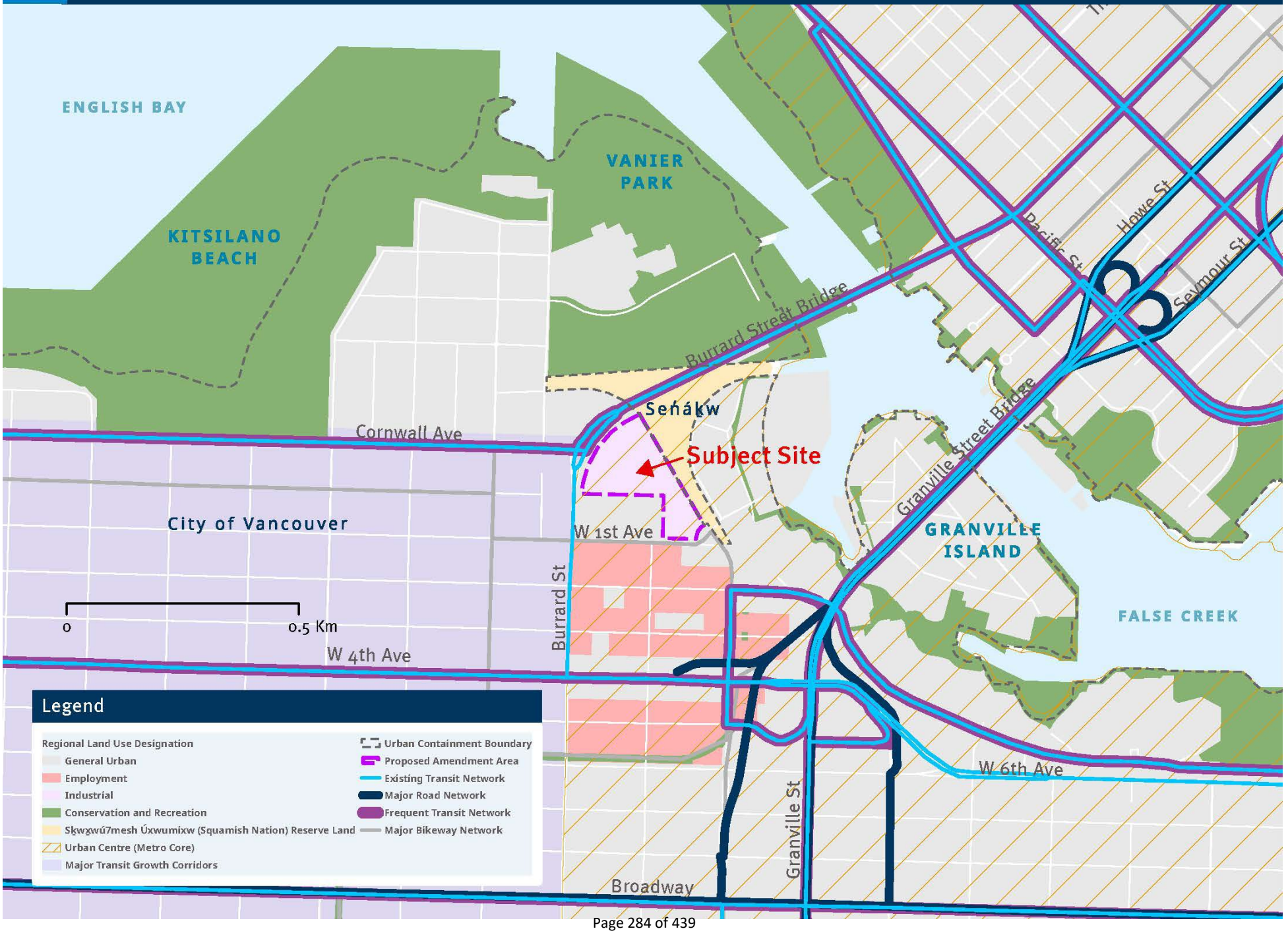
Regards,



Andrea Reimer
Chair, Planning, Communities & Communication Committee, TransLink Board

cc: Kevin Quinn, CEO, TransLink
Sarah Ross, Vice President, Transportation Planning and Policy
Joanna Brownell, Manager, Transit-Oriented Communities Planning, TransLink
Heather McNell, Chief Administrative Officer (Acting), Metro Vancouver
Jonathan Cote, Deputy General Manager, Regional Planning & Housing Development, Metro Vancouver

Attachment 1 Map: Metro 2050 Type 3 Proposed Amendment City of Vancouver (Molson Site)



From: Jonathan Cote
To: Laurel Cowan; Mark Seinen
Subject: FW: Notification - Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)
Date: Tuesday, July 28, 2026 3:16:56 PM
Attachments: image002.png
image.png

Please include this correspondence in our September report.

From: Skye Mills <skmills@twnation.ca>
Sent: Tuesday, July 28, 2026 3:10 PM
To: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Cc: Heather McNell <Heather.McNell@metrovancouver.org>; Jonathan Cote <Jonathan.Cote@metrovancouver.org>; Indigenous Relations Requests <IndigenousRelationsRequests@metrovancouver.org>
Subject: Re: Notification - Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

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Hi there,

Thank you for reaching out to Tsleil-Waututh Nation (TWN) regarding the *"Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)"* (the "Project"). Currently, we don't have any comments. TWN asks that you keep us up to date if the scope of work changes.

hay čxʷ q̓ə thank you

Skye Mills (she/her)

Consultation & Accommodation Manager

səlilwətaɬ | Tsleil-Waututh Nation

Treaty, Lands and Resources Department

Consultation & Accommodation

Phone: 236.339.6434

3178 Alder Court, North Vancouver, BC V7H 2V6

Web: www.twnation.ca

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From: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Sent: Monday, July 27, 2026 10:33 AM
Cc: Heather McNell <Heather.McNell@metrovancouver.org>; Jonathan Cote <Jonathan.Cote@metrovancouver.org>; Indigenous Relations Requests <IndigenousRelationsRequests@metrovancouver.org>
Subject: Notification - Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

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To: Referrals Office

At its July 24, 2026 regular meeting, the Metro Vancouver Regional District Board of Directors (MVRD Board) granted initial readings to Regional Growth Strategy Amendment Bylaw No. 1470, 2026 and initiated a comment period on the proposed amendment.

This letter is to notify you of the proposed amendment. If you have any comments, please get back to us by **September 16, 2026** to ensure that your input is included in the staff reports to the Board. Correspondence received during this notification process will be conveyed to the MVRD Board for its consideration at fourth and final reading. The proposed amendment requires an affirmative majority (50% + 1) weighted vote of the MVRD Board to be adopted.

The proposed amendment was requested by the City of Vancouver and seeks to change the regional land use designation of the property located at 1550 Burrard Street and 1655 West 1st Avenue (the Molson site) from Industrial to General Urban to accommodate a mixed-use neighbourhood. The subject site is within the Urban Containment Boundary and Vancouver Sewerage Area and currently contains the former Molson brewery building that has not been operational since 2019. The site is adjacent to the new Seńáḵw residential development on Sḵwx̱wú7mesh Úxwumixw (Squamish Nation) reserve land and the federal Seaforth Armoury and Hoffmeister Building, and is surrounded by parks, residential and commercial uses, and employment areas. Regional Planning analysis

concluded that, on balance, the proposed amendment is supportable.

The full text of the MVRD Board's July 24, 2026 resolution, along with other pertinent details about the proposed *Metro 2050* amendment, are contained in the enclosed MVRD Board report, titled "Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)." The report also includes Regional Planning's evaluation of the application.

If you have any questions about the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by email at jonathan.cote@metrovancouver.org.

Yours sincerely,

Jonathan Cote

Deputy General Manager, Regional Planning and Housing Development

t. 604-432-6391

c. 604-306-2008

Encl: MVRD Board report dated June 19, 2026, titled "Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)" (pg. 481)

From: Keva Vuiyale
To: RP - Regional Planning
Cc: Heather McNell; Jonathan Cote; Indigenous Relations Requests
Subject: RE: Notification - Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)
Date: Tuesday, September 1, 2026 11:57:07 AM
Attachments: image001.png
image002.png

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Good day,

I am writing to you in the interest of Kwantlen First Nation. We thank you for your correspondence and we have now had an opportunity to review this referral.

We wish to confirm that this project is located within Kwantlen Traditional Territory, however, due to the location and proximity of the proposed project, we wish to defer this referral to other First Nations with greater interests in the area.

To discuss further, please do not hesitate to contact at me.

Best,

Keva

Keva Vuiyale | Land Referrals Officer
Kwantlen Lands, Resources & Stewardship
P. 604-787-5175 **E.** keva@kwantlenlands.ca **W.** www.kwantlenfn.ca

Notice: *For all inquiries and questions regarding land and resource projects, government or third-party referrals or matters pertaining to Kwantlen's rights, title, and interests, please email: referrals@kwantlenlands.ca*

From: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Sent: July 27, 2026 10:34 AM
Cc: Heather McNell <Heather.McNell@metrovancouver.org>; Jonathan Cote <Jonathan.Cote@metrovancouver.org>; Indigenous Relations Requests <IndigenousRelationsRequests@metrovancouver.org>
Subject: Notification - Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

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To: Referrals Office

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This letter is to notify you of the proposed amendment. If you have any comments, please get back to us by **September 16, 2026** to ensure that your input is included in the staff reports to the Board. Correspondence received during this notification process will be conveyed to the MVRD Board for its consideration at fourth and final reading. The proposed amendment requires an affirmative majority (50% + 1) weighted vote of the MVRD Board to be adopted.

The proposed amendment was requested by the City of Vancouver and seeks to change the regional land use designation of the property located at 1550 Burrard Street and 1655 West 1st Avenue (the Molson site) from Industrial to General Urban to accommodate a mixed-use neighbourhood. The subject site is within the Urban Containment Boundary and Vancouver Sewerage Area and currently contains the former Molson brewery building that has not been operational since 2019. The site is adjacent to the new Seńáḵw residential development on Sḵwx̱wú7mesh Úxwumixw (Squamish Nation) reserve land and the federal Seaforth Armoury and Hoffmeister Building, and is surrounded by parks, residential and commercial uses, and employment areas. Regional Planning analysis concluded that, on balance, the proposed amendment is supportable.

The full text of the MVRD Board's July 24, 2026 resolution, along with other pertinent details about the proposed *Metro 2050* amendment, are contained in the enclosed MVRD Board report, titled "Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)." The report also includes Regional Planning's evaluation of the application.

If you have any questions about the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by email at jonathan.cote@metrovancouver.org.

Yours sincerely,

Jonathan Cote
Deputy General Manager, Regional Planning and Housing Development
t. 604-432-6391
c. 604-306-2008

Encl: MVRD Board report dated June 19, 2026, titled "Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)" (pg. 481)

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From: Jonathan Cote
To: Mark Seinen
Subject: FW: Notification - Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)
Date: Thursday, September 17, 2026 9:44:19 AM
Attachments: image001.png

Hi Mark,

I found this email, which I don't think I forwarded to you.

Jonathan

From: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Sent: Friday, September 11, 2026 10:00 AM
To: Heather McNell <Heather.McNell@metrovancouver.org>; Jonathan Cote <Jonathan.Cote@metrovancouver.org>; Indigenous Relations Requests <IndigenousRelationsRequests@metrovancouver.org>
Subject: RE: Notification - Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

For your information.

From: Melissa Goodman <Melissa.Goodman@kwikwetlem.com>
Sent: Friday, September 11, 2026 9:55 AM
To: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Subject: RE: Notification - Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

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Good day,

Thank you for sending this information to kʷikʷəƛ̓əm. Comments from the Nation are as follows:

- It was stated that as a former industrial site, there are no significant ecosystems on site. However, at a time when many green spaces are being lost, the retention of even small green spaces remains important to the Nation. As such, we would like more information on how these ecosystems will be protected, and how the significance of these ecosystems was determined.
- Further, it was noted that the proposal highlights City policies that would guide future development around green building. As such, the Nation would like to inquire what green infrastructure is proposed for this particular site.

Best,

Melissa Goodman
Wildlife Biologist and Project Coordinator,
Lands and Resources
Cell: 778-773-6818
Melissa.Goodman@kwikwetlem.com

2-65 Colony Farm Road
Coquitlam, BC V3C 5X9
www.kwikwetlem.com

We acknowledge that we operate on the traditional, ancestral and unceded territory of kʷikʷəƛəm First Nation.

From: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Sent: July 27, 2026 10:34 AM
Cc: Heather McNell <Heather.McNell@metrovancouver.org>; Jonathan Cote <Jonathan.Cote@metrovancouver.org>; Indigenous Relations Requests <IndigenousRelationsRequests@metrovancouver.org>
Subject: Notification - Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

To: Referrals Office

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This letter is to notify you of the proposed amendment. If you have any comments, please get back to us by **September 16, 2026** to ensure that your input is included in the staff reports to the Board. Correspondence received during this notification process will be conveyed to the MVRD Board for its consideration at fourth and final reading. The proposed amendment requires an affirmative majority (50% + 1) weighted vote of the MVRD Board to be adopted.

The proposed amendment was requested by the City of Vancouver and seeks to change the regional land use designation of the property located at 1550 Burrard Street and 1655 West 1st Avenue (the Molson site) from Industrial to General Urban to accommodate a mixed-use neighbourhood. The subject site is within the Urban Containment Boundary and Vancouver Sewerage Area and currently contains the former Molson brewery building that has not been operational since 2019. The site is adjacent to the new Seńáḵw residential development on Sḵwx̱wú7mesh Úxwumixw (Squamish Nation) reserve land and the federal Seaforth Armoury and Hoffmeister Building, and is surrounded by parks, residential and commercial uses, and employment areas. Regional Planning analysis concluded that, on balance, the proposed amendment is supportable.

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If you have any questions about the proposed amendment, please contact Jonathan Cote, Deputy

General Manager, Regional Planning and Housing Development, by email at jonathan.cote@metrovancouver.org.

Yours sincerely,

Jonathan Cote
Deputy General Manager, Regional Planning and Housing Development
t. 604-432-6391
c. 604-306-2008

Encl: MVRD Board report dated June 19, 2026, titled "Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)" (pg. 481)

APPENDIX A:
REGIONAL CONTEXT STATEMENT

Regional Context Statement

The tables within this Regional Context Statement demonstrate how Vancouver's Official Development Plan (ODP) is consistent with the Regional Growth Strategy, Metro 2050, and advances regional goals.

This Regional Context Statement hereby permits Council consideration of amendments to the Vancouver ODP to adjust the boundaries of regional land use designations within the Urban Containment Boundary or to adjust the boundaries of Urban Centres or Frequent Transit Development Areas as allowable under the flexibility provisions of sections 6.2.7 and 6.2.8 of Metro 2050.

Metro 2050 Targets

The following section outlines the ODP directions and policies that demonstrate Vancouver's contribution to reaching the regional federation's regional growth strategy targets.

Metro 2050 Regional Targets

Goal 1 Create a Compact Urban Area Targets		
Policy with Target	**Applicable ODP Policies**	**Supplementary Information**
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1 (Metro 2050), and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	**Projections (population, employment)** - See Part 1, Introduction and Overview (Vancouver is the core of a growing region), and table below. **Accommodating growth within the Urban Containment Boundary (UCB):** see Part 4, Future Growth (Map 2: Urban Structure Strategy, and Map 4: Generalized Land Use map), and Map A1: Regional Land Use Designations and Overlays, showing the UCB.	All lands except Agricultural lands are within the Urban Containment Boundary (UCB) in Vancouver. The Urban Structure Strategy directs growth to lands within the UCB. The Generalized Land Use (GLU) Designations reflect underlying area plans and rezoning policies, and also focus growth within the UCB. See table outlining projections below.

	2024	2030	2040	2050
Population	756,000	815,100	920,000	998,200
Dwelling Units	336,400	382,500	436,100	476,700
Employment	492,600	524,300	582,900	619,200

Based on Metro Vancouver Projections – high growth scenario

Policy with Target	Applicable ODP Policies	Supplementary Information
1.2.23 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in** Table 2 (Metro 2050; Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	**Projections (population, employment)** – See Part 1, Introduction and Overview (Vancouver is the core of a growing region). **Focused Growth** – See Part 4, Future Growth (Urban Structure Strategy and Generalized Land Use Designations), and table below.	The Urban Structure Strategy and GLU designations direct highest density uses to the Metro Core/Broadway (the Metro Core Urban Centre) and Municipal Town Centre neighbourhoods. The Urban Structure Strategy also identifies Rapid Transit Areas as neighbourhoods for focused growth. Parts of these are designated as Frequent Transit Development Areas (FTDAs) and within Major Transit Growth Corridors, as shown on Map A1: Regional Land Use Designations and Overlays. Per Provincial legislation, new growth areas exist near transit in Transit Oriented Areas (TOAs) across the city, and are reflected in Generalized Land Use designations. Due to their unique contexts (e.g., significant industrial lands, hazardous and environmentally sensitive conditions, and/or infrastructure constraints), not all TOAs or Rapid Transit Areas have been designated as FTDAs. Ongoing implementation of the Vancouver ODP, including area planning for Rapid Transit Areas, may lead to the designation of new FTDAs and will contribute to the Metro 2050 dwelling unit and employment targets.

Urban Centres and FTDAs	% Growth from 2025 to 2050	
Metro Core	Dwellings	34%
	Jobs	54%
Oakridge Municipal Town Centre	Dwellings	4%
	Jobs	8%
Frequent Transit Development Areas (2)	Dwellings	4%
	Jobs	2%

Policy with Target	Applicable ODP Policies	Supplementary Information
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Metro 2050; Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in **Table 2** and Action **1.2.12** (Metro 2050).	**Focus and manage growth and development in Urban Centres and Frequent Transit Development Areas (FTDAs)** – See Part 4, Future Growth, Map 2: Urban Structure Strategy, Table 1: Neighbourhood type guidelines, and Map A1: Regional Land Use Designations and Overlays.	See above. Additionally, significant growth is anticipated within the Metro Core Urban Centre, the Municipal Town Centre and the smaller FTDAs shown on Map A1. The Urban Structure Strategy focuses growth within these areas, and includes density targets aligned with the Table 3 in Metro 2050 (see Table 1: Neighbourhood type guidelines).

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

Policy with Target	Applicable ODP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	**Increase area of lands protected for nature** – See Part 5 4. Ecology, Policies 4.1.1, 4.2.1, 4.2.5, 4.3.1, and 4.3.2. **Increase regional tree canopy cover within the Urban Containment Boundary** – See Part 5 4. Ecology, Policies 4.2.1, 4.2.3, 4.2.4 and 4.3.4.	Part 5 4. Ecology, identifies existing ecological attributes and environmentally sensitive areas (ESAs). One of the ODP directions (4.3) is to Protect Nature, through establishing and strengthening guidelines, processes and requirements to ensure existing ESAs are considered for enhancement and protection during development. Another direction (4.2), Make Space for Nature, seeks to increase the area of lands supporting nature through establishing and expanding an ecological network, made up of corridors connecting existing ecological attributes. Mapping ESAs was an important first step in identifying lands for protection. City staff continue to work with Metro Vancouver on initiatives supporting ecological protection and will work towards identifying a target for lands protected for nature appropriate to Vancouver's urban context. Through Policy 4.2.3, the City seeks to grow the urban forest canopy coverage to 30 percent by 2050 through protecting, managing and enhancing the urban forest. Given the high proportion of dwelling and job growth focused in Vancouver, the City's target of 30 percent tree canopy coverage

		is ambitious and will contribute towards regional goals of enhancing the canopy coverage within the Urban Containment Boundary.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	**Greenhouse gas emission reduction targets** – See Part 5 3. Climate, policies 3.1.1, 3.1.2.	The City has a greenhouse gas emission reduction target of 50 percent below 2007 levels by 2030, and carbon neutrality before 2050. This reflects a more rapid decrease than the regional target, which would result in less emissions overall. Vancouver's ODP refers to the City's Climate Emergency Action Plan, which outlines emissions reduction pathways, including advancing complete communities and sustainable transportation. The pathways in the plan are also embedded in the Urban Structure Strategy, GLU designations, and Transportation and Utilities chapters of the ODP.

Goal 4 Provide Diverse and Affordable Housing Choices Target

Policy with Target	Applicable ODP Policies	Supplementary Information
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	**Part 5** 1. Housing, policies 1.1.2, 1.2.1, 1.2.2, 1.4.1, and 1.6.1.	Building on the Housing Vancouver Strategy, adopted in 2017 and continuously implemented since, the Housing Vancouver 10-year housing targets were updated in June 2024, targeting 83,000 net new approved housing units. Nearly three-quarters (61,600) will be for renters, of which about 25 percent (15,500) will be at below-market rates. The majority of units at below-market rates will meet Metro 2050's definition of affordable rental and count towards this goal. The majority of new rental housing in Vancouver is enabled and implemented through area plans and applicable rezoning policies, both of which are primarily located within Urban Centres and FTDAs.

Metro 2050 Goal 1: Create a Compact Urban Area

The Vancouver ODP focuses growth within the Urban Containment Boundary, particularly in Urban Centres and Frequent Transit Development Areas (FTDAs). Implementation of the Vancouver ODP (e.g., through existing and future area plans and changes to zoning regulations) will create resilient, healthy, connected, and complete communities that service the projected population, housing, and employment growth over the coming decades.

Goal 1 Targets

Policy with Target	Applicable ODP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1 (Metro 2050), and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	*See Targets section above*	*See Targets section above*
1.2.23 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Metro 2050; Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	*See Targets section above*	*See Targets section above*
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Metro 2050; Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 (Metro 2050).	*See Targets section above*	*See Targets section above*

Strategy 1.1: Contain urban development within the Urban Containment Boundary

Policy 1.1.9

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Metro 2050; Map 2)	*See Map A1: Regional Land Use Designations and Overlays*
b)	Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1 (Metro 2050), and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	*See Targets section above*
c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Policy 10.1.4 commits the City to continued coordination with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services.
d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Policies in Part 5 2. Economy integrate economic development, including by supporting the Vancouver Fraser Port Authority Land Use Plan (2.1.5), protecting and intensifying industrial and employment areas (2.2.1), and protecting these areas from infringement of residential uses (2.2.3). Policies in Part 5 12. Hazardous Lands and Risk Reduction seek to reduce risk and minimize exposure of residents to environmental noise and other harmful impacts (12.2.1-12.2.6).

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

Policy 1.2.23

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro 2050; Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	*See Targets section above*
b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	*See below*
i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4 (Metro 2050)	*See Map A1: Regional Land Use Designations and Overlays*
ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Metro 2050; Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 (Metro 2050	*See Targets section above*
iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Policies FG1.4.2 and FG1.5.2 direct job space to the Metro Core/Broadway and the Municipal Town Centre neighbourhoods (both Urban Centres). The Business Districts GLU designation applies within the Metro Core /Broadway area, affirms the regional role these areas play as key centres for job space, and limits residential uses. Policy 2.2.6 also protects capacity for growth in office space in Business Districts such as Downtown and Central Broadway.
iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	Vancouver eliminated minimum parking requirements for all land uses in 2024. Transportation policy 5.1.5 calls for additional policies that disincentivize driving (e.g., shared district parking, limiting parking supply). Policy 5.2.7 calls for strategies that prioritize walking, biking, transit, and public space on streets over parking, while considering persons with disabilities and others with essential parking needs.
v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g., through community vulnerability assessments, emergency services planning, tenant protection	Part 4, Future Growth, focuses significant growth within the Metro Core and Municipal Town Centre, and also identifies Rapid Transit Areas that generally align with the Major Transit Growth Corridors of the RGS. This Urban Structure Strategy will inform future area planning. Growth is also enabled in TOAs. Policies throughout the ODP ensure that equity is considered, tenants are protected, and social connectedness is supported.

	policies, and strategies to enhance community social connectedness and adaptive capacity)	
vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Policies FG1.5.6, FG1.6.10, FG1.7.9 call for amenities within different centre types, including childcare. Table 1 on neighbourhood type guidelines also calls for childcare across a range of neighbourhood types. Policy 6.1.2 calls for integrating childcare in all suitable areas of the city.
vii)	consider the implementation of green infrastructure	The ODP calls for natural climate solutions that buffer impacts of climate change, sequester carbon, and improve biodiversity (policy 3.2.2) and includes resilience as a foundational principle. In alignment with the City's Rain City Strategy and building on green infrastructure successes in the city, the ODP calls for green infrastructure to be expanded via expanding greenways (5.2.4), implementing a blue green network of park-like streets (4.2.1, 10.2.2), and integrating within public rights-of-way and water-adaptive public spaces (10.2.1, 10.3.1), with a particular emphasis on integrating green space for rainwater and urban drainage in the Metro Core/Broadway area (FG1.4.7).
viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	Part 6. Implementation, identifies that the City will develop infrastructure and amenity plans to guide public investment to service growth and manage assets. These plans will be informed by the Urban Structure Strategy and growth projections of the ODP, as well as existing levels of service, infrastructure deficits, and financial capacity. Policy FG1.10.2 also calls for service improvements to be prioritized for areas of the city with the highest unmet need.
ix)	support the provision of community services and spaces for non-profit organizations	Policy FG1.4.3 prioritizes supporting small businesses and non-profits to remain in downtown neighbourhoods. Policies throughout the ODP call for support for affordable spaces for small businesses, community-serving spaces, and non-profit organizations (e.g., 2.3.3, 2.3.4, 8.2.4, as well as community-serving space policies in Part 5 7. Community Infrastructure), as well as the provision of services and supports to people experiencing and at risk of homelessness (1.3.1).
x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	Policy 2.2.1 protects and supports intensification of industrial and employment areas. Policy 2.2.6 calls for additional office spaces and hotels in the Downtown as well as Central Broadway (with the Metro Core Urban Centre).
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Policy FG1.2.3 suggests allowing for more housing and community infrastructure off arterial streets to reduce exposure to harmful noise levels and poor air quality. Policy 5.2.3 calls for reimagining arterials to be safe and livable while efficiently moving people and goods, reducing the impacts of polluting vehicles and optimizing goods movement. Policy 5.1.3 encourages locating shops, services, businesses and housing along greenways. Policy 12.2.6 calls for developments located in areas exposed to environmental health hazards such as noise and air emissions, including near major transportation corridors, to incorporate enhanced construction techniques and thoughtful site design, including consideration of separation and buffering where appropriate.
c)	Include policies for General Urban lands that:	*See below*
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2 (Metro 2050)	*See Map A1: Regional Land Use Designations and Overlays*
ii)	exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	The Urban Structure Strategy of the Vancouver ODP reinforces the Metro Core/Broadway as a central area for major office, hotel, cultural and retail-commercial space (FG1.4.2) as well as arts and cultural spaces (FG1.4.8). Other Urban Structure Strategy policies seek to create complete neighbourhoods (e.g., accommodating amenities within Rapid Transit Areas and neighbourhood centres - FG1.6.10, FG1.7.9), but do not focus major trip-generating uses outside of Urban Centres and FTDAs.
iii)	encourage infill and intensification (e.g., row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	The Urban Structure Strategy of the ODP (policies FG1.6.2, FG1.7.2, FG1.8.2, FG1.9.1 and FG1.9.2) calls for intensifying Missing Middle Housing (multiplex, townhouse and low-rise housing) in Multiplex Areas and Villages (as well as allowing these housing options in higher density neighbourhoods). This vision is echoed in Map 5: Housing Opportunities. The Generalized Land Use (GLU) map allows multiplex and townhouse forms in all Residential areas, and low-rise in many. Area Planning is underway for Villages, and the GLU will be updated to reflect the outcome of that planning process when it is complete.
iv)	encourage neighbourhood-serving commercial uses	Policies FG1.5.3, FG1.7.4, FG1.8.3, FG1.9.2 encourage local-serving shops, streets and areas for complete neighbourhoods. The GLU supports retail, office, and compatible service uses as complementary uses in Residential areas.

d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Non-residential major trip-generating uses are understood to mean significant office or business park uses, outlet shopping malls, post-secondary institutions, and large-format entertainment venues.
e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	Map A1: Regional Land Use Designations and Overlays identifies the FTDAs within the city. The new FTDA site is within a Major Transit Growth Corridor. Additional and/or expanded FTDAs will be considered as implementation of the Urban Structure Strategy through area planning continues.
f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Policy 5.3.1 calls for collaboration with the local Nations to improve transportation options and transit connections to Musqueam, Squamish and Tsleil-Waututh developments and First Nation reserves. Policy 5.3.3 supports cross-boundary regional collaboration on transit.

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

Policy 1.3.7

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	Part 5 5. Transportation includes a range of policies focused on supporting a shift towards sustainable transportation modes, including through land use and urban design, and people-first streets.
b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	The Urban Structure Strategy in Part 4, Future Growth, aligns density with transit. The Strategy calls for a range of amenities and services in Metro Core/Broadway, the Municipal Town Centre, Rapid Transit Areas, as well as Neighbourhood Centres and more local-serving shops and services in Villages (e.g., FG1.4.8, FG1.5.3, FG1.5.6, FG1.6.10, FG1.7.4, FG1.7.9, FG1.8.3, FG1.8.4). These uses are in turn permitted through the Generalized Land Use Designations that apply in these areas.
c)	provide and encourage public spaces and other place-making amenities and facilities (e.g., community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	Part 5 9. Parks and Public Space, includes a range of policies around growing and enhancing the network of parks and public space (policies in Direction 9.3), designed and programmed with various features and amenities.
d)	respond to health and climate change-related risks by providing equitable access to:	*See below*
i)	recreation facilities	Policy 7.3.1 calls for equitable delivery of services by protecting, renewing, and upgrading facilities and assets (e.g., community centres, recreational facilities, and public washrooms) in alignment with growth. Policy FG1.10.2 also prioritizes equity-focused risk reduction and service improvement planning in areas of the city with the highest unmet need that often face the highest risk to any hazards.
ii)	green spaces and public spaces (e.g., parks, trails, urban forests, public squares, etc.)	Policy 9.2.2 prioritizes underserved areas and communities when identifying parks and public space projects and investments. Policy 9.2.4 calls for equitable delivery of park services by protecting, acquiring and renewing parks in alignment with evolving needs. Part 5 4. Ecology includes an Ecological Network Vision of Environmentally Sensitive Areas and ecological corridors, and policy directions to make space for nature, including policy 4.4.2 to ensure the network and natural areas are equitably distributed and accessible to every resident in Vancouver, while also balancing recreational, cultural and environmental needs. Policy 5.2.4 also calls for amplifying the greenway network as car-light and car-free corridors, providing public spaces with green infrastructure functions.
iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Part 5 5. Transportation, includes policies on creating people-first streets, such as policy 5.2.1 and 5.2.2, which call for providing greater connections to and through neighbourhoods and to key destinations, to support safety and comfort for walking, rolling, and biking. Policy 5.2.4 calls for amplifying and intensifying the greenway network as car-light to car-free corridors for active transportation and recreation, providing a high-quality, continuous experience with public spaces, ecological and green infrastructure functions. Policy FG1.4.7 also calls for improved tree canopy within the Metro Core/Broadway area, especially in the DTES and other areas that are currently deficient. Part 5 4. Ecology includes an Ecological Network Vision that is strongly aligned with regional and local greenway networks, and notes opportunities to build this network through transforming road space.
e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers'	Part 4 Future Growth, Urban Structure Strategy policies support improving food access across neighbourhoods.

	markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Part 5 11. Food Systems, addresses improving food access, enhancing food production, supporting and strengthening food supply chains, and leveraging new development and community infrastructure to integrate food assets. Policies 9.3.1 and 9.5.4 also speak to supporting food security on public lands.
f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Policy FG1.10.2 calls for prioritizing equity-focused risk reduction and service improvement planning in areas of the city with the highest unmet need that often face the highest risk to any hazards. Policy 3.2.5 suggests consideration of public health impacts of a changing climate in the development and renewal of the built environment. Policies in Part 5 12. Hazardous Lands and Risk Reduction seek to reduce risk and minimize health impacts from hazards (12.2.1-12.2.6).
g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	Various Urban Structure Strategy policies call for improvements to public realm in different neighbourhood types. Policy FG1.3.6 calls for design guidelines to promote placemaking, livability and sustainability. Part 5 9. Parks and Public Space, includes policies on inclusive public life, as well as universal, safe design. Part 5 5. Transportation includes policies on people-first streets that integrate universal accessibility.
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	Reconciliation is a foundational principle of the Vancouver ODP, and there are policies throughout multiple chapters on advancing Indigenous cultural visibility in the public realm. Policy 7.1.4 in Part 5 7. Community Infrastructure calls for partnerships and statements of cultural significance for any City-delivered and City-supported facilities located in areas of existing cultural redress initiatives and future redress initiatives. Part 5 8. Arts, Culture and Heritage, calls for meaningful and respectful stewardship of tangible and intangible heritage resources, in particular supporting Indigenous and equity-denied communities' perspectives and approaches. Policy 8.3.1 prioritizes and supports the local Nations' visibility, voice and cultural practices across the city through public art, revitalization of hən̓q̓əmin̓əm and Sḵwx̱wú7mesh languages, cultural spaces and programming, educational initiatives, and design, as led by the local Nations. Policy 8.3.3 calls for expanded planning tools to protect tangible and intangible heritage assets, heritage values, and historic places with a focus on ethno-cultural community areas and cultural redress areas.

Strategy 1.4: Protect Rural lands from urban development

Section	Policy	Applicable ODP Policies
Policy 1.4.3	**Adopt Regional Context Statements that:**	
a)	identify Rural lands and their boundaries on a map generally consistent with Map 2 (Metro 2050)	N/A
b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	N/A
c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	N/A
d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	N/A
e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 (Metro 2050) to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	N/A

Metro 2050 Goal 2: Support a Sustainable Economy

The Vancouver ODP identifies industrial and employment areas for protection (including all regionally-designated Industrial lands), intensification, and expansion. Policies of the ODP support creating an economy that works for all, providing space for economic opportunities and support for local workers, employers, and entrepreneurs. The ODP directs jobs towards Urban Centres and FTDAs, as well as other transit-oriented locations, with local-serving commercial uses throughout all neighbourhoods.

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

Policy 2.1.10

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	Part 4, Future Growth, Urban Structure Strategy includes policies supporting jobs in various neighbourhood types, including intensifying, enhancing, and expanding job space for major employment, major office, hotel, cultural, and retail-commercial uses in the Metro Core/Broadway area (FG1.4.2), and significantly increasing the levels of regional employment within the Municipal Town Centre (FG1.5.2). The Business Districts designation protects key jobs lands for commercial uses, and commercial uses are supported through all neighbourhoods. Employment and Industrial lands are protected for industrial and employment uses, and policies in Part 5, 2. Economy, look to intensify, expand and enhance employment areas in the city (e.g., policy 2.2.1 and 2.2.3).
b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	See above. Additionally, Map 6 and policy 2.2.1 and 2.2.3 in Part 5, 2. Economy identify business districts and industrial and employment lands for protection and intensification within the Metro Core/Broadway area. Detailed regulations on zoning, density, and development charges can be found in different by-laws (e.g., the Zoning and Development By-law).
c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	The Urban Structure Strategy and GLU designations, in Part 4, Future Growth, generally direct major commercial uses to Urban Centres and FTDAs, as described above. The GLU map designates large campuses and all public school sites as Institutional, and enables community-serving institutional uses (e.g., public schools and childcare facilities) in most GLU designations, as part of working towards complete neighbourhoods.

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

Policy 2.2.9

Section	Policy Text	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7 (Metro 2050)	*See Map A1: Regional Land Use Designations and Overlays*.
b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g., logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g., large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	No trade-oriented lands are identified in the ODP. However, policy 2.1.5 outlines support for the Vancouver Fraser Port Authority Land Use Plan to aid industrial goods movement and viability of logistical lands and infrastructure. Policy 2.2.1 directs the City to protect and intensify industrial and employment areas, and 2.2.2 calls for transportation planning to consider and support the needs of industrial goods movement. To enhance safety and reduce pressure on goods movement infrastructure, policy 12.2.5 calls for development near rail facilities to include design solutions and incorporate risk mitigation measures tailored to the unique local context to address potential hazards from heavy passenger and freight rail, as well as health and safety concerns such as noise, vibration, and emissions.
c)	include policies for Industrial lands that:	*See below*
i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	Part 4, Future Growth, includes an Industrial and Employment GLU designation, and restricts residential uses within this designation. Map 6: Employment Area Opportunities, Policies 2.2.1 and 2.2.3 also support protection and intensification of industrial and employment areas. See also Zoning and Development By-law for further details.
ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	The Industrial and Employment GLU designation allows a suite of complementary uses such as certain retail uses and uses ancillary to the business on the properties. Policy 2.2.3 calls for modernizing and increasing flexibility of permitted uses in industrial areas and ensuring no net loss of industrial development capacity within the city. See also Zoning and Development By-law for further details.

iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	The Industrial and Employment GLU designation protects these lands for manufacturing, service, transportation and storage, utility and communication, wholesale, and office uses. Policy 2.2.3 calls for modernizing and increasing flexibility of permitted uses in industrial areas and ensuring no net loss of industrial development capacity within the city. See also Zoning and Development By-law for further details.
iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	See above, as well as policies 2.2.1, 2.2.3, 2.2.5, and 2.2.8 on protecting and expanding industrial and employment areas, and policy 2.5.3 on modernizing land use policy and building regulations to facilitate emerging business models.
v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	The City's Parking By-law no longer includes minimum parking requirements for industrial uses.
vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Part 5 2. Economy, includes a range of policies relating to industrial strategies and economic development, such as policies on supporting Vancouver to continue to thrive as the regional job centre, protecting and expanding employment and industrial areas, creating affordable economic spaces, encouraging local-serving and small businesses, creating a supportive business environment, and advancing accessible and equitable economic opportunities.
vii)	provide infrastructure and services in support of existing and expanding industrial activities	Policy 2.1.5 supports the Vancouver Fraser Port Authority Land Use Plan to aid industrial goods movement and viability of logistical lands and infrastructure. Policy 2.2.2 calls for transportation planning that considers and supports the needs of industrial goods movement.
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	See above. Additionally, policy 2.1.6 calls for working with partners to realize the potential of the Central Waterfront District as a transportation hub, tourism and hotel node, and employment area.
ix)	consider the preparation of urban design guidelines for Industrial land edge planning,	Policy 12.2.6 calls for developments exposed to environmental hazards such as noise and air
	such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	emissions to incorporate enhanced construction techniques and thoughtful site design, including consideration of separation and buffering where appropriate. Policy 2.2.4 encourages appropriate design of any intensification or development of industrial lands near environmentally sensitive areas.
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	N/A
d)	include policies for Employment lands that:	*See below*
i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	The Industrial and Employment land use designation in Part 4, Future Growth, protects these lands for commercial and industrial uses. Part 5 2. Economy, supports intensification and expansion of employment areas (policies 2.2.1 to 2.2.8). See also Zoning and Development By-law for further details.
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	Part 4, Future Growth, includes an Industrial and Employment GLU designation, and allows certain retail uses, including large format retail, in regionally-designated Employment lands. See also Zoning and Development By-law for further details.
iii)	support the objective of concentrating larger-scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	Part 4, Future Growth, Urban Structure Strategy reinforces the Metro Core/Broadway as a central area for major office, hotel, cultural and retail-commercial space (FG1.4.2) as well as arts and cultural spaces (FG1.4.8). Other Urban Structure Strategy policies seek to create complete neighbourhoods (e.g., accommodating amenities within Rapid Transit Areas and neighbourhood centres - FG1.6.10, FG1.7.9), but do not focus major trip-generating uses outside of Urban Centres and FTDAs. The Business Districts GLU designation supports regional role of these areas (within the Metro Core Urban Centre) as key centres for jobs space, supporting office and uses and not establishing a height limit.
iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low	Policy 2.2.1 calls for protecting and intensifying industrial/employment areas to provide spaces for production, distribution, and repair activities that cannot take place elsewhere. The Urban Structure Strategy directs highest densities to the Metro Core/Broadway and the Municipal Town Centre. High densities are also

		transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	supported in Rapid Transit Areas, including intensification of employment lands (e.g., policy FG1.6.3 calls for ground floor retail-commercial and office above close to the transit station and exploring opportunities to introduce compatible industrial uses).
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	Part 4, Future Growth, Industrial and Employment land use designation description allows for consideration of limited residential uses in the circumstances described in the regional plan. See also Zoning and Development By-law for further details.
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Part 5 3. Climate, focuses on eliminating carbon pollution from all sources, including emissions from businesses. Regarding mitigating impacts to ecosystems, policy 2.2.4 seeks to ensure intensification of industrial lands near Environmentally Sensitive Areas responds to the ecological vision. Part 5 4. Ecology, further protects Environmentally Sensitive Areas (from commercial uses as well as other types of development). Policy 10.4.2 encourages zero-waste practices for businesses.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5; Metro 2050)	Part 5 12. Hazardous Lands and Risk Reduction, identifies lands subject to hazardous conditions, many of which are amplified by climate change, and provides policies for guiding development (commercial, industrial, and other) on these lands. The Resilient Vancouver Strategy, referred to in the ODP, includes more detailed recommendations for supporting businesses as part of resilient neighbourhoods, such as by convening business recovery roundtables and creating neighbourhood resilience labs for residents and businesses.

Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability

Policy 2.3.12

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8 (Metro 2050)	See Map A1: Regional Land Use Designations and Overlays for lands with the regional Agricultural designation, and Map 6: Employment Area Opportunities, for the boundaries of the Agricultural Land Reserve.
b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Part 5 11. Food Systems, includes policies calling for improved food access, including via farmers markets (11.1.1), as well as policies supporting the strengthening of Vancouver's food supply chains (11.1.3). Policy 2.6.1 encourages a wide variety of markets in the city, including food markets, to serve diverse vendors, customers, and residents across the livelihood continuum.
c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	*See below*
i)	assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	Part 4, Future Growth, assigns an Agricultural GLU designation to agricultural lands, and protects these lands for agricultural uses.
ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Part 5 11. Food Systems supports food production within agricultural lands as well as within urban areas, given Vancouver's urbanized context and fragmentation of the limited agricultural lands within the city.
iii)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collaboration with other governments and agencies	Agricultural land in Vancouver is in the floodplain, and flood construction level requirements apply to residential uses (see Vancouver Building By-law). Policy 11.1.5 calls for addressing climate change through food system interventions. Additional policies call for action on climate change adaptation and improvements of policies and regulations over time (policy 3.2.1 and 12.2.2).
iv)	protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such	Part 5 11. Food Systems supports food production within agricultural lands as well as within urban areas, given Vancouver's

Policy 2.3.13		as screening, physical buffers, roads, or Development Permit area requirements	urbanized context and fragmentation of the limited agricultural lands within the city.
	v)	demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the *Agricultural Land Commission Act*	Policy 11.1.1 supports food-related retail and services. Policy 11.1.3 supports strengthening food supply chains.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	See Zoning and Development By-law.
	Section	**Policy**	**Supplementary Information**
		In partnership with other agencies and organizations, support Agricultural awareness and promote the importance of the Agricultural industry, the importance of protecting Agricultural land, and the value of local Agricultural products and experiences	Policy 2.1.1 encourages diversification of jobs and sectors. Policies in Part 5 11. Food Systems, support the development of an equitable and resilient food system, including by supporting local food production.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The Vancouver ODP includes resilience as a foundational principle to the Plan, and weaves resilience-related policies throughout all chapters. The ODP also includes Climate chapter focused on reducing carbon pollution and promoting climate adaptation. The Ecology chapter supports ecosystem protection and resilience, through identifying Environmentally Sensitive Areas, establishing an Ecological Network Vision to restore connectivity, and building a policy framework to protect and make space for nature. The Hazardous Lands and Risk Reduction chapter identifies lands subject to hazardous conditions, many of which are amplified by climate change, and sets up policy to continue to carefully manage development on these lands, incorporate hazardous lands into area planning, and adapt at-risk buildings and infrastructure.

Goal 3 Targets

Policy with Target	Applicable ODP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	*See Targets section above*	*See Targets section above*
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050;	*See Targets section above*	*See Targets section above*

Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Section	Policy	Applicable ODP Policies
Policy 3.1.9	**Adopt Regional Context Statements that:**		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2 (Metro 2050)	*See Map A1: Regional Land Use Designation and Overlays.*
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	*See below*
	i)	drinking water supply areas	In Part 4, Future Growth, areas with the regional designation of Conservation and Recreation are designated Parks and Open Spaces. Permitted uses include parks and playgrounds and
	ii)	environmental conservation areas	

	iii)	wildlife management areas and ecological reserves	compatible cultural and recreation uses. Residential development is not permitted in this designation. Conservation and Recreation lands are designated as Environmentally Sensitive Areas in the Ecology chapter. This designation recognizes the value of these and other parks and open spaces for local ecosystem protection.
	iv)	forests	
	v)	wetlands (e.g., freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	
	vi)	riparian areas (i.e., the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: ○ major parks and outdoor recreation areas; ○ education, research and training facilities, and associated uses that serve conservation and/or recreation users; ○ commercial uses, tourism activities, and public, cultural, or community amenities; ○ limited agricultural use, primarily soil-based; and ○ land management activities needed to minimize vulnerability / risk to climate change impacts	
	c)	Include policies that:	*See below*
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Conservation and Recreation lands are protected for parks and open space uses through their GLU designation and through their inclusion as Environmentally Sensitive Areas. Policies 4.3.1 to 4.3.6 seek to protect ecosystems and manage growth around them.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Conservation and Recreation lands in Vancouver are predominantly publicly-owned and not at risk of subdivision or fragmentation.

Strategy 3.2: Protect, enhance, restore, and connect ecosystems

	Section	Policy Text	Applicable ODP Policies
Policy 3.2.7	**Adopt Regional Context Statements that:**		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	*See Targets section above*
	b)	refer to Map 11 (Metro 2050) or more detailed local ecological and cultural datasets and include policies that:	Part 5 4. Ecology includes a map of Environmentally Sensitive Areas. This map includes all areas mapped in Map 11 in Metro 2050 - Metro Vancouver's Sensitive Ecosystem Inventory - and additional natural areas identified from a city-wide ecological inventory and assessment.
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	Part 5 4. Ecology, includes a range of policies supporting protection and enhancement of Environmentally Sensitive Areas and the restoration of ecosystems and ecosystem connectivity through an Ecological Network Vision (policies 4.1.1, 4.2.1, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.5, 4.3.6).
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	The Ecological Network Vision provides a foundation to protect, connect and restore ecosystems. Part 5 4. Ecology, includes policies on collaborating with local Nations on ecological priorities (policies 4.1.2, 4.3.5, 4.4.1), as well as collaborating across jurisdictions in complex areas such as marine and shoreline environments (policy 4.1.4). The Ecological Network Vision, as well as the Blue Green Network, includes consideration of ecological assets in adjacent municipalities, is informed by Metro Vancouver's Sensitive Ecosystem Inventory and Ecosystem Connectivity Evaluation and aligns with efforts to improve regional ecological connectivity.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Policies 4.2.5 and 4.3.1 encourage enhancement and restoration of ecological features on private property to support biodiversity and connectivity across natural areas.
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	Policies 4.1.1 and 4.3.1 call for the creation of additional policies and regulations to protect Environmentally Sensitive Areas. Policy 4.2.5 also calls for strengthened policies and regulations to create naturally managed areas on private property, to enhance connectivity.
	c)	Include policies that:	*See below*

Appendix A Regional Context Statement

i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Part 5 4. Ecology supports consideration of natural assets and ecosystem services in land use decision-making, including direction to embed ecosystems in planning (4.1.1, 4.2.5, 4.3.1), and policy to develop and incorporate economic valuation of ecosystem system services into city financial processes (4.3.6).
ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	Policies 4.2.3 and 4.2.4 call for expansion of the urban forest canopy cover, as adopted under the City's Urban Forest Strategy, and use of tools such as zoning, servicing and subdivision by-laws, and upgraded street designs to provide more space for permeability, quality soil, and increased tree canopy across the city. Policy 4.3.4 calls for protecting soil to protect the urban forest and hydrological cycle.
iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	Policy 4.3.1 calls for strengthened guidelines and processes for Environmentally Sensitive Areas. Policy 4.2.5 calls for strengthened policies and regulations to create and restore naturally managed areas on private properties to increase biodiversity. Policy 4.3.4 specifically notes the need to protect urban soil to support canopy cover. The City also has an Integrated Pest Management policy.
iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Map 9: Long-Term Greenway Network provides a vision for active transportation corridors, including the Regional Greenway Network. The Ecological Network Vision is aligned with regional and city greenway networks and policy 5.2.4 calls for greenways to include ecological and green infrastructure functions.
v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Part 5 4. Ecology, advances ecological planning. Part 5 10. Utilities, includes a focus on watershed-based approaches to water and rainwater management. The City has an Integrated Rainwater Management Plan as well as a Rain City Strategy that includes targets for capturing and cleaning rainwater. The Ecological Network Vision is aligned with blue green systems, which are planned along surface water flow paths to create larger green rainwater infrastructure facilities. Policy 4.2.2 recognizes the inter-relationship between natural areas and the health of Vancouver's water systems.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

Policy 3.3.7

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	*See Targets section above*
b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	Policy 3.1.2 calls for reducing carbon pollution through implementing the City's Climate Emergency Action Plan, including advancing complete, walkable neighbourhoods; active transportation and transit; zero emission vehicles; zero emission space and water heating in new and existing buildings; low-carbon construction practices and materials; and renewable energy. Policy 3.2.2 calls for natural climate solutions that buffer impacts of climate change, sequester carbon, and improve biodiversity.
i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g., BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and	In addition to the above, the Urban Structure Strategy in Part 4, Future Growth, includes a suite of policies aimed at creating complete neighbourhoods and focusing growth near transit, such that emissions from buildings and transportation are reduced.
ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling, and walking	In addition to the above, all policies in Part 5 5. Transportation seek to reduce emissions from transportation, for example by enhancing the transit and greenway networks, and shifting to streets for people.
c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	The Urban Structure Strategy in Part 4, Future Growth, includes policies on locating amenities in the Metro Core/Broadway Urban Centre (policy FG1.4.5, FG1.4.8), the Municipal Town Centre (FG1.5.6), and Rapid Transit Areas (FG1.6.10).

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

Policy 3.4.5

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Part 5 3. Climate, includes policies on building resilience to climate change (3.2.1 - 3.2.5). Part 5 12. Hazardous Lands and Risk Reduction, also includes policies on mitigating risks from hazards, many of which are amplified by climate change. The City also has additional programs, policies and regulations aimed at increasing resilience to climate change (e.g., floodplain and building cooling requirements in the Vancouver Building By-law).
b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	Part 5 12. Hazardous Lands and Risk Reduction maps known hazardous areas. Policy 12.2.2 calls for continuing to require additional studies or information to determine suitability for development (e.g., geotechnical and hydrogeological studies) and to identify potential risk mitigation measures for development within hazardous areas (e.g., building to the minimum flood construction level); and improving regulations over time. Policy 12.2.3 calls for hazardous lands to be considered in area plans, including considering limiting development on lands subject to hazardous conditions, or strategically allowing for redevelopment or changes in use where existing infrastructure or development is particularly vulnerable to risk. See also Vancouver Building By-law.

Policy 3.4.6

Section	Policy	Applicable ODP Policies
	Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Policy 12.2.1 calls for the City to coordinate efforts, internally and with partners, to manage hazards and embed resilience in land use planning as well as planning and location decisions for new municipal utilities, assets, operations, and community services.

Policy 3.4.7

Section	Policy	Applicable ODP Policies
	Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Vancouver's ODP establishes resilience as a foundational principle, which is then integrated into policies on climate change mitigation and adaptation, hazardous lands, ecology, community infrastructure, and more. Policies 12.2.1 and 12.2.3 squarely integrate proactive risk mitigation into land use planning.

Policy 3.4.8

Section	Policy	Applicable ODP Policies
	Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	The City continues to advance policy on climate change and natural hazards, building on research, standards, and guidelines as well as context-specific data and community and First Nations input. Part 5 12. Hazardous Lands and Risk Reduction, calls for that work to continue.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

The Vancouver ODP includes a key focus on advancing equitable housing, including by ensuring more affordable housing choices are available to ease the housing affordability crisis. The ODP commits to adding housing near transit as well as transforming low-density neighbourhoods to include housing choice for all income groups and family types. Housing policies address the full range of housing needs and classes, include strong protection for renters and a focus on advancing housing across the continuum.

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*See Targets section above*	*See Targets section above*

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Policy 4.1.8

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	Part 5 1. Housing, references the City's Housing Needs Report and contains a suite of policies on meeting the various housing needs identified therein.
b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Policies in the Urban Structure Strategy in Part 4, Future Growth, call for a diverse range of housing types in different neighbourhood types (policies FG1.4.1, FG1.5.1, FG1.6.1, FG1.6.2, FG1.7.1, FG1.7.2, FG1.8.1, FG1.8.2, FG1.9.1, FG1.10.1, FG1.3.3). Part 5 1. Housing, contains a range of policies related to increasing supply of diverse housing types and tenure across all residential areas, including Missing Middle housing types, family-sized homes and affordable rental (Directions 1.2 to 1.6).
c)	identify policies and actions that contribute to the following outcomes	*See below*
i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	The Urban Structure Strategy in Part 4, Future Growth, calls for protecting and creating new affordable housing in different neighbourhood types (policies FG1.4.1, FG1.5.1, FG1.6.1, FG1.6.2, FG1.7.1, FG1.7.2, FG1.8.1, FG1.8.2, FG1.9.1, FG1.10.1, FG1.3.3). Part 5 1. Housing, includes a range of policies on increasing the supply of affordable housing to meet diverse needs (1.1.2, 1.2.1, 1.2.2, 1.2.3, 1.2.4, 1.3.1, 1.3.2, 1.3.4, 1.4.1, 1.5.1, 1.5.2, 1.6.1).
ii)	increased supply of family-friendly, age-friendly, and accessible housing	Part 5 1. Housing, contains a range of policies related to increasing supply of diverse housing types and tenure (Directions 1.2 to 1.6). Policy 1.2.4 calls specifically for improved multi-family housing options to better meet the diverse needs of households, including for families with children, intergenerational households, persons with disabilities, and seniors, through improved building design and forms.
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Part 5 1. Housing, contains a range of policies related to increasing supply of diverse housing types and tenure (Directions 1.2 to 1.6). Policies 1.4.1 and 1.6.1 call specifically for increasing the supply of new purpose-built market, below market rental housing, and social and supportive housing.
iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	In Part 4, Future Growth, the Urban Structure Strategy identifies Multiplex areas, as well as Villages, where Missing Middle housing could be added. The Residential Multiplex land use designation supports a range of infill housing forms in low-density neighbourhoods. The Residential Low-Rise designation supports 6 storey forms, or up to 8 storeys within Transit-Oriented Areas. Policy direction 1.2 Geographic Equity in Part 5 1. Housing calls for increasing Missing Middle options, low and high-rise apartments throughout the city.
v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	The Urban Structure Strategy integrates land use and transportation planning, focusing growth near rapid transit and advancing more complete neighbourhoods. In Part 5 5. Transportation, policy 5.1.1 also calls for locating shops, services, businesses, and diverse housing types in areas that can be well-served by walking, rolling, biking, and transit.
vi)	increased social connectedness in multi-unit housing	In Part 5 1. Housing, Policy 1.2.4 calls for improving multi-family options to better meet

Policy 4.1.9			the diverse needs of households through improved building design and forms. Separate design guidelines also support social connectedness.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	The Urban Structure Strategy supports diverse housing types and high quality public realm across neighbourhood types (e.g., policies FG1.4.1, FG1.5.1, FG1.6.1, FG1.6.2, FG1.7.1, FG1.7.2, FG1.8.1, FG1.8.2, FG1.9.1, FG1.10.1, FG1.3.3). Separate design guidelines also support high quality urban design.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	In Part 5 3. Climate, policy 3.1.2 supports low carbon buildings, and policy 3.2.1 calls for reducing the impacts of climate hazards. Policy 12.2.2 in 12. Hazardous Lands and Risk Reduction calls for continued risk mitigation for development in hazardous areas (e.g., construction to the minimum flood construction level in the floodplain). Policy 12.2.4 calls for retrofits to reduce risks and adapt existing buildings.
Section	**Policy**		**Supplementary Information**
Prepare and implement housing strategies or action plans that:			
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	The Housing Vancouver Strategy, Housing Vancouver 10 Year Targets, and Housing Vancouver 3 Year Action Plan were developed based on housing needs across a continuum of housing types and tenures. The Housing Needs Report will be updated every 5 years as per Provincial legislation to inform ODP updates, area planning and any housing policy and plan. Housing strategies, targets and action plans will be updated periodically depending on latest housing needs assessment overall and for specific population groups, economic and political context, market dynamics, demographic trends, etc.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	*See response to Policy 4.1.9(a)*
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific	*See response to Policy 4.1.9(a)*
		statements about special needs housing and the housing needs of equity-seeking groups	
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	*See response to Policy 4.1.9(a)*

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

Section	**Policy**	**Applicable ODP Policies**
Adopt Regional Context Statements that:		
Policy 4.2.7	a) indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*See Targets section above*
	b) articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Policy 1.6.2 seeks to minimize displacement of renters and ensure residents are able to remain in their neighbourhoods when planning for growth. Policy 1.6.3 promotes replacement and renewal of existing rental housing stock without displacement through City policies and partnerships with Provincial and Federal governments. See also Rental Housing Stock ODP, Tenant Relocation and Protection Policy and Single-Room Accommodation By-law.
	c) identify the use of regulatory tools that protect and preserve rental housing	See Rental Housing Stock ODP, Tenant Relocation and Protection Policy and Single-Room Accommodation By-law.
	d) identify policies and actions that contribute to the following outcomes:	*See below*
	i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Policies in Part 4, Future Growth direct highest density growth to neighbourhoods with the most transit investment, and call for affordable rental housing in these areas (e.g., policies FG1.4.1, FG1.5.1, FG1.6.1, FG1.7.1, FG1.8.1). Policies 1.2.1 and 1.2.2 in Part 5 1. Housing also support rental and affordable housing near transit and across neighbourhoods.

Policy 4.2.8	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Part 5 1. Housing, supports renewal and expansion of market and below-market rental housing, as well as the protection of renters (1.2.1, 1.2.2, 1.4.1, 1.4.4, 1.6.1, 1.6.2, 1.6.3). See also Rental Housing Stock ODP, Tenant Relocation and Protection Policy and Single-Room Accommodation By-law.
	iii)	protection and renewal of existing non-market rental housing	
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Policies 3.1.1 and 3.1.2 support reduced emissions from existing and future housing. Policy 12.2.4 encourages partnerships to reduce risks and adapt buildings and infrastructure to hazards like extreme heat.
	Section	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Part 5 1. Housing, supports renewal and expansion of market and below-market rental housing, as well as the protection of (1.2.1, 1.2.2, 1.4.1, 1.4.4, 1.6.1, 1.6.2, 1.6.3). See also response to policy 4.1.9 (a): Housing Vancouver Strategy, 10-year housing targets, 3-year action plan and multiple policies, program as well existing land uses in Part 4, Future Growth, Generalized Land Use, support increasing the rental and affordable rental housing supply, renewal and protection of existing affordable housing stock and mitigation of renter displacement. See also Rental Housing Stock ODP, Tenant Relocation and Protection Policy and Single-Room Accommodation By-law.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Policy 1.1.2 calls for working with other municipalities in Metro Vancouver to promote affordable housing to meet regional needs, and policies 1.1.3, 1.4.2, 1.4.3 and 1.4.4 call for partnerships to deliver funding and programs to meet existing and future housing need.

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

Policy 4.3.7	**Section**	**Policy**	**Applicable ODP Policies**
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	Part 5 1. Housing, Direction 1.3 focuses on homelessness. Policy 1.3.1 and 1.3.2 commits the City to working with non-profit providers, Indigenous organizations, Provincial and Federal governments to provide a diverse range of housing options, emergency services, and supports to people experiencing and at risk of homelessness. Policy 1.3.3 calls for working with Metro Vancouver municipalities and the Provincial government to develop and implement a regional approach to addressing homelessness. 1.3.4 calls for the adoption of supportive land use policies and zoning to ensure residents can access shelters, social and supportive housing in neighbourhoods across Vancouver.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	
	Section	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that		
Policy 4.3.8	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Direction 1.3 in Part 5 1. Housing calls for addressing homelessness and ensuring every person has access to permanent secure housing with a range of diverse supports. The Housing Vancouver Strategy, Housing Vancouver 10 Year Targets, and Housing Vancouver 3 Year Action Plan were developed based on housing needs across a continuum of housing types and tenures. The City collaborates with senior levels of governments through joint strategies (e.g., SRO Investment Strategy), funding agreements (e.g., Housing Accelerator Fund), development partnerships (e.g., Permanent Modular Supportive Housing Initiative with BC Housing), supportive planning and servicing agreement with First Nations,and advocacy to deepen funding for sustained affordable housing.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	*See response to policy 4.3.8(a)*
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	*See response to policy 4.3.8(a)*

Metro 2050 Goal 5: Support Sustainable Transportation Choices

The Vancouver ODP focuses growth near transit and advances creating complete neighbourhoods where residents are enabled to make most trips by walking, rolling, or transit. The Plan ODP outlines a vision for future transit and greenway network enhancements, consistent with regional plans, and includes a range of policies on creating streets for people, by transforming road space.

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

Policy 5.1.14

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	The Urban Structure Strategy directs high density development to neighbourhoods in close proximity to transit, and encourages complete neighbourhoods to enable more trips by active transportation and transit (FG1.4.2, FG1.4.4, FG1.5.2, FG1.5.3, FG1.6.4, FG1.6.7, FG1.7.3, FG1.7.4, FG1.8.3). Part 5 5. Transportation, encourages using land use planning and urban design to enable walking, biking, and transit (5.1.1 to 5.1.5), creating streets for people (5.2.1 to 5.2.9), and supporting rapid transit expansion (5.3.3).
b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Part 5 5. Transportation includes a variety of policies related to reducing demand for personal vehicles, and policy 5.1.5 specifically calls for disincentivizing driving, while planning for those who rely on vehicles to get around (e.g., shared district parking, limiting parking supply). Vancouver's Transportation 2040 plan includes more specific policy and strategies on transportation demand management.
c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	The policies in Part 5 5. Transportation support municipal infrastructure management and enhancement to support transit, multiple-occupancy vehicles, cycling, walking, and rolling, including by orienting streets for people and transit (policies 5.2.1-5.2.9).
d)	support the transition to zero-emission vehicles	Policy 3.1.2 calls for implementing the Climate Emergency Action Plan, including by supporting zero-emission vehicles.
e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10 (Metro 2050)	Map 9: Long-Term Greenway Network includes the Regional Greenway Network. Policy 5.2.4 calls for amplifying and intensifying the greenway network as car-light to car-free corridors for active transportation and recreation providing a high-quality, continuous experience with public spaces, ecological and green infrastructure functions.
f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Policy 5.3.5 calls for planning for emerging mobility-related technologies, such as shared mobility, micro-mobility, and self-driving vehicles.

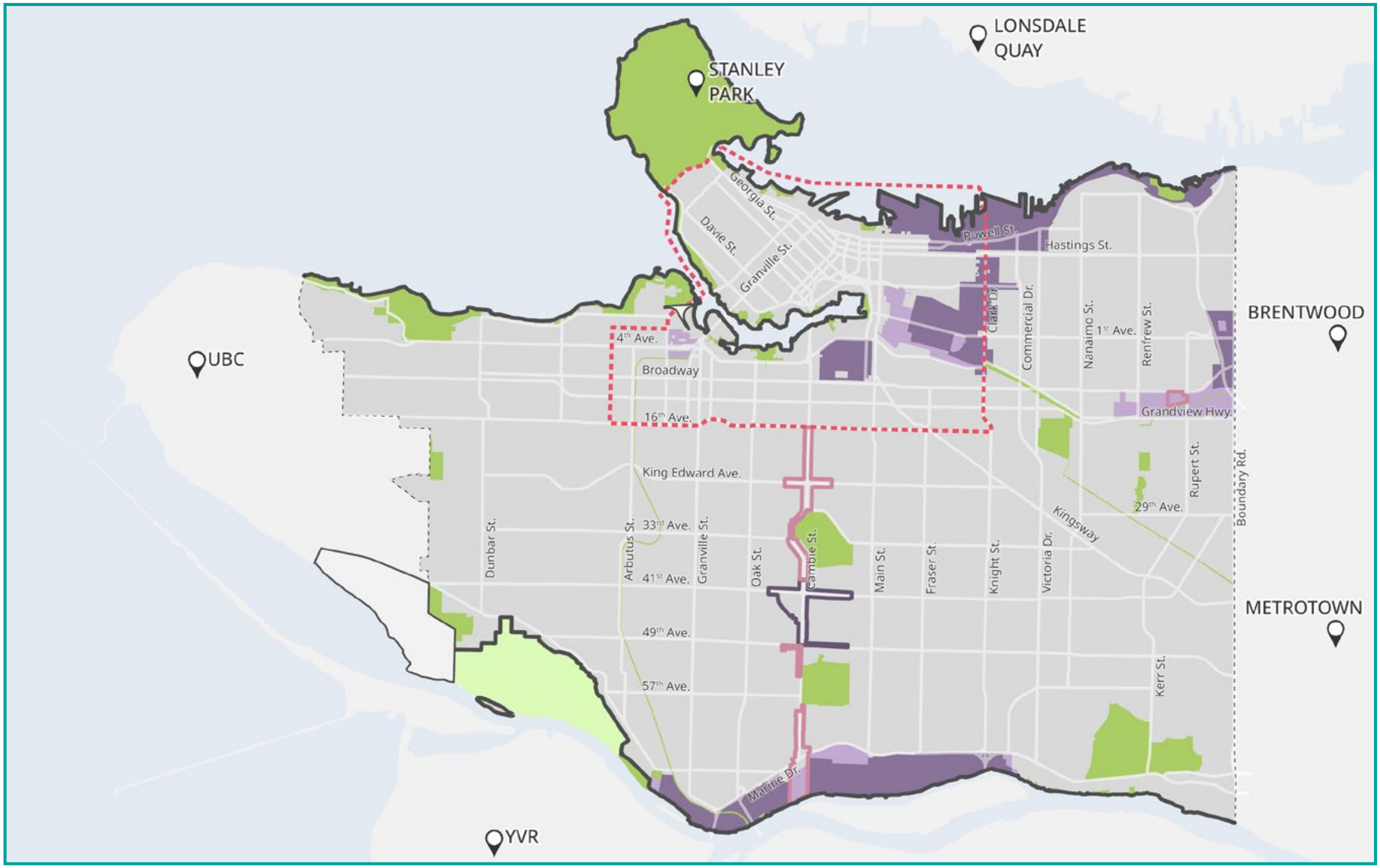
Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Policy 5.2.6

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Map 6: Employment Area Opportunities identifies truck routes and rail corridors.
b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Policies 2.1.5 and 2.2.2 support industrial goods movement. Policies in the Transportation chapter echo this commitment (5.3.4), and support active transportation (5.2.2, 5.2.4, 5.2.5). Policy 5.2.3 calls for reimagining arterials as safe and livable while efficiently moving people and goods, and reducing the impacts of polluting vehicles and optimizing goods movement.
c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Part 5 5. Transportation includes a direction on Future Planning which speaks to planning for emerging technologies (policy 5.3.5) and supporting regional transportation planning (policy 5.3.3).
d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	Policies 2.1.5 and 2.2.2 support industrial goods movement. Policies 5.2.3 and 5.3.4 echo this commitment. Policy 2.1.6 calls for working with partners to realize the potential of the Central Waterfront District as a transportation hub and employment area.
e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road	Policy FG1.2.3 in the Urban Structure Strategy calls for allowing more housing and community infrastructure off arterial streets to reduce exposure to harmful noise levels and poor air

		Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	quality. Policy 5.2.3 calls for reimagining arterials as safe and livable while efficiently moving people and goods, and reducing the impacts of polluting vehicles and optimizing goods movement. Policy 12.2.5 and 12.2.6 call for development near rail or in areas exposed to environmental health hazards to incorporate risk mitigation measures, enhanced construction techniques and thoughtful site design to reduce impacts from these hazards.
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	Policies 2.1.5, 2.2.2 and 5.3.4 support sustainable industrial goods movement. Policies 5.2.2 and 5.2.5 support active transportation improvements that take into consideration the local economy and planning for deliveries.

Map A1: Regional land use designations and overlays



Regional Designations

- General Urban
- Industrial
- Employment
- Conservation and Recreation
- Agricultural

- Urban Containment Boundary
- Municipal Boundary

- Metro Core
- Municipal Town Centre
- Frequent Transit Development Area (FTDA)

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Metro Vancouver Regional District (MVRD) Board

From: Nikki Tilley, Acting Corporate Officer
Heather McNell, Acting Commissioner / Chief Administrative Officer

Date: September 18, 2026 Meeting Date: September 25, 2026

Subject: **Regional Growth Strategy Amendment Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the comments from affected local governments and local First Nations as presented in the report dated September 18, 2026, titled "Regional Growth Strategy Amendment Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)";
b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026*; and
c) accept the City of Surrey's amended Regional Context Statement.

EXECUTIVE SUMMARY

On June 26, 2026, the MVRD Board initiated a Type 3 amendment to *Metro 2050* and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026 (MVRD Bylaw No. 1463, 2026)*. The amending bylaw would re-designate Employment lands to General Urban to accommodate 20 single-detached homes at 105 - 175A Street in the Douglas neighbourhood of South Surrey.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments, local First Nations and the public of the proposed amendment to provide an opportunity for comment. Seven responses were received, and a summary of the responses is provided in this report. *MVRD Bylaw No. 1463, 2026* is now before the MVRD Board for consideration of adoption.

PURPOSE

This report provides the MVRD Board with a summary of comments received as a result of the notification to affected local governments and local First Nations, as well as an opportunity to consider adoption of *MVRD Bylaw No. 1463, 2026* **(Attachment 1)**.

BACKGROUND

At its June 26, 2026 meeting, the MVRD Board passed the following resolution **(Attachment 2)**:

THAT the MVRD Board:

a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Employment to General Urban for the property located at 105 - 175A Street;

b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026";

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.

Metro Vancouver gave notice to affected local governments by way of a letter and to local First Nations referral offices on July 2, 2026. 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.

The requested *Metro 2050* Type 3 Amendment requires adoption through an affirmative 50% + 1 weighted vote of the MVRD Board. As the City of Surrey is a signatory to *Metro 2050*, adoption of the amended OCP Bylaw cannot occur until the MVRD Board has adopted the amending bylaw for *Metro 2050*.

COMMENTS FROM AFFECTED LOCAL GOVERNMENTS, LOCAL FIRST NATIONS, AND THE PUBLIC

Metro Vancouver received correspondence **(Attachment 3)** as summarized below.

Affected Local Governments

- The City of Burnaby did not object to the proposed amendment, but cited some misalignments with *Metro 2050* goals.
- The City of Langley expressed concern, citing continuing pressures in the region to convert employment lands to residential uses.
- The City of Port Moody indicated no objection.

Regional Agencies

- Squamish-Lillooet Regional District provided no comment.
- TransLink stated no objection, noting that the proposed General Urban designation and single-family development has the potential for less negative impact on regional transportation objectives than does the existing Employment designation.

Local First Nations

- Tsleil-Waututh Nation indicated no comment.
- Kwikwetlem First Nation stated no comment.

UPDATED REGIONAL CONTEXT STATEMENT

Metro 2050 amendments involving redesignation of sites trigger consequential revisions to the requesting member jurisdiction's Regional Context Statement mapping to retain consistency between the Official Community Plan (OCP) and *Metro 2050*. The City of Surrey submitted its amended Regional Context Statement **(Attachment 4)** to Metro Vancouver on September 15, 2026.

In addition to the mapping changes associated with the 105 - 175A Street amendment, Surrey's amended Regional Context Statement incorporates changes associated with the Hazelmere amendment approved by the MVRD Board on May 29, 2026 (Reference 1).

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the comments from affected local government and, local First Nations, as presented in the report dated September 18, 2026, titled "Regional Growth Strategy Amendment Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)";
   b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026*; and
   c) accept the City of Surrey's amended Regional Context Statement.

2. THAT the MVRD Board decline the proposed amendment to *Metro 2050* for the site located at 105 - 175A Street, Surrey and the corresponding Regional Context Statement and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the acceptance of the proposed Type 3 Amendment. Metro Vancouver will notify the 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 for 105 – 175A Street. A dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

CONCLUSION

The City of Surrey submitted a request for a Type 3 Amendment to *Metro 2050* to re-designate Employment lands to General Urban to accommodate 20 single-detached homes at 105 - 175A Street in the Douglas neighbourhood of South Surrey.

On June 26, 2026, the MVRD Board initiated the *Metro 2050* amendment process and gave first, second, and third readings to *MVRD Bylaw No. 1463, 2026*. During the notification period, seven responses were received. This report provides a summary of comments received and attaches the amendment bylaw for consideration of adoption by the MVRD Board.

ATTACHMENTS

1. *Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1463, 2026*.
2. *Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)*. [Staff report to MVRD Board Meeting, June 26, 2026].
3. Correspondence received regarding *Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1463, 2026*.
4. City of Surrey Regional Context Statement.

REFERENCES

1. Shermer, D. and McNell, H. (2026). R*egional Growth Strategy Amendment Bylaw No. 1393, 2026 – City of Surrey (Hazelmere)*. [Staff report to MVRD Board Meeting, May 29, 2026]. https://metrovancouver.org/boards/GVRD/RD-2026-05-29-AGE.pdf#page=479

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METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1463, 2026
A bylaw to amend Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022

WHEREAS:

A. The Board of the Metro Vancouver Regional District adopted Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022; and

B. The Board of the Metro Vancouver Regional District 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. 1463, 2026".

Schedule

2. The following schedule is attached to and forms part of this bylaw:
    - Schedule A, Subject Properties.

Amendment of Bylaw

3. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is amended as follows:

    (a) Re-designating the subject property, as listed in the table below:

PID	Legal Description
031-632-289	LOT 2, PLAN EPP102805, SECTION 32, RANGE 1E, NEW WESTMINSTER LAND DISTRICT

    from 'Employment' to 'General Urban', as shown in Schedule "A" of this bylaw.

4. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in section 3 of this bylaw.

Read a first, second, and third time this 26th day of June, 2026.

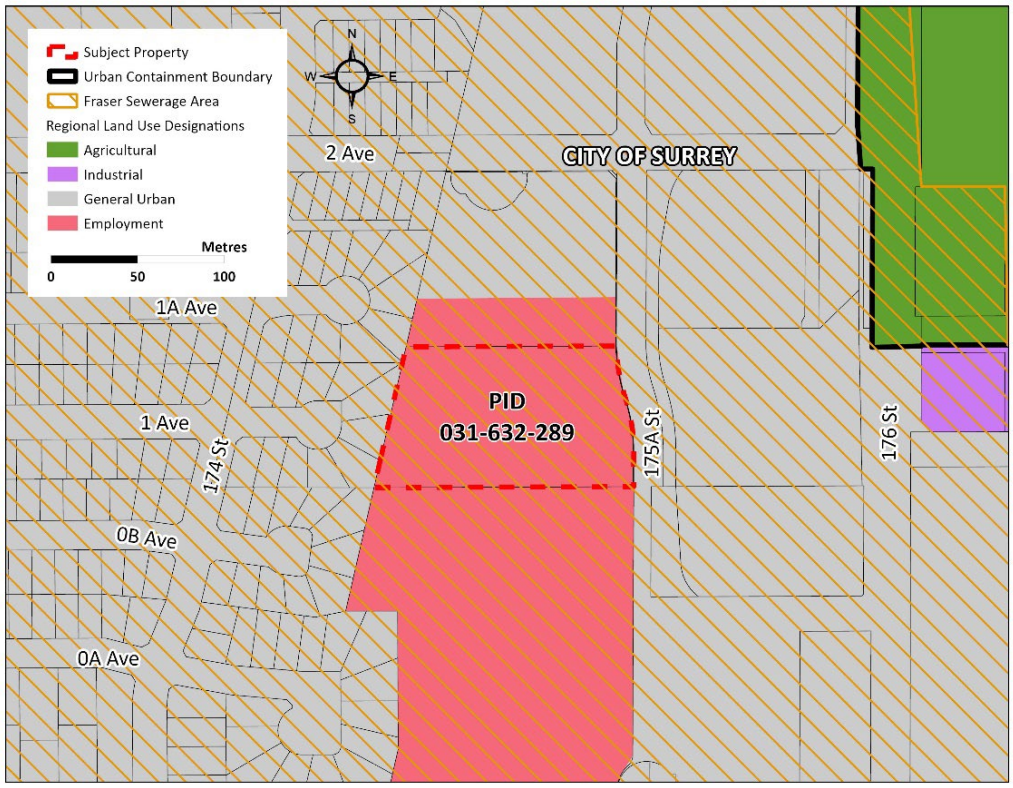
Adopted this _____ day of _____, _____.

Mike Hurley, Board Chair

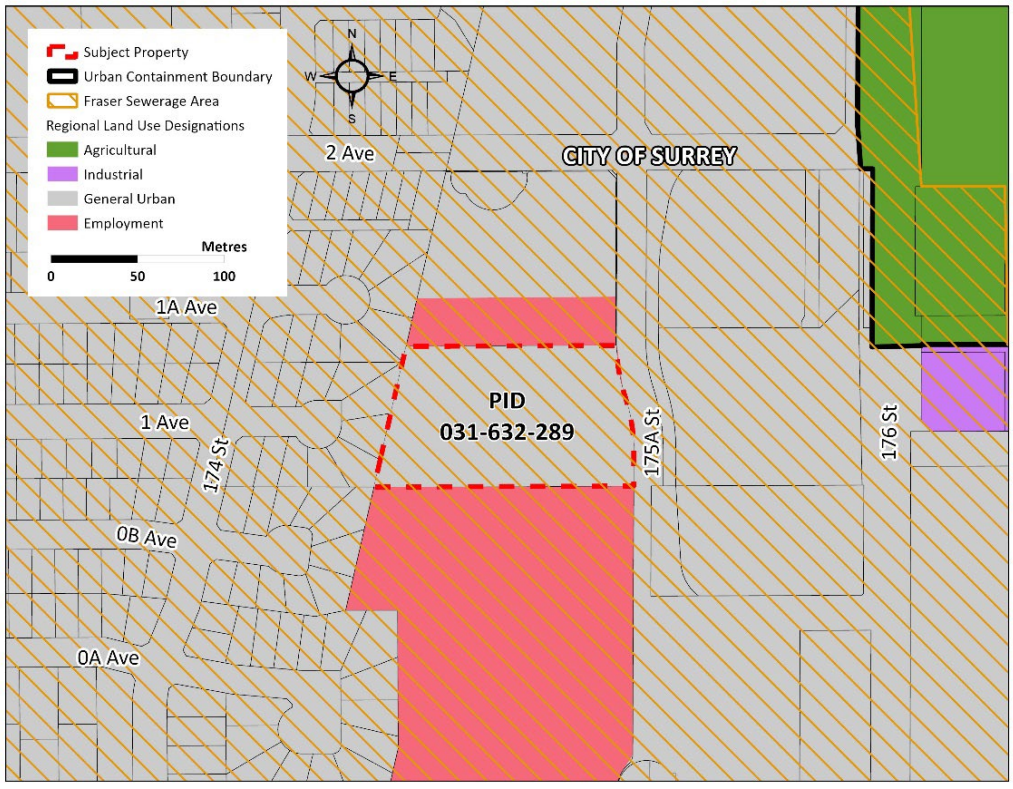
Dorothy Shermer, Corporate Officer

Schedule A
Subject Properties

Prior to Amendment



Post-Amendment



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: May 11, 2026 Meeting Date: June 11, 2026

Subject: **Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A 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 Employment to General Urban for the property located at 105 - 175A Street;
b) give first, second, and third readings to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026*";
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.

EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 3 amendment to *Metro 2050* to change the regional land use designation of the property located at 105-175A Street from Employment to General Urban to accommodate 20 single-detached homes in the Douglas neighbourhood of South Surrey.

The proposed development involves a single parcel that is already within both the Urban Containment Boundary and Fraser Sewerage Area. The site is surrounded by established residential uses on three sides, including single-detached housing, townhouses, and an RV park, with commercial uses located to the east across 175A Street. The proposed amendment would not result in region-wide planning implications, and would have no meaningful impact on advancing the regional goals included in *Metro 2050*. The proposed Type 3 amendment is supportable as a small, localized adjustment within the existing urban area that is not inconsistent with *Metro 2050's* goals and strategies.

PURPOSE

This report provides the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro 2050*.

BACKGROUND

On February 23, 2026, Surrey City Council passed a resolution requesting that the MVRD Board consider a Type 3 Amendment to *Metro 2050*. On April 2, 2026, Metro Vancouver received the City of Surrey's request to consider the proposed amendment for the property at 105-175A Street (**Attachment 1**).

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The City of Surrey is proposing a *Metro 2050* amendment to re-designate the property at 105-175A Street from Employment to General Urban to accommodate 20 single-detached homes. Since the property is within the Urban Containment Boundary, this is a Type 3 amendment as per *Metro 2050* policy 6.3.4 (b). Type 3 amendments require an affirmative 50% + 1 weighted vote of the MVRD Board at each reading.

Table 1. Proposed Amendment

Address	105 - 175A Street
Site Size	1.1 hectares (2.7 acres)
***Metro 2050* Regional Land Use Designation**	Employment (Current) | General Urban (Proposed)
OCP Designation	Mixed Employment (Current) | Urban (Proposed)
Zoning	Business Park 3 (Current) | Small Lot Residential (Proposed)
Within the Urban Containment Boundary	Yes
In the Fraser Sewerage Area	Yes
In the Agricultural Land Reserve	No
In an Urban Centre or FTDA	No

Site Context

The property at 105 - 175A Street is approximately 190 metres north of the United States border in the Douglas neighbourhood of South Surrey. It is bounded on three sides by residential uses, including single-detached homes to the west, townhouses to the north (under construction), and an RV park to the south (designated Employment). To the east, across 175A Street, are commercial uses – notably, the West Coast Tax & Duty Free.

Figure 1. Site Context

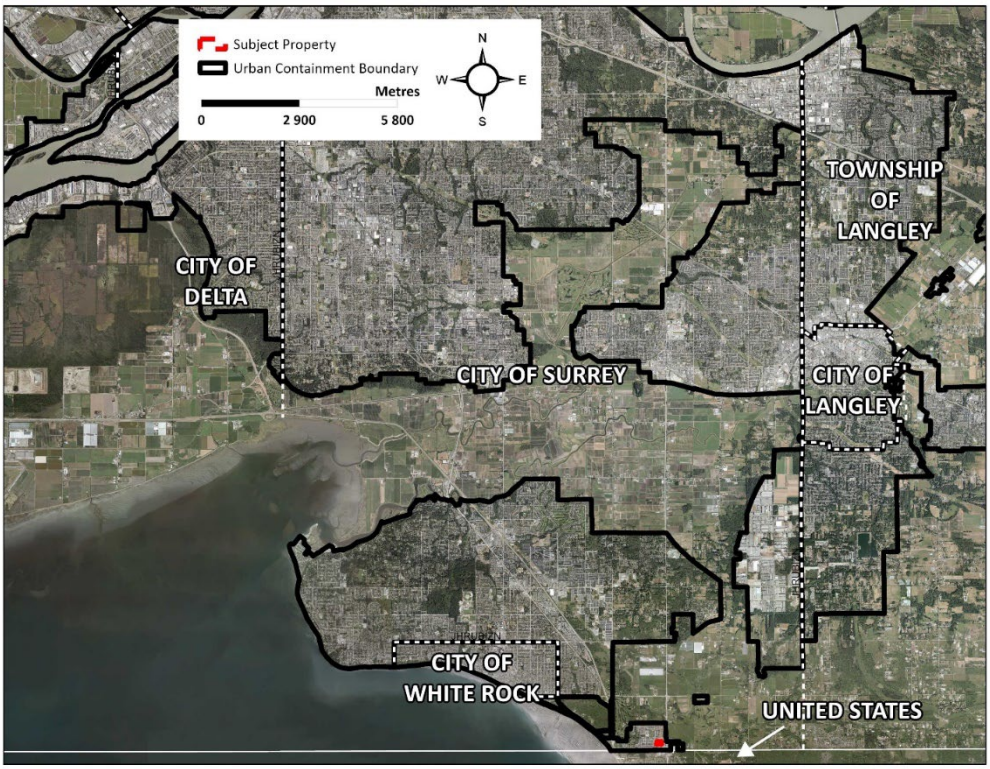
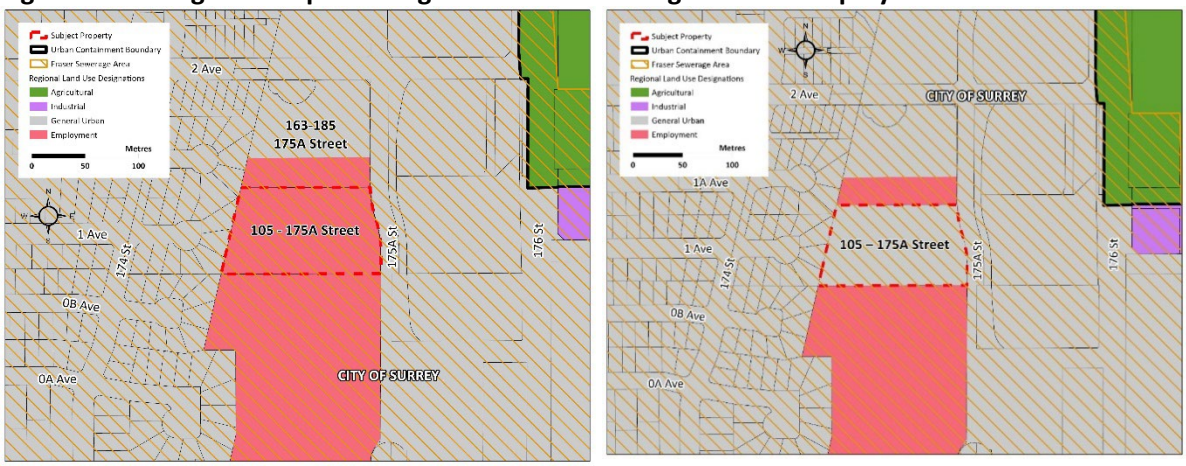


Figure 2. Site Context



Figure 3. Existing and Proposed Regional Land Use Designations – Employment to General Urban



REGIONAL PLANNING ANALYSIS

The proposed amendment is minor in scale and relates to a single small site within an established urban area. Typically, amendments to *Metro 2050* are reviewed against the full range of goals and strategies contained in the Regional Growth Strategy. However, given the limited scope of this application, its localized nature, and the absence of broader regional implications, a comprehensive assessment against all *Metro 2050* strategies would not be relevant or appropriate in this context. The analysis below focuses on the areas of *Metro 2050* that are most relevant to the proposed amendment.

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 protecting and enhancing the region's supply of industrial and agricultural lands while supporting employment opportunities close to where people live.

The proposed amendment would result in the loss of a small area of *Metro 2050*-designated Employment lands. The subject site has been vacant for several years, indicating a lack of market demand for employment space in this location. Together with one adjacent site, the subject site forms part of a 3.7 ha area of Employment lands. The area is directly adjacent to residential uses and is not contiguous with other Employment or Industrial lands. Redesignation of the subject site could set a precedent for other Employment or Industrial lands in the vicinity, but the impact is likely to be limited to the adjacent site, which is also not in use for employment purposes. Overall, given the small land area in question and lack of employment activity, the amendment would have negligible impact to *Metro 2050* Goal 2.

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 would facilitate the subdivision of a vacant parcel into 20 lots and rezoning to Small Lot Residential Zone (R4). While this zoning supports up to four dwelling units per lot, the developer's current intention is to develop a detached house with a secondary suite on each lot. As proposed, the development would add a modest number of housing units, which are likely to be larger units appropriate for families. The proposed development includes secondary suites, which may contribute to the secondary rental market, a form of housing tenure that is needed within the region. Overall, the proposed RGS amendment would have a negligible impact on *Metro 2050* Goal 4.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Below is a summary of anticipated impacts on Metro Vancouver's utility services.

Liquid Waste Services (GVS&DD)

The proposed development is approximately 15 km from the nearest Metro Vancouver sanitary sewer facility, the Rosemary Heights pressure sewer. The projected sanitary flows from the 20 proposed homes are estimated to be in the range of 1.0–1.25 L/s under wet weather flow conditions. Given the small scale of the development, the incremental increase in sanitary flows is expected to have a negligible impact on the regional sewer system.

Water Services (GVWD)

The proposed development would ultimately be supplied by the GVWD's Grandview Reservoir via the City of Surrey's Grandview Pump Station and municipal distribution system. The proposed land uses are expected to have negligible hydraulic impacts on GVWD's transmission system.

NEXT STEPS

If the Type 3 amendment is initiated and the associated bylaw receives an affirmative 50% + 1 weighted vote of the MVRD Board at first, second, and third readings, it will then be referred to all affected local governments (including member jurisdictions, TransLink, and adjacent regional districts), and local First Nations. 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.

Staff will note in the correspondence the negligible impact of the proposed amendment on the Regional Growth Strategy's goals and policies.

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change is required from the City of Surrey to be considered concurrently with fourth reading of the amendment bylaw. It is expected that the City will submit the updated RCS to Metro Vancouver if the MVRD Board chooses to initiate the proposed amendment process for *Metro 2050* and gives first, second, and third readings to the amendment bylaw. This process is in alignment with *Metro 2050* and its associated implementation guidelines.

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 Employment to General Urban for the property located at 105 -175A Street;
   b) give first, second, and third readings to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026*";
   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.

2. THAT the MVRD Board decline the proposed amendment for the property located at 105 - 175A 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. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

OTHER IMPLICATIONS

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for information and discussion on May 15, 2026. Staff from the City of Surrey and Metro Vancouver presented the proposed amendment and were available to answer questions from committee members. No concerns were identified by RPAC members.

OPPORTUNTIES FOR PROCESS IMPROVEMENT

The proposed amendment represents a minor, site-specific application with limited regional implications, involving a single parcel within the Urban Containment Boundary and resulting in negligible impacts on regional systems and Metro 2050 objectives.

This application is being processed in accordance with the existing *Metro 2050* amendment framework. However, as identified in the April 2026 Board report, there is direction to pursue process improvements to streamline amendment procedures and reduce timelines, particularly for straightforward applications. In this context, the application serves as a clear example of a minor amendment where a more proportionate and efficient review process could be applied in the future, supporting ongoing work to improve timelines while maintaining appropriate regional oversight.

CONCLUSION

The City of Surrey has requested a Type 3 amendment to *Metro 2050* to change the regional land use designation of the property located at 105 - 175A Street from Employment to General Urban to accommodate 20 single-detached homes. The proposed development involves a single parcel that is already within both the Urban Containment Boundary and Fraser Sewerage Area. Regional Planning analysis concludes that the proposed amendment would not conflict with the achievement of *Metro 2050* goals. Staff recommend Alternative 1, to initiate the amendment process.

ATTACHMENTS

1. City of Surrey Regional Growth Strategy Amendment Application, dated April 2, 2026.
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026.
3. Presentation re: Metro 2050 Type 3 Proposed Regional Land Use Amendment.

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the future lives here.

SENT VIA EMAIL to Dorothy.Shermer@metrovancouver.org
April 2, 2026

File: 7925-0327-00

Metro Vancouver Board
c/o Dorothy Shermer, Director/Corporate Officer, Board & Information Services
Metrotower III, 4730 Kingsway
Burnaby, B.C., V5H OC6

Dear Sir/Madam:

Re: City of Surrey - Regional Growth Strategy (RGS) Amendment Application for the property located at 105 – 175A Street (Development Application No. 7925-0327-00)

The City of Surrey has received a land development application at 105 – 175A Street to permit the development of 20 residential lots. The proposal includes a Regional Growth Strategy (RGS) amendment application, to redesignate the subject site from Employment to General Urban.

Summary of Proposal and Background

To allow for the proposed development of 20 residential lots, the following is required:

- **Regional Growth Strategy Amendment** from Employment to General Urban;
- **Official Community Plan Amendment** from Mixed Employment to Urban; and
- **Rezoning** from Business Park 3 Zone (IB-3) to Small Lot Residential Zone (R4).

The subject Development Application No. 7925-0327-00 proposes a change in land use from the previous approvals granted under Development Application Nos. 7917-0146-00 and 7924-0003-00 in order to respond to market demand.

Council Resolution

On February 23, 2026, Development Application No. 7925-0327-00 was introduced to Surrey City Council, which includes a Type 3 Amendment to the Regional Growth Strategy (RGS) designation of the subject site from Employment to General Urban (Appendix A).

Following a Public Hearing on March 9, 2026, Development Application No. 7925-0327-00 received Third Reading from Surrey City Council (Attachment B). Therefore, an application is now being made to Metro Vancouver for the above proposed amendments.

The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy for the illustrated property (Attachment C) from Employment to General Urban.

Should Metro Vancouver staff require any additional information regarding this matter, please contact Stephanie Allen, at 236-474-3115 or Stephanie.Allen@surrey.ca.

Yours truly,

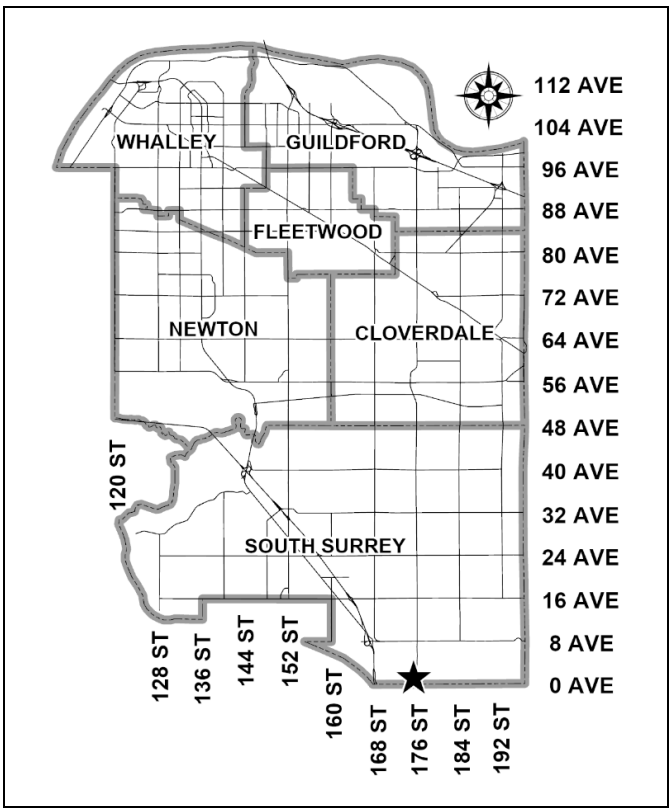
Shawn Low
Chief Development Approvals Officer
Development Planning, Planning and Development Department
City of Surrey

Attachments:

Attachment A:	City of Surrey Planning & Development Report No. 7925-0327-00, dated February 23, 2026
Attachment B:	March 9, 2026 Surrey Council Resolution Granting Third Reading
Attachment C:	Proposed Regional Growth Strategy Land Use Designation Adjustment

Cc: Stephanie Allen, Planner, City of Surrey, Stephanie.Allen@surrey.ca
Chris McBeath, Director, Development Planning, City of Surrey, Chris.McBeath@surrey.ca
Preet Heer, Manager, Community Planning, City of Surrey, PHeer@surrey.ca
Victor Cheung, Senior Policy & Planning Analyst, Metro Vancouver, Victor.Cheung@metrovancouver.org
Heather McNell, Deputy CAO, Policy & Planning, Metro Vancouver, Heather.McNell@metrovancouver.org
Jonathan Cote, Deputy GM, Regional Planning and Housing Development, Metro Vancouver, Jonathan.Cote@metrovancouver.org

Appendix A



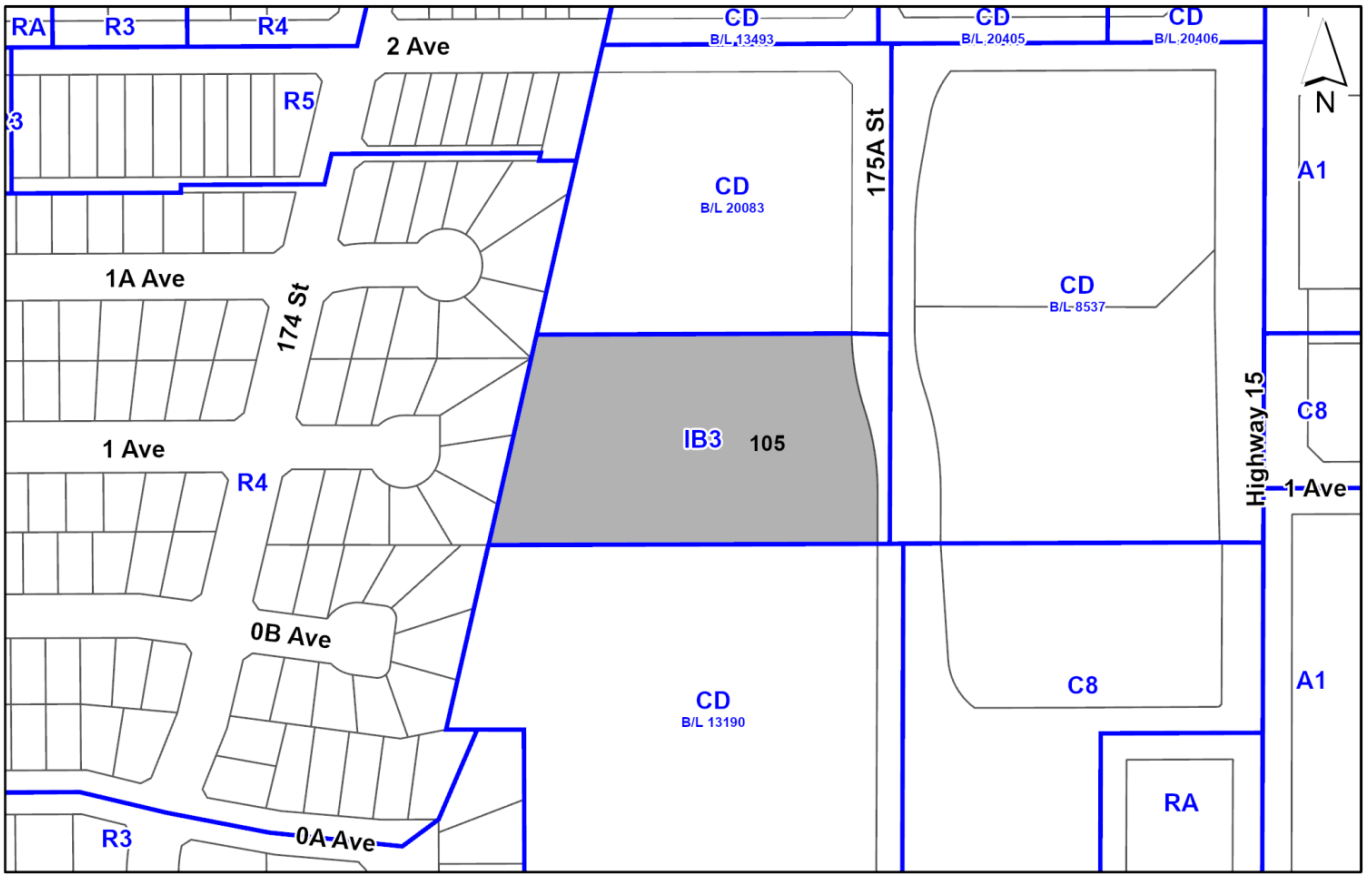
City of Surrey
PLANNING & DEVELOPMENT REPORT
Application No.: 7925-0327-00
Planning Report Date: February 23, 2026

PROPOSAL:

Subdivision into 20 residential lots.

- **RGS Amendment** from Employment to General Urban
- **OCP Amendment** from Mixed Employment to Urban
- **Rezoning** from IB-3 to R4

LOCATION: 105 – 175A Street



RATIONALE SUMMARY

The proposed Regional Growth Strategy (RGS) and Official Community Plan (OCP) amendments would allow a change in use from Mixed Employment to Urban to facilitate a 20 lot residential subdivision. Staff support the proposed development as it is consistent with the broad policy objectives of the OCP, including contribution to the housing supply, and given the unique interface and location of the subject property.

If the proposed development is supported by Council, the RGS amendment, to change the designation of the property from Employment to General Urban, will be presented to the Metro Vancouver Board for consideration.

RECOMMENDATION

The Planning & Development Department recommends that:

1. A Bylaw be introduced to amend the OCP Figure 3: General Land Use Designations for the subject site from Mixed Employment to Urban and a date be set for Public Hearing (Appendix A).

2. A Bylaw be introduced to amend the OCP Figure 42: Major Employment Areas for the subject site by removing the Mixed Employment designation for the subject site and a date be set for Public Hearing (Appendix B).

3. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.

4. A Bylaw be introduced to rezone the subject site from Business Park 3 Zone (IB-3) to Small Lot Residential Zone (R4) and a date be set for Public Hearing.

5. Council authorize staff to refer the application to Metro Vancouver, upon the application receiving Third Reading, for consideration of amending the Metro Vancouver Regional Growth Strategy designation for the subject site from Employment to General Urban.

6. If the application is supported by Metro Vancouver, Council close:

    a. Development Permit No. 7924-0003-00; and
    b. Development Variance Permit No. 7924-0003-00

    associated with Development Application No. 7924-0003-00 and close Development Application No. 7924-0003-00 and all applications associated with this project.

7. Council instruct staff to resolve the following issues prior to final approval:

    (a) resolution of all engineering requirements to the satisfaction of the General Manager, Engineering (Appendix C);

    (b) submission of a subdivision layout and road dedication plan to the satisfaction of the Approving Officer;

(c) approval from the Ministry of Transportation & Transit under File No. 2025-05627;

(d) submission and acceptance of a finalized arborist report, including satisfying the required tree replacement identified under Development Application No. 7917-0146-00, to the satisfaction of the Planning and Development Department;

(e) the applicant provide a contribution in the amount of 75% of the lift in value of the land to satisfy the City's Tier 2 Community Amenity Contribution requirements; and

(f) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager, Parks, Recreation and Culture and with respect to the City's Affordable Housing Strategy and Tier 1 Capital Project CACs, to the satisfaction of the General Manager, Planning & Development.

DEVELOPMENT PROPOSAL

- The applicant is proposing the development of 20 R4 lots (Appendix D). The proposal requires amendments to the RGS and OCP.

- The subject application includes the following:

  - **Regional Growth Strategy Amendment** from Employment to General Urban
  - **Official Community Plan Amendment** from Mixed Employment to Urban
  - **Rezoning** from IB-3 to R4
  - **Subdivision** from one lot into 20 lots

- The table below provides a summary of the proposed development.

	Proposal
Lot Area	
Gross Site Area: Road Dedication: Net Site Area:	11,120 sq. m. 2,222 sq. m. 8,898 sq. m.
Density	18 (gross) / 22 (net) lots per hectare
Number of Lots	20
Lot Sizes	
Range of Lot Sizes: Range of Lot Widths: Range of Lot Depths:	358 – 596 sq. m 13.4 – 15.4 m 24.0 – 45.4.5 m

SITE CONTEXT & BACKGROUND

- The subject site is approximately 1.1 hectares in area and located at 105 – 175A Street, approximately 190 metres north of the Canada/United States border.

- The subject site is approximately 150 metres to the to the west of the Pacific Highway Border Crossing (176 Street west) and is buffered by a sound attenuation wall and a Duty Free commercial building, creating a degree of separation and visual barrier from the highway.

- The subject site is designated Mixed Employment in the OCP and Employment in the RGS, and is zoned Business Park 3 Zone (IB-3).

- The site is currently vacant and does not contain any trees, as the site was clear cut in accordance with approvals under Development Application No. 7917-0146-00.

Direction	Existing Use	OCP and Secondary Plan Designations	Existing Zone
North:	Townhouse and Mixed-Use Apartments (under construction)	OCP: Multiple Residential NCP: N/A	CD
East (Across 175A Street):	Commercial	OCP: Commercial NCP: N/A	CD
South:	Pacific Border RV Park	OCP: Mixed Employment NCP: N/A	CD
West:	Residential lots	OCP: Urban NCP (Douglas): Single Family Flex	R4

- Development Application No. 7915-0328-00 included an RGS Amendment to redesignate the lands from Employment (previously Mixed Employment) to General Urban to allow a townhouse development on the site, but was ultimately closed by the applicant.

- A proposal to construct two self-storage buildings on the subject property was approved under Development Application No 7917-0146-00 in January 2022. This application also included the mixed-use development on the property to the north that's currently under construction and nearing completion.

- A subsequent proposal for a mixed employment building on the subject property was granted conditional approval under Development Application No. 7924-0003-00 in October 2024.

- The subject Development Application No. 7925-0327-00 proposes a change in land use from the previous approvals granted under Development Application Nos. 7917-0146-00 and 7924-0003-00 in order to respond to market demand. If Metro Vancouver and Surrey Council support the subject application, the in-stream Development Application No. 7924-0003-00 will be closed.

POLICY & BYLAW CONSIDERATIONS

Regional Growth Strategy Amendment

- The subject site is designated Employment in the RGS, which is intended for light industrial, commercial and other employment-related uses to help support the regional economy.

- The proposed development would trigger an application to Metro Vancouver to amend the RGS designation from Employment to General Urban, which must be submitted by the affected municipal government and is classified as a "Type 3 Amendment", requiring an affirmative majority (50% +1) weighted vote of the Metro Vancouver Board. A regional public hearing would not be required.

- The broad policy objectives of the RGS include support for a diverse and affordable housing stock within the region.

- If Council supports the proposal, and grants Third Reading following a Public Hearing, staff will submit the required RGS Amendment application to Metro Vancouver for consideration.

Official Community Plan Amendment

- The subject site is designated Mixed Employment in the OCP, which is intended to support a mix of industrial, commercial, business and office uses but does not accommodate residential development. As such, the applicant has proposed an OCP Amendment to remove the property from the Major Employment Areas and to redesignate the lands from Mixed Employment to Urban in order to facilitate a 20-lot residential subdivision.

- The subject property currently abuts residential uses to the north, south, and west, although the property to the south (RV park) is designated Mixed Employment in the OCP.

- The subject site is uniquely located within Surrey, with close proximity to an international border crossing (the Pacific Highway Border Crossing) and also adjacent to the largely residential Douglas neighbourhood. The site does not have high visibility from any major roads.

- The proposed development complies with the following themes and policies in the OCP (staff comments are provided in italics):

    - A3.2 – Encourage the development of remaining vacant lands in urban neighbourhoods to utilize existing infrastructure and amenities and to enhance existing neighbourhood character and viability.

      (The proposed subdivision redevelops vacant land, with lots that are compatible with the adjacent residential uses and densities)

    - A4.2 – Encourage the full and efficient build-out of existing planned urban areas in order to:
        - balance residential and business development
        - provide housing options; and
        - provide amenities for residents.

(The proposed development will provide housing options and the additional residents will support the existing commercial areas within the neighbourhood)

- Pursuant to Section 475 of the Local Government Act, it was determined that it was not necessary to consult with any persons, organizations or authorities with respect to the proposed OCP amendment, other than those contacted as part of the pre-notification process.

DEVELOPMENT CONSIDERATIONS

Engineering & Transportation Considerations

- The project is subject to all conditions listed in the engineering requirements in Appendix C.

- Dedication and construction of 1 Avenue is required to provide access to the proposed lots. Driveway access is not permitted on 175A Street.

- The proposal did not meet the Surrey Design Criteria Manual's threshold of 100 peak hour trips for require a Transportation Impact Analysis (TIA).

Tree Considerations

- The applicant has submitted an arborist report, which confirms that the subject site has been cleared, in accordance with the tree retention and removal approved under Development Application No. 7917-0146-00 (for the removal of 168 on-site trees, with 234 replacements required). The applicant is required to plant replacement trees and/or provide cash-in-lieu of replacement trees to the Green City Program in accordance with Surrey Tree Protection Bylaw, No. 16100, as amended.

- The updated arborist report (Appendix E) includes an updated plan to ensure the retention of four bylaw protected trees and hedging cedars located off-site and one bylaw protected City tree that are within proximity of the proposed development.

- The City has reviewed the arborist report and supports the Arborist's findings, although will continue to work with the applicant to identify opportunities to plant additional replacement trees in the proposed subdivision.

- All trees identified for removal, retention and/or replacement are subject to change prior to final approval of the arborist report.

Parks Considerations

- In accordance with the Local Government Act, a 5% unencumbered parkland dedication is required, given the creation of three or more additional lots, which will be accepted as cash-in-lieu for this development application. The land valuation is to be based on the most recent Preliminary Layout Approval (PLA) or PLA extension date.

- The closest active park is Dufferin Park, approximately 475 metres walking distance from the development, and the closest natural area is the 146D Greenbelt, approximately 700 metres away, with a future greenway proposed.

- Future active parkland is proposed within 800 metres walking distance of the development as part of the Douglas Neighbouhood Concept Plan (NCP).

School Capacity Considerations

- The School District has advised that there will be approximately 19 school-age children generated by this development (Appendix F). The School District has provided the following expected student enrollment:

    - Nine Elementary students at Douglas Elementary School; and

    - Seven Secondary students at Earl Marriot Secondary School.

  The number of school-age children is greater than the expected enrollment due to students attending private schools, home school or different school districts.

Additional Considerations

- The application is under the jurisdiction of the Ministry of Transportation & Transit (MOTT), and final approval from MOTT is required.

- A preliminary lot grading plan has been reviewed by staff and found to be generally acceptable. The feasibility of in-ground basements will be confirmed once the City's Engineering Department has reviewed and accepted the applicant's final engineering drawings.

- The applicant will be required to retain a Design Consultant to conduct a character study of the surrounding homes and based on the findings of the study, propose a set of building design guidelines as a condition of subdivision approval.

PUBLIC ENGAGEMENT

- A development proposal sign was installed on December 19, 2025, and pre-notification letters were sent on January 13, 2026. Staff received one response from a neighbouring resident, expressing concern with the density of the area, infrastructure, traffic and lack of transit (*staff comments in italics*).

  The proposed lot sizes are consistent with the surrounding neighbourhood, and the proposal did not meet the minimum criteria for a Traffic Impact Assessment. Servicing improvements will be required through the subdivision process.

- Notification of the subject development application was also sent to the Cloverdale District Chamber of Commerce, with no responses received at the time of drafting this report.

COMMUNITY AMENITY CONTRIBUTIONS

- The proposed development is subject to the following Community Amenity Contributions:

Contribution Type	Current Rate
Capital Projects Contributions (Tier 1 CAC)	$4,455.70 per unit
Negotiated (Major OCP Amendment) Capital Projects Contributions (Tier 2 CAC)	Negotiated CAC will be based on a cash contribution of 75% of the land-lift value, above the residential density of the current OCP designation, in accordance with Corporate Policy O-54
Affordable Housing Contribution	$1,113.92 per unit

All rates are current as of this date and are subject to change.

CONCLUSION

In summary, the proposed change in land use to allow a 20-lot residential subdivision is appropriate for this location and aligns with the broad objectives of the OCP. Staff recommend approval based on the analysis and considerations outlined in this report.

INFORMATION ATTACHED TO THIS REPORT

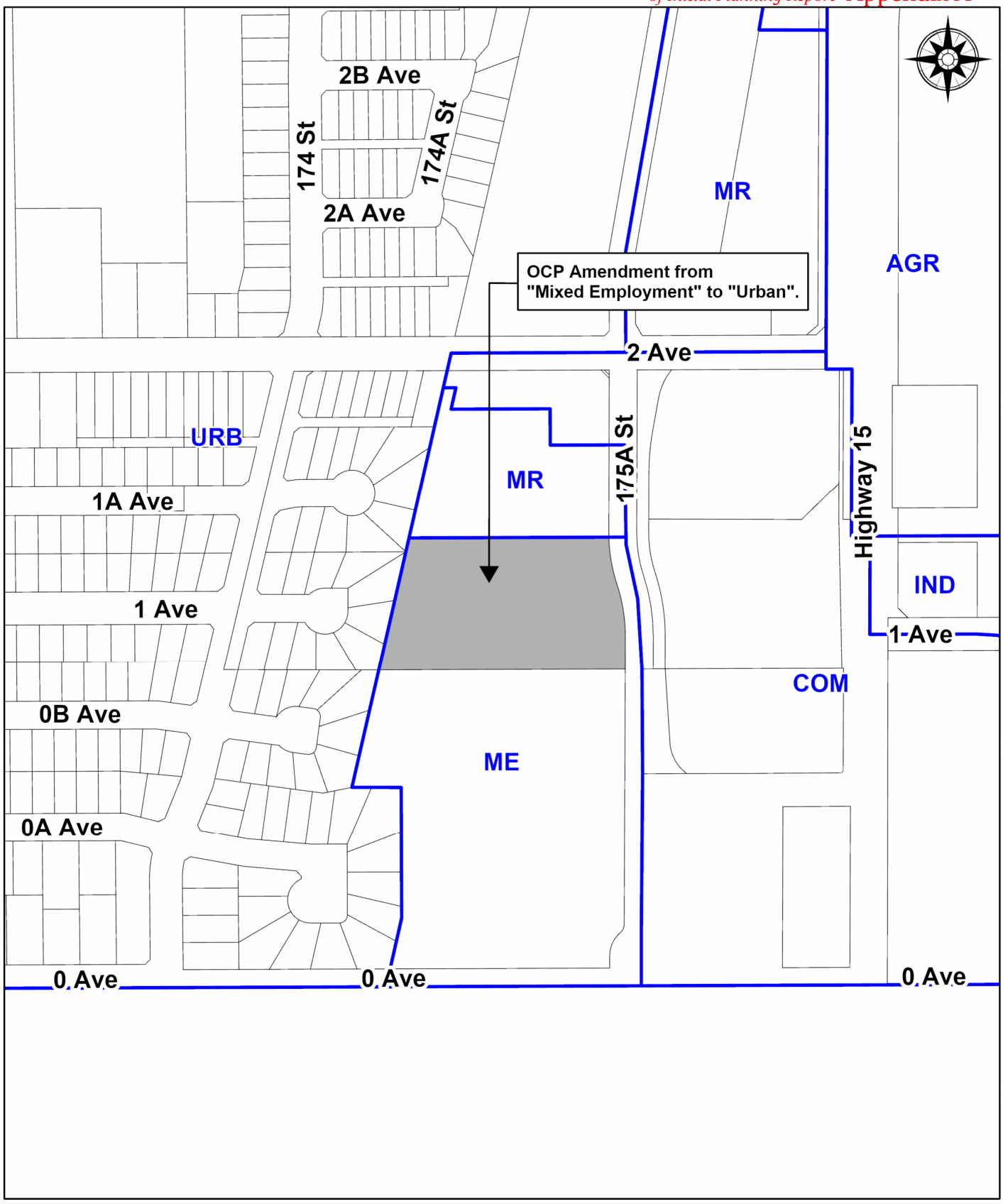
The following information is attached to this Report:

Appendix A: Official Community Plan Amendment – Figure 3
Appendix B: Official Community Plan Amendment – Figure 42
Appendix C: Engineering Summary
Appendix D: Subdivision Layout
Appendix E: Summary of Tree Preservation, Removal and Replacement
Appendix F: School District Comments

approved by Chris McBeath

Ron Gill
General Manager
Planning and Development

SA/ar

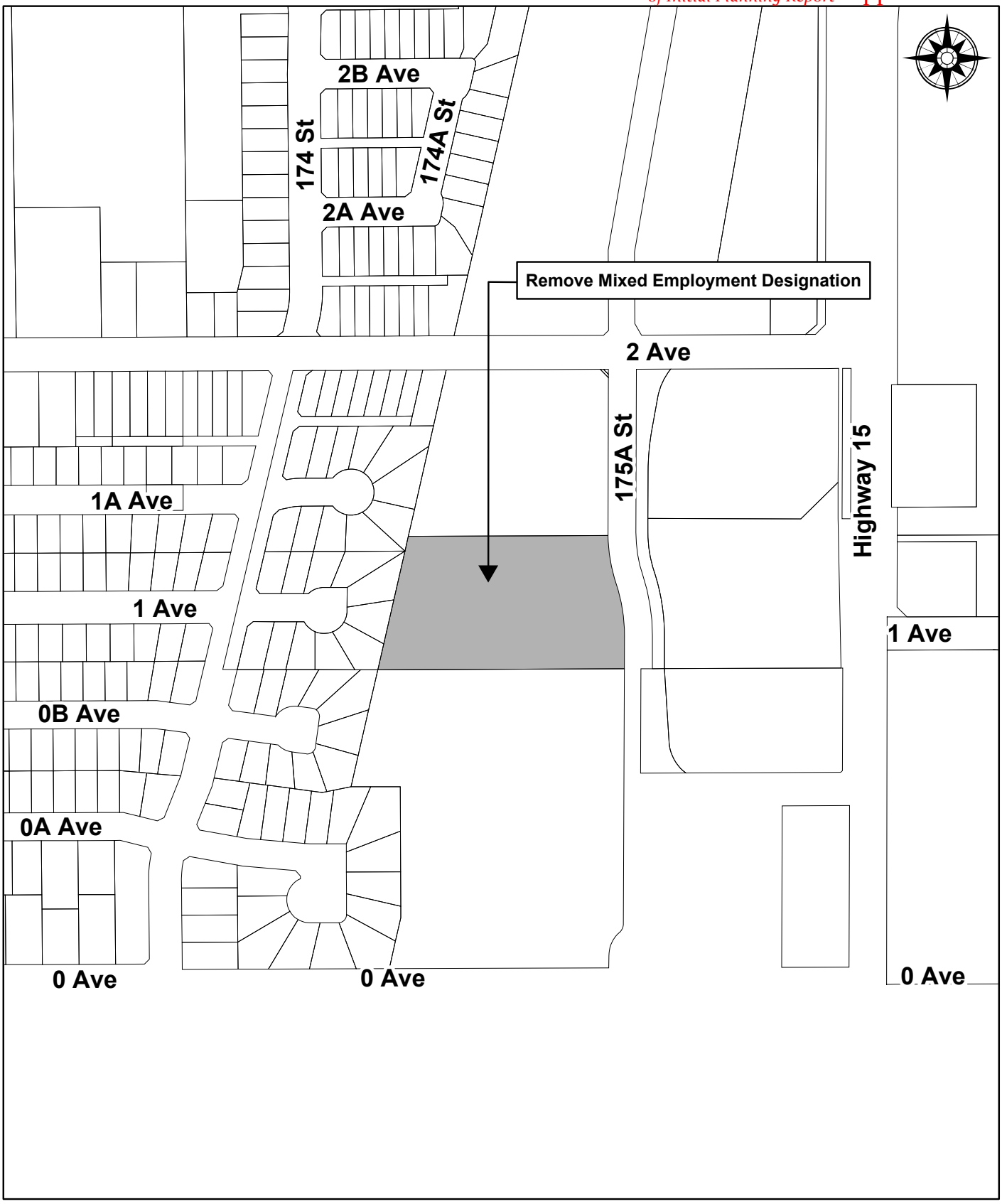


CITY OF SURREY
the future lives here.

OCP Amendment - Figure 3

From "Mixed Employment" to "Urban".

N



CITY OF SURREY
the future lives here.

OCP Amendment - Figure 42

To Remove Mixed Employment Designation

N

Appendix C
of Initial Planning Report

CITY OF SURREY
the future lives here.

INTER-OFFICE MEMO

TO:	**Director, Development Planning, Planning and Development Department**		
FROM:	**Director, Land Development, Engineering Department**		
DATE:	**February 02, 2026**	PROJECT FILE:	**7825-0327-00**

RE: **Engineering Requirements**
Location: 105 175A Street

OCP AMENDMENT

There are no engineering requirements relative to the OCP Amendment.

REZONE/SUBDIVISION

Property and Right-of-Way Requirements

- Dedicate 17.0 m for proposed 1 Avenue; and
- Dedicate 3.0 m x 3.0 m corner cuts at the intersection of 175A Street and 1 Avenue.

Works and Services

- Construct 1 Avenue to the Local Road standard including a cul-de-sac bulb;
- Construct new service connections (water/sanitary/storm) and driveways to each lot;
- Provide on-lot stormwater mitigation to meet Little Campbell River ISMP requirements;
- Submit a stormwater control plan to confirm downstream drainage capacity; and
- Conduct Benkelman Beam testing of 175A Street frontage and replace pavement structure as required.

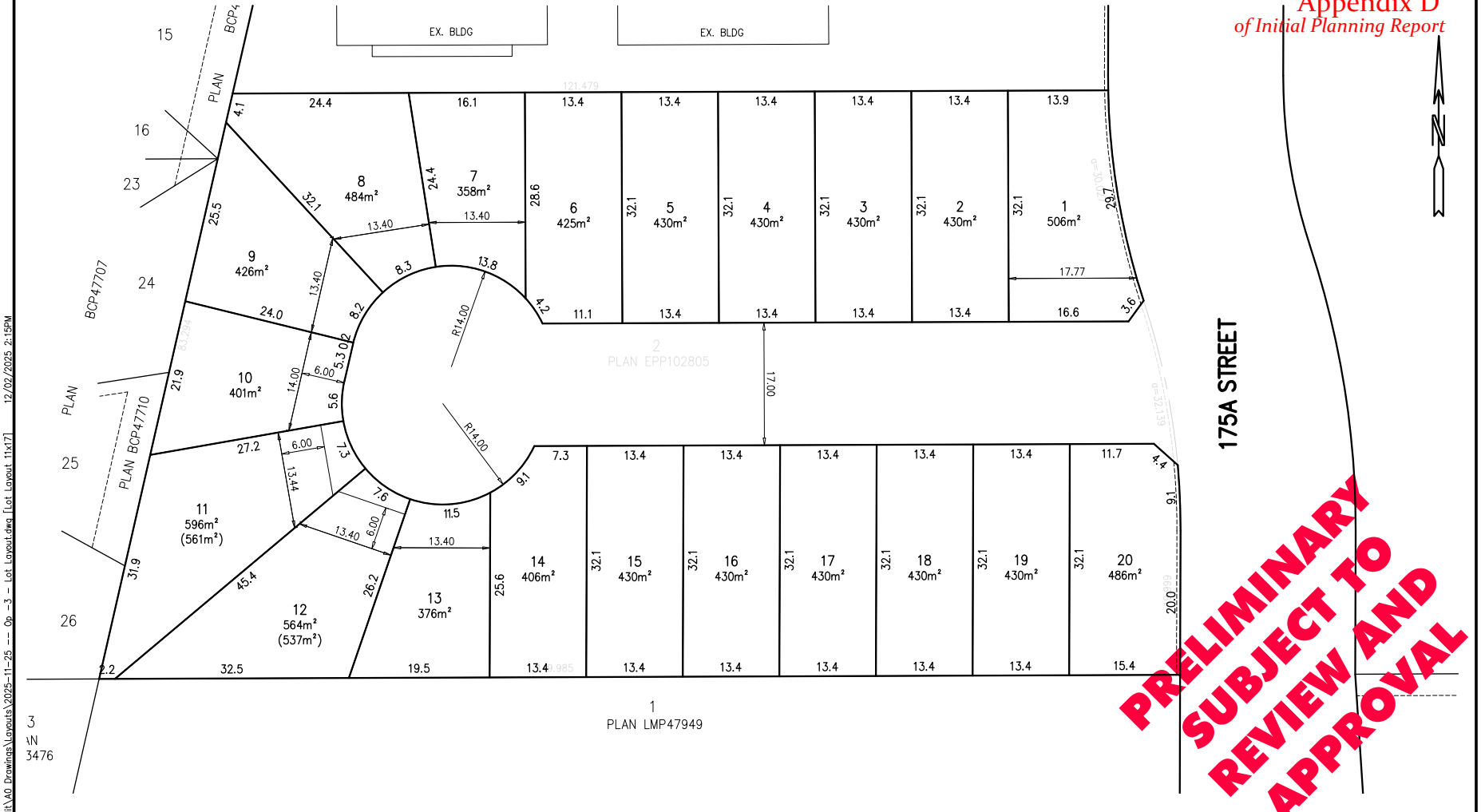
A Servicing Agreement is required prior to Rezone/Subdivision.

Jeff Pang, P.Eng.
Director, Land Development

JH

NOTE: Detailed Land Development Engineering Review available on file

Appendix D
of Initial Planning Report



PRELIMINARY SUBJECT TO REVIEW AND APPROVAL

CLIENT:		PROJECT: 105 175A STREET		
DRAWING TITLE: RESIDENTIAL SUBDIVISION - ZONE R4				
PROJECT No. 2025-100	DATE: NOV 2025	LEGAL:	SCALE: 1:500	MUNICIPAL PROJECT No:

PRELIMINARY PLAN - SUBJECT TO APPROVAL(S) FROM FEDERAL, PROVINCIAL AND LOCAL AUTHORITIES

Hub Engineering Inc.
Engineering and Development Consultants
EGBC Permit to Practice Number: 1003404
Suite 212, 12992 - 76 Avenue, Surrey, B.C. V3W 2V6
tel: 604-572-4328 | fax: 604-501-1625 | mail@hub-inc.com | www.hub-inc.com

G:\Projects\2025-100\lit\A0 Drawings\Layouts\2025-11-25 -- Op -3 - Lot Layout.dwg [Lot Layout 11x17] 12/02/2025 2:15PM

Appendix E
of Initial Planning Report

TREE PRESERVATION SUMMARY

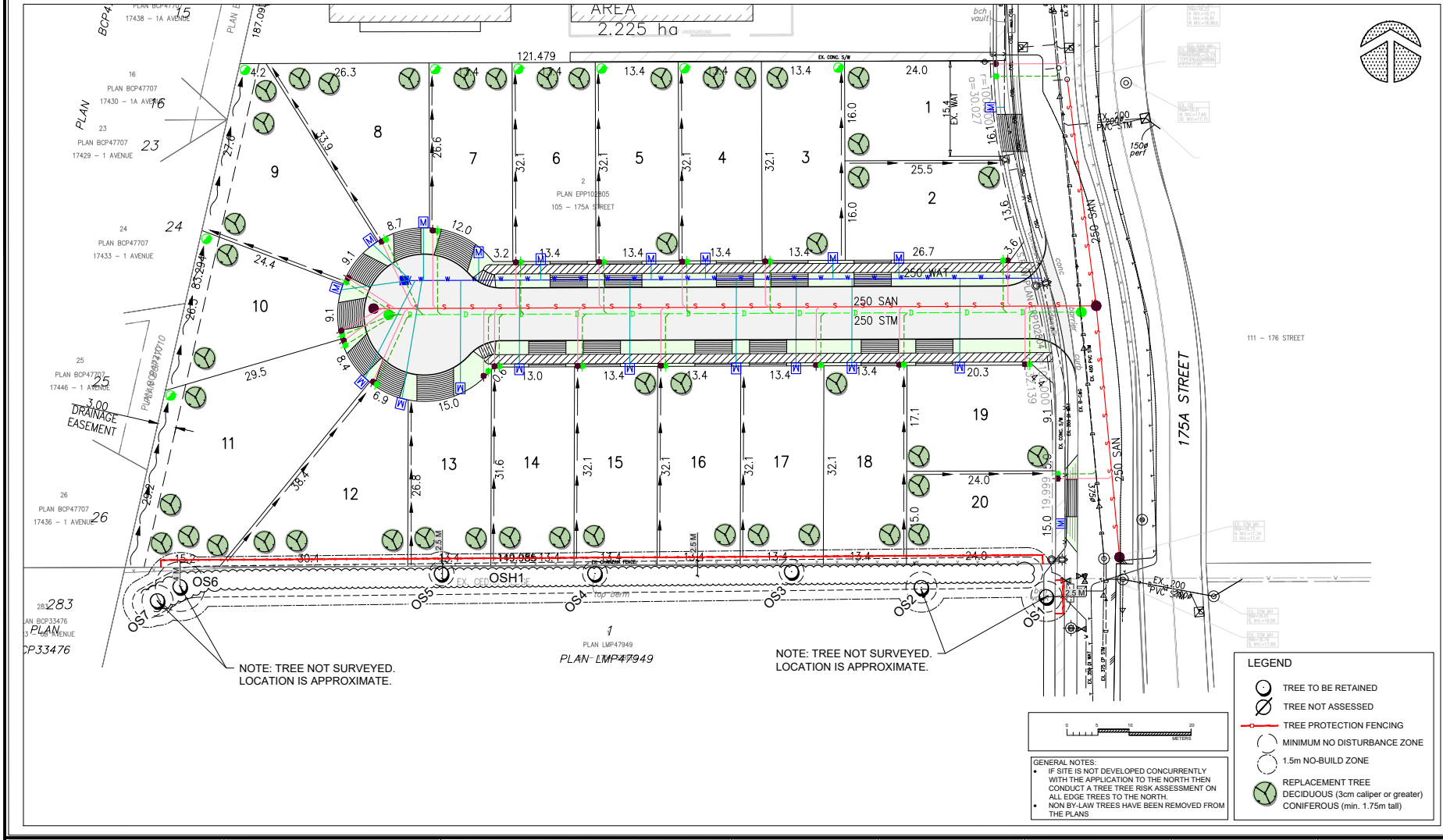
Surrey File Number: 24-0003-00
Address: 109/105 175A Street
Arborist: Elvis Truong PN-9567A
Date of Report/Revision: Tuesday, October 7, 2025
Arborist Signature

*All trees identified for removal, retention and/or replacement are subject to change prior to final approval of the arborist report

ONSITE TREES	# of Trees
Existing Bylaw Trees	0
Proposed Removed Bylaw Trees	0
Proposed Retained Bylaw Trees	0
Total Replacement Trees Required	
Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio Removed: 0 x 1 = Subtotal: 0	
Alder & Cottonwood Trees Requiring 2 to 1 Replacement Ratio Removed: 0 x 2 = Subtotal: 0	
Deciduous/Coniferous Trees Requiring 2 to 1 Replacement Ratio Removed: 0 x 2 = Subtotal: 0	
Required Replacement Trees	0
Proposed Replacement Trees	46
Deficit of Replacement Trees	0
Total Onsite Retained and Replacement Trees	46

OFFSITE TREES	# of Trees
Existing Bylaw Trees	15
Proposed Removed Bylaw Trees	0
Proposed Retained Bylaw Trees	15
Total Replacement Trees Required	
Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio Removed: 0 x 1 = 0	
Alder & Cottonwood Trees Requiring 2 to 1 Replacement Ratio Removed: 0 x 2 = 0	
Deciduous/Coniferous Trees Requiring 2 to 1 Replacement Ratio Removed: 0 x 2 = 0	
*To be taken as cash-in-lieu	0
Total Offsite Retained Trees	15

CITY TREES	Existing	Removed	Retained
Park/City Lot Trees	0	0	0
Boulevard Trees	0	0	0
Total	**0**	**0**	**0**



NO.	DATE	BY	REVISION
1	MAY05/21	MK	SITE PLAN
2	OCT15/24	MK	CURRENT SITE CONDITIONS & COMMERCIAL SITE PLAN
3	JUL07/25	MK	UPDATED SURVEY, SITE PLAN & CURRENT SITE CONDITIONS
4	OCT02/25	MK	SUBDIVISION PLAN

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

#105, 8277 129 St.
Surrey, British Columbia
V3W 0A6
Ph: (778) 593-0300
Fax: (778) 593-0302
Email: mfadum@fadum.ca

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PROJECT TITLE
105 - 175A STREET
SURREY, B.C.

SHEET TITLE
T2 - TREE PROTECTION AND PRESERVATION PLAN

CLIENT

DRAWN MK
SCALE AS SHOWN
DATE SEPTEMBER 22, 2016

T-2
SHEET 2 OF 2

Surrey Schools
LEADERSHIP IN LEARNING

Appendix F
of Initial Planning Report

Department: **Planning and Demographics**
Date: **December 16, 2025**
Report For: **City of Surrey**

Development Impact Analysis on Schools For:

Application #: **25-0327-00**

The proposed development of 20 Single Family with Suite units are estimated to have the following impact on elementary and secondary schools within the school regions.

School-aged children population projection	19

Projected Number of Students From This Development In:	
Elementary School =	9
Secondary School =	7
Total Students =	16

Current Enrolment and Capacities:	
Douglas Elem	
Enrolment	509
Operating Capacity	607
# of Portables	0
Earl Marriott Sec	
Enrolment	1534
Operating Capacity	1500
# of Portables	3

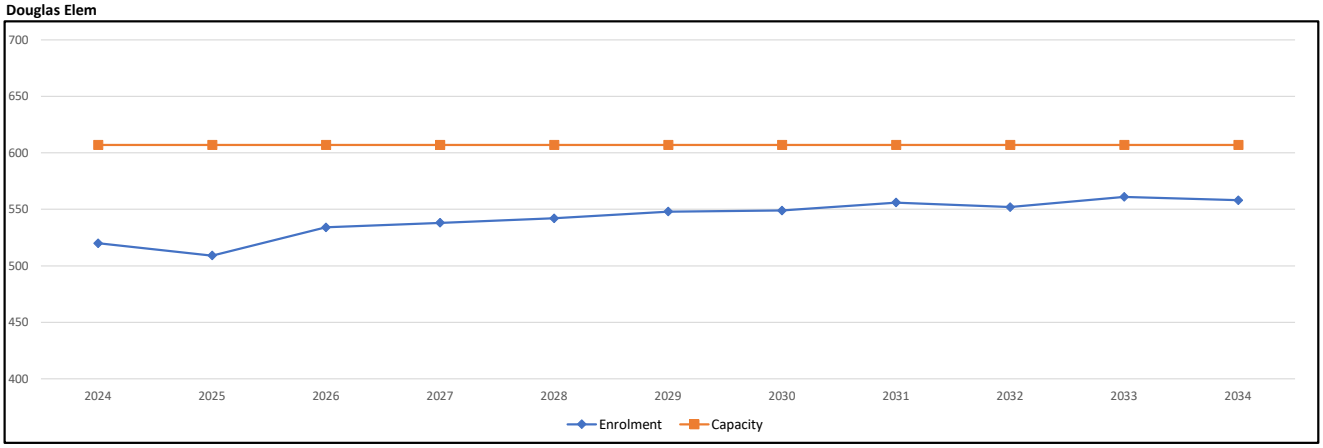
Summary of Impact and Commentary

The following tables illustrate the historical, current and future enrolment projections including current/approved ministry operating capacity for the elementary and secondary schools serving the proposed development.

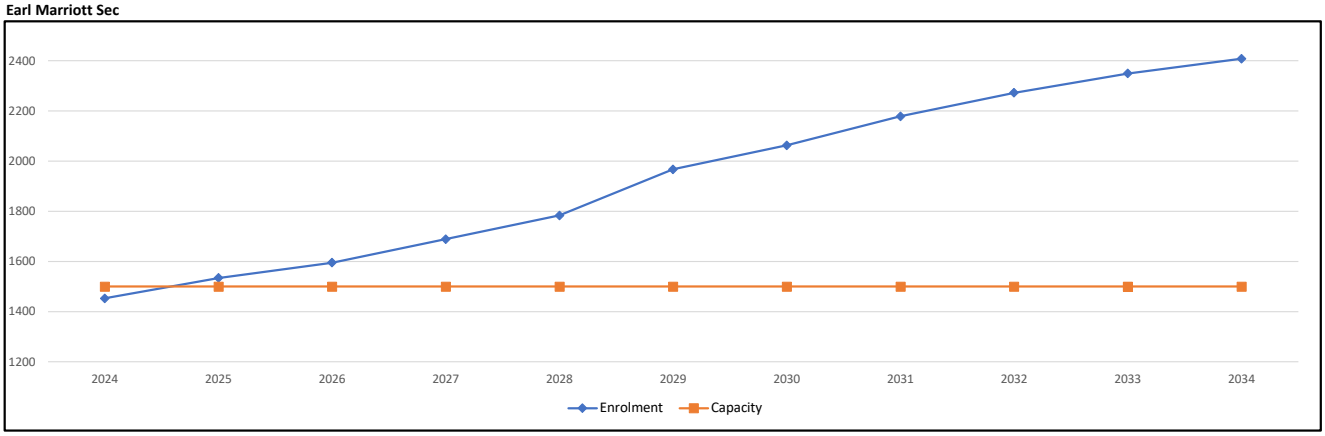
As of September 2025, Douglas Elementary is at 84% capacity. The school has sufficient room to support modest growth over the next 5 years.

As of September 2025, Earl Marriott is at 102% capacity. The opening of Grandview Heights Secondary, a new 1500-capacity high school in September 2021 relieved pressure in the short term. Despite this, Earl Marriott continues to trend over capacity into the future and a 500-capacity addition is identified on the District's Capital Plan. This addition has not yet been funded by the Ministry of Education and Child Care.

Douglas Elem



Earl Marriott Sec



Population *: The projected population of children aged 0-17 impacted by the development.*
Enrolment: *The number of students projected to attend the Surrey School District ONLY.*

C. PUBLIC HEARING DELEGATIONS

3. Planning Report: Application No. 7925-0327-00
"Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2026, No. 21951"
"Surrey Zoning By-law, 1993, No. 12000, Amendment Bylaw, 2026, No. 21952"

CIVIC ADDRESS: 105 - 175A Street (the "Lands")

APPLICANT: Owner: Litco Landmark Group Ltd.
(Director Information: S. Bassi, M. Lit)
Agent: Hub Engineering Inc. (M. Kompter)

PURPOSE: To amend the Official Community Plan Figure 3: General Land Use Designations from Mixed Employment (ME) to Urban (URB) and Figure 42: Major Employment Areas by removing the Mixed Employment designation from the Lands by Bylaw 21951. To allow development in accordance with Bylaw 21952 with a proposal generally consisting of a subdivision into 20 residential lots.

The Notice of the Public Hearing was read by the City Clerk.

There were no persons present to speak to the proposed Bylaw.

No written submissions regarding the proposed Bylaw were received.

I. BYLAWS AND PERMITS (CONTINUED)

BUSINESS ARISING OUT OF THE PUBLIC HEARING

3. Planning Report: Application No. 7925-0327-00
105 - 175A Street (the "Lands")

Owner: Litco Landmark Group Ltd. (Director Information: S. Bassi, M. Lit)
Agent: Hub Engineering Inc. (M. Kompter)

To amend the Official Community Plan Figure 3: General Land Use Designations from Mixed Employment (ME) to Urban (URB) and Figure 42: Major Employment Areas by removing the Mixed Employment designation from the Lands by Bylaw 21951. To allow development in accordance with Bylaw 21952 with a proposal generally consisting of a subdivision into 20 residential lots.

"Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2026, No. 21951"

It was Moved by Councillor Kooner
Seconded by Councillor Stutt
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2026, No. 21951" pass its third reading.

RES.R26-741 Carried

"Surrey Zoning By-law, 1993, No. 12000, Amendment Bylaw, 2026, No. 21952"

It was Moved by Councillor Kooner
Seconded by Councillor Bains
That "Surrey Zoning By-law, 1993, No. 12000, Amendment Bylaw, 2026, No. 21952" pass its third reading.

RES.R26-742 Carried

B. PLANNING REPORT

11. Planning Report - Application No. 7925-0327-00
105 - 175A Street

Owner: Litco Landmark Group Ltd.
Director Information: S. Bassi, M. Lit
No Officer Information Filed as at June 16, 2025.
Agent: Hub Engineering Inc. (M. Kompter)

RGS Amendment from "Employment" to "General Urban"
OCP Amendment from "Mixed Employment" to "Urban"
Rezoning from IB-3 to R4
Subdivision into 20 residential lots.

It was Moved by Councillor Kooner
Seconded by Councillor Hepner
That:

1. a Bylaw be introduced to amend the Official Community Plan (OCP) Figure 3: General Land Use Designations for the subject site from "Mixed Employment" to "Urban" and a date be set for Public Hearing (Appendix A).

2. a Bylaw be introduced to amend the OCP Figure 42: Major Employment Areas for the subject site by removing the "Mixed Employment" designation for the subject site and a date be set for Public Hearing (Appendix B).

3. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.

4. a Bylaw be introduced to rezone the subject site from Business Park 3 Zone (IB-3) to Small Lot Residential Zone (R4) and a date be set for Public Hearing.

5. Council authorize staff to refer the application to Metro Vancouver, upon the application receiving Third Reading, for consideration of amending the Metro Vancouver Regional Growth Strategy designation for the subject site from Employment to General Urban.

6. if the application is supported by Metro Vancouver, Council close:

   a. Development Permit No. 7924-0003-00; and
   b. Development Variance Permit No. 7924-0003-00

   associated with Development Application No. 7924-003-00 and close Development Application No. 7924-0003-00 and all applications associated with this project.

7. Council instruct staff to resolve the following issues prior to final approval:

(a) resolution of all engineering requirements to the satisfaction of the General Manager, Engineering (Appendix C);

(b) submission of a subdivision layout and road dedication plan to the satisfaction of the Approving Officer;

(c) approval from the Ministry of Transportation & Transit under File No. 2025-05627;

(d) submission and acceptance of a finalized arborist report, including satisfying the required tree replacement identified under Development Application No. 7917-0146-00, to the satisfaction of the Planning and Development Department;

(e) the applicant provide a contribution in the amount of 75% of the lift in value of the land to satisfy the City's Tier 2 Community Amenity Contribution requirements; and

(f) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager, Parks, Recreation and Culture and with respect to the City's Affordable Housing Strategy and Tier 1 Capital Project CACs, to the satisfaction of the General Manager, Planning & Development.

RES.R26-479 Carried

It was Moved by Councillor Kooner
Seconded by Councillor Bains
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2026, No. 21951" pass its first reading.

RES.R26-480 Carried

The said Bylaw was then read for the second time.

It was Moved by Councillor Kooner
Seconded by Councillor Bains
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2026, No. 21951" pass its second reading.

RES.R26-481 Carried

It was then — Moved by Councillor Hepner
Seconded by Councillor Stutt
That the Public Hearing on "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2026, No. 21951" be held at City Hall on March 9, 2026, at 7:00 p.m.

RES.R26-482 Carried

It was — Moved by Councillor Stutt
Seconded by Councillor Kooner
That "Surrey Zoning By-law, 1993, No. 12000, Amendment Bylaw, 2026, No. 21952" pass its first reading.

RES.R26-483 Carried

The said Bylaw was then read for the second time.

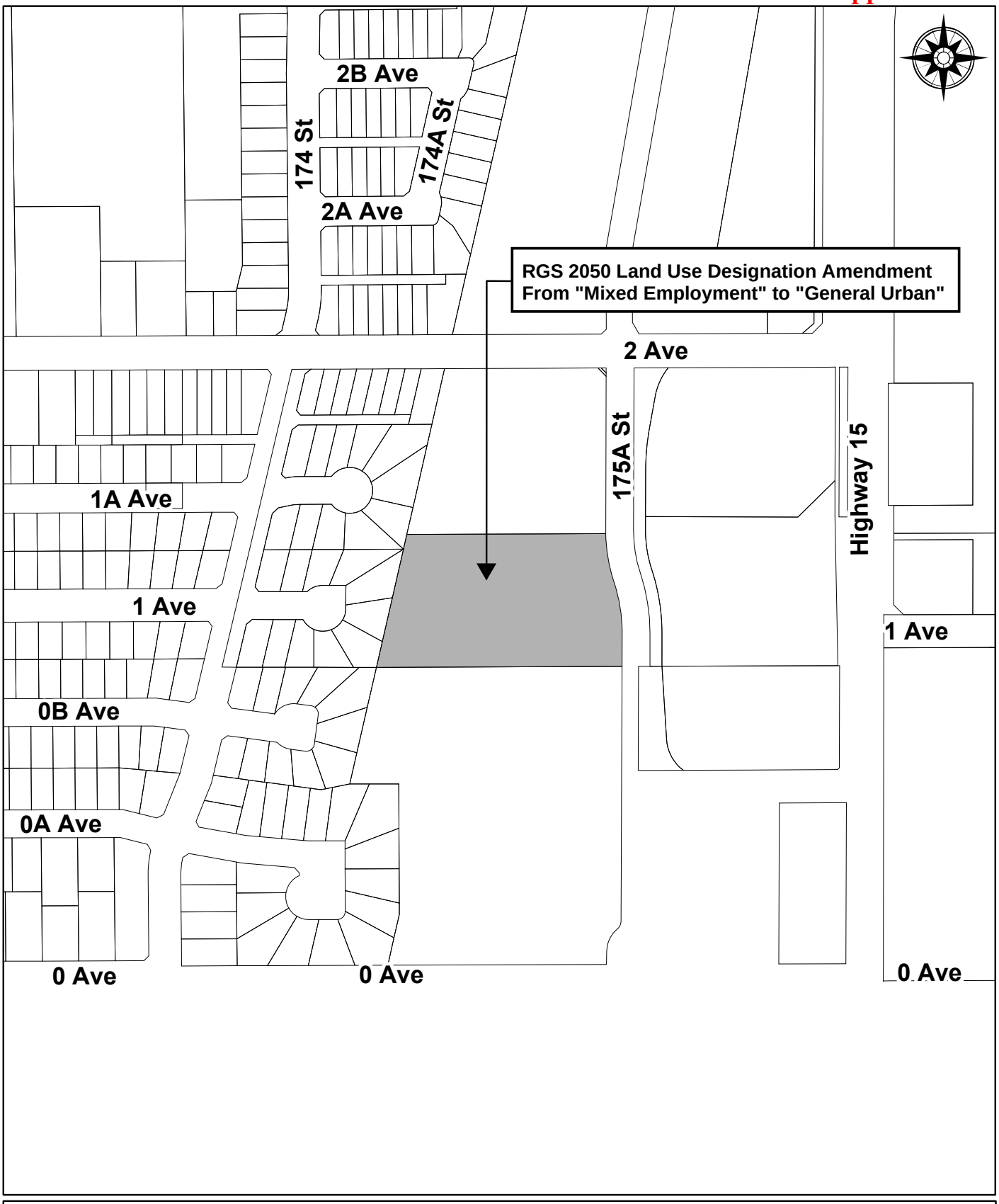
It was — Moved by Councillor Annis
Seconded by Councillor Hepner
That "Surrey Zoning By-law, 1993, No. 12000, Amendment Bylaw, 2026, No. 21952" pass its second reading.

RES.R26-484 Carried

It was then — Moved by Councillor Hepner
Seconded by Councillor Bains
That the Public Hearing on "Surrey Zoning By-law, 1993, No. 12000, Amendment Bylaw, 2026, No. 21952" be held at City Hall on March 9, 2026, at 7:00 p.m.

RES.R26-485 Carried

Appendix C



CITY OF SURREY
the future lives here.

Surrey File No. 7925-0327-00
RGS 2050 Land Use Designation Amendment
From "Mixed Employment" to "General Urban"

N

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1463, 2026
A bylaw to amend Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022

WHEREAS:

A. The Board of the Metro Vancouver Regional District adopted Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022; and

B. The Board of the Metro Vancouver Regional District 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. 1463, 2026".

Schedule

2. The following schedule is attached to and forms part of this bylaw:
    - Schedule A, Subject Properties.

Amendment of Bylaw

3. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is amended as follows:

    (a) Re-designating the subject property, as listed in the table below:

PID	Legal Description
031-632-289	LOT 2, PLAN EPP102805, SECTION 32, RANGE 1E, NEW WESTMINSTER LAND DISTRICT

    from 'Employment' to 'General Urban', as shown in Schedule "A" of this bylaw.

4. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in section 3 of this bylaw.

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

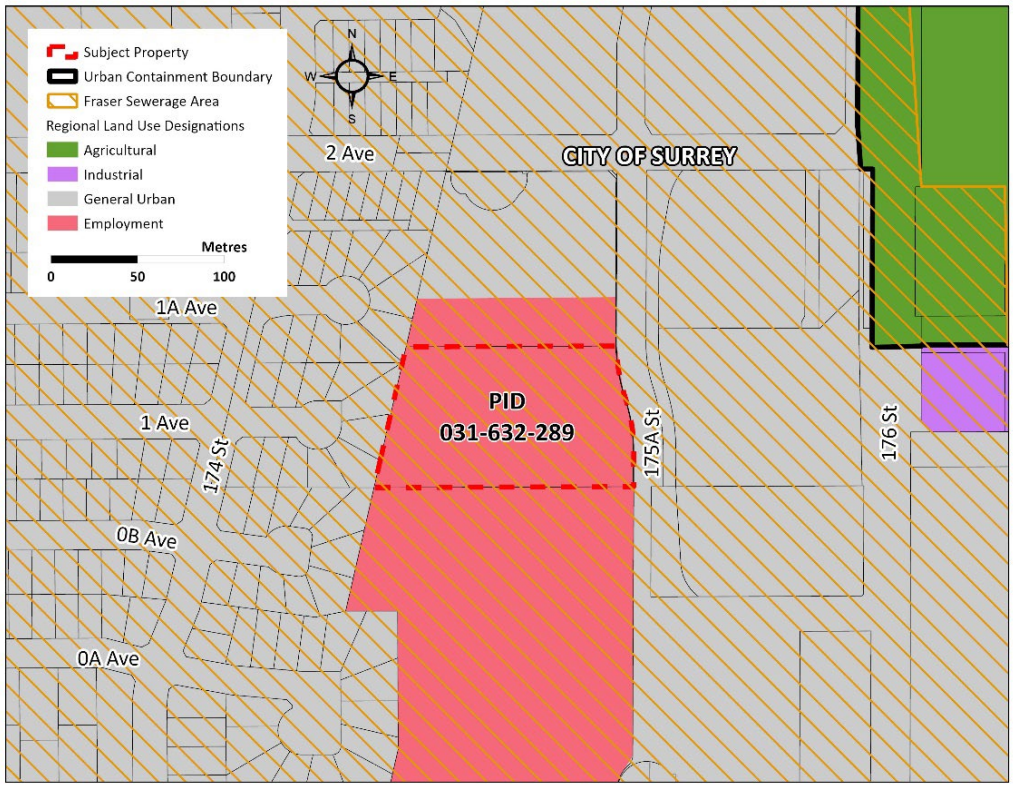
Adopted this _____ day of _____, _____.

Mike Hurley, Board Chair

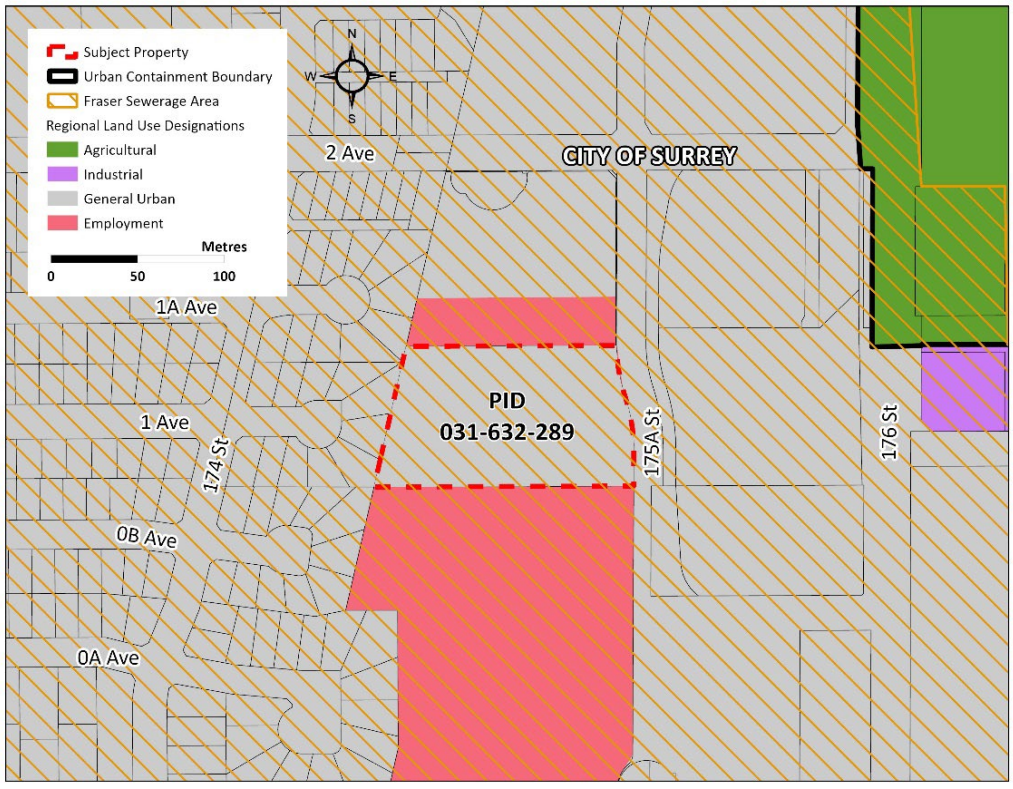
Dorothy Shermer, Corporate Officer

Schedule A
Subject Properties

Prior to Amendment



Post-Amendment





Metro 2050 Type 3 Proposed Regional Land Use Amendment

City of Surrey – 105-175A Street

Mark Seinen
Senior Planner, Regional Planning and Housing Services

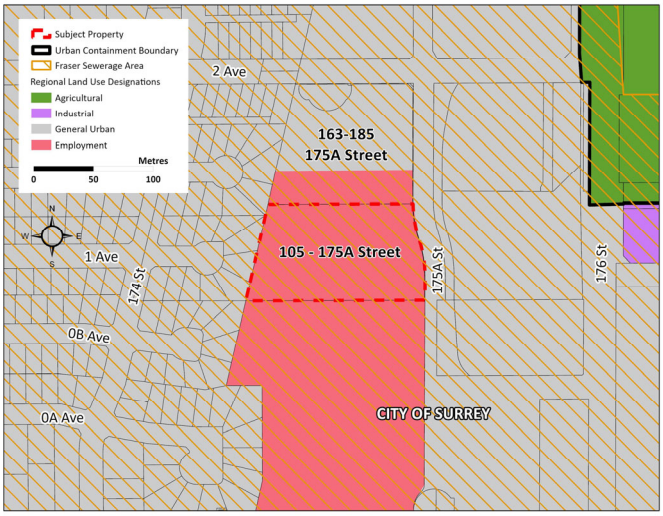
metrovancouver

Regional Planning Committee, June 11, 2026

1

REGIONAL LAND USE CONTEXT

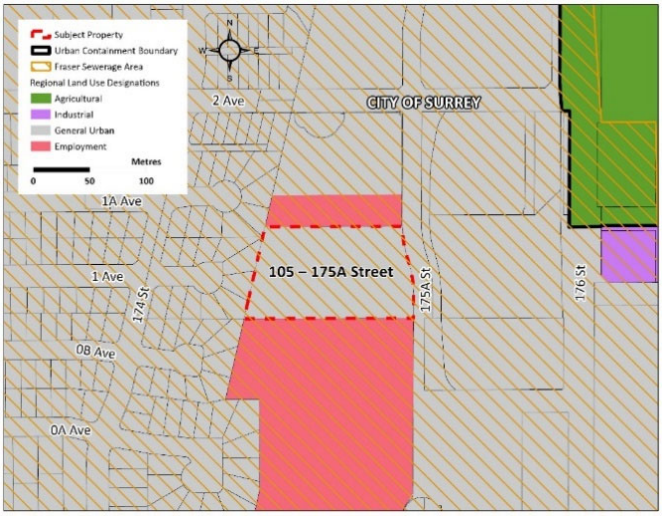
- **Designation:** Employment
- **Inside UCB:** Yes
- **Inside FSA:** Yes
- **Surrounding lands:** General Urban, Employment
- **Current use:** Vacant



2

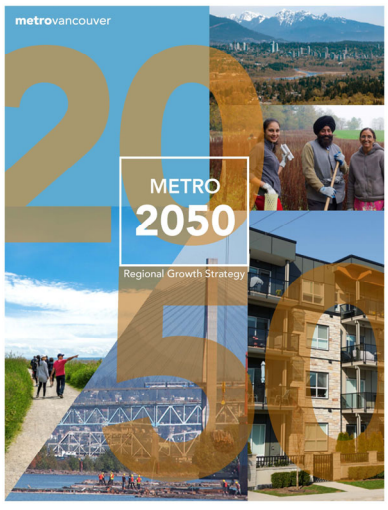
PROPOSED AMENDMENT

- From **Employment** to **General Urban**
- **Proposed use:** 20 single-detached homes
- **Process:** Type 3 amendment (50%+1 weighted vote at Board)



METRO 2050 CONSISTENCY ANALYSIS

- Minor development, compatible with surrounding land uses
- Negligible impacts on Metro Vancouver utilities
- **Pro:** Minor contribution to housing supply
- **Con:** Loss of Employment-designated lands and trees



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 Employment to General Urban for the property located at 105 - 175A Street;

b) **give first, second, and third readings** to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026";

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.

NEXT STEPS

MVRD Board (Initial Readings)	June 26, 2026
Referral Period	45 days (minimum)
MVRD Board (Final Reading)	September 25, 2026 (tentative)

- Comments from affected local governments are conveyed to MVRD Board at Final Reading
- MVRD Board may decline to give Readings at either meeting


Questions
metrovancouver
Together we make our region strong
7

7

CITY OF BURNABY
OFFICE OF THE MAYOR
MIKE HURLEY
MAYOR

August 25, 2026

Mike Hurley, Chair
Metro Vancouver Board of Directors
Metrotower III, 4515 Central Blvd.
Burnaby, BC V5H 0C6

Sent via email: CAOAdministration@metrovancouver.org

Dear Chair Mike Hurley and Members of the Metro Vancouver Board of Directors,

Re: City of Burnaby Comments on Metro 2050 Proposed Regional Growth Strategy Amendment Bylaw No. 1463, 2026

On July 2, 2026, the City of Burnaby received a letter from Metro Vancouver inviting comments on Metro 2050 Amendment options (Amendment Bylaw No. 1463, 2026).

Metro Vancouver is recommending Regional Growth Strategy Amendment Bylaw Number 1463, 2026, which would have the effect of re-designating the 1.1 hectare property at 105-175A Street from Employment to General Urban to accommodate 20 single-detached homes in the Douglas neighborhood of South Surrey.

The site is located within the Urban Containment Boundary and Fraser Sewerage Area. The amendment would add minimally to the region's housing supply, although given the area's lack of transit service, all of the new homes would be entirely motor vehicle dependent.

The proposed amendment is not aligned with Metro 2050 Goal 2 "Support a Sustainable Economy" nor Goal 5 "Support Sustainable Transportation Choices". The proposed amendment would result in a loss of 1.1 hectares of regionally-designated Employment land proximal to a cross-border goods movement route (5-minute drive from Pacific Highway Border Crossing on Highway 15). The continued erosion of regional Employment and Industrial lands, especially on key goods-movement corridors, contributes to the critical lack of employment land capacity in the region and the ongoing pressure to re-designate other lands like Rural and Agricultural to Employment or Industrial designations to accommodate the region's growing goods movement economy.

Nevertheless, given the amendment's small scale and the parcel's adjacency to existing residential and commercial uses, the proposal is unlikely to have a meaningful impact on regional economic activity.

While in principle there are some misalignments with the goals of Metro 2050, given the minor scale and negligible impact of the proposed amendment on the region, the City of Burnaby has no objection to the proposed amendment.

Thank you for the opportunity to offer comments on this proposed amendment.

Yours sincerely,

Mike Hurley
MAYOR

From: Mark Seinen
To: Victor Cheung
Subject: FW: comments re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey
Date: Tuesday, September 15, 2026 9:42:17 AM
Attachments: image001.gif
image002.png

Mark Seinen
Senior Planner
Regional Planning and Housing Services
t. 604.456.8824



From: Jonathan Cote <Jonathan.Cote@metrovancouver.org>
Sent: Monday, September 14, 2026 2:09 PM
To: Mark Seinen <Mark.Seinen@metrovancouver.org>
Subject: FW: comments re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey

Can you add this correspondence.

Regards,

Jonathan

From: Carl Johannsen <cjohannsen@langleycity.ca>
Sent: Monday, September 14, 2026 2:04 PM
To: Jonathan Cote <Jonathan.Cote@metrovancouver.org>
Cc: Roy Beddow <rbeddow@langleycity.ca>
Subject: re: comments re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey

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,

Regarding the letter from the Metro Board re: Type 3 Proposed Amendment, Bylaw No. 1463,

2026 City of Surrey (105 – 175A Street) that was sent to Langley City Council, this item was briefly discussed at the July 13, 2026 Regular Council meeting and referred to staff for follow-up.

Based on comments at the Council meeting, I can communicate that despite this proposed amendment being minor in size, there is general concern regarding the removal of employment lands from Metro 2025, noting continuing pressures in the region to covert employment lands to residential uses.

Thank you,

Carl

CARL JOHANNSEN, RPP, MCIP
DIRECTOR OF DEVELOPMENT SERVICES

City Hall, 20399 Douglas Crescent, Langley BC V3A 4B3
P 604.514.2815 **E** cjohannsen@langleycity.ca

col

Our Mission: Building a vibrant, safe and inclusive community together with current and future generations.

The City of Langley respectfully acknowledges that the land on which we gather is on the traditional unceded territory of the qʔc̓əy̓ (Katzie), qw̓ɑ:nƛ̓ 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

CERTIFIED RESOLUTION

This is to certify that the following is the resolution made by the Council of the City of Port Moody at the Regular Council meeting held July 28, 2026, regarding Notification of Metro 2050 Land Use Designation Amendment Request - City of Surrey (105 - 175A Street):

Item 7.7 Notification of Metro 2050 Land Use Designation Amendment Request - City of Surrey (105 - 175A Street)

THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1463, 2026, as recommended in the report dated July 28, 2026, from the Community Development Department – Policy Planning Division regarding Notification of Metro 2050 Land Use Designation Amendment Request – City of Surrey (105 – 175A Street).

Stephanie Lam
Corporate Officer & Manager of Legislative Services

Dated at Port Moody, BC this 29th day of July, 2026.

SQUAMISH - LILLOOET
REGIONAL DISTRICT

Box 219, 1350 Aster Street
Pemberton, BC V0N 2L0
P. 604-894-6371 TF. 800-298-7753
F. 604-894-6526
info@slrd.bc.ca www.slrd.bc.ca

September 14, 2026

Chair Mike Hurley
Metro Vancouver Regional District
4515 Central Boulevard
Burnaby, BC V5H 0C6
VIA EMAIL: Jonathan.Cote@metrovancouver.org; CAOAdministration@metrovancouver.org

Dear: Chair Mike Hurley

Re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey (105 – 175A Street)

Thank you for the opportunity to comment on the proposed Metro 2050 Type 3 Amendment.

The Squamish-Lillooet Regional District has no comments regarding this proposed amendment.

Sincerely,

Kristina Bell

Kristina Bell, Planner
Squamish-Lillooet Regional District

cc: Claire Dewar, SLRD General Manager of Planning and Development Services
Omar Butt, SLRD Acting Chief Administrative Officer
Heather Paul, SLRD Chief Administrative Officer

TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

September 8, 2026

Mike Hurley
Chair, Metro Vancouver Board
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Chair Hurley,

RE: Metro 2050 Type 3 Proposed Amendment– City of Surrey (105-175A Street)

Thank you for your correspondence and the opportunity for TransLink to provide input on the City of Surrey's requested Type 3 Amendment to *Metro 2050* Regional Growth Strategy (RGS) for the property located at 105 – 175A Street in the Douglas neighbourhood of South Surrey. We understand the proposal would amend the site's regional designation from Employment to General Urban to accommodate a 20-lot single family subdivision.

We appreciate the outreach and provide our comments based on TransLink's provincially 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.

TransLink's overall finding is that, given the site location, the proposed General Urban designation and single-family development has the potential for less negative impact on regional transportation objectives than does the existing Employment designation.

Neither the site's location at the edge of the region (adjacent to the US border) nor the area conditions (bordered by residential cul-de-sacs) are conducive to transit or active transportation connections, and any development in the area is likely to be accessed via private vehicle use. Largely for these reasons, no plans (funded or otherwise) currently exist to expand transit service to this part of South Surrey. The least regionally impactful land use therefore would be one that generates the least number of trips.

The subject site is approximately 7 km from the closest Urban Centre (South Surrey/White Rock [Semiahmoo] Municipal Town Centre) and approximately 3.3 km away from the nearest transit service at 8 Avenue and King George Boulevard, which is well beyond the approximately 400 m walk distance typically expected for local bus service (Attachment 1). Access is further constrained by physical barriers

to walking and the use of active transportation (i.e. no sidewalks or cycling infrastructure), barriers which are located along Provincial highways and most roads within the Agricultural Land Reserve (ALR), separating the subject site from the closest transit service.

We recognize that regional transportation objectives implications would depend on what specific uses might be introduced under the Employment designation (were that designation to remain in place), and to some degree on whether the single-family homes proposed were to be developed as multi-unit homes under the provincial Small-Scale Multi-Unit Housing legislation. Generally speaking, however, while the proposed residential development would not advance regional transportation objectives, it's likely that such a development could result in lower trips generation to and from the area than might be the case with potential land uses under the existing Employment designation (e.g. possible big box retail). As such, while neither outcome is ideal from a regional transportation perspective, the proposed residential use may represent the comparatively preferred option.

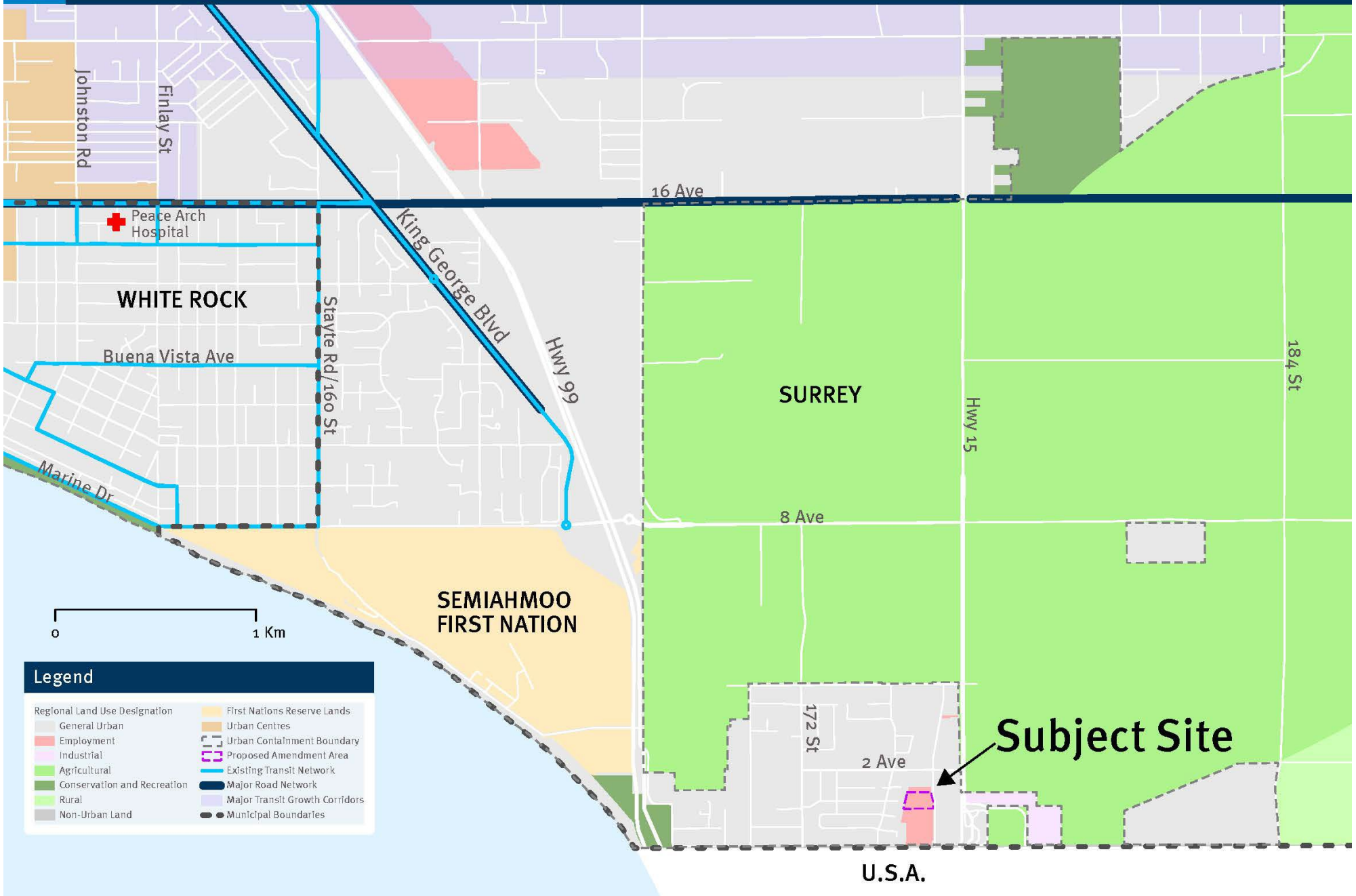
We appreciate the opportunity to provide comments on the proposed RGS amendment. Should you have any questions or wish to discuss our feedback, please contact Joanna Brownell, Manager, Transit-Oriented Communities Planning at Joanna.Brownell@translink.ca.

Regards,

Andrea Reimer
Chair, Planning, Communities & Communication Committee, TransLink Board

cc: Kevin Quinn, CEO, TransLink
Sarah Ross, Vice President, Transportation Planning and Policy
Joanna Brownell, Manager, Transit-Oriented Communities Planning, TransLink
Heather McNell, Chief Administrative Officer (Acting), Metro Vancouver
Jonathan Cote, Deputy General Manager, Regional Planning & Housing Development, Metro Vancouver

Attachment 1 Map: Metro 2050 Proposed Amendment City of Surrey (105 -175A Street)



From: Imran Juret
To: Jonathan Cote
Cc: Tsleil-Waututh Referrals; Skye Mills; Isaac Barclay
Subject: Re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)
Date: Wednesday, July 8, 2026 1:56:17 PM

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.*

Dear Jonathan,

Thank you for reaching out to Tsleil-Waututh Nation (TWN) regarding the proposed amendment to the regional land use designation in the City of Surrey. Currently, we don't have any comments. TWN asks that you keep us up to date if the scope of work changes.

hay čxʷ q̓ə - Thank you,
Imran Juret, (*he/him*)
Referrals Analyst
Treaty, Lands & Resources Department
səlilwətaɬ / Tsleil-Waututh Nation
3178 Alder Court, North Vancouver, B.C. V7H 2V6
ijuret@twnation.ca

From: Jonathan Cote
To: Mark Seinen
Subject: FW: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)
Date: Thursday, September 10, 2026 12:24:10 PM
Attachments: image001.png

From: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Sent: Thursday, September 10, 2026 10:25 AM
To: Jonathan Cote <Jonathan.Cote@metrovancouver.org>; Heather McNell <Heather.McNell@metrovancouver.org>
Subject: FW: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)

For your information.

From: Referrals <referrals@kwikwetlem.com>
Sent: Thursday, September 10, 2026 10:18 AM
To: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Subject: RE: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A 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.*

Good day,

Thank you kindly for sending this letter to kʷikʷəƛ̓əm. At this time, the Nation has no comments on the amendment. However, please keep the Nation informed of any updates related to this.

Sincerely,

hay čxʷ q̓ə (Thank you)

Melissa Goodman
Wildlife Biologist & Project Coordinator
Lands and Resources
Cell: 778-773-6818
melissa.goodman@kwikwetlem.com

2-65 Colony Farm Road
Coquitlam, BC V3C 5X9
www.kwikwetlem.com

We acknowledge that we operate on the traditional, ancestral and unceded territory of kʷikʷəƛ̓əm First Nation.

From: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Sent: July 2, 2026 2:57 PM
To: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Cc: Heather McNell <Heather.McNell@metrovancouver.org>; Jonathan Cote <Jonathan.Cote@metrovancouver.org>; Indigenous Relations Requests <IndigenousRelationsRequests@metrovancouver.org>
Subject: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)

To: Referrals Office

At its June 26, 2026 regular meeting, the Metro Vancouver Regional District Board of Directors (MVRD Board) granted initial readings to Regional Growth Strategy Amendment Bylaw No. 1463, 2026 and initiated a comment period on the proposed amendment.

This letter is to notify you of the proposed amendment. If you have any comments, please get back to us by **September 16, 2026** to ensure that your input is included in the staff reports to the Board. Correspondence received during this notification process will be conveyed to the MVRD Board for its consideration at fourth and final reading. The proposed amendment requires an affirmative majority (50% + 1) weighted vote of the MVRD Board to be adopted.

The proposed amendment was requested by the City of Surrey and seeks to change the regional land use designation of the property located at 105 - 175A Street from Employment to General Urban to accommodate 20 single-detached homes. The proposed development is minor and involves a single parcel that is already within both the Urban Containment Boundary and Fraser Sewerage Area. Regional Planning analysis concluded that the proposed amendment would have negligible impact and would not conflict with the intent of *Metro 2050* goals and objectives.

The full text of the MVRD Board's June 26, 2026 resolution, along with other pertinent details about the proposed *Metro 2050* amendment, are contained in the enclosed MVRD Board report, titled "Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey (105 – 175A Street)." The report also includes Regional Planning's evaluation of the application.

If you have any questions about the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by email at jonathan.cote@metrovancouver.org.

Yours sincerely,

Jonathan Cote
Deputy General Manager, Regional Planning and Housing Development
t. 604-432-6391
c. 604-306-2008

Encl: MVRD Board report dated June DD, 2026, titled “Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)” (pg. 466)

From: Mark Seinen
To: Victor Cheung
Subject: FW: comments re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey
Date: Tuesday, September 15, 2026 9:42:17 AM
Attachments: image001.gif
image002.png

Mark Seinen
Senior Planner
Regional Planning and Housing Services
t. 604.456.8824



From: Jonathan Cote <Jonathan.Cote@metrovancouver.org>
Sent: Monday, September 14, 2026 2:09 PM
To: Mark Seinen <Mark.Seinen@metrovancouver.org>
Subject: FW: comments re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey

Can you add this correspondence.

Regards,

Jonathan

From: Carl Johannsen <cjohannsen@langleycity.ca>
Sent: Monday, September 14, 2026 2:04 PM
To: Jonathan Cote <Jonathan.Cote@metrovancouver.org>
Cc: Roy Beddow <rbeddow@langleycity.ca>
Subject: re: comments re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey

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,

Regarding the letter from the Metro Board re: Type 3 Proposed Amendment, Bylaw No. 1463,

2026 City of Surrey (105 – 175A Street) that was sent to Langley City Council, this item was briefly discussed at the July 13, 2026 Regular Council meeting and referred to staff for follow-up.

Based on comments at the Council meeting, I can communicate that despite this proposed amendment being minor in size, there is general concern regarding the removal of employment lands from Metro 2025, noting continuing pressures in the region to covert employment lands to residential uses.

Thank you,

Carl

CARL JOHANNSEN, RPP, MCIP
DIRECTOR OF DEVELOPMENT SERVICES

City Hall, 20399 Douglas Crescent, Langley BC V3A 4B3
P 604.514.2815 **E** cjohannsen@langleycity.ca

col

Our Mission: Building a vibrant, safe and inclusive community together with current and future generations.

The City of Langley respectfully acknowledges that the land on which we gather is on the traditional unceded territory of the qʔiƛəy̓ (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

CERTIFIED RESOLUTION

This is to certify that the following is the resolution made by the Council of the City of Port Moody at the Regular Council meeting held July 28, 2026, regarding Notification of Metro 2050 Land Use Designation Amendment Request - City of Surrey (105 - 175A Street):

Item 7.7 Notification of Metro 2050 Land Use Designation Amendment Request - City of Surrey (105 - 175A Street)

THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1463, 2026, as recommended in the report dated July 28, 2026, from the Community Development Department – Policy Planning Division regarding Notification of Metro 2050 Land Use Designation Amendment Request – City of Surrey (105 – 175A Street).

Stephanie Lam
Corporate Officer & Manager of Legislative Services

Dated at Port Moody, BC this 29th day of July, 2026.

SQUAMISH - LILLOOET
REGIONAL DISTRICT

Box 219, 1350 Aster Street
Pemberton, BC V0N 2L0
P. 604-894-6371 TF. 800-298-7753
F. 604-894-6526
info@slrd.bc.ca www.slrd.bc.ca

September 14, 2026

Chair Mike Hurley
Metro Vancouver Regional District
4515 Central Boulevard
Burnaby, BC V5H 0C6
VIA EMAIL: Jonathan.Cote@metrovancouver.org; CAOAdministration@metrovancouver.org

Dear: Chair Mike Hurley

Re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey (105 – 175A Street)

Thank you for the opportunity to comment on the proposed Metro 2050 Type 3 Amendment.

The Squamish-Lillooet Regional District has no comments regarding this proposed amendment.

Sincerely,

Kristina Bell

Kristina Bell, Planner
Squamish-Lillooet Regional District

cc: Claire Dewar, SLRD General Manager of Planning and Development Services
Omar Butt, SLRD Acting Chief Administrative Officer
Heather Paul, SLRD Chief Administrative Officer

TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

September 8, 2026

Mike Hurley
Chair, Metro Vancouver Board
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Chair Hurley,

RE: Metro 2050 Type 3 Proposed Amendment– City of Surrey (105-175A Street)

Thank you for your correspondence and the opportunity for TransLink to provide input on the City of Surrey's requested Type 3 Amendment to *Metro 2050* Regional Growth Strategy (RGS) for the property located at 105 – 175A Street in the Douglas neighbourhood of South Surrey. We understand the proposal would amend the site's regional designation from Employment to General Urban to accommodate a 20-lot single family subdivision.

We appreciate the outreach and provide our comments based on TransLink's provincially 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.

TransLink's overall finding is that, given the site location, the proposed General Urban designation and single-family development has the potential for less negative impact on regional transportation objectives than does the existing Employment designation.

Neither the site's location at the edge of the region (adjacent to the US border) nor the area conditions (bordered by residential cul-de-sacs) are conducive to transit or active transportation connections, and any development in the area is likely to be accessed via private vehicle use. Largely for these reasons, no plans (funded or otherwise) currently exist to expand transit service to this part of South Surrey. The least regionally impactful land use therefore would be one that generates the least number of trips.

The subject site is approximately 7 km from the closest Urban Centre (South Surrey/White Rock [Semiahmoo] Municipal Town Centre) and approximately 3.3 km away from the nearest transit service at 8 Avenue and King George Boulevard, which is well beyond the approximately 400 m walk distance typically expected for local bus service (Attachment 1). Access is further constrained by physical barriers

to walking and the use of active transportation (i.e. no sidewalks or cycling infrastructure), barriers which are located along Provincial highways and most roads within the Agricultural Land Reserve (ALR), separating the subject site from the closest transit service.

We recognize that regional transportation objectives implications would depend on what specific uses might be introduced under the Employment designation (were that designation to remain in place), and to some degree on whether the single-family homes proposed were to be developed as multi-unit homes under the provincial Small-Scale Multi-Unit Housing legislation. Generally speaking, however, while the proposed residential development would not advance regional transportation objectives, it's likely that such a development could result in lower trips generation to and from the area than might be the case with potential land uses under the existing Employment designation (e.g. possible big box retail). As such, while neither outcome is ideal from a regional transportation perspective, the proposed residential use may represent the comparatively preferred option.

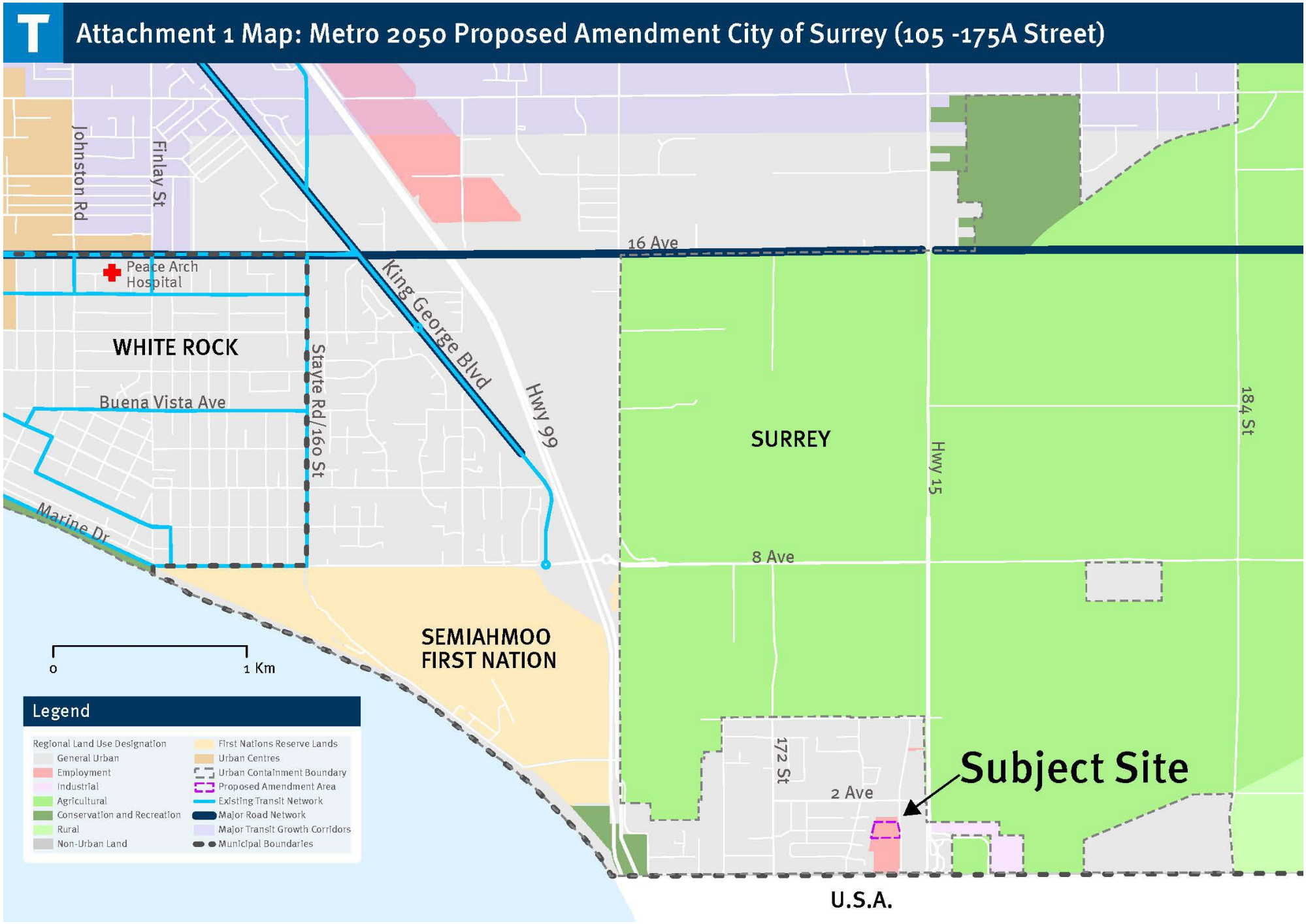
We appreciate the opportunity to provide comments on the proposed RGS amendment. Should you have any questions or wish to discuss our feedback, please contact Joanna Brownell, Manager, Transit-Oriented Communities Planning at Joanna.Brownell@translink.ca.

Regards,



Andrea Reimer
Chair, Planning, Communities & Communication Committee, TransLink Board

cc: Kevin Quinn, CEO, TransLink
Sarah Ross, Vice President, Transportation Planning and Policy
Joanna Brownell, Manager, Transit-Oriented Communities Planning, TransLink
Heather McNell, Chief Administrative Officer (Acting), Metro Vancouver
Jonathan Cote, Deputy General Manager, Regional Planning & Housing Development, Metro Vancouver


Attachment 1 Map: Metro 2050 Proposed Amendment City of Surrey (105 -175A Street)
Johnston Rd
Finlay St
16 Ave
Peace Arch Hospital
King George Blvd
WHITE ROCK
Stayte Rd/160 St
Hwy 99
Buena Vista Ave
SURREY
Hwy 15
184 St
Marine Dr
8 Ave
SEMIAHMOO FIRST NATION
0
1 Km
172 St
2 Ave
Subject Site
U.S.A.
Legend
Regional Land Use Designation
General Urban
Employment
Industrial
Agricultural
Conservation and Recreation
Rural
Non-Urban Land
First Nations Reserve Lands
Urban Centres
Urban Containment Boundary
Proposed Amendment Area
Existing Transit Network
Major Road Network
Major Transit Growth Corridors
Municipal Boundaries

From: Imran Juret
To: Jonathan Cote
Cc: Tsleil-Waututh Referrals; Skye Mills; Isaac Barclay
Subject: Re: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)
Date: Wednesday, July 8, 2026 1:56:17 PM

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.*

Dear Jonathan,

Thank you for reaching out to Tsleil-Waututh Nation (TWN) regarding the proposed amendment to the regional land use designation in the City of Surrey. Currently, we don't have any comments. TWN asks that you keep us up to date if the scope of work changes.

hay čxʷ q̓ə - Thank you,
Imran Juret, (*he/him*)
Referrals Analyst
Treaty, Lands & Resources Department
səlilwətaɬ / Tsleil-Waututh Nation
3178 Alder Court, North Vancouver, B.C. V7H 2V6
ijuret@twnation.ca

From: Jonathan Cote
To: Mark Seinen
Subject: FW: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)
Date: Thursday, September 10, 2026 12:24:10 PM
Attachments: image001.png

From: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Sent: Thursday, September 10, 2026 10:25 AM
To: Jonathan Cote <Jonathan.Cote@metrovancouver.org>; Heather McNell <Heather.McNell@metrovancouver.org>
Subject: FW: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)

For your information.

From: Referrals <referrals@kwikwetlem.com>
Sent: Thursday, September 10, 2026 10:18 AM
To: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Subject: RE: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A 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.*

Good day,

Thank you kindly for sending this letter to kʷikʷəƛ̓əm. At this time, the Nation has no comments on the amendment. However, please keep the Nation informed of any updates related to this.

Sincerely,

hay čxʷ q̓ə (Thank you)

Melissa Goodman
Wildlife Biologist & Project Coordinator
Lands and Resources
Cell: 778-773-6818
melissa.goodman@kwikwetlem.com

2-65 Colony Farm Road
Coquitlam, BC V3C 5X9
www.kwikwetlem.com

We acknowledge that we operate on the traditional, ancestral and unceded territory of kʷikʷəƛ̓əm First Nation.

From: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Sent: July 2, 2026 2:57 PM
To: RP - Regional Planning <RegionalPlanning@metrovancouver.org>
Cc: Heather McNell <Heather.McNell@metrovancouver.org>; Jonathan Cote <Jonathan.Cote@metrovancouver.org>; Indigenous Relations Requests <IndigenousRelationsRequests@metrovancouver.org>
Subject: Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)

To: Referrals Office

At its June 26, 2026 regular meeting, the Metro Vancouver Regional District Board of Directors (MVRD Board) granted initial readings to Regional Growth Strategy Amendment Bylaw No. 1463, 2026 and initiated a comment period on the proposed amendment.

This letter is to notify you of the proposed amendment. If you have any comments, please get back to us by **September 16, 2026** to ensure that your input is included in the staff reports to the Board. Correspondence received during this notification process will be conveyed to the MVRD Board for its consideration at fourth and final reading. The proposed amendment requires an affirmative majority (50% + 1) weighted vote of the MVRD Board to be adopted.

The proposed amendment was requested by the City of Surrey and seeks to change the regional land use designation of the property located at 105 - 175A Street from Employment to General Urban to accommodate 20 single-detached homes. The proposed development is minor and involves a single parcel that is already within both the Urban Containment Boundary and Fraser Sewerage Area. Regional Planning analysis concluded that the proposed amendment would have negligible impact and would not conflict with the intent of *Metro 2050* goals and objectives.

The full text of the MVRD Board's June 26, 2026 resolution, along with other pertinent details about the proposed *Metro 2050* amendment, are contained in the enclosed MVRD Board report, titled "Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 City of Surrey (105 – 175A Street)." The report also includes Regional Planning's evaluation of the application.

If you have any questions about the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by email at jonathan.cote@metrovancouver.org.

Yours sincerely,

Jonathan Cote
Deputy General Manager, Regional Planning and Housing Development
t. 604-432-6391
c. 604-306-2008

Encl: MVRD Board report dated June DD, 2026, titled “Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1463, 2026 – City of Surrey (105 - 175A Street)” (pg. 466)



APPENDIX 3

Regional Context Statement

Metro2050 **Targets**

Goal 1: Create A Compact Urban Area Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	See RCS Table 1.	
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas). Regional Targets for Residential Growth by Location: • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27%	See RCS Table 2.	
1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to: a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary; b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.	Surrey has: 1 Metro Centre, 6 Urban Centres and 5 FTDAs. These have been identified and designated in accordance with Table 3 of Metro 2050. See RCS Map 2 As shown in RCS Table 2: • 95% of Surrey's dwelling unit growth will occur within the Urban Containment Boundary. • 60% of Surrey's dwelling unit growth will be in Urban Centres. • 20% of Surrey's dwelling unit growth will be in FTDAs • Refined employment growth targets by Urban Centres and FTDA will be determined in the forthcoming update to Surrey's Employment Lands Strategy.	Our growth framework and policies support the regional targets for population and employment growth in Metro Centre, Urban Centres and Frequent Transit Development Areas.

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

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and • increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	D 7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. OBJECTIVE D7.3: Protect and address gaps in the tree canopy. D7.3.1 Implement Surrey's *Urban Forest Management Strategy* by: a. Ensuring adequate space and growing medium is provided; b. Protecting and retaining mature forest stands, significant trees, and other important natural features; c. Maximizing shade tree coverage on City lands and rights-of-way; d. Working towards a 30% tree canopy cover target (excluding the ALR) by 2038, and e. Ensuring equitable canopy coverage across the city. D7.3.2 Regularly review and update Surrey's *Tree Protection Bylaw* to ensure current best practices are applied in tree protection and retention.	The protection of Green Infrastructure Network lands supports and contributes towards the regional targets to increase the area of lands protected for nature.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	D6.1.2 Work towards transitioning to zero-carbon and resilient City assets with the goal of absolute zero corporate (municipal) greenhouse gas emissions before 2050. D6.2.1 Partner with senior governments, industries, organizations, businesses, and residents to work towards reducing Surrey's community *greenhouse gas (GHG) emissions* from non-agricultural and non-industrial activities, with the goal of achieving a 45% reduction in *GHG emissions* below 2010 levels by 2030 and to *net zero* before 2050. D6.2.3 Support the advancement to *zero-carbon energy* in all buildings by: a. Advocating to third party utilities and the province for affordable *zero-carbon energy*,	In 2019, Surrey City Council declared a climate emergency and subsequently adopted new greenhouse gas (GHG) emissions reduction targets informed by the Intergovernmental Panel on Climate Change's guidance to limit global warming to 1.5 degrees Celsius. Surrey's GHG emission reduction targets align with regional, provincial and national targets to reduce emissions by 45% below 2010 levels by 2030 and achieve net zero before 2050. The actions the City will take, together with other levels of government and partners, to reach the GHG

	b. Collaborating with BC Hydro to enable provision of sufficient electrical supply; and c. Developing a decarbonization plan for the *District Energy* System.	reduction targets are outlined in the City's Climate Change Action Strategy.

Goal 4: Provide Diverse and Affordable Housing Choices Target

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	D1.5.3 Use regulatory tools such as *"as-of-right" zoning, inclusionary zoning* and bonus density to increase the supply of non-market rental housing. D1.1.2 Fast-track housing development approvals with a focus on affordable higher density housing in *City Centre, Town Centres,* and transit corridors. D1.2.2 Encourage and incentivize *family-friendly housing* in new apartment buildings in *City Centre, Town Centres,* and transit corridors. D1.5.6 Provide opportunities for the co-location of *non-market housing* with new civic facilities, such as recreation centres, libraries and fire halls. D1.3.4 Explore tools and/or mechanisms to support the development of new *purpose-built rental housing*, including: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. D1.5.3 Use regulatory tools such as *"as-of-right" zoning, inclusionary zoning* and bonus density to increase the supply of non-market rental housing. D1.5.6 Provide opportunities for the co-location of *non-market housing* with new civic facilities, such as recreation centres, libraries and fire halls. D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within *Transit Oriented Areas*; c. In the *City Centre, Town Centres* and transit corridors; and d. With access to shopping, civic facilities and other services and amenities.	The City continues to implement the priorities and actions set out in Surrey's Affordable Housing Strategy and Homeless Prevention and Response Plan aimed at increasing the supply of non-market and affordable housing.

Metro 2050 Goal 1: Create A Compact Urban Area

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	See RCS Table 1.	
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27%	See RCS Table 2.	
1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to: a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary; b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and	See RCS Table 2. D.2.3.1 Support the development of *City Centre* as the major transit hub for the South of Fraser region. D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within Transit Oriented Areas; c. In the City Centre, Town Centres and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. D3.1.1 Designate sufficient land in *City Centre* to accommodate long-term office space demand.	

c)	focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.	D3.1.6 Locate high-density residential development in *City Centre* to support businesses and provide housing nearby for the workforce. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks.	

Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Sec	Policy	Applicable OCP Policies
Policy 1.1.9	**Adopt Regional Context Statements that:**		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	See RCS Map 1.
	b)	Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	See RCS Section titled "Metro 2050 Regional Growth Strategy Targets".
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	D8.1.1 Provide, operate, and maintain the City's water distribution system aligning with the region's approach for drinking water management and quality while providing reliable service and capacity for growth. D8.1.3 Provide, operate, and maintain the City's sanitary sewer system aligning with the region's approach to liquid waste management and ensure the system provides reliable service for existing and new development.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	The City is developing a comprehensive Employment Lands Strategy later in 2026 that can further inform this work. D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail. D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.

			D3.2.4 Maintain an inventory of the use and availability of industrial land. D3.2.5 Work with the Vancouver Fraser Port Authority to limit conflict and support efficient operations.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

	Sec	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	See RCS Section titled 'Metro 2050 Regional Growth Strategy Targets'.
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	See RCS Map 2.
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	See RCS Section titled 'Metro 2050 Regional Growth Strategy Targets'.
P(	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	D3.1.1 Designate sufficient land in *City Centre* to accommodate long-term office space demand. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks.

	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	D1.3.4 Explore tools and/or mechanisms to support the development of new *purpose-built rental housing*, including: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. D1.5.4 Support the development of *non-market housing* by: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; d. Contributing land; or e. Providing other incentives.
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	D1.1.2 Fast-track housing development approvals with a focus on affordable higher density housing in *City Centre, Town Centres,* and transit corridors. D1.2.1 Expand opportunities for *multi-generational housing, aging in community,* and *family-friendly housing* through *small-scale multi-unit housing,* row housing and townhouses. D1.2.2 Encourage and incentivize *family-friendly housing* in new apartment buildings in *City Centre, Town Centres,* and transit corridors. D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within *Transit Oriented Areas*; c. In the *City Centre, Town Centres* and transit corridors; and d. With access to shopping, civic facilities and other services and amenities
	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	D4.6.8 Support the development or expansion of childcare centres by ensuring regulations, zoning, and policies permit on-site child care centres: a. On City properties or in conjunction with civic buildings; b. In commercial, mixed-use and multi-family development; and c. In existing commercial developments that are retrofitted.
	vii)	consider the implementation of green infrastructure	D7.1.3 Facilitate the protection of the *Biodiversity Conservation Strategy's Green Infrastructure Network (GIN)* and regularly review and adapt policies to ensure its successful implementation. D7.1.4 Target ecologically significant lands when protecting land in the *GIN*. D7.2.3 Use nature-based infrastructure approaches to design drainage systems in a manner that more closely reflects pre-development conditions and natural drainage patterns.
	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	D1.5.6 Provide opportunities for the co-location of *non-market housing* with new civic facilities, such as recreation centres, libraries and fire halls. D3.1.2 Support the growth of major institutions in *City Centre* including universities and hospitals.

			D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses. D3.1.4 Encourage the development of conference facilities in *City Centre*. D3.1.5 Support the clustering of arts and culture facilities and organizations within *City Centre*. D3.1.7 Invest in high-quality *public spaces* that support *City Centre's* role as the principal gathering place in the city and ensure *public spaces* are designed for year-round use and a variety of events and activities. D3.1.8 Advocate for convenient transit access to *City Centre* from all parts of Surrey and the wider region. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks. D4.1.1 Plan for and locate new civic recreational, cultural, heritage and library facilities in *City Centre* and *Town Centres*, close to transit, prioritizing growing and under-served areas of the city. D4.4.1 Plan for and locate arts and culture facilities and programming in the *City Centre* entertainment district and *Town Centres*. D4.4.3 Facilitate creative hubs in *City Centre* and *Town Centres* for artists and cultural workers.
	ix)	support the provision of community services and spaces for non-profit organizations	D3.1.5 Support the clustering of arts and culture facilities and organizations within *City Centre*. D4.4.1 Plan for and locate arts and culture facilities and programming in the *City Centre* entertainment district and *Town Centres*. D4.4.3 Facilitate creative hubs in *City Centre* and *Town Centres* for artists and cultural workers. D5.3.4 Work with Fraser Health, non-governmental and non-profit organizations that are addressing food security by sharing data, assisting with program implementation and supporting the creation of new spaces for food production, education, and access.
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	D3.2.1 Encourage the intensification of industrial and employment lands by: a. Allowing multi-storey development; b. Diversifying employment uses; and c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing.
	xi)	take appropriate steps to avoid or mitigate the negative health impacts	The OCP DP1 Development Permit Guidelines: Form and Character, provide guidance on residential livability.

		of busy roadways on new or redeveloped residential areas	
	c)	Include policies for General Urban lands that:	
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	See RCS Map 1.
	ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	D3.1.1 Designate sufficient land in *City Centre* to accommodate long-term office space demand. D3.1.2 Support the growth of major institutions in *City Centre* including universities and hospitals. D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses. D3.1.4 Encourage the development of conference facilities in *City Centre*. D3.1.5 Support the clustering of arts and culture facilities and organizations within *City Centre*. D3.1.6 Locate high-density residential development in *City Centre* to support businesses and provide housing nearby for the workforce. D3.1.7 Invest in high-quality *public spaces* that support *City Centre's* role as the principal gathering place in the city and ensure *public spaces* are designed for year-round use and a variety of events and activities. D3.1.8 Advocate for convenient transit access to *City Centre* from all parts of Surrey and the wider region. D3.1.9 Foster partnerships between government, local businesses, cultural organizations and developers to promote the vibrancy of *City Centre*. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks. D3.3.2 Support the development of conference, sports, entertainment and cultural venues in key locations such as Cloverdale Fairgrounds and the South Westminster waterfront, in addition to those in *City Centre*. D4.1.1 Plan for and locate new civic recreational, cultural, heritage and library facilities in *City Centre* and *Town Centres*, close to transit, prioritizing growing and under-served areas of the city. D4.4.1 Plan for and locate arts and culture facilities and programming in the *City Centre* entertainment district and *Town Centres*.

			D4.4.3 Facilitate creative hubs in *City Centre* and *Town Centres* for artists and cultural workers.
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	D1.1.2 Fast-track housing development approvals with a focus on affordable higher density housing in *City Centre, Town Centres,* and transit corridors. D1.2.1 Expand opportunities for *multi-generational housing, aging in community,* and *family-friendly housing* through *small-scale multi-unit housing*, row housing and townhouses. D1.2.2 Encourage and incentivize *family-friendly housing* in new apartment buildings in *City Centre, Town Centres,* and transit corridors. D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within *Transit Oriented Areas*; c. In the *City Centre, Town Centres* and transit corridors; and d. With access to shopping, civic facilities and other services and amenities.
	iv)	encourage neighbourhood-serving commercial uses	D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks.
	d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Defined in OCP glossary (See Appendix 1)
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	See RCS Map 2. Clayton, Guildford, and Fleetwood FTDAs align with in process or approved secondary plan areas (See Map 2). Grandview and Strawberry Hill FTDAs are within the existing Major Transit Growth Corridor and identified for future secondary planning.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	D2.3.2 Support the planning and development of a grid-based transit network in Surrey that connects *City Centre, Town Centres,* planned neighbourhoods and neighbouring communities. D2.3.6 Collaborate with *TransLink*, other levels of government and neighbouring jurisdictions to expand *rapid transit* consistent with *Metro Vancouver's Regional Transportation Strategy* and any future area transport plan for south of the Fraser. D4.3.2 Extend and expand access to Surrey's *public space* and waterways network by:

			a. Enhancing connections through trails, walkways and *greenways*; b. Collaborating with neighbouring municipalities and regional agencies to create seamless connections between Surrey's network and border-adjacent *parks* within the regional *Green Infrastructure Network*; and c. Working with governmental and other agencies to secure waterfront access rights to shorelines and beaches. D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. D7.2.4 Mitigate impacts to aquifers and other shared groundwater resources in collaboration with other levels of government, neighbouring jurisdictions and affected interest holders.

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

	Sec	Policy	Applicable OCP Policies
Policy 1.3.7	**Adopt Regional Context Statements that:**		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	D3.1 Reinforce *City Centre* as the business, commercial, institutional and cultural heart of the city. D2.2 Provide greater transportation choice. D2.2.3 Locate bicycle and *micromobility*-supportive facilities near *rapid transit* stations, *bus exchanges* and appropriate locations along transit corridors. D2.2.4 Implement the *Sidewalk Action Plan* that prioritizes safe and accessible pedestrian access to schools, bus stops and *rapid transit* stations, *parks* and daily needs such as grocery stores. D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within *Transit Oriented Areas*; c. In the *City Centre, Town Centres* and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. D3.1.1 Designate sufficient land in *City Centre* to accommodate long-term office space demand.

			D3.1.6 Locate high-density residential development in *City Centre* to support businesses and provide housing nearby for the workforce. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks.
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	D4.1.1 Plan for and locate new civic recreational, cultural, heritage and library facilities in *City Centre* and *Town Centres*, close to transit, prioritizing growing and under-served areas of the city. D4.4.1 Plan for and locate arts and culture facilities and programming in the *City Centre* entertainment district and *Town Centres*. D4.4.3 Facilitate creative hubs in *City Centre* and *Town Centres* for artists and cultural workers. D4.6.3 Support different school models in urban areas and within developments near *rapid transit*. D4.6.5 Support the location of new and the expansion of existing post-secondary institutions close to transit. D4.6.6 Plan for health services and medically supportive uses around existing facilities (Surrey Memorial Hospital and Peace Arch Hospital) and future facilities (Cloverdale Hospital). D4.6.7 Work with the Fraser Health Authority, health providers, non-profits and the provincial government to expand existing facilities and to plan for and strategically locate new facilities including new mental health, substance use treatment, complex care and other specialized health needs facilities. D4.6.8 Support the development or expansion of childcare centres by ensuring regulations, zoning, and policies permit on-site child care centres: a. On City properties or in conjunction with civic buildings; b. In commercial, mixed-use and multi-family development; and c. In existing commercial developments that are retrofitted.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	D5.3.2 Expand opportunities for residents to participate in the production of local, healthy and culturally specific food by: a. Encouraging new developments to provide opportunities for on-site food production, such as garden plots and edible landscapes, as part of the residential amenity space; and b. Permitting temporary community gardens on under-utilized or vacant privately-owned land. D5.3.3 Support the development of community gardens in neighbourhood *parks* through partnerships with non-profit groups, neighbourhood associations and other interested parties. D3.1.7 Invest in high-quality *public spaces* that support *City Centre's* role as the principal gathering place in the city and ensure *public spaces* are designed for year-round use and a variety of events and activities. D4.3.1 Provide *parkland* based on the following priorities:

			a. Locate *parks* within ~500 metres of all residents that are accessible without crossing an arterial road; b. Locate *parks* in proximity to future school sites; c. Increase active park amenities that enable recreation and sport opportunities; d. Increase public waterfront access rights to shorelines and beaches; and e. Locate *parks* where population is growing and design them for intensive multi-use programming. D4.3.4 Create universally accessible *public spaces* by designing grades, surface materials, and signage to meet the needs of all users.
	d)	respond to health and climate change-related risks by providing equitable access to:	
	i)	recreation facilities	D1.5.6 Provide opportunities for the co-location of *non-market housing* with new civic facilities, such as recreation centres, libraries and fire halls. D4.1.1 Plan for and locate new civic recreational, cultural, heritage and library facilities in *City Centre* and *Town Centres*, close to transit, prioritizing growing and under-served areas of the city.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	D4.3.1 Provide *parkland* based on the following priorities: a. Locate *parks* within ~500 metres of all residents that are accessible without crossing an arterial road; b. Locate *parks* in proximity to future school sites; c. Increase active park amenities that enable recreation and sport opportunities; d. Increase public waterfront access rights to shorelines and beaches; and e. Locate *parks* where population is growing and design them for intensive multi-use programming. D4.3.2 Extend and expand access to Surrey's *public space* and waterways network by: a. Enhancing connections through trails, walkways and *greenways*; b. Collaborating with neighbouring municipalities and regional agencies to create seamless connections between Surrey's network and border-adjacent *parks* within the regional *Green Infrastructure Network*; and c. Working with governmental and other agencies to secure waterfront access rights to shorelines and beaches. D4.3.4 Create universally accessible *public spaces* by designing grades, surface materials, and signage to meet the needs of all users.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	D2.2.1 Improve pedestrian safety and comfort through design strategies, including: a. Ensuring sidewalks are built to current standards; b. Increasing mid-block crossing opportunities where appropriate; c. Expanding crosswalks where warranted; and d. Managing vehicle speeds and volumes on local roads and in neighbourhoods. D2.2.2 Establish and complete a core cycling network that is connected and safe.

			D2.2.4 Implement the *Sidewalk Action Plan* that prioritizes safe pedestrian access to schools, bus stops and *rapid transit* stations, *parks* and daily needs such as grocery stores. D7.3.1 Implement Surrey's Urban Forest Management Strategy by: a. Ensuring adequate space and growing medium is provided; b. Protecting and retaining mature forest stands, significant trees, and other important natural features; c. Maximizing shade tree coverage on City lands and rights-of-way; d. Working towards a 30% tree canopy cover target (excluding the ALR) by 2038, and e. Ensuring equitable canopy coverage across the city.
	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	D5.3.1 Encourage food providers such as grocers, restaurants and community kitchens to locate in established urban residential neighbourhoods by regularly updating land use policies and zoning regulations to remove barriers that food providers may face in locating in these areas. D5.3.2 Expand opportunities for residents to participate in the production of local, healthy and culturally specific food by: a. Encouraging new developments to provide opportunities for on-site food production, such as garden plots and edible landscapes, as part of the residential amenity space; and b. Permitting temporary community gardens on under-utilized or vacant privately-owned land. D5.3.3 Support the development of community gardens in neighbourhood *parks* through partnerships with non-profit groups, neighbourhood associations and other interested parties.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	As part of the secondary land use planning process the City may conduct studies to understand different contextual conditions and impacts.
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	D4.1.3 Ensure new multi-family, mixed-use, commercial and institutional development supports social connection, *universal accessibility*, and safety by: a. Applying *Crime Prevention through Environmental Design (CPTED)* principles to design for safety and comfort; b. Integrating, connecting and maximizing access for all users; c. Promoting vibrant, active and pedestrian-friendly public and private environments; d. Designing for flexibility of uses and resiliency in changing contexts; and e. Responding appropriately to environmental features to create a "Sense of Place". D4.3.4 Create universally accessible *public spaces* by designing grades, surface materials, and signage to meet the needs of all users.

			D4.3.5 Incorporate *Crime Prevention through Environmental Design (CPTED)* principles into the planning and development of *parks*, plazas and *greenways*.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	D4.4.4 Collaborate with Indigenous communities to reflect Indigenous culture in *destination spaces* through art, language, and programming.

Strategy 1.4: Protect Rural lands from urban development

	Sec	Policy	Applicable OCP Policies
Policy 1.4.3	**Adopt Regional Context Statements that:**		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	See RCS Map 1.
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	RGS Rural Lands are designated "Agriculture" in the OCP. No RGS Rural Lands are within the ALR. C2.1.1 The Agricultural designation is intended to support agriculture and complementary uses. This designation includes the lands within the *Agricultural Land Reserve (ALR)* as well as lands outside the *ALR* that are used for farming.
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	RGS Rural Lands are designated "Agriculture" in the OCP. No RGS Rural Lands are within the ALR. C2.1.2 The following zones are consistent with the Agricultural designation: A1, A2.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	RGS Rural Lands are designated "Agriculture" in the OCP. No RGS Rural Lands are within the ALR. The following Intent applies to Agricultural lands outside the ALR: C2.1.1 For property not within the *ALR*, permitted uses are farming and those uses compatible with farming.
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable	D7.1.1 Support the city's regionally connected network of *natural areas* by preserving and restoring riparian areas and watercourses and linking them with upland *natural areas*. D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas. D7.1.3 Facilitate the protection of the *Biodiversity Conservation Strategy's Green Infrastructure Network (GIN)* and regularly review and adapt policies to ensure its successful implementation.

		adaptation to the impacts of climate change	D7.1.4 Target ecologically significant lands when protecting land in the *GIN*. D7.1.5 Integrate wildlife crossing mitigation considerations into drainage culvert upgrades in keeping with the *Biodiversity Conservation Strategy*. D7.1.6 Increase *biodiversity* values through implementation of the *Biodiversity Design Guidelines*, development permitting, public education and relevant bylaws. D7.1.8 Provide property owners with guidance on retaining habitat and native plant species. D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.

Metro 2050 Goal 2: Support a Sustainable Economy

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Sec	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
Policy 2.1.10	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	C8 Designations • 8.1 Industrial (IND) • 8.2 Employment I (EMP1) • 8.3 Employment II (EMP2) • 8.4 Central Business District (CBD) D3.1.1 Designate sufficient land in *City Centre* to accommodate long-term office space demand. D3.1.2 Support the growth of major institutions in *City Centre* including universities and hospitals. D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses. D3.1.4 Encourage the development of conference facilities in *City Centre*. D3.1.5 Support the clustering of arts and culture facilities and organizations within *City Centre*. D3.1.6 Locate high-density residential development in *City Centre* to support businesses and provide housing nearby for the workforce. D3.1.7 Invest in high-quality *public spaces* that support *City Centre's* role as the principal gathering place in the city and ensure *public spaces* are designed for year-round use and a variety of events and activities. D3.1.8 Advocate for convenient transit access to *City Centre* from all parts of Surrey and the wider region. D3.1.9 Foster partnerships between government, local businesses, cultural organizations and developers to promote the vibrancy of *City Centre*. D3.2.1 Encourage the intensification of industrial and employment lands by: a. Allowing multi-storey development; b. Diversifying employment uses; and

			c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing. D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks. D3.3.2 Support the development of conference, sports, entertainment and cultural venues in key locations such as Cloverdale Fairgrounds and the South Westminster waterfront, in addition to those in *City Centre*.
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	D3.1.1 Designate sufficient land in *City Centre* to accommodate long-term office space demand. D3.1.2 Support the growth of major institutions in *City Centre* including universities and hospitals. D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses. D3.1.4 Encourage the development of conference facilities in *City Centre*. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks. D3.3.2 Support the development of conference, sports, entertainment and cultural venues in key locations such as Cloverdale Fairgrounds and the South Westminster waterfront, in addition to those in *City Centre*. D3.3.4 Encourage private sector investment through: a. Development incentive programs; b. The creation of economic investment zones; and c. Streamlined zoning, servicing, and permitting process.
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	3.1 Reinforce City Centre as the business, commercial, institutional and cultural heart of the city. D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail. D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.

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

	Sec	Policy Text	Applicable OCP Policies
Policy 2.2.9	**Adopt Regional Context Statements that:**		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	See RCS Map 1.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	The City has not identified a trade-oriented lands overlay.
	c)	include policies for Industrial lands that:	
	i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	C8.1.1 Intent The Industrial designation applies to employment generating lands used for warehousing, manufacturing, distribution, and other light and heavy industrial uses. Accessory uses that operate ancillary to a main industrial use may include limited office uses, a caretaker's residence, and commercial uses that are limited to those that support industrial activities. Retail uses and stand-alone office uses are not permitted. Residential uses are not supported. D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail. D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail	D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail.

		uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.
	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	D3.2.1 Encourage the intensification of industrial and employment lands by: a. Allowing multi-storey development; b. Diversifying employment uses; and c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing.
	v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking	The City is developing a comprehensive Employment Lands Strategy later in 2026 that can further inform this work.
	vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	D3.2.1 Encourage the intensification of industrial and employment lands by: a. Allowing multi-storey development; b. Diversifying employment uses; and c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing. D3.3.3 Explore making City-owned land available to attract strategic private sector investment and provide opportunities for unique community-focused enterprises. D3.3.4 Encourage private sector investment through: a. Development incentive programs; b. The creation of economic investment zones; and c. Streamlined zoning, servicing, and permitting process
	vii)	provide infrastructure and services in support of existing and expanding industrial activities	D2.4.4 Facilitate efficient goods movement through the use of designated truck routes. D2.4.7 Formalize a clear and consistent approach to delivering *transportation demand management measures*. D2.4.8 Collaborate with senior levels of government and *TransLink* to improve efficiencies along goods movement corridors, including those accessing port facilities, international border crossings, rail lines and major river crossings.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail. D3.2.5 Work with the Vancouver Fraser Port Authority to limit conflict and support efficient operations. D2.4.8 Collaborate with senior levels of government and *TransLink* to improve efficiencies along goods movement

			corridors, including those accessing port facilities, international border crossings, rail lines and major river crossings.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	The OCP DP1 Development Permit Guidelines: Form and Character apply to all areas of the city and provide guidance for all types of development including mixed employment and industrial.
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Not applicable. The city has not identified Trade-Oriented lands.
	d)	include policies for Employment lands that:	
	i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	D3.2.1 Encourage the intensification of industrial and employment lands by: a. Allowing multi-storey development; b. Diversifying employment uses; and c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing. D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	3.1.1 Designate sufficient land in City Centre to accommodate long-term office space demand. 3.1.2 Support the growth of major institutions in City Centre including universities and hospitals. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks.
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	8.3.1 Intent The Employment II designation applies to employment generating lands intended for office development, generally 3-20+ storeys. It supports office, office-supportive commercial, and other complementary uses. Residential uses are generally not supported, with the exception of institutional residential uses (such as care facilities, supportive housing, student housing, etc.), subject to any restrictions on the residential use of lands as per the Regional Growth Strategy. This is the only area where employment lands are located within in FTDA or urban centre.

	v)	do not permit residential uses, except for: an accessory caretaker unit; or limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	8.3.1 Intent The Employment II designation applies to employment generating lands intended for office development, generally 3-20+ storeys. It supports office, office-supportive commercial, and other complementary uses. Residential uses are generally not supported, with the exception of institutional residential uses (such as care facilities, supportive housing, student housing, etc.), subject to any restrictions on the residential use of lands as per the Regional Growth Strategy. This is the only area where employment lands are located within in FTDA or urban centre.
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	D6.2 Reduce *greenhouse gas emissions* and increase climate resilience across all sectors. D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce *GHG emissions*, and mitigate extreme heat in urban areas through the DP1 Form and Character guidelines (see Appendix 2) and other design measures. D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance. D6.2.7 Encourage construction practices and technologies that reduce *embodied carbon* and improve the *climate resilience* of new buildings. D6.2.8 Support affordable zero-carbon resilience retrofits of existing buildings by: a. Advocating to senior levels of government for regulations, funding and supportive programs; and b. Developing a comprehensive existing building strategy.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	D6.3 Reduce the vulnerability of development and the community to hazards. D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines (see Appendix 2).

Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability

	Sec	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
Policy 2.3.12	a)	specify the Agricultural lands within their juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	See OCP Map D5.1 Agricultural Land Reserve Map
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	D5.2.1 Support agri-food businesses by: a. Encouraging on site-processing, value-added production and direct sales as permitted in the zoning and *Agricultural Land Commission Act* regulations for lands inside the *Agricultural Land Reserve (ALR)*; and b. Allowing broader food processing, storage and distribution in agriculture designated lands and other areas outside the *ALR*, such as industrial and employment lands. D5.2.2 Ensure policies and zoning are regularly updated to permit emerging agri-tourism activities on farms on lands in the *ALR*. D5.2.3 Ensure policies and zoning are regularly updated to permit emerging agri-tech businesses within the City's industrial and employment designated lands, and on lands in the *ALR*, in accordance with *Agricultural Land Commission* rules. D5.2.4 Establish and maintain an effective channel of communication between the City and the farming community to ensure City-led projects, programs, and policies contribute to the growth of the agriculture and food sectors. D5.2.5 Support farming cooperatives, incubators and other economic tools and incentives that provide new farmers with access to land. D5.3.1 Encourage food providers such as grocers, restaurants and community kitchens to locate in established urban residential neighbourhoods by regularly updating land use policies and zoning regulations to remove barriers that food providers may face in locating in these areas. D5.3.2 Expand opportunities for residents to participate in the production of local, healthy and culturally specific food by: a. Encouraging new developments to provide opportunities for on-site food production, such as garden plots and edible landscapes, as part of the residential amenity space; and b. Permitting temporary community gardens on under-utilized or vacant privately-owned land. D5.3.3 Support the development of community gardens in neighbourhood *parks* through partnerships with non-profit groups, neighbourhood associations and other interested parties.

			D5.3.4 Work with Fraser Health, non-governmental and non-profit organizations that are addressing food security by sharing data, assisting with program implementation and supporting the creation of new spaces for food production, education, and access.
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	D5.1.1 Maintain the integrity of Surrey's *Agricultural Land Reserve (ALR)* by: a. Preserving the current extent of the *ALR* boundary; b. Discouraging non-farm uses in the *ALR*; c. Avoiding subdivision of *ALR* lands and adhering to minimum lot sizes prescribed by the Zoning Bylaw; d. Ensuring any *ALR* land exclusions result in a net benefit to agriculture in Surrey; and e. Minimizing parcel fragmentation when constructing roads, utility corridors, and greenways. D5.1.2 Maximize agricultural land for farm uses by: a. Prioritizing lands with prime agricultural soil for soil-based agriculture; b. Recommending non-soil based agricultural uses and structures on less productive soil through the application review process; and c. Clustering residential buildings and structures close to roads. . D5.1.4 Ensure agriculture zones, policies and guidelines remain current and consistent with provincial and federal requirements by: a. Regularly updating agricultural zones, definitions, and regulations in the *Zoning Bylaw*; b. Updating DP4 Farming Protection requirements (see Appendix 2); and c. Responding to changes to provincial agricultural legislation, in particular, the *Right to Farm Act* and the *Agricultural Land Commission Act* and regulations pursuant thereto.
	i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	See RCS Map 1. D5.1.1 Maintain the integrity of Surrey's *Agricultural Land Reserve (ALR)* by: a. Preserving the current extent of the *ALR* boundary; b. Discouraging non-farm uses in the *ALR*; c. Avoiding subdivision of *ALR* lands and adhering to minimum lot sizes prescribed by the Zoning Bylaw; d. Ensuring any *ALR* land exclusions result in a net benefit to agriculture in Surrey; and e. Minimizing parcel fragmentation when constructing roads, utility corridors, and greenways. D5.1.2 Maximize agricultural land for farm uses by: a. Prioritizing lands with prime agricultural soil for soil-based agriculture; b. Recommending non-soil based agricultural uses and structures on less productive soil through the application review process; and c. Clustering residential buildings and structures close to roads.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	D5.1.1 Maintain the integrity of Surrey's *Agricultural Land Reserve (ALR)* by: a. Preserving the current extent of the *ALR* boundary; b. Discouraging non-farm uses in the *ALR*;

			c. Avoiding subdivision of *ALR* lands and adhering to minimum lot sizes prescribed by the Zoning Bylaw; d. Ensuring any *ALR* land exclusions result in a net benefit to agriculture in Surrey; and e. Minimizing parcel fragmentation when constructing roads, utility corridors, and greenways. D5.1.2 Maximize agricultural land for farm uses by: a. Prioritizing lands with prime agricultural soil for soil-based agriculture; b. Recommending non-soil based agricultural uses and structures on less productive soil through the application review process; and c. Clustering residential buildings and structures close to roads.
	iii)	support climate change adaptation including: monitoring storm water, flooding, and sea level rise impacts on agricultural land, implementing flood construction requirements for residential uses, and maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collabo- ration with other governments and agencies	D5.1.5 Manage lowland agricultural drainage in alignment with the Agricultural and Rural Development Subsidiary Agreement and strategic flood control plans.
	iv)	protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	D5.1.9 Implement the DP4 Farming Protection (see Appendix 2) guidelines to minimize conflicts and nuisance complaints along the urban-agricultural edge.
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act*	D3.3.5 Support agricultural diversification, including agri-tourism, agri-tech and agri-food businesses. D5.2.1 Support agri-food businesses by: a. Encouraging on-site processing, value-added production and direct sales as permitted in the zoning and *Agricultural Land Commission Act* regulations for lands inside the *Agricultural Land Reserve (ALR)*; and b. Allowing broader food processing, storage and distribution in agriculture designated lands and other areas outside the *ALR*, such as industrial and employment lands. 5.2.2 Ensure policies and zoning are regularly updated to support emerging agri-tourism activities on farms on lands in the ALR. 5.2.3 Ensure policies and zoning are regularly updated to support emerging agri-tech businesses within the City's industrial and employment designated lands, and on lands in the ALR, in accordance with Agricultural Land Commission rules.

			D5.2.4 Establish and maintain an effective channel of communication between the City and the farming community to ensure City-led projects, programs, and policies contribute to the growth of the agriculture and food sectors. D5.2.5 Support farming cooperatives, incubators and other economic tools and incentives that provide new farmers with access to land.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	D5.1.4 Ensure agriculture zones, policies and guidelines remain current and consistent with provincial and federal requirements by: a. Regularly updating agricultural zones, definitions, and regulations in the *Zoning Bylaw* b. Updating DP4 Farming Protection requirements; and c. Responding to changes to provincial agricultural legislation, in particular, the *Right to Farm Act* and the *Agricultural Land Commission Act* and regulations pursuant thereto.
Policy 2.3.13	**Sec**	**Policy**	**Supplementary Information**
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	D5.3.1 Encourage food providers such as grocers, restaurants and community kitchens to locate in established urban residential neighbourhoods by regularly updating land use policies and zoning regulations to remove barriers that food providers may face in locating in these areas. D5.3.2 Expand opportunities for residents to participate in the production of local, healthy and culturally specific food by: a. Encouraging new developments to provide opportunities for on-site food production, such as garden plots and edible landscapes, as part of the residential amenity space; and b. Permitting temporary community gardens on under-utilized or vacant privately-owned land. D5.3.3 Support the development of community gardens in neighbourhood *parks* through partnerships with non-profit groups, neighbourhood associations and other interested parties. D5.3.4 Work with Fraser Health, non-governmental and non-profit organizations that are addressing food security by sharing data, assisting with program implementation and supporting the creation of new spaces for food production, education, and access.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets".	
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets".	

Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Sec	Policy	Applicable OCP Policies
Policy 3.1.9	**Adopt Regional Context Statements that:**		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	See RCS Map 1.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	

	i)	drinking water supply areas	Not applicable.
	ii)	environmental conservation areas	D7.1.1 Support and the city's regionally connected network of natural areas by preserving and restoring riparian areas and watercourses and linking them with upland natural areas. D7.1.4 Target ecologically significant lands when protecting land in the Green Infrastructure Network (GIN). D7.1.8 Provide property owners with guidance on retaining habitat and native plant species. D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.
	iii)	wildlife management areas and ecological reserves	D7.1.1 Support and the city's regionally connected network of natural areas by preserving and restoring riparian areas and watercourses and linking them with upland natural areas. D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas. D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to acquire and/or protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested flood plains.
	iv)	forests	D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. D7.3.1 Implement Surrey's Urban Forest Management Strategy by: a. Ensuring adequate space and growing medium is provided; b. Protecting and retaining mature forest stands, significant trees, and other important natural features; c. Maximizing shade tree coverage on City lands and rights-of-way; d. Working towards a 30% tree canopy cover target (excluding ALR) by 2038; and

			e. Ensuring equitable canopy coverage across the city. D7.3.2 Regularly review and update Surrey's Tree Protection Bylaw to ensure current best practices are applied in tree protection and retention.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	D7.1.1 Support and the city's regionally connected network of natural areas by preserving and restoring riparian areas and watercourses and linking them with upland natural areas. D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas. D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the *Green Infrastructure Network (GIN).* DP3 Development Permit Guidelines: Sensitive Ecosystems
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	D7.1.1 Support and the city's regionally connected network of natural areas by preserving and restoring riparian areas and watercourses and linking them with upland natural areas. D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the *Green Infrastructure Network (GIN).* DP3 Development Permit Guidelines: Sensitive Ecosystems
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: major parks and outdoor recreation areas; education, research and training facilities, and associated uses that serve conservation and/or recreation users; commercial uses, tourism activities, and public, cultural, or community amenities;	D7.1.8 Provide property owners with guidance on retaining habitat and native plant species. D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. D8.2.4 Where appropriate, integrate stormwater management facilities into parkland in a functional and

		limited agricultural use, primarily soil-based; and land management activities needed to minimize vulnerability / risk to climate change impacts	attractive manner while simultaneously retaining and/or enhancing natural assets.
	c)	Include policies that:	
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the *Green Infrastructure Network (GIN).* D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas. D7.1.6 Increase biodiversity values through implementation of the Biodiversity Design Guidelines, development permitting, public education and relevant bylaws. D7.1.8 Provide property owners with guidance on retaining habitat and native plant species. D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. DP3 Development Permit Guidelines: Sensitive Ecosystems
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	D7.1.8 Provide property owners with guidance on retaining habitat and native plant species. D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.
Policy 3.2.7	**Sec**	**Policy Text**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	*See RCS Section titled "Metro 2050 Regional Growth Strategy Targets" above.*
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	

	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas. D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the *Green Infrastructure Network (GIN).*
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as: a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	D7.1.1 Support and the city's regionally connected network of *natural areas* by preserving and restoring riparian areas and watercourses and linking them with upland *natural areas*. D7.1.6 Increase biodiversity values through implementation of the Biodiversity Design Guidelines, development permitting, public education and relevant bylaws. D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the Green Infrastructure Network (GIN).
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas. D7.1.8 Provide property owners with guidance on retaining habitat and native plant species. D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the Green Infrastructure Network (GIN). DP3 Development Permit Guidelines: Sensitive Ecosystems
	c)	Include policies that:	

	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the *Green Infrastructure Network (GIN)*. D7.2.2 Complete a citywide natural asset inventory. D7.2.3 Use nature-based infrastructure approaches to design drainage systems in a manner that more closely reflects pre-development conditions and natural drainage patterns. D7.2.4 Mitigate impacts to aquifers and other shared groundwater resources in collaboration with other levels of government, neighbouring jurisdictions and affected interest holders. D7.3.1 Implement Surrey's *Urban Forest Management Strategy* by: a. Ensuring adequate space and growing medium is provided; b. Protecting and retaining mature forest stands, significant trees, and other important natural features; c. Maximizing shade tree coverage on City lands and rights-of-way; d. Working towards a 30% tree canopy cover target (excluding the ALR) by 2038; and e. Ensuring equitable canopy coverage across the city. D7.3.2 Regularly review and update Surrey's *Tree Protection Bylaw* to ensure current best practices are applied in tree protection and retention.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	D7.3.1 Implement Surrey's Urban Forest Management Strategy by: a. Ensuring adequate space and growing medium is provided; b. Protecting and retaining mature forest stands, significant trees, and other important natural features; c. Maximizing shade tree coverage on City lands and rights-of-way; d. Working towards a 30% tree canopy cover target (excluding the ALR) by 2038, and e. Ensuring equitable canopy coverage across the city. D7.3.2 Regularly review and update Surrey's *Tree Protection Bylaw* to ensure current best practices are applied in tree protection and retention.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	D7.1.6 Increase *biodiversity* values through implementation of the *Biodiversity Design Guidelines*, development permitting, public education and relevant bylaws.

	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	D4.2.2 Ensure new developments are sensitive to their context to enhance the livability of neighbourhoods and public spaces. D7.1.3 Facilitate the protection of the *Biodiversity Conservation Strategy's Green Infrastructure Network (GIN)* and regularly review and adapt policies to ensure its successful implementation. D7.1.4 Target ecologically significant lands when protecting land in the green infrastructure network. D7.1.6 Increase biodiversity values through implementation of the *Biodiversity Design Guidelines,* development permitting, public education and relevant bylaws.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	D7.2.3 Use nature-based infrastructure approaches to design drainage systems in a manner that more closely reflects pre-development conditions and natural drainage patterns. D7.2.4 Mitigate impacts to aquifers and other shared groundwater resources in collaboration with other levels of government, neighbouring jurisdictions and affected interest holders. D8.2.5 Require developers to pay for stormwater extensions, flow control and water quality treatment facilities, and system upgrades needed to support their new development. D8.2.1 Plan and implement on-site and off- site stormwater management practices that support development and meet the water quality and *biodiversity* needs of the watershed. D8.2.2 Maintain and update *Integrated Watershed Management Plans* for each watershed catchment to ensure infrastructure is addressing the impacts of land use and development and not harming *natural assets*. D8.2.3 Provide, operate and maintain the City's stormwater drainage system aligning with the region's approach to stormwater management. D8.2.4 Where appropriate, integrate stormwater management facilities into *parkland* in a functional and attractive manner while simultaneously retaining and/or enhancing *natural assets*.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

	Sec	Policy	Applicable OCP Policies
Policy 3.3.7	**Adopt Regional Context Statements that:**		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	See RCS Section titled "Metro 2050 Regional Growth Strategy Targets" above.
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	D6.2.1 Partner with senior governments, industries, organizations, businesses, and residents to work towards reducing Surrey's community *greenhouse gas (GHG) emissions* from non-agricultural and non-industrial activities, with the goal of achieving a 45% reduction in *GHG emissions* below 2010 levels by 2030 and to *net zero* before 2050. D6.2.2 Update *Secondary Plans* and the *Zoning By-Law* regularly to incorporate complete communities design principles. (See also *Growth*) D6.2.3 Support the advancement to *zero-carbon energy* in all buildings by: a. Advocating to third-party utilities and the province for affordable *zero-carbon energy*; b. Collaborating with BC Hydro to enable provision of sufficient electrical supply; and c. Developing a decarbonization plan for the *District Energy* System. D6.2.4 Support the phase-out of operational greenhouse gas emissions and increase energy efficiency for all new buildings through *Energy Step Code* and *Zero Carbon Step Code* requirements. D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce *GHG emissions*, and mitigate extreme heat in urban areas through the DP1 Form and Character guidelines (see Appendix 2) and other design measures. D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance. D6.2.7 Encourage construction practices and technologies that reduce *embodied carbon* and improve the *climate resilience* of new buildings.

			D6.2.8 Support affordable zero-carbon resilience retrofits of existing buildings by: a. Advocating to senior levels of government for regulations, funding and supportive programs; and b. Developing a comprehensive existing building strategy. D6.2.9 Encourage transportation practices, policies and standards that prioritize walking, cycling and transit, and incorporate nature-based infrastructure, such as street trees. D6.2.10 Support the transition to zero- and low-emission vehicles by: a. Exploring increasing access to electric vehicle charging in new developments; and b. Encouraging private industry and public sector organizations to develop or expand their electric vehicle charging infrastructure. D6.2.13 Work toward zero-waste and a *circular economy* through regional collaboration, programs, and services.
	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure	D6.2.3 Support the advancement to *zero-carbon energy* in all buildings by: a. Advocating to third-party utilities and the province for affordable *zero-carbon energy*; b. Collaborating with BC Hydro to enable provision of sufficient electrical supply; and c. Developing a decarbonization plan for the *District Energy* System. (See also *Utilities*) D6.2.4 Support the phase-out of operational greenhouse gas emissions and increase energy efficiency for all new buildings through *Energy Step Code* and *Zero Carbon Step Code* requirements. D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce *GHG emissions*, and mitigate extreme heat in urban areas through the DP1 Form and Character Guidelines (see Appendix 2) and other design measures. D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance. D6.2.7 Encourage construction practices and technologies that reduce *embodied carbon* and improve the *climate resilience* of new buildings. D6.2.9 Encourage transportation practices, policies, and standards that prioritize walking, cycling and transit, and incorporate nature-based infrastructure, such as street trees. D6.2.10 Support the transition to zero- and low-emission vehicles by: Exploring increasing access to electric vehicle charging in new developments; and

			Encouraging private industry and public sector organizations to develop or expand their electric vehicle charging infrastructure. D8.5.5 Provide thermal energy to new buildings in *City Centre* through financially sustainable *District Energy* Systems. D8.5.6 Develop a decarbonization plan for the District Energy System. D8.5.4 Work with senior levels of government, crown corporations and private partners to deliver major infrastructure improvements, including transportation, communication, and utility infrastructure.
	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	D2.1.2 Promote a robust street network that: a. Supports *multi-modal transportation* options/multiple travel options; b. Connects *public spaces*; and c. Discourages cul-de-sacs and large blocks. D2.1.3 Ensure new developments provide transportation infrastructure as specified by the City's engineering design standards to serve the site and connect seamlessly with the surrounding transportation network. D2.2.1 Improve pedestrian safety and comfort through design strategies, including: a. Ensuring sidewalks are built to current standards; b. Increasing mid-block crossing opportunities where appropriate; d. Expanding crosswalks where warranted; and e. Managing vehicle speeds and volumes on local roads and in neighbourhoods. D2.2.2 Establish and complete a core cycling network that is connected and safe. D2.2.3 Locate bicycle and *micromobility*-supportive facilities near *rapid transit* stations, *bus exchanges* and appropriate locations along transit corridors. D2.2.4 Implement the *Sidewalk Action Plan* that prioritizes safe pedestrian access to schools, bus stops and *rapid transit* stations, *parks* and daily needs such as grocery stores. D2.3.1 Support the development of *City Centre* as the major transit hub for the South of Fraser region. D2.3.2 Support the planning and development of a grid-based transit network in Surrey that connects *City Centre, Town Centres,* planned neighbourhoods and neighbouring communities. D2.3.3 Identify and incorporate *transit priority measures* in road and intersection projects. D2.3.4 Collaborate and/or partner with *TransLink* to ensure transit infrastructure and stations are human-scaled, fully

			accessible, highly visible, well-connected to the street network, and designed to incorporate public art. D2.3.5 Advocate, at all levels of government, for increased transit service for Surrey. D2.3.6 Collaborate with *TransLink*, other levels of government and neighbouring jurisdictions to expand *rapid transit* consistent with *Metro Vancouver's Regional Transportation Strategy* and any future area transport plan for south of the Fraser. D2.3.7 Ensure Surrey residents have safe and comfortable access to public transit by: a. Prioritizing the sidewalk network within 400 metres of bus stops, where appropriate; b. Expanding the availability of bus shelters; and c. Ensuring all bus stops are accessible. D2.3.8 Work with *TransLink* to improve transit service in Surrey, including: a. Expanding *rapid transit* service and the *Frequent Transit Network*; b. Expanding local bus service; c. Implementing *transit priority measures*; d. Improving the safety, convenience, attractiveness and accessibility of transit at stations, stops and exchanges; and e. Continuously improving rider safety on transit.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	D3.1.1 Designate sufficient land in *City Centre* to accommodate long-term office space demand. D3.1.2 Support the growth of major institutions in *City Centre* including universities and hospitals. D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses. D3.1.4 Encourage the development of conference facilities in *City Centre*. D3.1.5 Support the clustering of arts and culture facilities and organizations within *City Centre*. D3.1.6 Locate high-density residential development in *City Centre* to support businesses and provide housing nearby for the workforce. D3.1.7 Invest in high-quality *public spaces* that support *City Centre's* role as the principal gathering place in the city and ensure *public spaces* are designed for year-round use and a variety of events and activities. D3.1.8 Advocate for convenient transit access to *City Centre* from all parts of Surrey and the wider region.

			D3.1.9 Foster partnerships between government, local businesses, cultural organizations and developers to promote the vibrancy of *City Centre*. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in *Town Centres* and mixed-use neighbourhood centres, particularly near transit and *active transportation* networks.

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

	Sec	Policy	Applicable OCP Policies
Policy 3.4.5	**Adopt Regional Context Statements that:**		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines (see Appendix 2). D6.3.2 Collaborate with senior levels of government and key stakeholders regarding floodplain management, dyking standards, and coastal flood strategies for vulnerable areas. D6.3.3 Integrate emergency preparedness management plan considerations into land use planning to mitigate and prepare for risks through an understanding of local hazards and their potential impacts. D6.3.5 Increase capacity to respond to extreme weather events and other emergencies by working with partners to support resilience hubs and integrate cooling, clean air, and warming resources in key areas of the city.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines). D6.3.4 Mitigate earthquake-related risks and impacts by: a. Evaluating seismic and liquefaction risk to identify vulnerable areas; and b. Integrating hazard mapping into land use planning and updating relevant policies and guidelines for new construction.
Policy 3.4.6	**Sec**	**Policy**	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal	D6.3 Reduce the vulnerability of development and the community to hazards. D6.3.4 Mitigate earthquake-related risks and impacts by: a. Evaluating seismic and liquefaction risk to identify vulnerable areas; and

		utilities, assets, operations, and community services.	b. Integrating hazard mapping into land use planning and updating relevant policies and guidelines for new construction.
Policy 3.4.7	**Sec**	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines. D6.3.2 Collaborate with senior levels of government and key stakeholders regarding floodplain management, dyking standards, and coastal flood strategies for vulnerable areas. D6.3.3 Integrate emergency preparedness management plan considerations into land use planning to mitigate and prepare for risks through an understanding of local hazards and their potential impacts.
Policy 3.4.8	**Sec**	**Policy**	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines). D6.3.2 Collaborate with senior levels of government and key stakeholders regarding floodplain management, dyking standards, and coastal flood strategies for vulnerable areas. D6.3.3 Integrate emergency preparedness management plan considerations into land use planning to mitigate and prepare for risks through an understanding of local hazards and their potential impacts.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	See RCS Section titled "Metro 2050 Regional Growth Strategy Targets" above.	

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

	Sec	Policy	Applicable OCP Policies
Policy 4.1.8	**Adopt Regional Context Statements that:**		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	D1.1.5 Ensure that land use designations, zoning and permitted densities align with the 20-year housing need identified in the latest *Housing Needs Report*. D1.1.4 Continually ensure that OCP designations, housing policies and zoning regulations align with current and emerging market conditions.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	D1.2.1 Expand opportunities for *multi-generational housing, aging in community,* and *family-friendly housing* through *small-scale multi-unit housing,* row housing and townhouses. D1.2.2 Encourage and incentivize *family-friendly housing* in new apartment buildings in *City Centre, Town Centres,* and other growth areas. D1.2.3 Work on developing an up-to-date inventory of accessible and adaptable units. D1.2.4 Broaden the availability of *adaptable housing* units across all unit types. D1.2.5 Explore minimum *accessible unit* requirements, particularly in *City Centre, Town Centres* and transit corridors.

			D1.2.6 Encourage and permit student housing on the campuses of post-secondary educational institutions.
	c)	identify policies and actions that contribute to the following outcomes	
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	D1.3.4 Explore tools and/or mechanisms to support the development of *new purpose-built rental housing*, including: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within *Transit Oriented Areas*; c. In the *City Centre, Town Centres* and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. D1.5.2 Prioritize Indigenous-led *non-market housing* projects. D1.5.3 Use regulatory tools such as *"as-of-right" zoning, inclusionary zoning* and bonus density to increase the supply of non-market rental housing. D1.5.4 Support the development of *non-market housing* by: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; d. Contributing land; or e. Providing other incentives. D1.5.5 Develop a land acquisition and funding strategy to acquire sites for *non-market housing*. D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide *non-market housing* that will meet the current and future needs of residents.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	D1.2.1 Expand opportunities for multi-generational housing, aging in community, and family-friendly housing, through small-scale multi-unit housing, row housing and townhouses. D1.2.2 Encourage and incentivize family-friendly housing in new apartment buildings in City Centre, Town Centres and transit corridors D1.2.3 Work on developing an up-to-date inventory of accessible and adaptable units. D1.2.4 Broaden the availability of *adaptable housing* units across all unit types. D1.2.5 Explore minimum *accessible unit* requirements, particularly in *City Centre, Town Centres* and transit corridors. D1.2.6 Encourage and permit student housing on the campuses of post-secondary educational institutions.

	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	D1.2.6 Encourage and permit student housing on the campuses of post-secondary educational institutions. D1.3.1 Target a healthy vacancy rate of approximately 4 percent for *purpose-built rental housing* citywide. D1.3.2 Maintain or increase the number of rental units and bedrooms when existing *purpose-built rental housing* sites are redeveloped. D1.3.3 Advocate to senior governments for policy and taxation changes that will encourage the construction of *purpose-built rental apartments*. D1.3.4 Explore tools and/or mechanisms to support the development of new *purpose-built rental housing*, including: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. D1.5.3 Use regulatory tools such as *"as-of-right" zoning, inclusionary zoning* and bonus density to increase the supply of non-market rental housing. D1.3.4 Explore tools and/or mechanisms to support the development of new *purpose-built rental housing*, including: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. D1.5.3 Use regulatory tools such as *"as-of-right" zoning, inclusionary zoning* and bonus density to increase the supply of non-market rental housing.
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	D1.2.1 Expand opportunities for *multi-generational housing, aging in community,* and *family-friendly housing* through *small-scale multi-unit housing,* row housing and townhouses.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	D1.5.6 Provide opportunities for the co-location of *non-market housing* with new civic facilities, such as recreation centres, libraries and fire halls. D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within *Transit Oriented Areas*; c. In the *City Centre, Town Centres* and transit corridors; and d. With access to shopping, civic facilities and other services and amenities.

	vi)	increased social connectedness in multi-unit housing	D4.1.3 Ensure new multi-family, mixed-use, commercial and institutional development supports social connection, *universal accessibility*, and safety by: a. Applying *Crime Prevention through Environmental Design (CPTED)* principles to design for safety and comfort; b. Integrating, connecting and maximizing access for all users; c. Promoting vibrant, active and pedestrian-friendly public and private environments; d. Designing for flexibility of uses and resiliency in changing contexts; and e. Responding appropriately to environmental features to create a "Sense of Place".
	vii)	integrated housing within neighbourhood contexts and high quality urban design	The OCP DP1 Development Permit Guidelines: Form and Character apply to all areas of the city and provide guidance for all types of development.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	D6.2.3 Support the advancement to *zero-carbon energy* in all buildings by: a. Advocating to third-party utilities and the province for affordable *zero-carbon energy*; b. Collaborating with BC Hydro to enable provision of sufficient electrical supply; and c. Developing a decarbonization plan for the *District Energy* System. (See also *Utilities*) D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce *GHG emissions*, and mitigate extreme heat in urban areas through the DP1 Form and Character Guidelines (see Appendix 2) and other design measures. D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance. D6.2.7 Encourage construction practices and technologies that reduce *embodied carbon* and improve the *climate resilience* of new buildings. D6.2.8 Support affordable zero-carbon resilience retrofits of existing buildings by: a. Advocating to senior levels of government for regulations, funding and supportive programs; and b. Developing a comprehensive existing building strategy.
Policy 4.1.9	**Sec**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	D1.1.5 Ensure that land use designations, zoning and permitted densities align with the 20-year housing need identified in the latest *Housing Needs Report*. Surrey Affordable Housing Strategy was completed in 2018. An update to the Strategy is planned to commence mid-2026.
	b)	are based on an assessment of local housing	D1.1.4 Continually ensure that OCP designations, housing policies and zoning regulations align with current and emerging market conditions.

		market conditions, by tenure, including assessing housing supply, demand, and affordability	
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	D1.2.2 Encourage and incentivize *family-friendly housing* in new apartment buildings in *City Centre, Town Centres,* and other growth areas. D1.2.4 Broaden the availability of *adaptable housing* units across all unit types. D1.2.5 Explore minimum *accessible unit* requirements, particularly in *City Centre, Town Centres* and transit corridors. D1.2.6 Encourage and permit student housing on the campuses of post-secondary educational institutions. D1.5.2 Prioritize Indigenous-led *non-market housing* projects.
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	D1.1.1 Streamline and expedite the development process by: a. Considering additional delegation of authority to City approving officers; b. Expediting the application review process; c. Expanding the use of *professional reliance*; or d. Using technology and artificial intelligence. D1.1.3 Simplify the building process by expanding the use of: a. Standardized housing designs; b. Prefabricated dwelling units; or c. Other simplified and easily replicated residential building forms. D1.3.4 Explore tools and/or mechanisms to support the development of new *purpose-built rental housing*, including: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. D1.2.1 Expand opportunities for *multi-generational housing, aging in community,* and *family-friendly housing* through *small-scale multi-unit housing,* row housing and townhouses. D1.2.2 Encourage and incentivize *family-friendly housing* in new apartment buildings in *City Centre, Town Centres,* and other growth areas. D1.2.4 Broaden the availability of *adaptable housing* units across all unit types. D1.2.5 Explore minimum *accessible unit* requirements, particularly in *City Centre, Town Centres* and transit corridors. D1.3.4 Explore tools and/or mechanisms to support the development of new *purpose-built rental housing*, including: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or

			d. Providing financial or non-financial incentives. D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within *Transit Oriented Areas*; c. In the *City Centre, Town Centres* and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. D1.5.3 Use regulatory tools such as *"as-of-right" zoning, inclusionary zoning* and bonus density to increase the supply of non-market rental housing. D1.5.4 Support the development of *non-market housing* by: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; d. Contributing land; or e. Providing other incentives.

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

	Sec	Policy	Applicable OCP Policies
Policy 4.2.7	**Adopt Regional Context Statements that:**		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	See RCS Section titled "Metro 2050 Regional Growth Strategy Targets" above.
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	D1.4.2 Require that tenants must be informed, assisted and compensated in order for redevelopment of *purpose-built rental* sites to be permitted. D1.4.3 Ensure redevelopment of existing manufactured home sites is only permitted when residents are informed, assisted, and compensated.
	c)	identify the use of regulatory tools that protect and preserve rental housing	D1.3.1 Target a healthy vacancy rate of approximately 4 percent for *purpose-built rental housing* citywide.

			D1.3.2 Maintain or increase the number of rental units and bedrooms when existing *purpose-built rental housing* sites are redeveloped. D1.4.1 Ensure conversion of *purpose-built rental* apartment buildings or *co-operative housing* into stratified condominiums is only permitted when city-wide vacancy rates are above 4 percent in alignment with City policies. D1.4.4 Regularly review and update the City's bylaws and policies in relation to rental housing redevelopment, manufactured home park redevelopment and tenant protection. D1.4.5 Update the City's *Rental Premises Standards of Maintenance Bylaw*.
	d)	identify policies and actions that contribute to the following outcomes:	
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within *Transit Oriented Areas*; c. In the *City Centre, Town Centres* and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. D1.5.5 Develop a land acquisition and funding strategy to acquire sites for *non-market housing*.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	D1.3.2 Maintain or increase the number of rental units and bedrooms when existing *purpose-built rental housing* sites are redeveloped. D1.4.1 Ensure conversion of *purpose-built rental* apartment buildings or *co-operative housing* into stratified condominiums is only permitted when city-wide vacancy rates are above 4 percent in alignment with City policies.
	iii)	protection and renewal of existing non-market rental housing	D1.4.1 Ensure conversion of *purpose-built rental* apartment buildings or *co-operative housing* into stratified condominiums is only permitted when city-wide vacancy rates are above 4 percent in alignment with City policies. D1.4.5 Update the City's *Rental Premises Standards of Maintenance Bylaw*.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	D1.4.2 Require that tenants must be informed, assisted and compensated in order for redevelopment of *purpose-built rental* sites to be permitted. D1.4.3 Ensure redevelopment of existing manufactured home sites is only permitted when residents are informed, assisted, and compensated. D1.4.4 Regularly review and update the City's bylaws and policies in relation to rental housing redevelopment, manufactured home park redevelopment and tenant protection.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental	D6.2.4 Support the phase-out of operational greenhouse gas emissions and increase energy efficiency for all new buildings

		housing stock, while considering impacts on tenants and affordability	through *Energy Step Code* and *Zero Carbon Step Code* requirements. D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce *GHG emissions*, and mitigate extreme heat in urban areas through the DP1 Form and Character Guidelines (see Appendix 2) and other design measures. D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance. D6.2.7 Encourage construction practices and technologies that reduce *embodied carbon* and improve the *climate resilience* of new buildings. D6.2.8 Support affordable zero-carbon resilience retrofits of existing buildings by: Advocating to senior levels of government for regulations, funding and supportive programs; and Developing a comprehensive existing building strategy.
Policy 4.2.8	**Sec**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Surrey Affordable Housing Strategy was completed in 2018. An update to the Strategy is planned to commence mid-2026. D1.3.1 Target a healthy vacancy rate of approximately 4 percent for *purpose-built rental housing* citywide. D1.3.2 Maintain or increase the number of rental units and bedrooms when existing *purpose-built rental housing* sites are redeveloped. D1.3.4 Explore tools and/or mechanisms to support the development of new *purpose-built rental housing*, including: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. D1.4.1 Ensure conversion of *purpose-built rental* apartment buildings or *co-operative housing* into stratified condominiums is only permitted when city-wide vacancy rates are above 4 percent in alignment with City policies. D1.4.5 Update the City's *Rental Premises Standards of Maintenance Bylaw*.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	D1.4.2 Require that tenants must be informed, assisted and compensated in order for redevelopment of *purpose-built rental* sites to be permitted. D1.4.3 Ensure redevelopment of existing manufactured home sites is only permitted when residents are informed, assisted, and compensated.

			D1.4.4 Regularly review and update the City's bylaws and policies in relation to rental housing redevelopment, manufactured home park redevelopment and tenant protection.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	The City continues to explore opportunities to deliver housing in partnership with non-profit housing providers.

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

	Sec	Policy	Applicable OCP Policies
Policy 4.3.7	**Adopt Regional Context Statements that:**		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	D1.3.3 Advocate to senior governments for policy and taxation changes that will encourage the construction of *purpose-built rental apartments*. D1.5.2 Prioritize Indigenous-led *non-market housing* projects. D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide *non-market housing* that will meet the current and future needs of residents.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide *non-market housing* that will meet the current and future needs of residents.
Policy 4.3.8	**Sec**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	D1.3.3 Advocate to senior governments for policy and taxation changes that will encourage the construction of *purpose-built rental apartments*. D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide *non-market housing* that will meet the current and future needs of residents.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Surrey's A Pathway to Home: Surrey Homelessness Prevention + Response Plan includes the following action: Address stigma and foster community buy-in for *non-market housing* developments.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and	Surrey Affordable Housing Strategy was completed in 2018. An update to the Strategy is planned to commence mid-2026. D1.5.1 Support *non-market housing* projects in all communities and encourage them in locations: a. With access to transit routes; b. Within *Transit Oriented Areas*;

		populations experiencing or at risk of homelessness	c. In the *City Centre, Town Centres* and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. D1.5.2 Prioritize Indigenous-led *non-market housing* projects. D1.5.3 Use regulatory tools such as *"as-of-right" zoning, inclusionary zoning* and bonus density to increase the supply of non-market rental housing. D1.5.4 Support the development of *non-market housing* by: a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; d. Contributing land; or e. Providing other incentives. D1.5.5 Develop a land acquisition and funding strategy to acquire sites for *non-market housing*. D1.5.6 Provide opportunities for the co-location of *non-market housing* with new civic facilities, such as recreation centres, libraries and fire halls. D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide *non-market housing* that will meet the current and future needs of residents.

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

	Sec	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
Policy 5.1.14	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	D2.1.2 Promote a robust street network that: a. Supports *multi-modal transportation* options/multiple travel options; b. Connects *public spaces*; and c. Discourages cul-de-sacs and large blocks. D2.1.3 Ensure new developments provide transportation infrastructure as specified by the City's engineering design standards to serve the site and connect seamlessly with the surrounding transportation network. D2.2.1 Improve pedestrian safety and comfort through design strategies, including: a. Ensuring sidewalks are built to current standards; b. Increasing mid-block crossing opportunities where appropriate; c. Expanding crosswalks where warranted; and d. Managing vehicle speeds and volumes on local roads and in neighbourhoods. D2.2.2 Establish and complete a core cycling network that is connected and safe. D2.2.3 Locate bicycle and *micromobility*-supportive facilities near *rapid transit* stations, *bus exchanges* and appropriate locations along transit corridors. D2.2.4 Implement the *Sidewalk Action Plan* that prioritizes safe pedestrian access to schools, bus stops and *rapid transit* stations, *parks* and daily needs such as grocery stores. D2.3.1 Support the development of *City Centre* as the major transit hub for the South of Fraser region. D2.3.2 Support the planning and development of a grid-based transit network in Surrey that connects *City Centre, Town Centres,* planned neighbourhoods and neighbouring communities.

			D2.3.3 Identify and incorporate *transit priority measures* in road and intersection projects. D2.3.4 Collaborate and/or partner with *TransLink* to ensure transit infrastructure and stations are human-scaled, fully accessible, highly visible, well-connected to the street network, and designed to incorporate public art. D2.3.5 Advocate, at all levels of government, for increased transit service for Surrey. D2.3.6 Collaborate with *TransLink*, other levels of government and neighbouring jurisdictions to expand *rapid transit* consistent with *Metro Vancouver's Regional Transportation Strategy* and any future area transport plan for south of the Fraser. D2.3.7 Ensure Surrey residents have safe and comfortable access to public transit by: a. Prioritizing the sidewalk network within 400 metres of bus stops, where appropriate; b. Expanding the availability of bus shelters; and c. Ensuring all bus stops are accessible. D2.3.8 Work with *TransLink* to improve transit service in Surrey, including: a. Expanding *rapid transit* service and the *Frequent Transit Network*; b. Expanding local bus service; c. Implementing *transit priority measures*; d. Improving the safety, convenience, attractiveness and accessibility of transit at stations, stops and exchanges; and e. Continuously improving rider safety on transit.
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	D2.4.7 Formalize a clear and consistent approach to delivering *transportation demand management measures*. D2.2.3 Locate bicycle and *micromobility*-supportive facilities near *rapid transit* stations, *bus exchanges* and appropriate locations along transit corridors. D2.1.3 Ensure new developments provide transportation infrastructure as specified by the City's engineering design standards to serve the site and connect seamlessly with the surrounding transportation network. D2.3.3 Identify and incorporate *transit priority measures* in road and intersection projects. D2.3.8 Work with *TransLink* to improve transit service in Surrey, including: a. Expanding *rapid transit* service and the *Frequent Transit Network*; b. Expanding local bus service; c. Implementing *transit priority measures*;

			d. Improving the safety, convenience, attractiveness and accessibility of transit at stations, stops and exchanges; and e. Continuously improving rider safety on transit.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	D2.1.1 Ensure the City's transportation design standards guide the development of a network that: a. Prioritizes the movement of people efficiently; b. Aligns with current industry standards; c. Prioritizes road safety; and d. Is practical to build and maintain. D2.1.2 Promote a robust street network that: a. Supports *multi-modal transportation* options/multiple travel options; b. Connects *public spaces*; and c. Discourages cul-de-sacs and large blocks. D2.2.1 Improve pedestrian safety and comfort through design strategies, including: a. Ensuring sidewalks are built to current standards; b. Increasing mid-block crossing opportunities where appropriate; c. Expanding crosswalks where warranted; and d. Managing vehicle speeds and volumes on local roads and in neighbourhoods. D2.2.2 Establish and complete a core cycling network that is connected and safe. D2.2.4 Implement the *Sidewalk Action Plan* that prioritizes safe pedestrian access to schools, bus stops and *rapid transit* stations, *parks* and daily needs such as grocery stores. D2.3.3 Identify and incorporate *transit priority measures* in road and intersection projects. D2.3.7 Ensure Surrey residents have safe and comfortable access to public transit by: a. Prioritizing the sidewalk network within 400 metres of bus stops, where appropriate; b. Expanding the availability of bus shelters; and c. Ensuring all bus stops are accessible. D2.4.1 Identify and eliminate critical road network gaps and points of congestion through strategic network, road and intersection improvement projects. D2.4.2 Facilitate consistent flows of traffic by: Restricting the number of driveways that directly access arterial roads along high-volume streets; and Exploring traffic control options that improve safety and maintain the flow of traffic.
	d)	support the transition to zero-emission vehicles	D6.2.10 Support the transition to zero- and low-emission vehicles by:

			a. Exploring increasing access to electric vehicle charging in new developments; and b. Encouraging private industry and public sector organizations to develop or expand their electric vehicle charging infrastructure.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	D2.2.2 Establish and complete a core cycling network that is connected and safe.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	D2.1.3 Ensure new developments provide transportation infrastructure as specified by the City's engineering design standards to serve the site and connect seamlessly with the surrounding transportation network. D2.2.3 Locate bicycle and *micromobility*-supportive facilities near *rapid transit* stations, *bus exchanges* and appropriate locations along transit corridors.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

	Sec	Policy	Applicable OCP Policies
Policy 5.2.6	**Adopt Regional Context Statements that:**		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	See RCS Map 3.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	D2.4.3 Establish a *curb space* access strategy to: a. Reduce congestion; b. Optimize on-street parking demand; c. Support goods movement; and d. Improve safety. D2.4.4 Facilitate efficient goods movement through the use of designated truck routes. D2.4.8 Collaborate with senior levels of government and *TransLink* to improve efficiencies along goods movement corridors, including those accessing port facilities, international border crossings, rail lines and major river crossings.
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles	D2.4.7 Formalize a clear and consistent approach to delivering *transportation demand management measures*.

		for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	D2.4.3 Establish a *curb space* access strategy to: a. Reduce congestion; b. Optimize on-street parking demand; c. Support goods movement; and d. Improve safety. D2.4.4 Facilitate efficient goods movement through the use of designated truck routes. D2.4.8 Collaborate with senior levels of government and *TransLink* to improve efficiencies along goods movement corridors, including those accessing port facilities, international border crossings, rail lines and major river crossings.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	The OCP DP1 Development Permit Guidelines: Form and Character guidelines provide guidance on residential livability.
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	D6.2.10 Support the transition to zero- and low-emission vehicles by: a. Exploring increasing access to electric vehicle charging in new developments; and b. Encouraging private industry and public sector organizations to develop or expand their electric vehicle charging infrastructure.

Metro 2050 Implementation

Metro 2050 Implementation Policies		City of Surrey Response
6.2.7	A member jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows: a) the member jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare; b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the member jurisdiction may redesignate land: • from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or • from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: ◦ the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and ◦ the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares; c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the member jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.	The OCP permits such amendments.
6.2.8	A member jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	The OCP permits such amendments.
6.2.9	Member jurisdictions will notify Metro Vancouver, in writing, of any and all adjustments, as permitted by sections 6.2.7 and 6.2.8, within thirty (30) days after the member jurisdiction has adopted its Official Community Plan amendment bylaw.	The City of Surrey will implement *Metro 2050* Section 6.2.9.
6.2.10	If a member jurisdiction includes language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require a new Regional Context Statement or consideration by the Metro Vancouver Regional District (MVRD) Board. All other adjustments to regional land use designation boundaries require an amendment to the member jurisdiction's Regional Context Statement, which must be submitted to the MVRD Board for acceptance in accordance with the requirements of the *Local Government Act*.	The OCP permits such amendments.

Tables and Maps

Table 1. Population, Dwelling Units and Employment Growth Projections

Section 1.1.9 b) of Metro 2050 requires member jurisdictions adopt RCSs that "provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the UCB." An RCS should illustrate efforts to align the OCP with the member jurisdiction and regional projections over time. RCSs should indicate growth projections for the same time periods as indicated in Metro 2050: i.e. to 2030, 2040, and 2050.

	2021	**2030**	**2040**	**2050**
Population	597,133	802,163	927,947	1,073,452
Dwelling Units	194,980	241,660	288,760	332,990
Employment	211,590	270,840	328,440	380,510

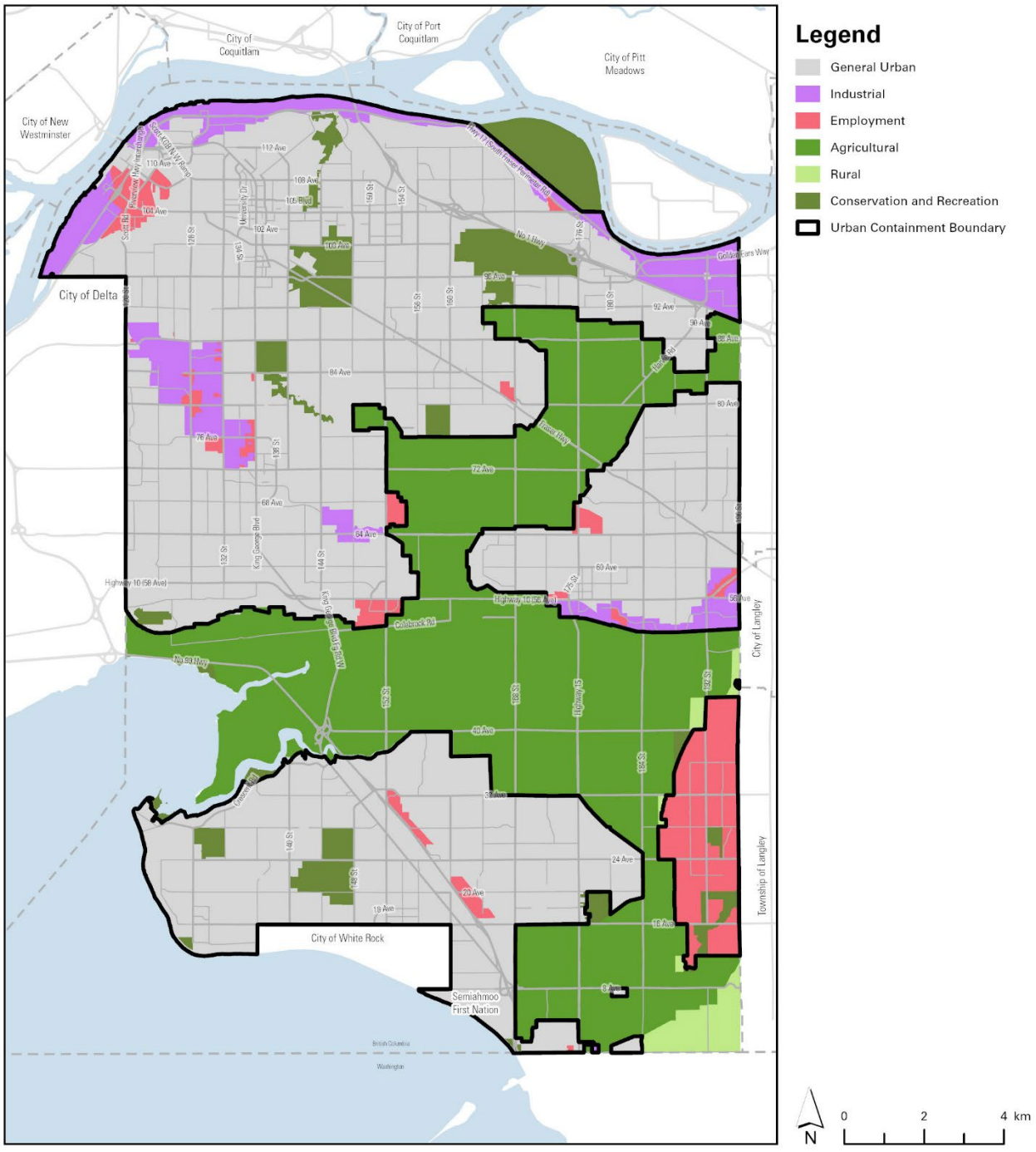
Table 2. Population, Dwelling Unit and Employment Target in Urban Centres and FTDAs

Section 1.2.24 a) of Metro 2050 requires member jurisdictions adopt RCSs that "provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2."

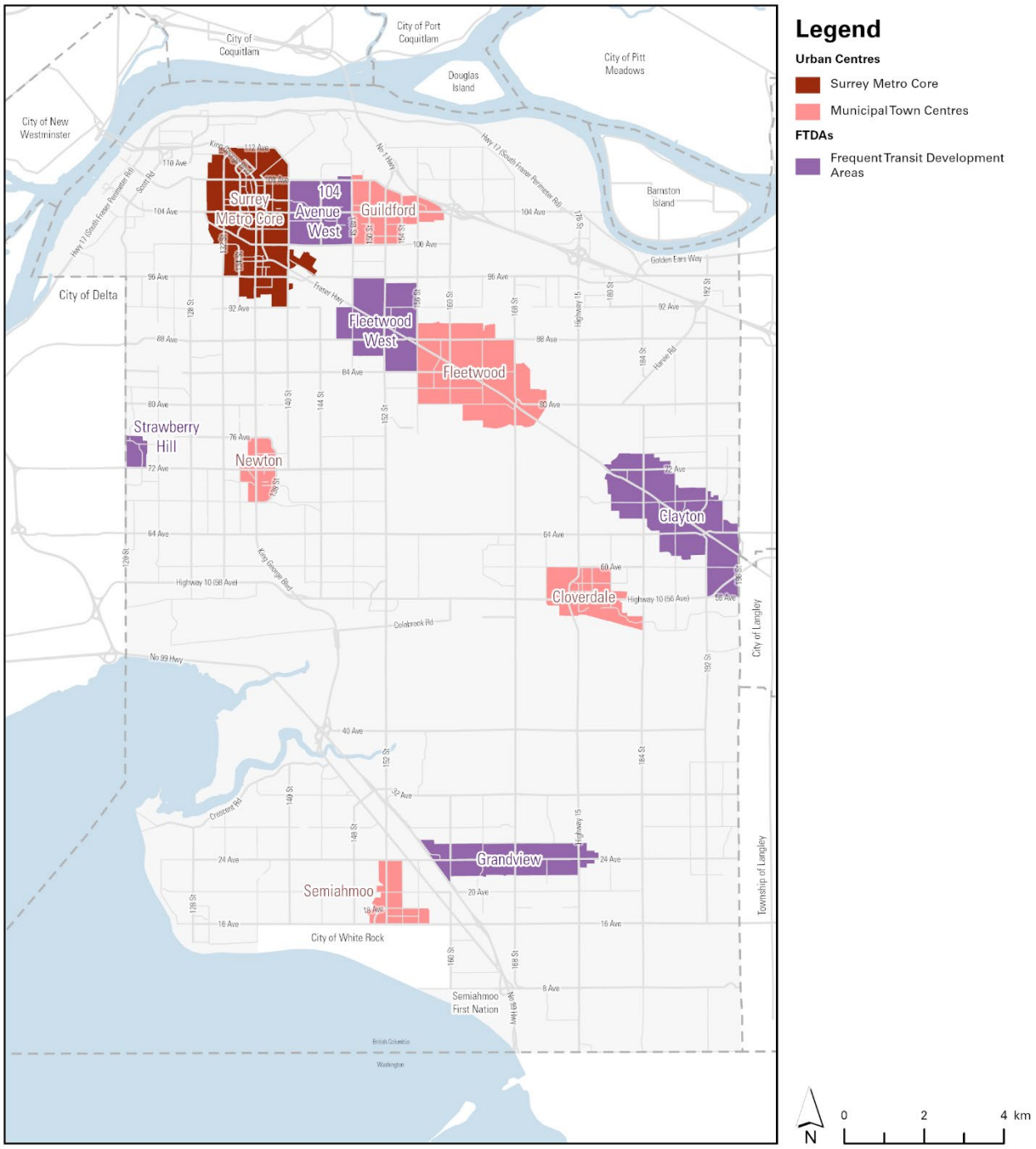
	Proportion of new units
Surrey Metro Core	40%
Urban Centres/Town Centres: Guildford Fleetwood Newton Cloverdale Semiahmoo	20%
FTDAs: 104 Avenue West Fleetwood West Clayton Strawberry Hill Grandview	20%

Refined employment growth targets by Urban Centres and FTDAs will be determined in the forthcoming update to Surrey's Employment Lands Strategy.

RCS Map1: Regional Land Use Designations and Urban Containment Boundary



RCS Map 2: Urban Centres and FTDAs



RCS Map 3: Goods Movement Network

