METRO VANCOUVER REGIONAL DISTRICT (MVRD)

BOARD OF DIRECTORS

BOARD MEETING

Friday, October 30, 2026
9:00 am
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

AGENDA

A. ADOPTION OF THE AGENDA

1. October 30, 2026 Meeting Agenda
THAT the MVRD Board adopt the agenda for its meeting scheduled for October 30, 2026 as circulated.

B. ADOPTION OF THE MINUTES

1. September 25, 2026 Meeting Minutes *pg. 27*
THAT the MVRD Board adopt the minutes of its meeting held September 25, 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. INVEST VANCOUVER MANAGEMENT BOARD REPORTS

1.1 Major Local Investment Attraction Events Update *pg. 35*

Report dated September 9, 2026 from Katie Fitzmaurice, Executive Vice President, Invest Vancouver.

Executive Summary

Web Summit Vancouver 2026 and the 2026 FIFA World Cup (FWC26) were important platforms for driving investment attraction through strategic partnerships and for raising the global profile of the Metro Vancouver region.

Invest Vancouver leveraged Web Summit Vancouver 2026 to drive targeted investor engagement, coordinated lead generation, and increased global visibility for the region. The strategy integrated curated events, proactive investor outreach, a coordinated Team Invest Vancouver presence, and high-performing digital marketing and PR campaigns. Results include strong attendance, improved engagement metrics, and a growing pipeline of qualified investment leads.

Leveraging the global profile of FWC26, Invest Vancouver delivered a PacifiCan-funded investor engagement strategy that combined executive programming, curated investor experiences, partner collaboration, and digital marketing. Across 15 activations, the initiative engaged 688 participants, strengthened strategic partnerships, elevated awareness of Metro Vancouver's competitive advantages, and generated new opportunities for future investor engagement and lead development.

Recommendation

THAT the MVRD Board:

a) receive for information the report dated September 9, 2026, titled "Major Local Investment Attraction Events Update"; and
b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

1.2 Investment Attraction Update Q2 2026 *pg. 50*

Report dated September 13, 2026 from Katie Fitzmaurice, Executive Vice President, Invest Vancouver, and Nikola Fischerova, Sector Development Lead, Invest Vancouver.

Executive Summary

As of Q2 2026, Invest Vancouver is managing 154 active investment leads, representing $956 million in potential direct investment and 1,625 projected jobs. During the quarter, Invest Vancouver supported six companies landing or expanding in the Metro Vancouver region, representing $96.3 million in direct investment over three years and 453 new jobs. These numbers in the pipeline reflect refinements to the review methodology that improve accuracy and transparency.

Lead generation activities included five outbound missions to Germany (Hannover Messe); South Korea and Japan (Global Affairs Canada Spring Roadshow); France (Eurosatory and VivaTech); the United States (BIO International Convention); and Canada (CANSEC). Invest Vancouver also hosted one executive familiarization tour and participated in hosting four inbound delegation visits.

Invest Vancouver is also in the planning and preparation phase for six strategic outbound missions scheduled for Q3 2026: International Defence Industry Exhibition (MSPO) in Poland (Defence); Innovate Canada 2026 in Quebec City (High-tech); the Consider Canada City Alliance / Canada Investment Summit in Toronto (Multiple Sectors); the Tokyo Game Show in Japan (Digital Media and Entertainment); International Cybersecurity Expo in the United Kingdom (High Tech) and ALL IN in Montreal (High-tech).

Recommendation
THAT the MVRD Board:
a) receive for information the report dated September 13, 2026, titled "Investment Attraction Update Q2 2026"; and
b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

1.3 2026/2027 CanExport Community Investments Grant *pg. 58*

Report dated September 9, 2026 from Sue Mah, Vice President, Partnerships, Invest Vancouver, and Rosemary Preckel, Project Coordinator, Invest Vancouver.

Executive Summary
As a commitment to continuously seek external grant funding to supplement the fiscal budget on foreign direct investment (FDI) attraction activities, Invest Vancouver has secured $370,560 in grant funding from the CanExport Community Investment Program for fiscal year 2026/2027, a 36 per cent increase over the previous year. The CanExport Community Investments Program is a federal government initiative that provides financial support to communities aiming to attract, retain, and expand foreign direct investment (FDI). The program provides non-repayable grants for projects and activities, covering up to 60 per cent of eligible expenses.

Invest Vancouver received funding for FDI Strategic Planning and Analysis ($170,400), FDI Tool and Material Development ($132,480), and FDI Lead Generation and Meetings with Potential Investors ($67,680). The funds will support 10 projects and 19 outbound missions, to be completed between April 1, 2026 and March 31, 2027. Since 2022, Invest Vancouver has steadily increased its external revenue yearly from the CanExport Community Investments Program, and have been awarded a cumulative total of $1.3 million in grants to strengthen the regional economy.

Recommendation
THAT the MVRD Board receive for information the report dated September 9, 2026, titled "2026/2027 CanExport Community Investments Grant".

1.4 Invest Vancouver 2026 Annual Plan Mid-Year Deliverables and KPI Update *pg. 61*

Report dated September 8, 2026 from Jacquie Griffiths, President, Invest Vancouver, and Sue Mah, Vice President, Partnerships, Invest Vancouver.

Executive Summary

This report provides a summary of results for Invest Vancouver's deliverables and key performance indicators as set out in the 2026 Annual Plan, for the first and second quarters of 2026. The identified deliverables and related activities support Invest Vancouver's priorities to attract strategic investment, through increased global awareness of the Metro Vancouver region in key industries.

From January 1 to June 30, 2026, Invest Vancouver helped 11 companies land or expand in the region, representing $225 million in direct investment over three years and 853 jobs. Invest Vancouver also secured $1,229,560 in federal grant funding to support investment attraction and strategic initiatives, representing 28 per cent of Invest Vancouver's 2026 total budget.

Recommendation

THAT the MVRD Board:

a) receive for information the report dated September 8, 2026, titled "Invest Vancouver 2026 Annual Plan Mid-Year Deliverables and KPI Update"; and
b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

1.5 Invest Vancouver Governance Model Review – Findings *pg. 73*

Report dated September 8, 2026 from Jacquie Griffiths, President, Invest Vancouver.

Executive Summary

Since 2021, it has been expected that, as Invest Vancouver matures, it would explore new structure and governance to optimize success. Metro Vancouver has been actively exploring ways to transition the organization to an arm's length model. In late 2025, Metro Vancouver engaged Dalberg to conduct a governance structure and value proposition review for Invest Vancouver. Dalberg found that Invest Vancouver's current governance structure limits operational flexibility and competitiveness, constrains access to external funding opportunities, and reduces its ability to operate in a manner consistent with peer economic development organizations (EDOs). The review concluded that these limitations create a "vicious cycle" of pressure for short-term results while restricting the flexibility needed to maximize long-term strategy and impact.

Dalberg determined that transitioning Invest Vancouver to an arm's-length regional economic development organization, consistent with other Canadian EDOs, offers the most effective path to optimized performance, increased funding opportunities, and long-term organizational sustainability. Dalberg evaluated three alternative governance models: a Wholly Owned Subsidiary, a Regional Anchor Model, and a Federated Municipal Model. The assessment considered each model's ability to provide operational flexibility and competitiveness with peer regions, funding certainty, strategic autonomy, and long-term sustainability, all while maintaining a strong regional value proposition.

As part of this work, Dalberg had discussions with the Invest Vancouver Advisory Committee (IVAC) and the Invest Vancouver Management Board (IVMB). Of the three options, the Regional Anchor Model emerged as the preferred option. Members of both committees emphasized the importance of maintaining a unified regional voice for investment attraction, expanding access to external funding sources, and preserving strong municipal and stakeholder engagement.

Under the Regional Anchor Model, Invest Vancouver would become an independent organization supported by Metro Vancouver as an anchor funder, with an optimized potential of securing additional funding from provincial and federal governments, the private sector, and other partners. Dalberg concluded that this model best balances operational independence with regional cohesion, reduces the risk of municipal fragmentation, and positions Invest Vancouver to access new funding opportunities and strengthen partnerships across the economic development ecosystem.

Additional work is required to assess governance design, funding arrangements, transition requirements, and implementation considerations.

Recommendation

THAT the MVRD Board:

a) receive for information the report dated September 8, 2026, titled "Invest Vancouver Governance Model Review – Findings"; and

b) direct staff to bring forward, in Q1 2027 through Board Strategic Planning work, a sustainable arm's-length model for Invest Vancouver based on the Regional Anchor Model with a transition plan that targets implementation in January 2028.

2. REGIONAL PLANNING COMMITTEE REPORTS

2.1 Metro 2050 Regional Context Statement – City of White Rock

pg. 100

Report dated September 16, 2026 from Victor Cheung, Regional Planner, Regional Planning and Housing Services.

Executive Summary

The City of White Rock 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 (RCS) to ensure local aspirations align with shared regional goals.

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

- Compact Urban Growth: Directing growth to Semiahmoo Municipal Town Centre and adjacent transition areas, consistent with *Metro 2050* Goal 1.
- Sustainable Economy: Supporting employment and commercial activity within Semiahmoo Municipal Town Centre, consistent with Goal 2.
- Environmental Protection and Climate Action: Protecting and enhancing ecological assets, contributing to greenhouse gas reduction, and improving resilience to climate change and natural hazards, consistent with Goal 3.
- Housing Diversity and Affordability: Providing for a range of housing forms, including secondary suites, accessory dwelling units, multiplexes, rowhouses, and apartments, consistent with Goal 4.
- Sustainable Transportation: Coordinating land use and transportation planning to support walking, cycling, rolling, and transit, consistent with Goal 5.

While the OCP update introduces modest changes, primarily to align with provincial housing legislation, the City has identified opportunities for improved alignment with regional targets in its next OCP review. Metro Vancouver and the City will work together through the next OCP and RCS update process to establish targets for growth, ecosystem protection, tree canopy cover, greenhouse gas emission reductions, and affordable rental housing.

Metro Vancouver staff recommend that the MVRD Board accept the City of White Rock's Regional Context Statement.

Recommendation

THAT the MVRD Board:

a) accept the City of White Rock's Regional Context Statement as attached to the report dated September 16, 2026, titled "Metro 2050 Regional Context Statement – City of White Rock" and notify the City of White Rock of the decision; and

b) include in the correspondence to the City of White Rock 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 September 16, 2026, titled "Metro 2050 Regional Context Statement – City of White Rock" 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.

2.2 Metro 2050 Regional Context Statement – Village of Belcarra *pg. 147*

Report dated September 23, 2026 from Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services.

Executive Summary

The Village of Belcarra has completed an update to its Official Community Plan (OCP) and submitted a revised Regional Context Statement (RCS) 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 RCSs to ensure local aspirations align with the regional federation's goals.

Given that the Village of Belcarra is a semi-rural, entirely residential community, many *Metro 2050* policies do not apply. Nevertheless, the RCS supports the regional federation's vision by advancing:

- Compact Urban Growth: Enhancing community amenities and supporting development respecting the area's semi-rural character, consistent with *Metro 2050* Goal 1.
- Sustainable Economy: Exploring retail opportunities, expanding home-based business options, and collaborating regionally on farmers' markets, consistent with Goal 2.
- Environmental Protection and Climate Action: Protecting environmentally sensitive areas, enhancing climate resilience, and mitigating hazards, consistent with Goal 3.
- Housing Diversity and Affordability: Supporting a wider range of housing options, including affordable and diverse housing types, through zoning and policy, consistent with Goal 4.
- Sustainable Transportation: Locating housing near transportation infrastructure and improving walking and cycling connections, consistent with Goal 5.

Metro Vancouver staff recommend that the MVRD Board accept the Village of Belcarra's RCS.

Recommendation

THAT the MVRD Board accept the Village of Belcarra's Regional Context Statement as attached to the report dated September 23, 2026, titled "Metro 2050 Regional Context Statement – Village of Belcarra" and notify the Village of Belcarra of the decision.

2.3 Metro 2050 – 2025 Annual Performance Monitoring Report *pg. 193*

Report dated August 19, 2026 from Heidi Lam, Senior Policy and Planning Analyst, Regional Planning and Housing Services.

Executive Summary

The 2025 Annual Performance Monitoring Report provides the annual update on the 29 key performance indicators established in *Metro 2050*, the regional growth strategy. These indicators track progress across a range of policy areas and offer a comprehensive view of how the region is advancing toward its long-term vision. The *Metro 2050* Performance Monitoring Dashboard (Reference 1 of the report) supports this report by offering detailed data, visualizations, and status updates for each measure and serves as a transparent and accessible tool for the MVRD Board, member jurisdictions, TransLink, regional agencies, and the public to monitor implementation, evaluate outcomes, and inform collective decision-making.

Highlights include:

- The Urban Containment Boundary remained stable, with 31.6% of the regional area (89,478 ha) located within the boundary in 2025, the same share in 2011 (31.6%, 89,462 ha);
- While the total number of personal passenger vehicles grew by 9% between 2021 and 2025, car ownership per capita declined slightly and the regional share of electric and hybrid vehicles more than doubled from 7% to 18%;
- The total area of land regionally designated Industrial or Employment increased by 2%, with a 4% increase in developed lands and an 8% decrease in vacant lands designated for future industrial development (2020–2025);
- Housing and transportation costs continued to represent a significant share of household income, making up 39% of pre-tax income for renters and 33% of pre-tax income for homeowners (2017–2022); and
- Two amendments to *Metro 2050* were approved in 2025, reflecting ongoing implementation and refinement of the regional growth strategy.

Recommendation

THAT the MVRD Board:

a) receive for information the report dated August 19, 2026, titled “Metro 2050 – 2025 Annual Performance Monitoring Report”; and

b) direct staff to forward a copy of the report dated August 19, 2026, titled “Metro 2050 – 2025 Annual Performance Monitoring Report” to the Ministry of Housing and Municipal Affairs and the Ministry of Citizen’s Services.

2.4 Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Phase II Update *pg. 208*

Report dated October 1, 2026 from Michael Epp, Director, Housing Planning and Development, Metro Vancouver Housing.

Executive Summary

The Rental Housing Blueprint project was initiated to streamline and expedite multi-family rental housing delivery through technological advancement and modern construction methods evolving in the housing and construction industry.

Metro Vancouver Housing (MVH) collaborated with three member jurisdictions, the City of Richmond, the City of Port Moody and the District of North Vancouver, where Digitally Accelerated Standardized Housing (DASH) pilot projects are anticipated, to explore municipal approaches that could expedite project approvals and permitting processes.

The report, "Getting to DASH: Practical Recommendations for BC Municipalities to Enable Off-Site Construction and Accelerate Housing Delivery" (Attachment 1 of the report), finds that many barriers to off-site construction stem from regulatory systems designed around traditional site-built development. Key recommendations include creating greater certainty through pre-zoning and standardized zoning districts, simplifying design requirements that limit standardization, improving the predictability of development approvals, modernizing permitting processes through phased and digital permitting approaches, and increasing familiarity with off-site construction methods and CSA A277 certification. The report's central finding is that municipalities can accelerate housing delivery by moving from discretionary, project-by-project approvals toward more standardized, predictable, and digitally enabled systems that support off-site construction as a routine method of housing delivery.

Ongoing and future work will support integrating DASH principles and methods into multi-family rental design and applying DASH concepts on two MVH pilot projects located in Port Moody and the District of North Vancouver. Regular updates on the DASH pilot work will be brought forward as the projects progress.

Recommendation
THAT the MVRD Board receive for information the report dated October 1, 2026, titled "Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Phase II Update".

2.5 Metro Vancouver 2025 Industrial Lands Inventory *pg. 298*
Report dated September 4, 2026 from Olivia Halper, Senior Planner, Regional Planning and Housing Services.

Executive Summary
The 2025 Metro Vancouver Industrial Lands Inventory has been compiled and identifies approximately 12,000 hectares of industrial land across the region. Updated every five years, the Inventory tracks the region's industrial land supply and provides data to support planning, policy development, and business investment decisions aimed at protecting and enhancing industrial capacity.

Key findings include:

- Industrial lands remain a critical regional asset, supporting jobs, businesses, and international trade.
- Most industrial lands are protected for long-term industrial use, and there has been a modest increase of 2% in industrial land area since 2020.
- Industrial uses continue to face pressure and displacement due to:
    - The removal of developed industrial parcels from the Inventory.
    - The continued presence of retail and commercial uses on lands intended for industrial activities.
- Industrial lands are increasingly shifting away from Urban Centres, where they provide accessible jobs and city-servicing uses to locations farther from major population centres and less accessible by transit, potentially increasing transportation costs and greenhouse gas emissions associated with worker and goods movement.

Recommendation

THAT the MVRD Board:

a) receive for information the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory";
b) request that the Board Chair forward a copy of the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory" to member jurisdictions with an offer of a presentation to Council upon request;
c) request that the Board Chair forward a copy of the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory" to the Provincial Minister of Jobs and Economic Growth; and
d) direct staff to forward a copy of the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory" to the Port of Vancouver, TransLink, the Urban Development Institute, NAIOP, Vancouver Airport Authority, and Squamish Lillooet and Fraser Valley Regional Districts.

3. AIR QUALITY COMMITTEE REPORTS

3.1 Emissions Mapping Toolkit – Updated Application to the Regional District Sustainability Innovation Fund

pg. 381

Report dated September 1, 2026 from Nicki Casley, Air Quality Planner, Air Quality and Climate Action Services, and Derek Jennejohn, Lead Senior Engineer, Air Quality and Climate Action Services.

Executive Summary

This report seeks MVRD Board approval for the *Emissions Mapping Toolkit* project, with funding of $120,000 from the Regional District Sustainability Innovation Fund (SIF) Reserve.

The proposed project was previously presented to the Air Quality Committee on June 12, 2026. Following discussion, the Committee referred the item back to staff and requested additional information regarding Metro Vancouver's air quality data resources, the potential value and applications of the toolkit for member jurisdictions and partners, and opportunities for collaboration with external organizations. This report responds to those requests and provides the additional information requested by the Committee. Specifically, feedback from staff representatives from seven member jurisdictions, the Health Authorities, and academic researchers indicated broad support for the proposed project. Responses highlighted the toolkit's potential to provide air quality information that supports public engagement, land use and community planning, targeted health interventions, and future air quality research.

The additional information provides further context regarding the potential application and benefits of the proposed project. The *Emissions Mapping Toolkit* would enhance Metro Vancouver's existing emissions inventory by translating regional-scale data into interactive, easy-to-use, neighbourhood-scale maps that show where air contaminants are emitted and how emission sources relate to where people live, work, and play. Guided by an interagency advisory committee, the toolkit would initially support Metro Vancouver's internal planning, policy, regulatory, and operational decision-making, while providing member jurisdictions and partners with new neighbourhood-scale information to support community planning, public engagement, and local air quality initiatives. The project would help target actions where they can have the greatest impact, strengthen regional collaboration, and create a foundation for potential future expansion to broader regional use.

Recommendation

THAT the MVRD Board approve the project titled "Emissions Mapping Toolkit", to be funded from the Regional District Sustainability Innovation Fund Reserve in the amount of $120,000, as described in the report dated September 1, 2026, titled "Emissions Mapping Toolkit – Updated Application to the Regional District Sustainability Innovation Fund".

3.2 2026 Air Quality Warning Season *pg. 390*

Report dated September 21, 2026 from Geoff Doerksen, Air Quality Planner, Air Quality and Climate Action Services, and Ken Reid, Superintendent Environmental Sampling and Monitoring, Air Quality and Climate Action Services.

Executive Summary

Metro Vancouver operates a comprehensive Air Quality Warning program for the Lower Fraser Valley airshed, including both Metro Vancouver and the Fraser Valley Regional District, to help protect public health during periods of degraded air quality. Delivered in partnership with federal, provincial, regional, and health authority partners, the program combines real-time air quality monitoring, forecasting, public notification, and health-risk communications to provide timely information that residents and organizations can use to reduce exposure to air pollution and make informed decisions. This summer, the program delivered more than 123,000 warning notifications to over 6,000 public subscribers and media outlets, while warning information was also shared with local governments, schools, childcare facilities, community sports organizations, and health authorities. The notifications supported actions to protect residents, such as modifying or postponing outdoor activities, relocating activities indoors, setting up cleaner indoor air spaces, and implementing air quality response plans during smoke and smog events.

British Columbia experienced an active wildfire season in 2026, particularly in the southern part of the province, resulting in several periods of smoke impacts in the Lower Fraser Valley. Metro Vancouver issued Air Quality Warnings on 15 days during six warning periods in July and August due to elevated concentrations of fine particulate matter ($PM_{2.5}$) associated with wildfire smoke from fires near Boston Bar, the South Cariboo, and the Southern Interior. In addition, ground-level ozone warnings were issued on three days in eastern parts of Metro Vancouver and the Fraser Valley due to a combination of local emissions, hot sunny weather, and the influence of wildfire smoke.

The 2026 season marked the introduction of a new colour-coded warning system, with yellow warnings indicating high health risk and orange warnings indicating very high health risk. The new system was implemented collaboratively with provincial, federal, and health partners to improve public understanding of air quality risks and associated protective actions.

The report summarizes the 2026 air quality warning season, reviews long-term warning trends, and highlights the growing influence of climate change on regional air quality. While Metro Vancouver has made significant progress reducing air pollution from local sources, wildfire smoke is becoming an increasingly important driver of poor air quality across the region.

Recommendation
THAT the MVRD Board receive for information the report dated September 21, 2026, titled "2026 Air Quality Warning Season".

4. ELECTORAL AREA COMMITTEE REPORTS

4.1 Development Variance Permit – 2 Strachan Point Road *pg. 396*

Report dated September 18, 2026 from Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning and Housing Services.

Executive Summary
The MVRD Board is the local planning and building inspection authority for approximately 500 properties in the rural portions of Electoral Area A.

The property owners at 2 Strachan Point Road, in the Howe Sound mainland community of Strachan Point, have applied for a development variance permit related to adding a second story to the existing detached garage (accessory building) and renovating the existing home on the property. The proposed variances would vary the *Electoral Area A Zoning Bylaw* to allow for a taller accessory building (7.5 m instead of 4.5 m) and reduce the setback from the sea by 3 m to allow the home's roof eaves and support posts to be located in the setback area. Strachan Point Estates Ltd. (community association) and several community residents have submitted comments citing no objection and support for the application. Staff have no concerns about the application.

As the property is located within 800 m of a controlled access highway, the Ministry of Transportation and Transit must approve the permit before issuance. Staff recommend that the MVRD Board authorize issuance of the development variance permit subject to Ministry approval.

Recommendation
THAT the MVRD Board authorize the issuance of a development variance permit at 2 Strachan Point Road (PID: 003-721-345) that varies the *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011* by:

a) increasing the maximum accessory building height allowed in Section 314(2) from 4.5 metres to 7.5 metres; and
b) reducing the setback from the natural boundary of the sea required in Section 212(2) from 7.5 metres to 4.5 metres for roof eaves and roof support posts, subject to approval by the Ministry of Transportation and Transit.

4.2 Howe Sound Biosphere Region – Memorandum of Understanding Renewal *pg. 406*

Report dated September 18, 2026 from Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning and Housing Services.

Executive Summary
Metro Vancouver has been a participant in the bi-annual Howe Sound Community Forums since 2000 and signed the latest version of the Memorandum of Understanding (MOU) in 2022. The Howe Sound Biosphere Region Initiative Society is a registered non-profit that was created in 2017 to support the Forums and was the lead organization responsible for the designation of the Átl'ka7tsem/Howe Sound as a UNESCO biosphere region, which was granted in September 2021 with support from the MVRD Board.

The Society is requesting that the MVRD Board, as the local government for Electoral Area A, renew its support for the Howe Sound Community Forum Principles for Cooperation by signing an updated MOU that would commit Metro Vancouver to continuing to support and cooperate with the Society as it manages the biosphere, Forums and its sub-committees.

Signing the MOU would not commit Metro Vancouver to any funding, but each participant is expected to host one of the Forums. The last Forum that Metro Vancouver (Electoral Area A) co-hosted with the Village of Lions Bay was in 2026 and cost $2,500, which was funded from the Electoral Area Services budget. Future hosting costs would come from the same budget, so there are no regional financial implications associated with this MOU renewal.

Recommendation
THAT the MVRD Board authorize the Acting Chief Administrative Officer and the Acting Corporate Officer to sign the updated Memorandum of Understanding with the Howe Sound Biosphere Region Initiative Society on behalf of Metro Vancouver Regional District and Electoral Area A.

5. GOVERNANCE COMMITTEE REPORTS

5.1 Board Orientation and Strategic Planning

pg. 428

Report dated October 15, 2026 from Heather McNell, Acting Commissioner / Chief Administrative Officer.

Executive Summary

The transition to a new Board term following the 2026 local government election presents an important opportunity to build a shared understanding of Metro Vancouver's role and responsibilities and to establish a clear strategic direction for the organization over the next four years. As a complex regional organization responsible for essential utility, planning, and regional services, Metro Vancouver operates in an environment characterized by significant infrastructure investment requirements, affordability pressures, evolving regional growth challenges, and ongoing discussions regarding the organization's mandate, governance, and priorities.

Planning for Board orientation and strategic planning is underway. Draft plans have been shaped by feedback received over the past year from the Governance Committee, the MVRD Board, and the 2025 and 2026 Deloitte reports on Board Governance. The proposed approach is intended to support the development of a Board-led 2027-2030 Board Strategic Plan by creating opportunities throughout the orientation and planning process for Directors to identify priorities, explore strategic issues, and help shape organizational direction for the upcoming term.

The objective of orientation is to help Directors to develop a common understanding of Metro Vancouver's policies, practices, services, major projects, opportunities, and challenges. The proposed Board Orientation and Strategic Planning Process will take place starting in November and continue through March, and will aim to build a shared understanding of Metro Vancouver's roles and responsibilities as the foundation for development of a Board-led Board Strategic Plan.

At its October 15, 2026 meeting, the Governance Committee considered the attached report titled "Board Orientation and Strategic Planning", dated September 22, 2026 (Attachment 1 of the report) and provided feedback on proposed orientation and strategic planning, as outlined in this report to the MVRD Board. Staff gave a presentation titled "Board Orientation & Strategic Planning," introducing the proposed approach, implementation timeline, and potential strategies and cross-cutting issues.

The Governance Committee was asked:

1. What would success look like:
   - What outcomes should the Board orientation and strategic planning process deliver?
   - What would indicate the process had been successful?

2. Feedback on the proposed approach:
   - Is the proposed orientation and strategic planning approach on the right track?
   - Does the proposed structure, sequencing, and timing support the desired outcomes?
   - Based on your experience, what approaches, tactics, and engagement strategies have been most effective (or ineffective) in Board orientation and strategic planning processes?

3. Strategic priorities for discussion:
   - Do these cross-cutting issues capture the big ideas and decisions that should be addressed in the next Board Strategic Plan?
   - Are there any other important issues or emerging priorities, risks, or opportunities that will be important to discuss?

Committee members provided input and had thoughtful dialogue that will help inform the ongoing development of the 2027-2030 term Board Orientation and Strategic Planning.

This matter is now before the Board for its consideration.

Recommendation
THAT the MVRD Board receive for information the report dated October 15, 2026, titled "Board Orientation and Strategic Planning".

6. PERFORMANCE AND AUDIT COMMITTEE REPORTS

6.1 TransLink's 2026 Metro Vancouver Regional Fund Application *pg. 440*

Report dated September 15, 2026 from Mark Seinen, Acting Division Manager, Regional Land Use Policy and Planning.

Executive Summary
The MVRD Board has approval authority over TransLink requests for Metro Vancouver Regional Fund (MVRF) funding. While Metro Vancouver plays an important role in evaluating and approving projects, MVRF funds flow from the federal government to TransLink via the Union of BC Municipalities, and the program has no direct financial impact on Metro Vancouver.

For 2026, TransLink is seeking MVRD Board approval of funding for 73 Articulated 60-foot Electric Trolleybuses with In-Motion Charging to replace 73 existing trolleybuses that have reached the end of their useful life. The funding request totals $160.5 million and, if approved, would leave $79.1 million in available MVRF funds for future use.

Staff have evaluated TransLink's application using the MVRF Policy and MVRF Application Guide (Reference 1 of the report). The evaluation finds that the project meets program criteria, is consistent with TransLink's 2025 Investment Plan, and supports Metro Vancouver's growth management, transportation and climate objectives. Staff recommend that the MVRD Board approve TransLink's application.

Recommendation
THAT the MVRD Board approve $160.5 million in funding from the Metro Vancouver Regional Fund for 73 Articulated 60-foot electric trolleybuses with in-motion charging and notify TransLink of the decision.

6.2 TransLink's Metro Vancouver Regional Fund 2025 Annual Report *pg. 455*

Executive Summary
Report dated September 15, 2026 from Mark Seinen, Acting Division Manager, Regional Land Use Policy and Planning.

TransLink has submitted its 2025 Annual Report containing budget and schedule information on active projects funded through the federal Build Communities Strong Fund via the Metro Vancouver Regional Fund (MVRF) as of December 31, 2025. The MVRF is the region's mechanism to pool municipal infrastructure funds, sourced from the Build Communities Strong Fund, toward regional transportation investments. The MVRF program is jointly administered by Metro Vancouver and the Union of British Columbia Municipalities (UBCM). Metro Vancouver provides oversight and project approvals, while UBCM holds the funds in trust and releases them to TransLink upon receiving Metro Vancouver's notification of project approvals.

Since TransLink's last Annual Report, three projects with MVRF funding have been completed and 22 remain active. Of the 22 active projects, eight were substantially completed by the end of 2025, five were on or ahead of schedule, and nine were experiencing delays. The majority of projects are forecasted to be completed on or under budget. Any unspent MVRF funds at project completion are returned to the MVRF for use on future projects.

At the end of 2025, there remained $139 million in available MVRF funds. Although not featured in TransLink's Annual Report, which is a snapshot as of December 31, 2025, the MVRF balance had grown to $239.6 million as of September 15, 2026 as a result of distributions from the Build Communities Strong Fund and interest earned.

Recommendation
THAT the MVRD Board receive for information the report dated September 15, 2025, titled "TransLink's Metro Vancouver Regional Fund 2025 Annual Report".

6.3 Semi-Annual Report on Development Cost Charges for GVS&DD, GVWD, and MVRD (Regional Parks Acquisition) *pg. 468*
Report dated October 2, 2026 from Linda Sabatini, Chief Financial Officer / General Manager, Financial Services.

Executive Summary
This report provides a semi-annual update on Development Cost Charge (DCC) revenues collected for the first half of 2026, and outlines total amounts received during the year. DCCs are a key funding source for growth-related infrastructure in the Liquid Waste, Water and Regional Parks systems; however, revenues are inherently volatile and influenced by development activity, rate changes, and provincial legislative changes.

Development Cost Charge (DCC) revenues for the first half of 2026 were $159.03 million ($81.15 million in new cash and $77.88 million in deferred DCCs), compared to $276.89 million during the same period in 2025. The decline is primarily driven by provincial legislation allowing developers to defer up to 75% of the DCC payments for four years, the impact of in-stream protection provisions that enabled developers to pay 2024 DCC rates until March 2026 and lower development activity in 2026. While residential development remained the largest component of activity, its share declined to 55% of total building permit values from 67% in 2025. Overall, building permit activity remained stable and permit values increased to $8.5 billion compared to $8.3 billion in the previous year.

Despite lower DCC revenues, DCC collections exceeded the 2026 projections by approximately $80 million. Future revenues will likely be affected by the Boards' decision to roll back the 2026 DCC rates to 2025 levels, as well as broader market uncertainty. Staff will continue to monitor these key trends and report back information to the Committee as part of the regular reporting cycle.

As of June 30, 2026, total DCCs funds available to fund growth related projects and related debt servicing costs, were $488.26 million ($293.58 million for GVS&DD, $191.56 million for GVWD and $3.12 million for Regional Parks).

Recommendation

THAT the MVRD Board receive for information the report dated October 2, 2026, titled "Semi-Annual Report on Development Cost Charges for GVS&DD, GVWD and MVRD (Regional Parks Acquisition)".

7. CHIEF ADMINISTRATIVE OFFICER REPORTS

7.1 Metro Vancouver External Agency Status Report – October 2026 *pg. 472*

Report dated October 5, 2026 from Rapinder Khaira, Acting Supervisor, Legislative Services, Board and Information Services.

Executive Summary

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

Recommendation

THAT the MVRD Board receive for information the following submissions from Metro Vancouver representatives to external agencies:

a) Agricultural Advisory Committee;
b) Board of Trustees of the Sasamat Volunteer Fire Department;
c) Delta Heritage Airpark Management Committee;
d) Fraser Valley Regional Library Board;
e) ɋicə̓ y̓ (Katzie First Nation) Treaty Negotiations;
f) Lower Mainland Local Government Association;
g) Metro Vancouver Regional Parks Foundation;
h) Municipal Finance Authority;
i) National Zero Waste Council;
j) Solid Waste and Recycling Industry Advisory Committee;
k) Union of British Columbia Municipalities, Executive;
l) Union of British Columbia Municipalities, Indigenous Relations Committee; and
m) Zero Emission Innovation Centre Board of Directors

as provided in the report dated October 5, 2026, titled "Metro Vancouver External Agency Status Report – October 5, 2026".

7.2 Results of Assent Voting for MVRD Electoral Area A Clean-up Service Establishment Bylaw No. 1433, 2026 *pg. 522*

Report dated October 19, 2026 from Nikki Tilley, Acting Corporate Officer, and Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning & Housing Services.

Executive Summary

An Assent Voting Process 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, 49 (28%) ballots were cast and accepted, with 7 votes cast in favour and 42 votes cast against establishing the clean-up service. Assent of the electors was not obtained on adopting the following:

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?

As assent of the electors was not obtained, MVRD Bylaw No. 1433, 2026 will not proceed and the Electoral Area A barge clean-up service will not continue. In 2027, Electoral Area Services staff will engage with residents through the upcoming Electoral Area A Official Community Plan review and report community feedback regarding waste management priorities to the Electoral Area Committee and MVRD Board for future consideration.

Recommendation
THAT the MVRD Board receive for information the report dated October 19, 2026, titled "Results of the Assent Voting Process for MVRD Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026".

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. REGIONAL PLANNING COMMITTEE REPORTS

1.1 Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1471, 2026 – City of Surrey (Central Newton Industrial Area) *pg. 527*

Report dated September 14, 2026 from Mark Seinen, Senior Planner, Regional Planning and Housing Services, and Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services.

Executive Summary
The City of Surrey has requested a Type 3 amendment to *Metro 2050* to redesignate approximately 11.9 hectares of land in the Central Newton Industrial Area from Industrial to Employment. The proposed redesignation would support a broader range of employment uses, including commercial, office, and light industrial activities.

This is the third amendment application in this neighbourhood in recent years, all from Industrial-designated lands to Employment. In 2014, lands to the north were amended to help create the Commercial District (Reference 1 of the report). In 2024, a parcel to the east was likewise amended (Reference 2 of the report).

Staff have assessed the request against the goals, strategies, and policies of *Metro 2050*. The proposed amendment presents a balance of competing regional considerations. The amendment would result in the loss of 11.9 hectares of strategically located Industrial land and may contribute to pressure for future conversions of Industrial lands elsewhere in the region. At the same time, the proposal would expand opportunities for employment and services in proximity to existing and planned residential areas, supporting more complete communities and increasing access to jobs through sustainable transportation options, including frequent transit service and a nearby greenway network.

After considering these factors and the broader objectives of *Metro 2050*, staff conclude that, on balance, the proposed amendment is supportable.

The requested *Metro 2050* Type 3 Amendment bylaw requires adoption through an affirmative 50% + 1 weighted vote of the MVRD Board.

Recommendation

THAT the MVRD Board:

a) initiate the *Metro 2050* amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the Central Newton Industrial Area;
b) give first, second, and third reading to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1471, 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 as per previous Board direction.

2. AIR QUALITY COMMITTEE REPORTS

2.1 MVRD Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026

*pg. 5*68

Report dated September 4, 2026 from Gaurav Singh, Air Quality Planner, Air Quality and Climate Action Services, and Esther Bérubé, Division Manager, Air Quality Bylaw Development, Air Quality and Climate Action Services.

Executive Summary

On April 24, 2026, the MVRD Board adopted *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026* (MVRD Bylaw No. 1440, 2026), which sets the fee rates used to calculate fees for air emissions. MVRD Bylaw No. 1440, 2026 reduced air contaminant emission fee rates for 2027 to 2029 compared to the previous version of the air quality fees bylaw. As a consequence, amendments are needed to some emission regulations to ensure consistency in fee rates.

Although the Board has already approved the revised fee framework through *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026*, additional bylaw amendments are required because several sector-specific emission regulations contain their own fee schedules that do not automatically update when changes are made to the overarching fees bylaw. The proposed amendments are therefore consequential and harmonizing in nature, updating those sector-specific regulations to ensure consistency with the Board-approved fee rates.

To match MVRD Bylaw No. 1440, 2026, the proposed amendments in *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026* apply the reduction in emission fee rates to 36 agricultural greenhouse facilities with registered boilers starting in 2027. This is expected to reduce overall fee revenue and corresponding costs to the sector by an average of $12,461 per year (a reduction of about 15.3% for this sector) from 2027 to 2029.

Recommendation
THAT the MVRD Board:
a) give first, second, and third reading to *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*; and
b) adopt *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*.

2.2 MVRD Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026 *pg. 575*

Report dated September 4, 2026 from Gaurav Singh, Air Quality Planner, Air Quality and Climate Action Services, and Esther Bérubé, Division Manager, Air Quality Bylaw Development, Air Quality and Climate Action Services.

Executive Summary
On April 24, 2026, the MVRD Board adopted *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026* (MVRD Bylaw No. 1440, 2026), which sets the fee rates used to calculate fees for air emissions. MVRD Bylaw No. 1440, 2026 reduced air contaminant emission fee rates for 2027 to 2029 compared to the previous version of the air quality fees bylaw. As a consequence, amendments are needed to some emission regulations to ensure consistency in fee rates.

Although the Board has already approved the revised fee framework through *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026*, additional bylaw amendments are required because several sector-specific emission regulations contain their own fee schedules that do not automatically update when changes are made to the overarching fees bylaw. The proposed amendments are therefore consequential and harmonizing in nature, updating those sector-specific regulations to ensure consistency with the Board-approved fee rates.

To match MVRD Bylaw No. 1440, 2026, the proposed amendments in *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026* (MVRD Amendment Bylaw No. 1468, 2026) would apply the reduction in emission fee rates to 45 facilities with registered boilers and process heaters starting in 2027. This is expected to reduce overall fee revenue and corresponding costs to this sector as a whole by an average of $10,196 per year (a reduction of about 15% for this sector) from 2027 to 2029.

Recommendation
THAT the MVRD Board:
a) give first, second, and third reading to *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026*; and
b) adopt *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026.*

2.3 MVRD Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026 *pg. 582*

Report dated September 4, 2026 from Gaurav Singh, Air Quality Planner, Air Quality and Climate Action Services, and Esther Bérubé, Division Manager, Air Quality Bylaw Development, Air Quality and Climate Action Services.

Executive Summary

On April 24, 2026, the MVRD Board adopted *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026* (MVRD Bylaw No. 1440, 2026), which sets the fee rates used to calculate fees for air emissions. MVRD Bylaw No. 1440, 2026 reduced air contaminant emission fee rates for 2027 to 2029 compared to the previous version of the air quality fees bylaw. As a consequence, amendments are needed to some emission regulations to ensure consistency in fee rates.

Although the Board has already approved the revised fee framework through *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026*, additional bylaw amendments are required because several sector-specific emission regulations contain their own fee schedules that do not automatically update when changes are made to the overarching fees bylaw. The proposed amendments are therefore consequential and harmonizing in nature, updating those sector-specific regulations to ensure consistency with the Board-approved fee rates.

To match MVRD Bylaw No. 1440, 2026, the proposed amendments in *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026 (*MVRD Amendment Bylaw No. 1469, 2026) would reduce the emission fee rates that apply to gasoline distribution terminals and bulk plants starting in 2027. This is expected to reduce overall fee revenue and corresponding costs to gasoline distribution terminals and bulk plants by an average of $852 per year (a reduction of about 12% for these businesses) from 2027 to 2029.

Metro Vancouver manages air quality through permits, approvals, and emission regulations, to provide healthier air for the region's residents and support thriving businesses. The air quality regulatory program applies fees on emissions to encourage emissions reduction and recover program costs.

Recommendation

THAT the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026*; and
b) adopt *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026*.

3. CHIEF ADMINISTRATIVE OFFICER REPORTS

3.1 MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw No. 1472, 2026

pg. 590

Report dated October 22, 2026 from Heather McNell, Acting Commissioner / Chief Administrative Officer, and Linda Sabatini, Chief Financial Officer / General Manager Financial Services.

Executive Summary

The Metro Vancouver Regional District's 2027 Budget and 2027 – 2031 Five-Year Financial Plan is being presented in Attachment 1 of the report for MVRD Board approval and endorsement respectively. In addition, being brought forward is a request to authorize the application of 2027 reserve funds (Attachment 2 of the report) which requires the approval of the MVRD Board pursuant to the Board's *Financial Reserves Policy*. Also, in accordance with the *Local Government Act*, regional districts are required to annually adopt a five-year financial plan bylaw. The *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472*, *2026* (2027 to 2031 Financial Plan Bylaw No. 1472, 2026) has now been prepared for Board consideration and adoption (Attachment 3 of the report)**.**

For the Metro Vancouver Regional District (MVRD) Services, the proposed 2027 operating budget is $146.7 million and the 2027 capital expenditure target is $65 million, $54.1 million for Regional Parks and $10.9 million for Sasamat Fire Protection Services. The estimated average household impact (HHI) for all MVRD services is $90, an increase of $9 over the 2026 HHI of $81, largely due to the Board direction to add the impact from the rollback of DCC rates for parkland acquisition back to the rate payer.

On October 21, 2026, at the Board Budget Workshop, the Boards were given an overview of the 2027 Budget and the 2027 – 2031 Financial Plan. The Boards directed staff to present the budget and five-year financial plan as contained in Attachment 1 of the report for MVRD Board approval and endorsement at its meeting on October 30, 2026. Reference 1 of the report is the agenda package for the October 21, 2026 Board Budget Workshop.

Recommendation

THAT the MVRD Board:

a) approve the 2027 Budget and endorse the 2027 – 2031 Financial Plan as shown in Attachment 1 of the report dated October 22, 2026, titled "MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw 1472, 2026", as shown in the following schedules:
   - Revenue and Expenditure Summary
   - Air Quality and Climate Action
   - E911 Emergency Telephone Service
   - Electoral Area Service
   - General Government Administration
   - Housing Planning and Policy
   - Invest Vancouver
   - Regional Emergency Management
   - Regional Employers Services
   - Regional Global Positioning System
   - Regional Parks
   - Capital Portfolio – Regional Parks
   - Regional Planning

b) approve the 2027 Budget and endorse the 2027 – 2031 Financial Plan as shown in Attachment 1 of the report dated October 22, 2026 titled "MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw No. 1472, 2026" as presented for the Sasamat Fire Protection Service, and shown in the following schedules:
   - Revenue and Expenditure Summary
   - Sasamat Fire Protection Service (Operating Budget and Capital Budget)

   (Only Anmore and Belcarra may vote)

c) approve the 2027 Applications and Transfers of Reserves as shown in Attachment 2 of the report dated October 22, 2026, titled "MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw 1472, 2026";

d) give first, second and third reading to *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026*; and

e) adopt *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026*.

3.2 Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025 *pg. 621*

Report dated September 17, 2026 from Linda Sabatini, Chief Financial Officer / General Manager, Financial Services.

Executive Summary

At the November 28, 2025 meeting, the MVRD Board gave three readings to *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025* (Attachment 1 of the report). In addition, on the same date, the GVS&DD Board gave three readings to the *Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 389, 2025* and the *Greater Vancouver Sewerage and Drainage District Temporary Borrowing Bylaw No. 390, 2025*. These two GVS&DD bylaws were subsequently sent to the Inspector of Municipalities for statutory approval. Statutory approval by the Province was provided on July 14, 2025. The three bylaws, *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025 and the GVS&DD Bylaws No. 389 and No. 390,* all operate concurrently, to provide *the* maximum borrowing authority for GVS&DD over the five-year capital plan. Adoption by the MVRD Board is the last approval step in the process and will provide the authority for MVRD to temporarily borrow on behalf of GVS&DD in an amount not exceeding $5 billion.

The adoption of the Borrowing Bylaws does not result in immediate borrowing. MVRD does not borrow funds in advance; rather, borrowing occurs only as approved capital expenditures are incurred and financing is required. The MVRD (similar to the process for municipal borrowing) will be required to adopt a Security Issuing Bylaw at the time of actual borrowing. A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns, as investments can be retained for longer periods.

Recommendation

THAT the MVRD Board adopt *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025*.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. The following Notice of Motion was submitted by Director Kooner on September 18, 2026 for the October 30, 2026 MVRD Board meeting: *pg. 626*

THAT the MVRD Board direct staff to bring forward a draft bylaw by October 30, 2026 to repeal *Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries *pg. 627*

2. 2022–2026 Term in Review

Materials to be provided under separate cover.

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.

THAT the MVRD Board close its meeting scheduled for October 30, 2026 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

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

(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; and

(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

K. ADJOURNMENT

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

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT (MVRD)

BOARD OF DIRECTORS

BOARD MEETING

Friday, September 25, 2026
9:03 am
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

MINUTES

DIRECTORS PRESENT:

Chair, Mike Hurley, Burnaby
Vice Chair, John McEwen, Anmore
Bowen Island, Andrew Leonard* (departed at 9:39 am)
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 District, Lisa Muri*
Pitt Meadows, Nicole MacDonald*
Port Coquitlam, Brad West* (departed at 9:22 am)
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* (arrived at 9:22 am)
Surrey, Rob Stutt
Vancouver, Rebecca Bligh*
Vancouver, Lisa Dominato
Vancouver, Sarah Kirby-Yung
Vancouver, Mike Klassen (arrived at 9:05 am)
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:

Belcarra, Jamie Ross
Lions Bay, Ken Berry
North Vancouver City, Linda Buchanan
scəwaθən məsteyəxʷ (Tsawwassen First Nation), Laura Cassidy

OTHERS PRESENT

Daryl Abbs, Managing Partner, Watson & Associates Economists Ltd.

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. September 25, 2026 Meeting Agenda

It was MOVED and SECONDED
THAT the MVRD Board amend the revised agenda for its meeting scheduled for September 25, 2026 by adding the following delegation:

- C1 Delegation – Tom Lancaster, General Manager of the Granville Island.

CARRIED

It was MOVED and SECONDED
THAT the MVRD Board adopt the revised agenda for its meeting scheduled for September 25, 2026 as amended.

CARRIED

B. ADOPTION OF THE MINUTES

1. July 24, 2026 Meeting Minutes

It was MOVED and SECONDED
THAT the MVRD Board adopt the minutes of its meeting held July 24, 2026 as circulated.

CARRIED

2. September 2, 2026 Special Joint Meeting Minutes

It was MOVED and SECONDED
THAT the MVRD Board adopt the minutes of its special joint meeting held September 2, 2026 as circulated.

CARRIED

9:05 am Director Klassen joined the meeting.

C. DELEGATIONS

Tom Lancaster, General Manager of Granville Island, spoke regarding G1.2 – Regional Growth Strategy Amendment Bylaw No. 1470, 2026 – City of Vancouver (Molson Site), in support of the proposed amendment to the Regional Growth Strategy to redesignate the former Molson site at 1550 Burrard Street from Industrial to General Urban. Mr. Lancaster stated that the transition of the industrial site to mixed-use development could potentially revitalize the surrounding area and complement existing employment on Granville Island, due to the site's proximity to the Granville Island.

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:

1.1 Metro 2050 Regional Context Statement – City of Pitt Meadows
1.2 The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region

It was MOVED and SECONDED

THAT the MVRD Board adopt the recommendations for the following items as presented in the September 25, 2026 MVRD Board Consent Agenda:

1.3 Updated Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge
1.4 2027 Schedule of Board Meetings
1.5 2026 Electoral Area A Director Election Results

CARRIED

1. CHIEF ADMINISTRATIVE OFFICER REPORTS

1.3 Updated Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge

Report dated September 9, 2026 from Victor Cheung, Regional Planner, Regional Planning and Housing Services, seeking MVRD Board concurrence on the general consistency with *Metro 2050* of providing regional sewerage service to three buildings located at 14500 Silver Valley Road.

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.

Adopted on Consent

1.4 2027 Schedule of Board Meetings

Report dated September 8, 2026 from Nikki Tilley, Acting Corporate Officer, providing the MVRD Board with the 2027 schedule of regular board meetings.

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

a) Regular Meeting Dates
- Friday, January 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.

Adopted on Consent

1.5 2026 Electoral Area A Director Election Results

Report dated September 21, 2026 from Nikki Tilley, Chief Election Officer, MVRD Electoral Area A, providing the results of the 2026 general local election for the position of Director, Electoral Area A, Metro Vancouver Regional District.

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

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

1. CHIEF ADMINISTRATIVE OFFICER REPORTS

1.1 Metro 2050 Regional Context Statement – City of Pitt Meadows

Report dated August 15, 2026 from Victor Cheung, Regional Planner, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to consider the acceptance of the City of Pitt Meadow's Regional Context Statement.

It was MOVED and SECONDED

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.

CARRIED

(Directors Kooner and Stutt voted against)

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

Report dated July 29, 2026 from Jonathan Cote, Acting General Manager, Regional Planning, Housing Services, and Air Quality, providing additional information on the study methodology, assumptions, and limitations, including considerations related to existing infrastructure deficits, for the MVRD Board's consideration.

9:14 am Director Zhou left the meeting.
9:22 am Director Locke joined the meeting.
9:22 am Director West left the meeting.

Jonathan Cote and Laurel Cowan, Acting Director, Regional Planning and Electoral Area, provided a presentation titled "The Cost of Infrastructure Required to Support Growth in the Metro Vancouver Region" with additional information on the study's methodology, highlighting the study's limitations, challenges, and cost breakdown, and recommended next steps. Staff noted that the study provides a high-level regional estimate intended to support advocacy and dialogue with senior governments, rather than a detailed capital plan or an assessment of existing infrastructure deficits.

Daryl Abbs, Managing Partner of Watson & Associates Economists Ltd., provided further information on the methodology and analysis of the infrastructure investment cost estimate.

9:31 am Director Zhou rejoined the meeting.
9:39 am Director Leonard left the meeting.

It was MOVED and SECONDED
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.

CARRIED
(Directors Kooner and Stutt voted against)

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

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, providing 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*, and seeking MVRD Board approval to proceed with assent voting and approval of the ballot question.

It was MOVED and SECONDED
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?

CARRIED

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

Report dated September 18, 2026 from Heather McNell, Acting Commissioner / Chief Administrative Officer, and Nikki Tilley, Acting Corporate Officer, providing the MVRD Board with a summary of comments received from the notification to affected local governments and local First Nations, and an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026.*

It was MOVED and SECONDED

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.

CARRIED

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

Report dated September 18, 2026 from Heather McNell, Acting Commissioner / Chief Administrative Officer, 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 and local First Nations, and an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1463, 2026.*

It was MOVED and SECONDED

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.

CARRIED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

No items presented.

I. OTHER BUSINESS

No items presented.

J. RESOLUTION TO CLOSE MEETING

No items presented.

K. ADJOURNMENT

It was MOVED and SECONDED
THAT the MVRD Board adjourn its meeting of September 25, 2026.

CARRIED
(Time: 9:48 am)

CERTIFIED CORRECT

Nikki Tilley, Acting Corporate Officer

Mike Hurley, Chair

88007966

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Katie Fitzmaurice, Executive Vice President, Invest Vancouver

Date: September 9, 2026 Meeting Date: October 2, 2026

Subject: **Major Local Investment Attraction Events Update**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated September 9, 2026, titled "Major Local Investment Attraction Events Update"; and
b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

EXECUTIVE SUMMARY

Web Summit Vancouver 2026 and the 2026 FIFA World Cup (FWC26) were important platforms for driving investment attraction through strategic partnerships and for raising the global profile of the Metro Vancouver region.

Invest Vancouver leveraged Web Summit Vancouver 2026 to drive targeted investor engagement, coordinated lead generation, and increased global visibility for the region. The strategy integrated curated events, proactive investor outreach, a coordinated Team Invest Vancouver presence, and high-performing digital marketing and PR campaigns. Results include strong attendance, improved engagement metrics, and a growing pipeline of qualified investment leads.

Leveraging the global profile of FWC26, Invest Vancouver delivered a PacifiCan-funded investor engagement strategy that combined executive programming, curated investor experiences, partner collaboration, and digital marketing. Across 15 activations, the initiative engaged 688 participants, strengthened strategic partnerships, elevated awareness of Metro Vancouver's competitive advantages, and generated new opportunities for future investor engagement and lead development.

PURPOSE

Provide the Invest Vancouver Management Board and MVRD Board with a summary of investment attraction activities related to Web Summit Vancouver 2026 and early planning for the 2027 event, as well as an update on investor engagement completed during FWC26.

BACKGROUND

This report is a deliverable outlined in the MVRD Board-approved Invest Vancouver 2026 Annual Plan and is part of the Invest Vancouver Management Board's 2026 Work Plan.

WEB SUMMIT VANCOUVER 2026 (MAY 11, 2026 – May 14, 2026)

Web Summit Vancouver 2026 provided an opportunity to showcase the Metro Vancouver region to a global audience of more than 20,000 attendees, a roughly 33 per cent increase over the previous year. To capitalize on this exposure, Invest Vancouver implemented a coordinated strategy focused on targeted events, proactive outreach, coordinated lead generation, digital marketing, and public relations.

The strategy did not rely on match tickets or hospitality-based access. Instead, Invest Vancouver focused on business programming, executive networking, curated tours, and strategic partner engagement to connect with investors and business leaders.

Events at Web Summit Vancouver 2026
Invest Vancouver hosted a series of targeted events at Web Summit Vancouver designed to showcase the region's strengths and support companies exploring expansion.

- **Monday, May 11, 2026: Tech Advantage Tours** hosted approximately 120 participants across three distinct tours to the University of British Columbia, Simon Fraser University, and the region's creative tech ecosystem, respectively. (The creative tech tour featured Sony Pictures Imageworks, the Centre for Digital Media, and Kabam, activated in partnership with DigiBC and the Centre for Digital Media.) Tour participants included international delegates and Trade Commissioner Service and BC Trade and Investment representatives (TCSs/TIRs). The tours were delivered with local academic and innovation partners to highlight R&D and commercialization capabilities.

- **Tuesday, May 12, 2026: Investment Interludes at the BC Pavilion** gave companies supported by Invest Vancouver in their expansion efforts, including Solidigm, Ema, and Microchip, an opportunity to discuss why they chose Metro Vancouver for investment and growth.

- **Tuesday, May 12, 2026: BC Pavilion Panel** featured the "Why Here, Why Now" session, where Nutanix, Image Engine, and Infosys, three companies that have recently expanded to the region, shared firsthand perspectives on investing and scaling in Metro Vancouver.

- **Tuesday, May 12, 2026 and Wednesday, May 13, 2026: Invest Vancouver Seminar Series** brought together approximately 90 participants across two events, featuring panelists from eight international companies with operations in the region and focused on talent, immigration, and funding in Canada. The events were delivered in partnership with Lawson Lundell LLP, EY Law LLP, and BCIT.

Together, these events provided practical insights, market intelligence, and direct connections for international companies considering growth in Metro Vancouver.

Investor Outreach
Leveraging Web Summit Vancouver 2026 and the events above, Invest Vancouver completed targeted outreach to high-potential investors, prioritizing companies aligned with key sectors and demonstrating expansion readiness. Between May 11, 2026 and May 14, 2026, the team held 40 high value meetings, generating 15 net new leads. Follow-up activities are focused on advancing investment opportunities through information sharing and facilitating partner introductions and strategic connections.

The event also provided an efficient and cost-effective platform to engage international executives from companies already operating in the Metro Vancouver region, supporting efforts to secure reinvestment and future growth in the region.

Team Invest Vancouver
A coordinated "Team Invest Vancouver" approach expanded on-the-ground coverage and lead generation at Web Summit Vancouver. The pilot initiative included training, supporting materials and processes, and event access for participating municipalities. All member jurisdictions were invited to participate through the Invest Vancouver Advisory Committee and a number were able to participate.

This coordinated approach increased Team Invest Vancouver's visibility at the event, expanded participation across programming, and strengthened lead generation efforts. Post-event, Invest Vancouver is validating leads, and reviewing and refining the model for future deployment.

Digital Marketing

For the 2026 Web Summit Vancouver Digital Marketing campaign, Invest Vancouver achieved higher engagement, broader reach, and more than double the campaign-driven web traffic recorded in 2025 by prioritizing timely, high-quality, and event-driven content.

Building on lessons learned from the experience of Web Summit Vancouver 2025, Invest Vancouver launched the campaign earlier and adopted a more focused event-driven content strategy. The team prioritized high-quality content, particularly video, and increased its ability to post during and immediately following events to capture audience interest and extend the reach of key announcements.

This more targeted and responsive approach improved performance across all major metrics (Table 1). Compared with 2025, the campaign generated 44 per cent more impressions and 97 per cent more engagements while publishing nearly two-thirds fewer posts.

Table 1: 2026 Web Summit Vancouver Social Media Results

Metric	**2026**	**2025**
Campaign period	Mar 16 – May 23 (69 days)	April 23 – May 30 (37 days)
Number of organic campaign posts	22	64
Total impressions	27,100	18,800
Total engagements	3,150	1,600
New followers	354	309

The 2026 campaign also delivered strong gains across all web metrics compared to 2025, more than doubling the users and sessions attracted through the campaign, while significantly increasing traffic to both the main landing page and the new Tech Advantage Tours page (Table 2).

All Invest Vancouver content was designed to direct audiences to the investvancouver.ca main Web Summit Vancouver landing page or the Tech Advantage Tours page. The top traffic sources directly from the campaign were LinkedIn, Vancouver Tech Journal's side event tracker, and a brochure distributed through Trade and Investment Representatives (TCSs/TIRs).

Table 2: 2026 Web Summit Vancouver Web Results

Metrics	**2026**	**2025**
Campaign period	Mar 16 – May 23 (69 days)	Apr 23 – Jun 4 (43 days)
Users through campaign	423	210
Sessions through campaign	747	301
Sessions started through WSV landing page	766	378
Sessions started through Tech Advantage Tours landing page	948	*None – registration hosted externally*

Public Relations
Web Summit Vancouver 2026 presented a platform for Invest Vancouver to increase targeted global awareness of the economic advantages and assets of the Metro Vancouver region through targeted public relations activities. In addition to pre-event activations (Reference 1, Technology Advantage Tours press release), Invest Vancouver issued a media release supporting a notable announcement (Reference 2, Nutanix Media Release), and engaged in proactive media outreach that generated positive results, (Reference 3, Business in Vancouver; and Reference 4, Daily Hive). In total, these efforts resulted in 14 articles with an advertising value equivalency in excess of $100,000 and a reach of more than 3.1 million viewers. Invest Vancouver will continue to advance strategies focusing on priority subsectors in alignment with our accounts-based marketing approach.

Web Summit Vancouver 2027 Planning
Early planning for Web Summit Vancouver 2027 is underway in collaboration with key partners, including Innovate BC, Destination Vancouver, the Province of British Columbia, and PacifiCan. Invest Vancouver is reviewing the effectiveness of 2026 activities, including the Technology Advantage Tours and Seminar Series.

Planning for 2027 will prioritize initiatives with the greatest potential to attract investment, strengthen international investor engagement, and support the expansion of existing companies in Metro Vancouver.

2026 FIFA WORLD CUP (FWC26)
FWC26 provided Invest Vancouver with a unique platform to increase global investor awareness of the Metro Vancouver region. To capitalize on the increased global and local attention on the region, Invest Vancouver worked with government and industry partners to implement a responsible, creative, and targeted approach to investment attraction.

The FWC26 Investor Engagement Strategy
Invest Vancouver's delivered a PacifiCan-funded FWC26 Investor Engagement Strategy comprised of four key elements:

1. Communication across partners to identify incoming delegations and leads;
2. Spotlighting key sectors and local leaders at BC Business House;
3. Providing local access and connections through curated tours;
4. Strengthening global awareness of regional advantages via marketing activations.

Communication Across Partners to Identify Incoming Delegations and Leads
More than 350,000 visitors were expected to come to the Metro Vancouver region for the World Cup games, including foreign delegations and company executives. Invest Vancouver activated a broad stakeholder network abroad and at home to identify top foreign MNE prospects and make them aware of investor programming.

Through active outreach, including weekly participation in the provincial *FWC26 Economic Development Coordination Group,* Invest Vancouver mobilized an expansive network of investment attraction partners, including the Province of British Columbia (Ministry of Jobs and Economic Growth), PacifiCan, Invest in Canada, Global Affairs Canada, Canadian Venture Capital and Private Equity Association, municipalities, academic institutions, and sector partners.

The program allowed Invest Vancouver to expand its network of investment attraction partners, including industry associations, senior levels of government, municipalities, post-secondary institutions and regional economic development organizations. These relationships establish new pathways for executive introductions, investor referrals, sector intelligence, and future collaboration, strengthening Invest Vancouver's capacity to identify and advance investment opportunities across priority sectors.

Spotlighting Key Sectors and Local Leaders at BC Business House

As a principal programming partner of the Province of BC's BC Business House initiative, Invest Vancouver played a leading role in shaping investment-focused engagement during FWC26. Through executive events and sector-focused programming at the Vancouver Convention Centre, Invest Vancouver connected with investors, senior business leaders, government and strategic partners while showcasing the Metro Vancouver region's competitive advantages. The engagement platform also supported relationship-building across priority sectors, and enabled identification of investment opportunities for ongoing cultivation through the program's investment horizon.

Table 3: FWC26 Investor Engagement Strategy: BC Business House Activations
June 13, 2026 – July 6, 2026

	Activations	Attendance
Executive Panels	7	583
Executive Tours	5	45
Seawall Networking Walks	3	60
Total	**15**	**688**

Invest Vancouver led fifteen investor activations at BC Business House, involving nearly forty partners, welcoming 688 attendees. The seven Executive Panels, which highlighted opportunities and trends in key sectors including technology, life sciences, clean technology, defence, mining and critical minerals, and regional economic development, were particularly popular. The sessions featured industry, academic, and government leaders discussing growth opportunities and the Metro Vancouver region's competitive advantages, while providing networking and business engagement opportunities for local organizations and international delegates.

One of the program's most significant outcomes was the expansion of Invest Vancouver's investor network and aftercare relationships. Through the panel program and related engagement activities, Invest Vancouver established relationships with CEOs, founders, executive leadership teams, researchers, and industry associations representing sectors critical to Metro Vancouver's economic future. These relationships provide ongoing access to expertise, networks, and collaboration opportunities, while helping refine Invest Vancouver's investor value propositions.

Providing Local Access and Connections through Curated Tours

Curated investor experiences gave participants access to companies, research institutions, infrastructure, and industry leaders across the region. Through executive investor tours and networking walks, Invest Vancouver showcased the region's investment opportunities, fostered direct engagement with local organizations, and promoted Metro Vancouver's competitive advantages to global audiences. Working in partnership with SFU, UBC and, Creative BC, Invest Vancouver delivered five executive tours over three weeks:

- June 17, 2026 and June 23, 2026: AI and Quantum Infrastructure Tour at SFU Burnaby
- June 26, 2026: Creative Technology and Digital Production Tour presented by the BC Film Commission at Creative BC, highlighting North Shore Studios and Industrial Light & Magic
- July 2, 2026 and July 6, 2026: UBC Innovation, Life Sciences, Critical Minerals, and Venture Commercialization Tour

These curated group tours combined site visits, presentations, and discussions with local organizations. The format was designed to encourage meaningful conversations, relationship-building, and direct engagement with participants.

Separate from the tours, a new relationship was established with Whitecaps FC and Rise FC, integrating professional sport into Invest Vancouver's investment attraction strategy with the "Whitecaps Seawall Executive Networking Walks". The walks offered international delegates, investors, and business leaders three different opportunities to experience Vancouver's iconic waterfront while connecting with fellow executives and regional partners in an informal setting. The guided networking strolls incorporated broader messaging about the lifestyle, accessibility, and quality of place that make the wider Metro Vancouver region a globally competitive destination for talent, innovation, and business growth.

The five executive tours welcomed 45 attendees and the Seawall networking walks an additional 60. Together, these on-the-ground activations reinforced the role of placemaking in investment attraction and showcased the advantages and assets that differentiate our region on the world stage.

Strengthening Global Awareness of Regional Advantages via Marketing Activations
FWC26 is the largest single sporting event in the world. Hosting the event in the Metro Vancouver region provided an immense platform to increase global recognition of the region as a premier destination for global expansion. Perception matters in investment attraction. According to research by City Nation Place and Bloom Consulting, city reputation drives an estimated US$178 billion in annual economic activity across North America, and even modest improvements in perception can significantly increase capital investment, talent migration, and tourism spending.[1]

Invest Vancouver's FWC26 investor marketing strategy harnessed the event's global profile to enhance the Metro Vancouver region's international brand as a destination for business expansion and corporate relocation. The campaign combined the latest in audience targeting, original creative assets under the *Where the World is Going* platform, and a multi-channel approach to drive engagement on LinkedIn and increase traffic to the Invest Vancouver Website. Once there, website content highlighted the Metro Vancouver region's advantages, BC Business House programming and registration, and Invest Vancouver services.

In the first month of the campaign, social media, digital promotion, and BC Business House activations drove more than 12,500 users to InvestVancouver.ca, including almost 2,500 international visitors (20 per cent). Social media generated more than 52,000 impressions (paid and organic). Organic content, known to generate loyalty and trust, generated 49 per cent of the total impressions and achieved an average engagement rate of 10 per cent per post, nearly 4 times the industry average.

ALTERNATIVES
1. THAT the MVRD Board:
   a) receive for information the report dated September 9, 2026, titled "Major Local Investment Attraction Events Update"; and
   b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.
2. THAT the MVRD Board receive for information the report dated September 9, 2026, titled "Major Local Investment Attraction Events Update".

1 The Impact of City Brands on the North American Economy, City Nation Place and Bloom Consulting, 2026. https://www.bloom-consulting.com/journal/wp-content/uploads/2026/07/bloom_consulting_impact_of_city_brands_on_the_north_american_economy.pdf

FINANCIAL IMPLICATIONS

For Web Summit Vancouver 2026, the MVRD Board approved $150,000 in Invest Vancouver's 2026 budget and a further $150,000 for 2027 (in the 2026-2030 Financial Plan) to secure a regional presence through the multi-government alliance, building on the success of the 2025 event. This allocation aligns with the objectives set out in Invest Vancouver's approved 2026 Annual Plan.

For FWC26, Invest Vancouver secured $307,000 in contribution funding from PacifiCan to support investor engagement activities tied to major events in 2026. The funding supports time-limited, investment-focused activities delivered in coordination with federal, provincial, and regional partners.

In addition to contribution expenditures, Invest Vancouver provided in-kind staff resources to support planning, coordination, delivery, and follow-up, including investor outreach, lead management, partner engagement, and performance evaluation.

CONCLUSION

Web Summit Vancouver 2026 and FWC26 provided Invest Vancouver with two significant platforms to advance investment attraction objectives. Through these initiatives, Invest Vancouver delivered targeted investor programming, completed proactive investor outreach, expanded collaboration with municipal, provincial, federal, academic, and industry partners, and increased global visibility for the Metro Vancouver region.

At Web Summit Vancouver 2026, Invest Vancouver hosted targeted events, completed 40 investor meetings resulting in 15 net new leads, piloted a coordinated Team Invest Vancouver approach, and achieved strong digital marketing and public relations results. During FWC26, Invest Vancouver delivered 15 activations involving nearly 40 partners, engaged 688 participants, welcomed investors and business leaders through executive programming and curated tours, and generated significant traffic to investment attraction content through its marketing campaign.

Together, these activities strengthened Invest Vancouver's investment pipeline, as well as its network of investment attraction partners.

ATTACHMENT

1. Presentation re: Major Local Investment Attraction Events Update.

REFERENCES

1. Invest Vancouver. (2026, April). *Invest Vancouver to Showcase Thriving Tech Ecosystem at Web Summit Vancouver.* https://investvancouver.ca/resources/media/details/65/Invest-Vancouver-to-Showcase-Thriving-Tech-Ecosystem-at-Web-Summit-Vancouver
2. Invest Vancouver. (2026, May*). Invest Vancouver Welcomes Nutanix's Expansion, Early Plans Include Hundreds of New High-Paying Jobs*. https://investvancouver.ca/resources/media/details/66/Invest-Vancouver-Welcomes-Nutanixs-Expansion-Early-Plans-Include-Hundreds-of-New-High-Paying-Jobs
3. Business in Vancouver. (2026, May*). B.C. invests with SFU to create $20M strategic investment fund.* InBC, SFU partner to launch $20M strategic venture fund - Business in Vancouver
4. Daily Hive. (2026, May). *U.S. AI firm Nutanix confirms Vancouver expansion with hundreds of jobs.* U.S. AI firm Nutanix confirms Vancouver expansion with hundreds of jobs | Daily Hive | Urbanized

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INVEST VANCOUVER

A service of metrovancouver

Major Local Investment Attraction Events Update

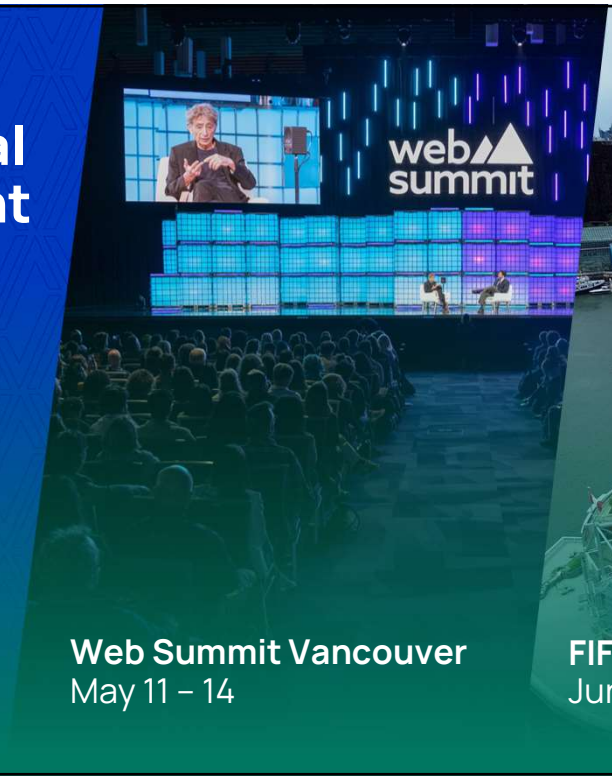
Presented by: Katie Fitzmaurice, Executive Vice President, Invest Vancouver
Date: October 2, 2026

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Q1 – Q2 2026:

Major Local Investment Attraction Events

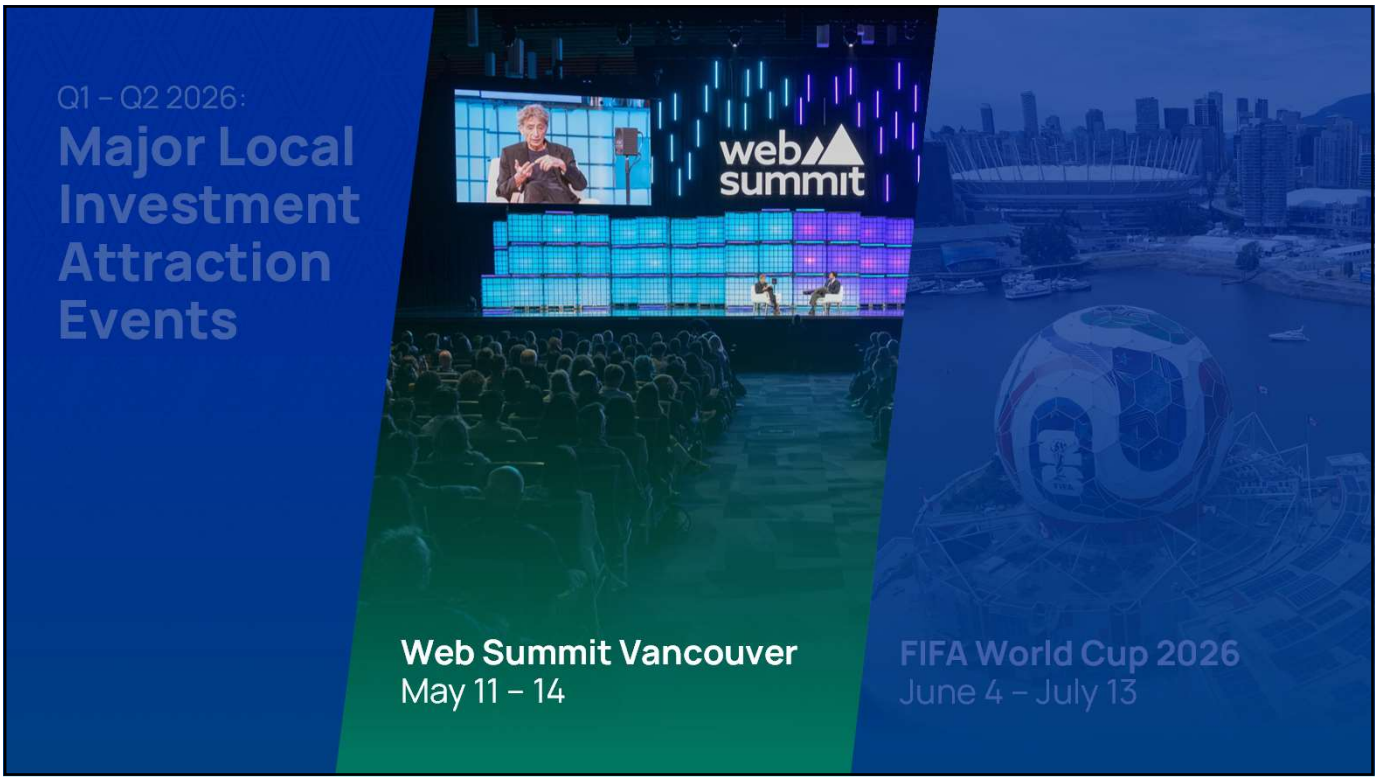


Web Summit Vancouver
May 11 – 14



FIFA World Cup 2026
June 4 – July 13

2



3

Web Summit Vancouver 2026

2026 event by the numbers:

2nd of 3 years in the region
20,200+ attendees
1,200 startups
100+ participating countries

High degree of collaboration:

BRITISH COLUMBIA
DESTINATION VANCOUVER
Pacific Economic Development Canada
innovate BC
INVEST VANCOUVER A service of metrovancouver
CITY OF VANCOUVER

STRATEGIC PILLARS

- Investment Attraction
- BC Pavilion & Programming
- Marketing and Communications

4

4

Invest Vancouver at Web Summit Vancouver 2026:

Investment Attraction

International Delegations

- Coordination across regional, provincial, and federal investment attraction
- Events, meetings, seminars, and engagements
- 20+ delegations; Goals of delegation attendees include capital investment, mergers and acquisitions, exporting, and foreign direct investment

Invest Vancouver led:



Investor Outreach

- Proactive, targeted outreach
- Prioritized key sectors and expansion readiness
- Engaged with international executives from companies who have previously landed in the region

Team Invest Vancouver

- Expanded on-the-ground coverage and lead capture
- Training, supporting documents and processes, and access to Web Summit Vancouver for member jurisdictions

5

5

Invest Vancouver at Web Summit Vancouver 2026:

Investment Attraction

Invest Vancouver led:

Tech Advantage Tours

- 120 participants across 3 tours: UBC, SFU, and creative tech ecosystem
- Highlighting R&D and commercialization capabilities.

Invest Vancouver Seminar Series

- 90 participants across 2 events
- Focusing on practical topics such as talent, immigration, and funding
- Delivered in partnership with Lawson Lundell LLP, EY Law LLP, and BCIT.



6

6

Invest Vancouver at Web Summit Vancouver 2026:

BC Pavilion & Programming

One of the biggest exhibitions at WSV

- 120 presenters featured on the stage
- 65 unique organizations spanning public, private, Indigenous, and non-profit sectors
- 17 panels, 2 major announcements, 2 networking receptions

Invest Vancouver led:



Investment Interludes

Featuring companies that Invest Vancouver has supported: Solidigm, Ema, and Microchip

Panel: "Why Here, Why Now"

Featured companies that have recently expanded: Nutanix, Image Engine, and Infosys

+ Represented Metro Vancouver region through in-person presence at Pavilion

7

7

Invest Vancouver at Web Summit Vancouver 2026:

Marketing and Communications

Invest Vancouver led:

Prioritized timely, high-quality, and event-driven content. Campaign results:

+44%
27,100 Social Media Impressions

+97%
3,150 Social Media Engagements

+101%
423 Website visitors

Media relations:
14 articles with a reach of >3 million





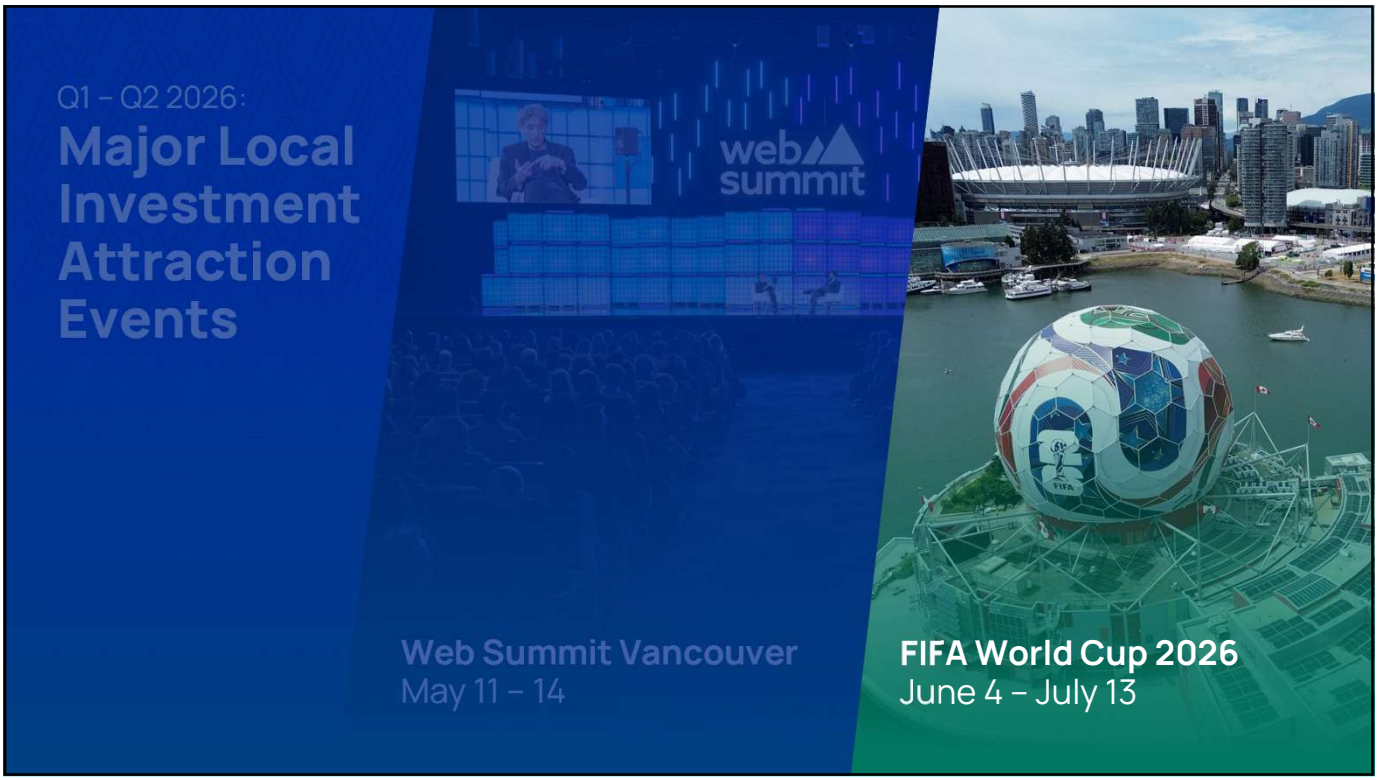






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FIFA World Cup 2026 (FWC26)

Unique platform to increase global investment awareness of the Metro Vancouver region

Worked across order of government and with industry to implement a responsible, creative, and targeted approach to investment attraction

STRATEGIC PILLARS

- Communication across partners to identify incoming delegations and leads
- Spotlighting key sectors and local leaders at BC Business House
- Providing local access and connections through curated tours
- Strengthening global awareness of regional advantages via marketing activations.

10

10

Invest Vancouver at FWC26:

Communication Across Partners to Identify Incoming Delegations and Leads

- Active outreach across all available channels
- Participation on the provincial *FWC26 Economic Development Coordination Group*
- Expanded Invest Vancouver's network across organizations that influence investment attraction
- Established new pathways for executive introductions, investor referrals, sector intelligence, and future collaboration

Activated expansive network supporting investment attraction:

BRITISH COLUMBIA
Pacific Economic Development Canada
Global Affairs Canada / Affaires mondiales Canada
invest in CANADA
CVCA Canadian Venture Capital Private Equity Association

+ Municipalities, Academic Institutions, and Sector Partners

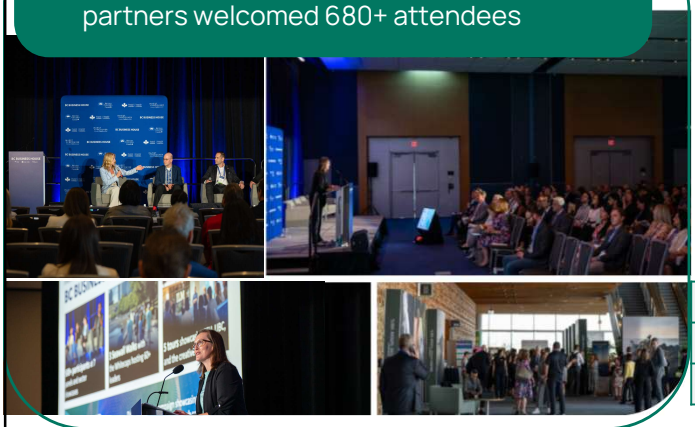
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Invest Vancouver at FWC26:

Spotlighting Key Sectors and Local Leaders at BC Business House

15 Invest Vancouver activations at BC Business House involving nearly 40 partners welcomed 680+ attendees



- Venue organized by the Province of BC
- Anchored engagement, creating opportunities for investors, senior business leaders, government and strategic partners to connect
- Expanded of Invest Vancouver's partner network and strengthened aftercare relationships.

	Activations	Attendance
Executive Panels	7	583
Executive Tours	5	45
Seawall Networking Walks	3	60

12

12

Invest Vancouver at FWC26:

Providing Local Access and Connections through Curated Tours

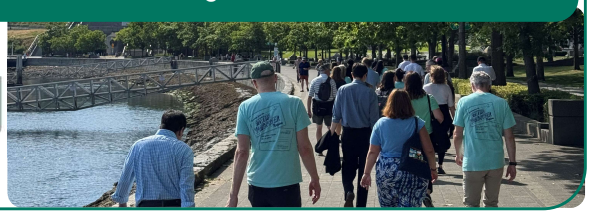
- On the ground activations reinforced the role of placemaking
- Curated industry experiences provide direct access to companies and research institutions.
- Highlighted our vibrant sectors and the appeal of Metro Vancouver as a destination

Five executive tours over three weeks: 45 attendees

UBC | SFU | BC FILM COMMISSION AT CREATIVE BC | NORTH SHORE STUDIOS | Industrial Light & Magic

Three Seawall Executive Networking Walks: 60 attendees

VANCOUVER WHITECAPS FC | VANCOUVER RISE FC



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Invest Vancouver at FWC26:

Strengthening Global Awareness of Regional Advantages via Marketing Activations

Examples of "Where the World is Going" creative assets



Marketing focused on harnessing the World Cup's global visibility to enhance the region's international brand as a destination for business expansion.

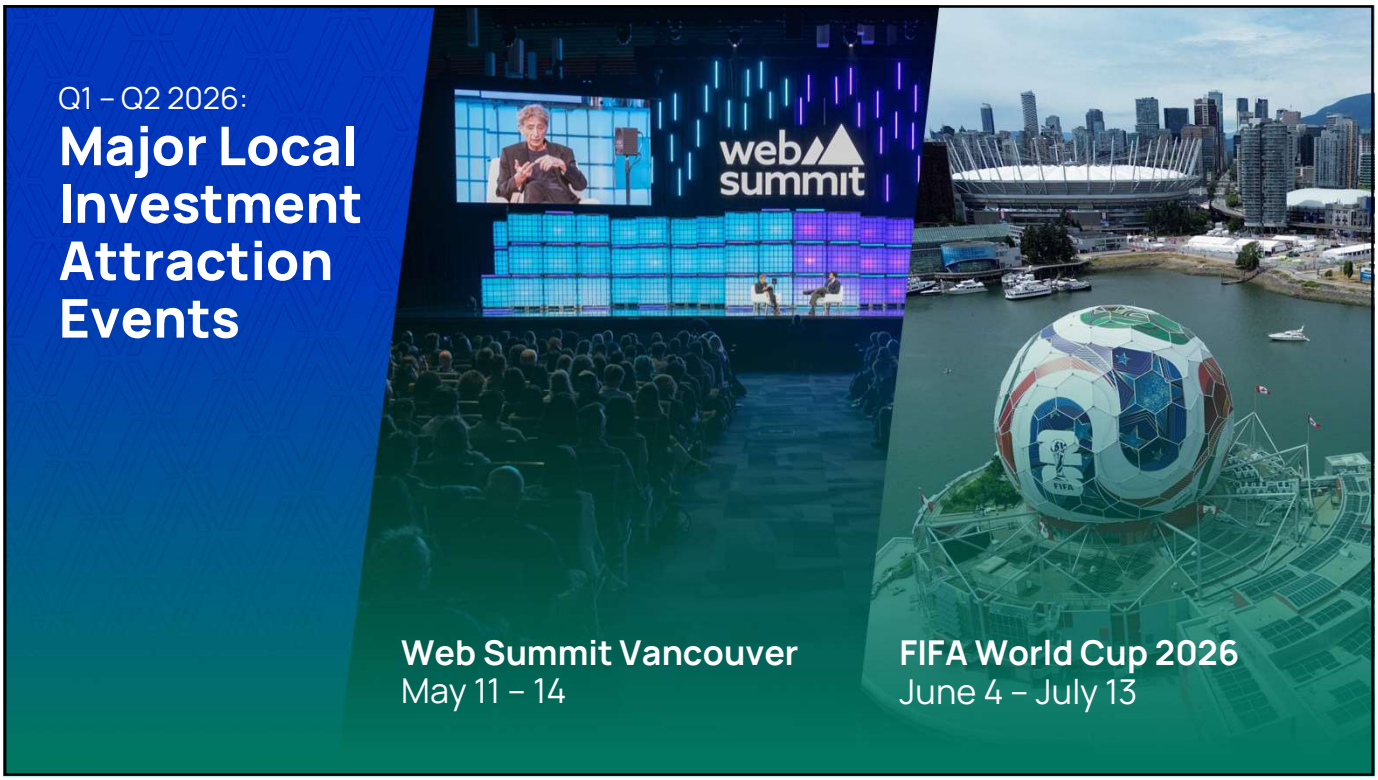
In one month, the campaign drove:

12,500+ users
to InvestVancouver.ca, with 20% of this total being international users.

52,213 impressions
On social media. Organic social media generated 49% of the total impressions and an average engagement rate nearly 4x the industry average.

14

14



15

INVEST VANCOUVER
A service of metrovancouver

Opportunity, Amplified. In a region like no other.

16

16

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Katie Fitzmaurice, Executive Vice President, Invest Vancouver
Nikola Fischerova, Sector Development Lead, Invest Vancouver

Date: September 13, 2026 Meeting Date: October 2, 2026

Subject: **Investment Attraction Update Q2 2026**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated September 13, 2026, titled "Investment Attraction Update Q2 2026"; and

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

EXECUTIVE SUMMARY

As of Q2 2026, Invest Vancouver is managing 154 active investment leads, representing $956 million in potential direct investment and 1,625 projected jobs. During the quarter, Invest Vancouver supported six companies landing or expanding in the Metro Vancouver region, representing $96.3 million in direct investment over three years and 453 new jobs. These numbers in the pipeline reflect refinements to the review methodology that improve accuracy and transparency.

Lead generation activities included five outbound missions to Germany (Hannover Messe); South Korea and Japan (Global Affairs Canada Spring Roadshow); France (Eurosatory and VivaTech); the United States (BIO International Convention); and Canada (CANSEC). Invest Vancouver also hosted one executive familiarization tour and participated in hosting four inbound delegation visits.

Invest Vancouver is also in the planning and preparation phase for six strategic outbound missions scheduled for Q3 2026: International Defence Industry Exhibition (MSPO) in Poland (Defence); Innovate Canada 2026 in Quebec City (High-tech); the Consider Canada City Alliance / Canada Investment Summit in Toronto (Multiple Sectors); the Tokyo Game Show in Japan (Digital Media and Entertainment); International Cybersecurity Expo in the United Kingdom (High Tech) and ALL IN in Montreal (High-tech).

PURPOSE

To provide the Invest Vancouver Management Board and MVRD Board a summary of investment attraction activities in Q2 2026, April 1 to June 30, 2026.

BACKGROUND

This report is advanced in alignment with the approved 2026 Invest Vancouver Management Board Work Plan and the endorsed Invest Vancouver 2026 Annual Plan. Invest Vancouver provides quarterly updates on investment attraction activities to the MVRD Board and member jurisdictions through the Invest Vancouver Advisory Committee (IVAC).

INVESTMENT PIPELINE (Q2 2026)

Beginning in Q2 2026, Invest Vancouver has refined its investment pipeline review and reporting methodology to further increase accuracy and reliability. Under the revised approach, Invest Vancouver will continue to report the total number of active leads as they progress through the pipeline as Leads,

Qualified Leads, and Opportunities. To increase accuracy, projected job creation and potential investment values will only be reported once a lead is confirmed to be at the Qualified Lead stage.

Companies in the Lead category are relatively early in the investment attraction process and frequently cannot provide reliable estimates related to job creation or capital investment. When preliminary figures are available, they are often subject to significant change as discussions progress and project parameters take shape. Invest Vancouver believes this revised approach will provide a more accurate projection of the potential economic impact associated with the active investment pipeline while still maintaining visibility into overall lead generation activity.

The total number of leads will continue to be reported, as this metric remains an important indicator of pipeline volume, market interest, and investment attraction activity. By separating lead volume from economic impact estimates, Invest Vancouver aims to present a more transparent and realistic assessment of the investment pipeline and its potential outcomes.

As of Q2 2026, Invest Vancouver is managing a pipeline of 154 active leads, including 49 Qualified Leads and Opportunity projects representing $956 million in potential direct investment and 1,625 projected jobs. Out of the 154 active leads, 28 are new leads generated in Q2.

The high-tech sector makes up almost half of the pipeline at 46 per cent, followed by life sciences and the green economy at 12 per cent, and digital media & entertainment at 11 per cent. The primary markets driving these leads are Asia (31 per cent), Europe (30 per cent), and the US (21 per cent), with notable interest from countries such as Singapore, United Kingdom, Taiwan, South Korea, Germany and France. Leads came from a variety of sources including outbound missions (36 per cent), government partners (33 per cent), and direct contact and inquiries (12 per cent). Tables 1, 2, and 3 provide breakdowns of current leads by type and stage, industry and geography, and by source.

Table 1. Current Leads in the Investment Pipeline (as of end of Q2 2026)

Stage	# Clients	Potential Jobs	Potential Investment (Projected over three years)
Attraction			
Lead	86	TBD	TBD
Qualified Lead	24	384	$384.9M
Opportunity	17	707	$430.5M
Sub-Total:	**127**	**1,091 Jobs**	**$815.4M**
Expansion			
Lead	19	TBD	TBD
Qualified Lead	1	35	$16.4M
Opportunity	6	489	$101.6M
Sub-Total:	**26**	**524 Jobs**	**$118M**
Aftercare			
Opportunity	-	-	-
Sub-Total:	**-**	**-**	**-**
Partnership			
Opportunity	1	10	$22.6M
Sub-Total:	**1**	**10 Jobs**	**$22.6M**

Retention			
Sub-Total:	**-**	**-**	**-**
Total:	**154**	**1,625 Jobs**	**$956M**

Table 2. Breakdown of Leads by Industry and Geography (as of Q2 2026)

Key Industries Representation		
High-tech	71	46%
Other	20	13%
Life Sciences	19	12%
Green Economy	18	12%
Digital Media & Entertainment	17	11%
Transportation & Logistics	4	3%
Agritech & Agrifood	3	2%
Apparel & Textiles	2	1%
Total:	**154**	**100%**

Geographic Representation		
Asia	48	31%
Europe	46	30%
United States	33	21%
Canada	20	13%
Australia	4	3%
Other	3	2%
Total:	**154**	**100%**

Table 3. Breakdown of Leads by Source (as of Q2 2026)

Client Source	# Clients	Ratio
Outbound Mission	55	36%
Government Partners	51	33%
Inbound Inquiries + Direct Contact	19	12%
Local Events	15	10%
Non-government Partners and Others	14	9%
Total:	**154**	**100%**

Landed and Expanded Companies

The Metro Vancouver region continues to attract interest from companies seeking to establish or expand operations. This is undoubtedly a reflection of the region's strong value proposition and competitive advantages.

In Q2 2026, Invest Vancouver supported six specific companies, including three newly landed and three expanding their operations in the Metro Vancouver region, representing a total of $96.3 million in direct investment over three years and 453 new jobs. As shown in Table 4, five of these companies operate in the high-tech sector, while one operates in the life sciences sector. The three newly landed companies originated from Europe (Luxembourg and the United Kingdom) and Asia (South Korea). Of the three companies undertaking expansion projects, two maintain headquarters in the United States and one in Asia.

Table 4. Opportunities – Landed and Expanded (Q2 2026)

Company Description	# New Jobs	Total Investment (over three years)	Member Jurisdiction
High-tech, Asia – Expanded	400	$79.4M	City of Vancouver
High-tech, US – Expanded	30	$11.2M	City of Burnaby
High-tech, US – Expanded	15	$3M	City of Vancouver
Life Sciences, Luxembourg – Landed	5	$1.9M	City of Burnaby
High-tech, UK – Landed	2	$0.7M	City of Surrey
High-tech, South Korea – Landed	1	$0.3M	City of Vancouver
Total:	**453**	**$96.3M***	

* Totals may not sum exactly due to rounding.

Closed Opportunities

Invest Vancouver regularly reviews the investment pipeline to assess lead viability and ensure resources remain focused on opportunities with the greatest potential for conversion. As a result of this refinement, 32 opportunities were removed from the investment pipeline after staff determined they were no longer viable leads. Of these, 20 were categorized as abandoned due to a lack of response to ongoing outreach and follow-up activities, as shown in Table 5. A further nine opportunities were closed after companies decided not to proceed with their investment plans. Reasons provided by the companies varied and included internal resource constraints, changing business priorities, concerns regarding market viability, and competitive considerations. Two opportunities were lost to competing Canadian jurisdictions, specifically Alberta and Ontario.

Table 5. Closed - Unconverted (Q2)

Reason for Loss	# Leads	Ratio
Abandoned	21	66%
Decision Not to Proceed	9	28%
Lost to a Competitor	2	6%
Total:	**32**	**100%**

Outbound Missions

Outbound activities generate the greatest number of investment leads for Invest Vancouver while also promoting the Metro Vancouver region globally across key sectors. Such missions also provide the opportunity to nurture relationships with companies that have previously expressed interest in establishing or expanding operations in the region and maintain strong relationships with key contacts in market who may provide referrals directly to Invest Vancouver.

In Q2, Invest Vancouver conducted four international missions and one Canadian mission (see Table 6). During these missions Invest Vancouver engaged in 71 investor meetings with foreign multinational companies. Rigorous follow-ups and opportunity assessments are underway to qualify the high-potential investment leads.

Table 6. Outbound Mission Breakdown (Q2)

Outbound Mission	Sector Focus	Focus	# Investor Meetings	# Leads
Hannover Messe (Germany)	Cleantech	Targets global leaders in industrial transformation, automation, and clean tech energy solutions.	10	1
CANSEC (Canada)	Defence	Brings together government, military, industry, and international partners to discuss defence, innovation, and security priorities.	3	1
Global Affairs Canada Spring Roadshow (South Korea, Japan)	Multiple	Targets South Korean and Japanese investors across a range of industries exploring opportunities to establish or expand operations in Canada.	12	2
Eurosatory and VivaTech (France)	Defence and High-tech	Engages mainly French companies from variety of tech verticals such as AI, Quantum, Fintech and Cybersecurity.	31	5
BIO International Convention (US)	Life Sciences	Targets global digital health, biotechnology, and biomanufacturing firms exploring North American expansion.	15	5
		Total:	**71**	**14**

In addition, during Q2 2026, Invest Vancouver prepared for six strategic outbound missions scheduled for Q3 2026, each designed to generate high-quality investment leads and strengthen global partnerships. These include the International Defence Industry Exhibition (MSPO) in Poland (Defence); Innovate Canada 2026 in Quebec City (High-tech); the Consider Canada City Alliance / Canada Investment Summit in Toronto (Multiple Sectors); the Tokyo Game Show in Japan (Digital Media and Entertainment); International Cybersecurity Expo in the United Kingdom (High Tech) and ALL IN in Montreal (High-tech).

For example, to prepare for MSPO, Invest Vancouver partnered with the Polish Investment and Trade Agency (PAIH) in Canada with support from the Consulate General of the Republic of Poland in Vancouver to host “The Road to MSPO: Canada-Poland Defence and Dual-Use Opportunities”. Held on August 27, 2026, the event brought together more than 60 participants and highlighted the Metro Vancouver region’s defence and dual-use industrial strengths and facilitated discussions among BC delegates and other parties interested in defence procurement, industrial development, and cooperation between Canada and Poland.

Executive Familiarization Tours / Inbound Delegation Visits

Invest Vancouver hosted and participated in one executive familiarization tour and hosted or supported four inbound delegation visits during Q2 2026. Staff organized meetings with local ecosystem partners, coordinated site visits, and facilitated introductions to post-secondary institutions, other orders of government, private-sector organizations, and professional service providers, including legal, immigration, and accounting firms. Staff also provided clients with an overview of Invest Vancouver's

services and business intelligence, including labour market indicators, industry insights, and investment opportunities across the Metro Vancouver region.

Direct engagement with prospective investors remains an important component of investment attraction, as it provides companies with firsthand exposure to the region's business environment, talent base, and growth opportunities. These activities help support informed investment decisions and strengthen relationships with companies evaluating the Metro Vancouver region as a location for expansion in North America.

Table 7. Executive Familiarization Tours/Inbound Delegation Visit Breakdown (Q2)

Source	Sector	Overview
Switzerland	**Green Economy**	Hosted an executive familiarization tour for a green economy company exploring the establishment of a business development and sales office in the Metro Vancouver region to support existing clients and facilitate future growth opportunities.
Germany	**Other**	Provided an overview of the Metro Vancouver region and engaged with companies during a business-to-business networking program to discuss investment opportunities and regional industry strengths.
Australia	**Other**	Provided an overview of the Metro Vancouver ecosystem, with a particular focus on the region's mining sector, to an inbound delegation of mining companies.
Australia	**High-Tech**	Delivered strategic presentations highlighting the Metro Vancouver technology ecosystem to an inbound delegation of technology-focused companies and organizations.
Germany	**Green Economy**	Provided an overview of the Metro Vancouver ecosystem to an inbound energy-focused delegation, highlighting opportunities within the region's clean energy and sustainability sectors.

In addition to the Executive Familiarization Tours and Inbound Delegations listed above, Invest Vancouver took advantage of the global profile of Web Summit Vancouver 2026 and the 2026 FIFA World Cup to promote FDI in the region. Given the scale and significance of these global events, Invest Vancouver's related activities are covered separately in the report titled "Major Local Investment Attraction Events Update".

Immigration Referral Services

Continued growth in key sectors may necessitate the need for highly specialized global talent to support business expansion and innovation. As a designated referral partner of the federal government, Invest Vancouver is able to assist companies in accessing federal talent attraction programs.

Invest Vancouver can refer eligible companies to:

- The **Global Skills Strategy** through the **Dedicated Service Channel (DSC),** which provides an account manager to help companies making significant, job-generating investments in Canada with hiring multiple highly skilled foreign workers.
- The **Global Talent Stream** under **Category A**, which is designed to help innovative companies scale up and grow by hiring a foreign worker with unique and specialized talent.

Invest Vancouver supported eight companies in bringing skilled talent to the region. These applications are expected to create more than 2,900 new jobs over the coming years, as shown in Table 8. This referral service plays a critical role in helping businesses access the talent they need to expand, invest, and drive economic growth across the region.

Table 8. Immigration Referrals (Q2)

Company	# of jobs
Global Skills Strategy	
Transportation	69
Cleantech	11
Mining	2,900**
Global Talent Stream	
Health & Wellness	1
Transportation	1
Mining	1
Construction	1
Digital Media	1

** The # of expected jobs generated for global skills strategy includes both local and foreign workers*
*** The mining sector total is driven primarily by a single large-scale referral. This figure should not be considered indicative of the typical job outcomes generated through referral services.*

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the report dated September 13, 2026, titled "Investment Attraction Update Q2 2026"; and
   b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a staff presentation to Council upon request.

2. THAT the MVRD Board receive for information the report dated September 13, 2026, titled "Investment Attraction Update Q2 2026".

FINANCIAL IMPLICATIONS

All activities associated with investment attraction are expended through the Board-approved Invest Vancouver 2026 budget.

OTHER IMPLICATIONS

Global competition for investment continues to intensify as jurisdictions compete for a limited number of expansion and relocation projects. At the same time, evolving immigration policies, changing labour market dynamics, and shifting industrial market conditions are influencing corporate location decisions and investment timelines. These factors highlight the importance of maintaining a coordinated regional approach to investment attraction and ensuring the Metro Vancouver region remains competitive in attracting and retaining high-value investment.

Invest Vancouver will continue to work with member jurisdictions and provincial and federal partners to advance investment opportunities, support business expansion, and promote the Metro Vancouver region in key international markets.

CONCLUSION

During Q2 2026, Invest Vancouver continued to advance its investment attraction mandate through targeted lead generation, investor engagement, and business expansion support activities. As of June 30, 2026, Invest Vancouver was managing 154 active investment leads, including 49 Qualified Lead and Opportunity projects representing approximately $956 million in potential direct investment and 1,625 projected jobs. During the quarter, Invest Vancouver supported six companies landing or expanding in the Metro Vancouver region, representing $96.3 million in direct investment over three years and 453 new jobs.

Invest Vancouver conducted five outbound missions, hosted one executive familiarization tour, and participated in four inbound delegation visits. The organization also implemented a refined investment pipeline reporting methodology to improve the accuracy and transparency of economic impact reporting and prepared for six strategic outbound missions scheduled for Q3 2026.

These activities strengthen the Metro Vancouver region's competitiveness, support regional economic growth, and position Invest Vancouver to continue attracting high-value investment opportunities.

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metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

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

Date: September 9, 2026 Meeting Date: October 2, 2026

Subject: **2026/2027 CanExport Community Investments Grant**

RECOMMENDATION
THAT the MVRD Board receive for information the report dated September 9, 2026, titled "2026/2027 CanExport Community Investments Grant".

EXECUTIVE SUMMARY
As a commitment to continuously seek external grant funding to supplement the fiscal budget on foreign direct investment (FDI) attraction activities, Invest Vancouver has secured $370,560 in grant funding from the CanExport Community Investment Program for fiscal year 2026/2027, a 36 per cent increase over the previous year. The CanExport Community Investments Program is a federal government initiative that provides financial support to communities aiming to attract, retain, and expand foreign direct investment (FDI). The program provides non-repayable grants for projects and activities, covering up to 60 per cent of eligible expenses.

Invest Vancouver received funding for FDI Strategic Planning and Analysis ($170,400), FDI Tool and Material Development ($132,480), and FDI Lead Generation and Meetings with Potential Investors ($67,680). The funds will support 10 projects and 19 outbound missions, to be completed between April 1, 2026 and March 31, 2027. Since 2022, Invest Vancouver has steadily increased its external revenue yearly from the CanExport Community Investments Program, and have been awarded a cumulative total of $1.3 million in grants to strengthen the regional economy.

PURPOSE
To provide the Invest Vancouver Management Board and the MVRD Board a summary of the $370,560 in grant funding awarded by the CanExport Community Investments Program that will support Invest Vancouver's FDI attraction strategies.

BACKGROUND
This report is advanced as a deliverable of the Invest Vancouver Management Board 2026 Work Plan and corresponds with activities outlined in the MVRD Board-approved 2026 Invest Vancouver Annual Plan.

CANEXPORT COMMUNITY INVESTMENTS GRANT
The CanExport Community Investment Program helps community organizations attract, retain, and expand FDI to create jobs for Canadians, support innovation, and increase exports. The program provides non-repayable grants for projects and activities, covering up to 60 per cent of eligible expenses. (The program previously only covered up to 50 per cent).

The CanExport Community Investments Program provides four categories of funding:
- FDI Strategic Planning and Analysis (strategies to attract and retain international investment);
- FDI Tool and Material Development (marketing tools for foreign investors);

- FDI Lead Generation and Meetings with Potential Investors (identifying and engaging potential investors); and
- FDI Training (specialized foreign direct investment training).

2026/2027 Application and Results

Invest Vancouver submitted its 2026/2027 application at a time when heightened geopolitical uncertainty and rising trade tensions with the United States make it imperative for the Metro Vancouver region to strengthen its FDI attraction efforts and support Canadian economic diversification. The region's strong value proposition includes a highly skilled and diverse workforce, exceptional research, innovation capacity, integrated ecosystems, and a stable geopolitical and economic climate environment.

Invest Vancouver was awarded $370,560 in grant funding for eligible expenses for 2026, as detailed in Table 1.

Table 1: Summary of 2026-27 CanExport Community Investments Award by Category

Category	Invest Vancouver Project	Award
FDI Strategic Planning and Analysis	• Inbound Delegation • Lead Generation • Tsawwassen Industrial Land Strategy • Advertising Strategy	$170,400
FDI Tool and Material Development	• Investor Pitch Library • FDI Video • Doing Business Guide • Translation Materials • Investor Services Intern • FDI Research Intern	$132,480
FDI Lead Generation and Meetings with Potential Investors	• Outbound Investment Attraction Program for Strategic Growth of FDI in Metro Vancouver	$67,680

The funding supports 10 projects and 19 outbound missions from April 1, 2026 to March 31, 2027, in alignment with the federal fiscal year.

Annual Awards and Cumulative Impact

The $370,560 awarded for 2026/2027 is a 35.8 per cent increase over the previous year and represents the fourth straight year of increased funding. Invest Vancouver will use the funding to promote the Metro Vancouver regional economy, strengthen innovation, and foster the creation of high-quality jobs for the region's residents. Since 2022, Invest Vancouver has been awarded a total of $1.3 million in CanExport Community Investments grants, as shown in the annual breakdown in Table 2.

Table 2: Annual Funding from CanExport Community Investments

Year	Requested	Awarded
2022	$446,057	$218,245
2023	$370,638	$244,735
2024	$389,625	$261,749
2025	$393,748	$272,925
2026	$567,555	$370,560
	Total	**$1,368,214**

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The CanExport Community Investments Program provides non-repayable grants for projects and activities, covering up to 60 per cent of eligible expenses. The $370,560 in CanExport Community Investments grants will support an estimated $617,600 in projects for the benefit of the Metro Vancouver region, with the remaining $247,040 (40 per cent of the total) already allocated in Invest Vancouver's MVRD Board-approved 2026 Budget.

CONCLUSION

Invest Vancouver secured $370,560 in CanExport Community Investments grant funding for projects that will be completed between April 1, 2026 to March 31, 2027. The 10 projects range from working with inbound delegations and developing an advertising strategy, to producing an investor pitch library and hiring interns. The funding will also support 19 outbound missions. Since 2022, Invest Vancouver has been awarded a total of $1.3 million in CanExport Community Investments Program grants.

REFERENCES

1. Global Affairs Canada. (2026, August 24). *CanExport Community Investments.* Trade Commissioner Service. https://www.tradecommissioner.gc.ca/en/our-solutions/funding-financing-international-business/canexport-community-investments.html

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metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

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

Date: September 8, 2026 Meeting Date: October 2, 2026

Subject: **Invest Vancouver 2026 Annual Plan Mid-Year Deliverables and KPI Update**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated September 8, 2026, titled "Invest Vancouver 2026 Annual Plan Mid-Year Deliverables and KPI Update"; and
b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a presentation to Council upon request.

EXECUTIVE SUMMARY

This report provides a summary of results for Invest Vancouver's deliverables and key performance indicators as set out in the 2026 Annual Plan, for the first and second quarters of 2026. The identified deliverables and related activities support Invest Vancouver's priorities to attract strategic investment, through increased global awareness of the Metro Vancouver region in key industries.

From January 1 to June 30, 2026, Invest Vancouver helped 11 companies land or expand in the region, representing $225 million in direct investment over three years and 853 jobs. Invest Vancouver also secured $1,229,560 in federal grant funding to support investment attraction and strategic initiatives, representing 28 per cent of Invest Vancouver's 2026 total budget.

PURPOSE

To provide a mid-year update to the Invest Vancouver Management Board and the MVRD Board on key performance indicators and deliverables as set out in Invest Vancouver's 2026 Annual Plan, reporting on results from the first and second quarters of 2026.

BACKGROUND

This report is advanced in alignment with the approved Invest Vancouver Management Board 2026 Work Plan and the MVRD Board endorsed Invest Vancouver 2026 Annual Plan (Reference 1). The annual plan outlines Invest Vancouver's 2026 activities and initiatives, which support its key strategic priorities and contribute to attracting foreign direct investment (FDI) and advancing regional economic prosperity. The three strategic priorities identified in the annual plan are:

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

- Strengthen investment attraction through meaningful member engagement by collaborating across jurisdictions to identify and coordinate investment attraction opportunities and aftercare support.

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

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

The Work Plan notes that there will be a mid-year report out on progress. This report provides that update.

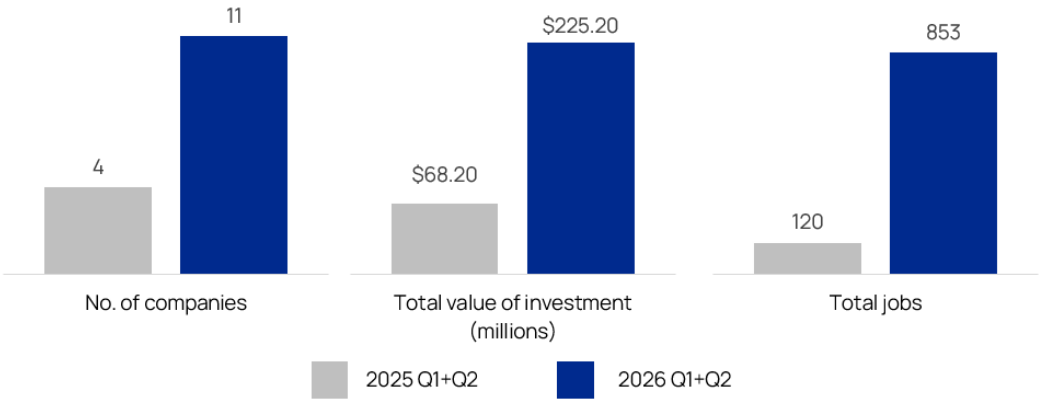
KEY PERFORMANCE INDICATORS

Invest Vancouver tracks the effectiveness of its activities and deliverables through a series of key performance indicators. The results are presented below.

Key Performance Indicator	2025 Q1 + Q2	2026 Q1 + Q2
No. of landed / expanded companies	4	11
Total value of investment from landed/expanded companies	$68.2 M	$225.2 M
Total jobs from landed/expanded companies	120	853
Percentage of revenue from external sources	19%	28%
Total value of investment pipeline	$4.4 B	$956 M
Total jobs in investment pipeline	3,000	1,625

From January 1 to June 30, 2026, Invest Vancouver helped 11 companies land or expand in the region, representing $225 million in direct investment over three years and 853 jobs (Figure 1).

Figure 1: Key Performance Indicators, Landed / Expanded Companies



Invest Vancouver also secured $1,229,560 in federal grant funding to support investment attraction and strategic initiatives, representing 28 per cent of Invest Vancouver's 2026 fiscal budget. Despite global trade uncertainty and heightened geopolitical tensions, Invest Vancouver exceeded its Q2 targets and increased its output compared to the same period last year.

To ensure accurate and transparent performance reporting, staff also completed an extensive audit of the investment pipeline. Leads that were no longer viable due to diminished interest, changing market conditions, or expansion decisions favouring other jurisdictions were removed.

MID-YEAR DELIVERABLES

Six broad initiatives support Invest Vancouver's 2026 strategic priorities. These include generating leads, nurturing expansion opportunities, promoting regional competitive advantages, strengthening key industries, and developing business intelligence to guide investment attraction. Activities and deliverables completed in the first half of 2026 are summarized below.

Investment Attraction

- Coordinated 9 outbound investment attraction missions focused on high-tech, cleantech, life sciences and defence to generate quality leads and further engagement.
- Partnered on and facilitated 7 inbound delegations that showcased the region's innovation, R&D capabilities, and investment for multinational companies considering expansion into the North American market.
- Delivered 5 executive familiarization tours in the Metro Vancouver region, showcasing the region's competitive advantages, critical infrastructure, and key assets to global investors.
- Developed a subsector strategy identifying 11 high-potential subsectors along with a 36-month plan for this strategy focused on attracting investment and enhancing the region's global competitiveness.
- Secured federal funding for marketing materials and translation services to support investment attraction in target markets.
- Coordinated a French diplomatic delegation meeting to strengthen bilateral relations in the European Union and support opportunities for French business expansion in the Metro Vancouver region.

Marketing and Promotion

- Implemented 3 targeted digital campaigns promoting Web Summit Vancouver, FIFA World Cup-related business opportunities, and the *Expansion Drivers Research Study*, alongside regular social content spotlighting the region's investment potential. These efforts generated 35 per cent more LinkedIn impressions and 64 per cent more engagements compared to the first half of 2025.
- Executed a campaign leading up to Web Summit Vancouver that secured 13 media placements, generating an ad value equivalency exceeding $100,000 and an audience reach of more than 3.1 million to promote the Metro Vancouver region to a global audience attending the event.
- Coordinated an investment attraction event with Trade and Invest BC during Viva Tech 2026, that attracted more than 40 attendees and raised awareness of the Metro Vancouver region's thriving tech sector. Also partnered with Business France to deliver a panel discussion comparing the strengths and characteristics of innovation ecosystems on Canada's West and East Coasts.
- Attracted nearly 9,000 unique international visitors to investvancouver.ca through digital marketing, media relations, and advertising activities, representing a 35 per cent increase over 2025.
- Produced two promotional videos highlighting the region's investment potential for use in digital marketing campaigns, investor engagement, and local and international events.

Global Promotion on the Local Stage

- During Web Summit Vancouver, Invest Vancouver hosted the Tech Advantage (bus) Tours showcasing the region's innovation ecosystem and post-secondary institutions. Delivered two investment seminars for international investors, and developed programing for the BC Pavilion to promote the Metro Vancouver region as a leading global technology hub.
- Launched the "Team Invest Vancouver" initiative, providing FDI training to municipal economic development practitioners (IVAC members) and devised a coordinated regional approach to lead generation during Web Summit Vancouver.
- To fully leverage the 2026 FIFA Word Cup games opportunities for global promotion, Invest Vancouver hosted seven panel discussions at BC Business House. These panels attracted more than 500 participants, and were complimented by five executive tours showcasing innovation at post-secondary institutions for 45 attendees, and three executive seawall networking walks that connected more than 60 leaders, investors, and industry stakeholders to support business development and FDI attraction.

Investment Readiness and Cluster Development

- Collaborated with the Richmond Chamber of Commerce to host a transportation and logistics roundtable, bringing together 15 business leaders and decision-makers to explore FDI opportunities that support regional competitiveness, economic growth, and long-term resilience.
- Co-hosted an event with the Consulate General of the Kingdom of the Netherlands that convened European diplomats and Metro Vancouver elected officials to foster trade relationships and raise awareness of the Canada-European Comprehensive Economic Trade Agreement (CETA).
- With access to talent often cited as a key consideration for MNE's thinking about expansion and growth, established a cybersecurity workforce hub pilot. This employer-led regional talent accelerator included information sessions, roundtables, and a Skills Needs Forum to identify industry training and hiring gaps. Insights from employers informed a three-day training

program delivered to more than 50 participants to support workforce readiness and job placement.
- Partnered with 16 organizations to improve cybersecurity training opportunities, support business development and economic reconciliation, and strengthen the regional talent pipelines for current and future investment.

Business Intelligence for FDI
- Completed the *Expansion Drivers Research Study* to better understand FDI patterns, multinational enterprise (MNE) expansion decisions, and the conditions that drive their growth in the Metro Vancouver region. Survey findings informed global marketing efforts, including a digital campaign, print collateral, and investor pitch materials.
- Initiated research and analysis for a report on the impact of FDI in BC to examine investment trends by country and industry and assess the economic benefits of FDI for the region and province.
- Co-hosted an event with Consulate General of Ireland to promote research from the Conference Board of Canada and the Government of Ireland highlighting opportunities to strengthen investment and business ties between Canada and Ireland.

Regional Leadership and Resilience
- Secured $1.2 million in federal funding to support FDI attraction services and strategic initiatives.
- Launched a governance review to identify options to improve Invest Vancouver's regional value, long-term sustainability, effectiveness, and responsiveness, while minimizing the financial burden on ratepayers.
- Advanced economic reconciliation efforts by collaborating with Tsawwassen First Nation on strategies and tools to support trade-enabling investment opportunities for the Nation's 330 acres of industrial land.

ALTERNATIVES
1. THAT the MVRD Board:
   a) receive for information the report dated September 8, 2026, titled "Invest Vancouver 2026 Annual Plan Mid-Year Deliverables and KPI Update"; and
   b) direct staff to forward a copy of the report to member jurisdictions for information with an offer of a presentation to Council upon request.

2. THAT the MVRD Board receive for information the report dated September 8, 2026, titled "Invest Vancouver 2026 Annual Plan Mid-Year Deliverables and KPI Update".

FINANCIAL IMPLICATIONS
All activities associated with Invest Vancouver's 2026 Annual Plan have been expended through Invest Vancouver's 2026 Board approved budget.

Invest Vancouver secured $1,229,560 in federal grant funding (summarized below) to support investment attraction initiatives. The funding represents 28 per cent of Invest Vancouver's 2026 fiscal budget, compared to 19 per cent in external revenue received against 2025 fiscal budget. Staff will continue to seek for external grant funding opportunities to minimize the tax levy impact. Since 2022, Invest Vancouver has steadily increased its external revenue sources by leveraging from the federal government's CanExport Community Investments Program.

Funding Source	Revenue Amount
CanExport Community Investment Program	$370,560
Future Skills Centre	$552,000
PacifiCan	$307,000

CONCLUSION

Invest Vancouver delivered a range of activities and initiatives that generated investment leads and supported successful investment attraction outcomes. Between January 1 and June 30, 2026, 11 companies established or expanded operations in the region, representing $225 million in direct investment over three years and the creation of 853 jobs, despite ongoing global trade uncertainty and geopolitical challenges. Invest Vancouver also secured $1,229,560 in federal funding to support investment attraction and strategic initiatives, representing 28 per cent of its 2026 operating budget.

ATTACHMENT

1. Presentation re: Invest Vancouver 2026 Annual Plan Deliverables and KPI Mid-Year Update.

REFERENCES

1. Invest Vancouver. (2026). *2026 Annual Plan*. Metro Vancouver. https://investvancouver.ca/Documents/iv-2026-annual-plan.pdf

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Invest Vancouver 2026 Annual Plan Deliverables and KPI Mid-Year Update

Presented by: Jacquie Griffiths, President, Invest Vancouver
Date: October 2, 2026

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1

Invest Vancouver 2026 Annual Plan

- Endorsed by IVMB and MVRD Board in February 2026
- Details the activities and initiatives that support strategic priorities
- Identifies the key performance indicators to deliver on Invest Vancouver's mandate



2

2

2026 Strategic Priorities

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



3

3

Invest Vancouver Key Performance Indicators

Indicator	2025 Q1 + Q2	2026 Q1 + Q2
No. of landed/expanded companies	4	11
Total value of investment from landed/expanded companies	$68.2 M	$225.2 M
Total jobs from landed/expanded companies	120	853
Percentage of revenue from external sources	19%	28%
Total value of investment pipeline	$4.4 B	$956.1 M
Total jobs in investment pipeline	3,000	1,625

4

4

2026 Initiatives

1. Investment Attraction
2. Marketing and Promotion
3. Global Promotion on the Local Stage
4. Investment Readiness & Cluster Development
5. Business Development for FDI
6. Regional Leadership and Resilience



5

5

1 2026 Projects and Activities: Investment Attraction

Notable deliverables

- Developed a subsector strategy and action plan to enhance competitiveness
- Coordinated business development meetings to increase trade and investment opportunities
- Provide tailored to investors to navigate the region's business landscape

By the numbers

9 outbound missions to priority markets of Europe, Asia and North America

7 inbound delegations originating from Europe, Australia and Asia

5 executive familiarization tours in sectors of high-tech, life sciences and cleantech

6

6

2

2026 Projects and Activities:

Marketing and Promotion

Notable deliverables

- Implemented three targeted digital media campaigns
- Coordinated events during Viva Tech Conference
- Implemented PR tactics for WSV to promote the region
- Produced two videos highlighting the region's business potential

By the numbers

35% increase in impressions and **64%** more engagements on LinkedIn

13 published opportunities resulting in an ad value equivalency of **$101k** and **3** million reach

9,000 unique international visitors to the investvancouver.ca website

7

7

3

2026 Projects and Activities:

Global Promotion on the Local Stage

Notable deliverables

- Web Summit Vancouver: hosted tours, investment seminars, and developed programming at the BC Pavillion
- Activated the "Team Invest Vancouver" initiative for a coordinated approach in lead generation
- Leveraging FIFA World Cup:
  - Hosted 7 panel discussions at BC Business House
  - Coordinated 5 executive tours
  - Organized 3 networking walks

By the numbers

200+ attendance for bus tours and seminars during WSV

500 attendees for Invest Vancouver's programming during FIFA World Cup

8

8

4

2026 Projects and Activities:

Investment Readiness and Cluster Development

Notable deliverables

- Delivered two sector and market specific roundtables to increase investment flow to the region
- Implemented a cybersecurity workforce hub focusing on employer-led training model
- Partnered with 16 organizations to enhance cybersecurity training opportunities, business development and economic reconciliation

By the numbers

60+ executives participated in roundtables and Skills Needs Forum for workforce development

50+ trained to support the growth and resilience of a cybersecurity workforce

70 attended CETA event to foster trade relations for economic growth

9

9

5

2026 Projects and Activities:

Business Intelligence for FDI

Notable deliverables

- Completed the Expansion Drivers Research Study
- Initiated research and analysis on the impact of FDI in BC
- Promoted new research done by the Conference Board of Canada highlighting the economic opportunities

By the numbers

47 Multinational companies surveyed for the Expansion Drivers Research Study

10

10

6

2026 Projects and Activities:

Regional Leadership and Resilience

Notable deliverables

Secured $1.2 million in federal grant funding for FDI attraction strategies

Launched a governance review study to identify model options to enhance Invest Vancouver's value proposition

By the numbers

$307k in PacifiCan funding

$370k in CanExport funding

$552k in grant funding from Future Skills Centre

11

11

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12

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Invest Vancouver Management Board

From: Jacquie Griffiths, President, Invest Vancouver

Date: September 8, 2026 Meeting Date: October 2, 2026

Subject: **Invest Vancouver Governance Model Review – Findings**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated September 8, 2026, titled "Invest Vancouver Governance Model Review – Findings"; and
b) direct staff to bring forward, in Q1 2027 through Board Strategic Planning work, a sustainable arm's-length model for Invest Vancouver based on the Regional Anchor Model with a transition plan that targets implementation in January 2028.

EXECUTIVE SUMMARY

Since 2021, it has been expected that, as Invest Vancouver matures, it would explore new structure and governance to optimize success. Metro Vancouver has been actively exploring ways to transition the organization to an arm's length model. In late 2025, Metro Vancouver engaged Dalberg to conduct a governance structure and value proposition review for Invest Vancouver. Dalberg found that Invest Vancouver's current governance structure limits operational flexibility and competitiveness, constrains access to external funding opportunities, and reduces its ability to operate in a manner consistent with peer economic development organizations (EDOs). The review concluded that these limitations create a "vicious cycle" of pressure for short-term results while restricting the flexibility needed to maximize long-term strategy and impact.

Dalberg determined that transitioning Invest Vancouver to an arm's-length regional economic development organization, consistent with other Canadian EDOs, offers the most effective path to optimized performance, increased funding opportunities, and long-term organizational sustainability. Dalberg evaluated three alternative governance models: a Wholly Owned Subsidiary, a Regional Anchor Model, and a Federated Municipal Model. The assessment considered each model's ability to provide operational flexibility and competitiveness with peer regions, funding certainty, strategic autonomy, and long-term sustainability, all while maintaining a strong regional value proposition.

As part of this work, Dalberg had discussions with the Invest Vancouver Advisory Committee (IVAC) and the Invest Vancouver Management Board (IVMB). Of the three options, the Regional Anchor Model emerged as the preferred option. Members of both committees emphasized the importance of maintaining a unified regional voice for investment attraction, expanding access to external funding sources, and preserving strong municipal and stakeholder engagement.

Under the Regional Anchor Model, Invest Vancouver would become an independent organization supported by Metro Vancouver as an anchor funder, with an optimized potential of securing additional funding from provincial and federal governments, the private sector, and other partners. Dalberg concluded that this model best balances operational independence with regional cohesion, reduces the risk of municipal fragmentation, and positions Invest Vancouver to access new funding opportunities and strengthen partnerships across the economic development ecosystem.

Additional work is required to assess governance design, funding arrangements, transition requirements, and implementation considerations.

PURPOSE

To seek direction from the Invest Vancouver Management Board (IVMB) and MVRD Board to advance transitioning Invest Vancouver to an arm's length organization through a Regional Anchor Model in January 2028, through the 2027 Board Strategic Planning process.

BACKGROUND

The value proposition and governance structure review was initiated following the MVRD Board's Cost and Services Efficiency Review in early 2025. It reflects the rapidly evolving political and economic context during the five years Invest Vancouver operated as a regional service. Invest Vancouver engaged Dalberg to conduct the review (Reference 1). Dalberg's review determined that transitioning Invest Vancouver to an arm's-length governance model offers the most effective path to improved performance, increased funding opportunities, and long-term organizational sustainability. Dalberg subsequently assessed three governance models for Invest Vancouver (Reference 2).

DALBERG'S FINDINGS

Invest Vancouver is a service of the MVRD. In contrast, peer economic development organizations (EDOs) in Canada tend to operate at arm's length from the municipalities they serve. These alternative governance arrangements offer greater operational flexibility, stronger connections to key stakeholders, improved ability to secure external funding, and more effective coordination and delivery of economic development activities. Dalberg's value proposition and governance review found that Invest Vancouver's current governance model creates a "vicious cycle" of pressure for short-term results while limiting operational flexibility, thereby constraining long-term impact. Multiple peer EDO leaders emphasized that "this work cannot happen inside government," highlighting the need for greater operational flexibility.

The limitations imposed by the current governance model have practical consequences for external funding opportunities. For example, Invest Vancouver faces a structural disadvantage in applications for funding from the PacifiCan Regional Innovation Ecosystems (RIE) Program because its current governance model does not permit it to receive non-government funding. The RIE program is typically oversubscribed, with demand exceeding available funding. While applicants must provide matching contributions equal to at least 50 per cent of the total project costs, PacifiCan prefers non-government contributions. Priority may be given to proposals that exceed the minimum matching requirement and those where more than 10 per cent of the project funding from non-government sources. As a result, Invest Vancouver's inability to secure private sector contributions limits the competitiveness of its applications relative to other organizations.

Alternative Governance Models

Following an extensive review and consultation, Dalberg developed a shortlist of three alternative, arm's length governance models based on Canadian EDOs and comparable public-private entities (**Attachment 1**).

1. **Wholly Owned Subsidiary Model**: would see Invest Vancouver incorporated as an independent entity not subject to the *Local Government Act*. (Calgary Economic Development, an independent corporation owned by the City of Calgary, is an example of this model.)
2. **Regional Anchor Model**: Invest Vancouver would become an independent entity with MVRD continuing to provide anchor funding, with the potential for supplemental government funding.

(Montreal International, an independent non-profit supported by per-capita contributions collected from member municipalities by the regional body is an example.)

3. **Federated Municipal Model**: Invest Vancouver would become an independent entity co-funded directly by individual municipalities that opt-in to fund and govern the service. (Toronto Global, an independent non-profit funded via separate bilateral agreements with member municipalities, uses this structure.)

Evaluation Criteria and Assessment

Dalberg evaluated the alternative governance models against the four key challenges identified in the initial value proposition review (Reference 1). To be effective, an arm's length governance model would need to give Invest Vancouver latitude to deliver on its value proposition, provide funding certainty and flexibility, enable strategic autonomy and promote operational efficiency, and feasibility to transition and run the service at an acceptable cost. Key success factors across these criteria include maintaining a region-wide value proposition; securing stable municipal funding for core operations, complemented by private, provincial, and federal funding over time; adopting lean, independent, and skills-based governance that allows IV to move 'at the speed of business'; and obtaining sufficient transition funding to provide IV with the runway needed to demonstrate value under a new governance model.

For each proposed governance model, Dalberg identified the key features and their implications. This includes the ability to attract and accept funding and the pace of decision making. The pros and cons of these features and implications were evaluated through a highly consultative process that included partner interviews with economic development leads from municipal jurisdictions, provincial and federal government representatives, and regional ecosystem organizations; internal interviews with IV and MVRD representatives; and interviews with leaders from peer Canadian EDOs, supplemented with desk research. The assessment results are summarized in Figure 1.

Figure 1: Governance model assessment summary

Degree of independence

Assessment criteria		Wholly owned subsidiary model	Regional anchor model	Federated municipal model
Fit with Invest Vancouver value proposition	Core FDI work	No structural barriers, but in practice may be constrained by MVRD oversight	Full discretion to engage in FDI work on behalf of the full region	Full discretion; fragmentation creates capacity and effectiveness challenges
	Investment readiness	Public sector limitations removed (i.e., *Local Gov't Act*); full authority dependent on MVRD board buy-in	No structural limitations on engaging in advocacy and partnership-building	No limitations on engaging in advocacy and partnerships; reduced municipal participation may limit effectiveness
Funding certainty and flexibility	Retention of municipal funding	With continued MVRD support, IV could continue to retain its primary funding	Potential reduced MVRD contribution, making other funding streams critical	Risk of cities opting out; likely requires add'l government funding to backfill
	Ability to pursue funding from other levels of gov't	No explicit barriers, but decoupling IV from MVRD's relationships with other government bodies may be challenging	No limitations on pursuing government funding; will require demonstrating track record of value and credibility	No limits on seeking gov't funding; municipalities opting out likely to discourage provincial & federal funding
	Ability to engage the private sector	Public sector limitations removed (i.e., *Local Gov't Act*); ability to signal independence may be challenging	No legal barriers to receiving private sector contributions	No legal barriers to receiving private sector contributions
Strategic autonomy and operational efficiency	Strategic autonomy	Higher autonomy in principle; dependent on MVRD delegated authority in practice	Fully outside MVRD; independence in practice depends on Board governance	Fully outside MVRD; independence in practice depends on Board governance
	Operational efficiency	Depends on ability to delineate corporate policies and processes from MVRD	Full operational independence, if board is kept small and mostly private; no MVRD approval process or shared services	Full operational independence, if board is kept small and mostly private; no MVRD approval process or shared services
Cost and transition feasibility		Easiest to initiate, but has the potential to perpetuate existing challenges	Requires strong buy-in from MVRD and securing supplemental funding streams	Requires significant political capital with municipalities and transition funding

Legend: Fully meets criterion · Partially meets criterion · Does not meet criterion

Dalberg

The first option, the Wholly Owned Subsidiary model, was determined to be the least viable option. In practice, Invest Vancouver would likely remain more constrained and less competitive than peer EDOs when it comes to its ability to independently execute against its value proposition, its operational

efficiency, and to more generally "move at the speed of business". Continued direct control by Metro Vancouver may make signaling independence and building effective partnerships with other ecosystem players more challenging. The model is effective in Calgary, but structural differences that worked to its benefit there are absent in the Metro Vancouver context. (The Calgary EDO initially represented a single municipality, and the City of Calgary plays a relatively limited role in operations by design.)

The two models that would establish Invest Vancouver as an independent entity were judged to be the most viable. Both the Regional Anchor Model and the Federated Municipal Model address the need to engage the private sector; provide strategic autonomy; and would likely improve operational efficiency. Their most significant differences arise from the ability of cities to opt out under the federated municipal model. Dalberg found that fragmentation would create capacity and effectiveness challenges, particularly given that sustaining membership under the federated municipal model would require significant time and effort, thereby distracting from the core function of investment attraction and economic development. In this model, each city that opts out increases the financial burden on the remaining cities, and a lack of regional unity would likely make it more difficult to secure provincial and federal funding and limit the ability to leverage the strength of a coordinated region. The federated municipal model would also require greater transitional funding to support the organization while it established bilateral funding arrangements.

IVAC and IVMB Feedback

Dalberg presented its governance model assessment to IVAC on June 29, 2026, and to IVMB on July 16, 2026. Both presentations were followed by substantive discussions on the strengths and weaknesses of the shortlisted options, providing members with an opportunity to ask questions and consider the next potential steps.

Across both committees, the most frequently raised point was the importance of presenting a strong, unified voice for the region when engaging external investors and provincial and federal partners. Members also noted that all peer EDOs profiled have larger and more diversified funding bases than Invest Vancouver, and emphasized that any future governance model should support increased provincial, federal, and private-sector funding. The value of a small, skills-based board was highlighted several times, as was the importance of maintaining engagement with IVAC under any new governance structure.

Both IVAC and IVMB members expressed strong preliminary support for the Regional Anchor Model. Members emphasized the importance of preserving and promoting a region-wide value proposition, particularly to strengthen the case for securing funding from other orders of government. They also raised concerns that a federated municipal model could create a significant administrative burden through the negotiation and management of multiple bilateral municipal funding agreements. It could also create uneven relationships across the region, as some municipalities choose not to participate, while others contribute more, potentially leaving smaller municipalities feeling marginalized and resulting in unequal levels of engagement and support.

While there was broad support for the Regional Anchor Model, both committees identified several areas requiring further clarification. Members identified the need for additional detail regarding the proposed governance and board structure, as well as the funding mechanism and the source and amount of future MVRD contributions under a new model. Members also sought greater clarity on the transition process, including anticipated timeline, resource requirements, and key implementation considerations.

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the report dated September 8, 2026, titled "Invest Vancouver Governance Model Review – Findings"; and
   b) direct staff to bring forward, in Q1 2027 through Board Strategic Planning work, a sustainable arm's-length model for Invest Vancouver based on the Regional Anchor Model with a transition plan that targets implementation in January 2028.

2. THAT the MVRD Board receive for information the report dated September 8, 2026, titled "Invest Vancouver Governance Model Review – Findings".

FINANCIAL IMPLICATIONS

The review was funded through the Invest Vancouver Board-approved 2026 budget. MVRD Board approval of Alternative 1 will incur additional costs that Invest Vancouver will fund through its 2026-2027 budgets. If the Board chooses Alternative 1, staff will support its leadership through the Q1 2027 Board Strategic Planning process in providing the opportunity for the Board to successfully transition Invest Vancouver from MVRD to an arm's length regional economic development office by 2028.

CONCLUSION

Dalberg found that Invest Vancouver's current governance structure limits operational flexibility and competitiveness, constrains access to external funding opportunities, and reduces its ability to operate in a manner consistent with peer economic development organizations. The value proposition and governance structure review found that transitioning to an arm's-length model would better position Invest Vancouver to deliver on its mandate by strengthening strategic autonomy, improving operational efficiency, and supporting a more diversified and sustainable funding base.

The governance model review and assessment found that the wholly owned subsidiary model offers the fewest advantages given its similarity to the status quo. While both the regional anchor and federated municipal models would provide greater independence and flexibility, the regional anchor model was determined to best balance operational autonomy with regional cohesion. By maintaining Metro Vancouver as an anchor funder while enabling additional provincial, federal, private-sector, and partner funding, the model preserves a strong regional value proposition and reduces the risks associated with municipal fragmentation and administrative complexity.

Feedback from both IVAC and the IVMB was broadly supportive of further exploring the Regional Anchor Model, particularly its ability to maintain a unified regional voice, strengthen funding opportunities, and support effective stakeholder engagement. Both groups stressed the need for clarity on governance design, funding arrangements, and implementation considerations, which is why Alternative 1, directing staff to further advance transitioning Invest Vancouver to a Regional Anchor Model, is recommended.

ATTACHMENTS

1. Dalberg. (2026). *Invest Vancouver Governance Model Options: Review and Assessment*.
2. Presentation re: Invest Vancouver Governance Model Review – Findings, dated October 2, 2026.

REFERENCES

1. Griffiths, J. (2026). *Invest Vancouver Value Proposition and Governance Structure Review* [Staff report to Invest Vancouver Management Board meeting on 2026, February 18]. https://metrovancouver.org/boards/InvestVancouver/IVA-2026-02-18-AGE.pdf#page=62
2. Griffiths, J. (2026). *Invest Vancouver Governance Review Workshop* [Staff report to Invest Vancouver Management Board meeting on 2026, June 19]. https://metrovancouver.org/boards/InvestVancouver/IVA-2026-07-16-AGE.pdf#page=9

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Dalberg

Invest Vancouver Governance Model Options:

Review and Assessment

SEPTEMBER 2026



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Executive Summary

Invest Vancouver (IV) engaged Dalberg to identify and assess governance model options that could strengthen IV's ability to deliver on its mandate and achieve long-term financial sustainability. This work builds on an earlier Value Proposition Review, which determined that transitioning to an 'arm's-length' governance structure, in-line with how all peer Canadian EDOs are organized, offers the most effective path to improved performance, increased funding opportunities, and long-term organizational sustainability for IV.

Both the Governance and Value Proposition Reviews were highly consultative and informed by a wide range of inputs, including 40 interviews with peer EDOs, municipal, provincial, and federal government leaders, regional ecosystem partners, IV staff, and Metro Vancouver representatives; a review of 50+ reports and data sources; and 10+ working sessions with IV staff and leadership.

This Governance Model Review assessed potential governance structures against their ability to address four challenges identified in the earlier Value Proposition Review: (i) fit with IV's value proposition, (ii) funding certainty and flexibility, (iii) strategic autonomy and operational efficiency, and (iv) cost and transition feasibility. Interviewees consistently identified a set of key success factors across these criteria, including maintaining a region-wide value proposition; securing stable municipal funding for core operations, complemented by private, provincial, and federal funding over time; adopting lean, independent, and skills-based governance that allows IV to move 'at the speed of business'; and obtaining sufficient transition funding to provide IV with the runway needed to demonstrate value under a new governance model.

The review identified three potential governance model archetypes based on a scan of peer EDOs: (1) a **wholly owned subsidiary model**, in which IV would remain wholly owned by MVRD; (2) a **regional anchor model**, in which IV would operate as an independent entity with MVRD continuing to serve as its anchor funder; and (3) a **federated municipal model**, in which IV would operate as an independent entity funded and governed directly by participating municipalities.

After assessing these models against the four criteria outlined above, the wholly owned subsidiary model was deprioritized. While this model could provide continuity in funding and operations, IV would remain more constrained and less competitive than peer EDOs in its ability to independently execute against its value proposition, its operational efficiency, and its ability to 'move at the speed of business'. Moreover, continued ownership by MVRD could make it difficult to signal independence and build effective funding partnerships across the broader ecosystem.

Two viable paths therefore remain: The regional anchor and federated municipal models. The choice between these models is a decision about IV's desired geographic mandate and the roles that MVRD and member municipalities are prepared to play in supporting IV's future. The regional anchor model is the stronger fit if IV's mandate is to represent the full Metro Vancouver region, and if MVRD is willing to remain IV's anchor funder while transitioning to an independent board. The federated municipal model is the stronger fit if IV would be more effective serving a subset of municipalities more committed to FDI attraction, and if these municipalities are prepared to play a larger direct funding and governance role, recognizing that others may opt out. A transition to either model will require short-term transition funding to maintain IV's budget, operations, and impact during the transition.

IVMB and IVAC expressed strong preliminary support for the regional anchor model. The governance model assessment was presented to IVAC (Invest Vancouver Advisory Committee) on June 29 and IVMB (Invest Vancouver Management Board) on July 16, 2026, and their feedback has been incorporated into this report. The support for the regional anchor model reflects the importance of maintaining a region-wide value proposition, particularly for attracting funding from other levels of government, and recognition that having to negotiate and maintain individual funding agreements with participating municipalities under the federated municipal model would create an undue administrative burden.

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1. Introduction and Objectives

1.1 Background: Context and Findings from the Value Proposition Review

Since its inception in 2021, Invest Vancouver (IV) has played a critical role in delivering essential investment attraction and economic development services for the Metro Vancouver region. Partners recognize that the organization has built a strong foundation during a period of economic and institutional volatility, and praise its regional brand building, research, convening, and intensified foreign direct investment efforts. However, given the rapidly evolving political and economic landscape since IV was founded, and the MVRD Board's cost services and efficiencies review conducted in early 2025, IV initiated a review of its value proposition and governance structure to identify opportunities to strengthen its value, competitiveness, and financial sustainability.

Invest Vancouver engaged Dalberg Advisors in late 2025 to conduct a Value Proposition Review. The review revealed strong demand for IV to retain its regional FDI mandate, with partners emphasizing the importance of being able to 'speak with one voice' on behalf of the full region. The review also identified an opportunity for an expanded role in investment readiness and cluster development to remain competitive with peer regions. At the same time, it was clear that IV's impact and sustainability is currently constrained by what partners call a 'vicious cycle', in which IV's governance structure simultaneously places intense pressure on the organization to demonstrate immediate results while limiting its ability to deliver those results. More than 80% of partners interviewed therefore believed that transitioning IV to an 'arm's-length' governance structure could enhance IV's effectiveness, competitiveness, and financial sustainability, with several peer EDO leaders noting that "this work cannot happen inside the government".

Based on these findings, Invest Vancouver engaged Dalberg Advisors in the summer of 2026 to conduct a Governance Model Review, focused on identifying and assessing new governance model options that would enhance IV's value delivery and financial sustainability. The findings of this review are presented in the report that follows.

1.2 Methodology

The objective of the Governance Model Review was to present a prioritized shortlist of viable governance models that could enable IV to deliver more effectively on its mandate and enhance its financial sustainability over the long term.

To achieve this, Dalberg conducted a highly consultative process across two stages. First, Dalberg identified and assessed governance model options that could strengthen Invest Vancouver's ability to deliver on its mandate and enhance long-term financial sustainability. Second, based on input from IVAC and IVMB, a shortlist of viable options was refined.

The assessment drew on the following primary and secondary research, conducted across both the Value Proposition and Governance Model Reviews:

- **40 interviews:** 20 partner interviews with economic development leads from municipal jurisdictions, provincial and federal government representatives, and regional ecosystem organizations, 12 internal interviews with IV and MVRD representatives, and 8 interviews with leaders from peer Canadian EDOs.
- **50+ reports and data sources:** Desk research to understand the value proposition and governance models of Invest Vancouver and peer Canadian EDOs.
- **10+ working sessions:** Sessions with IV staff and leadership to review and pressure-test findings.

1.3 Assessment Criteria

The assessment evaluated how different governance models could address four key challenges identified in the earlier Value Proposition Review, as described in the figure below.

Figure 1: Four assessment criteria to guide the governance model review

Assessment Criteria	Description
Fit with Invest Vancouver value proposition	• **Core FDI work:** Whether IV can fund and execute regional investment-attraction activities (e.g., travel, trade missions, hosting events, etc.) on par with what peer EDOs are doing. • **Investment readiness:** Whether IV can engage directly with elected officials and private sector leaders to build the multi-stakeholder partnerships that have been key to peer EDO success.
Funding certainty and flexibility	• **Retention of municipal funding:** Whether the model preserves IV's existing core funding from member municipalities. • **Ability to pursue funding from other levels of government:** Whether the model positions IV to access the provincial and federal funding streams that have fueled peer EDO growth. • **Ability to engage the private sector:** Whether the model removes legal barriers (e.g., *Local Government Act*) to the private sector funding and engagement that is available to peer EDOs.
Strategic autonomy and operational efficiency	• **Strategic autonomy:** Whether IV can set its own vision, priorities, and strategic direction, without those decisions being subject to direct approval by outside organizations. • **Operational efficiency:** Whether IV can set its own internal policies, minimize outside approvals and reporting requirements, and 'move at the speed of business' like peer EDOs do.
Cost and transition feasibility	• **Cost and transition feasibility:** Whether the model can be established and operated at acceptable cost, with a manageable transition path.

In addition to discussing the various governance models, government and peer EDO leaders shared a consistent perspective on what success would look like for IV under a new governance structure. These perspectives informed how the assessment criteria were used to evaluate each governance model.

Fit with Invest Vancouver value proposition

Delivering against a sharply defined, complementary, and region-wide value proposition is essential to enhance competitiveness with peer regions. This includes increasing the scale and frequency of investment attraction activities to match peer EDOs, clearly communicating where IV leads and where it partners, and delivering against those roles to build durable partner relationships.

Funding certainty and flexibility

The top priority is securing stable municipal funding for core operations and then pairing this with private and project-specific provincial and federal funding over time. Leading organizations have followed a similar path, with some peer EDOs pairing smaller contributions from all municipalities with larger contributions from those that value the services the most. A model that protects IV's core municipal funding while positioning it to deepen its provincial and private partnerships will be essential in setting up the organization for success. *The Local Government Act* constrains and limits Invest Vancouver's ability to pursue private-sector funding arrangements compared to peer EDOs who do not operate within similar legislation.

Strategic autonomy and operational efficiency

The most effective EDOs operate with lean, independent governance, with skills-based private sector-oriented Boards that keep political decision-making at arm's length. A structure that gives IV greater latitude to engage officials directly, move at the speed of business, and make decisions without layered approvals would position it to deliver its renewed value proposition more effectively.

Cost and transition feasibility

Continuing to strengthen ties with municipalities and securing short-term transition funding will be key to a successful transition under any model. This will provide the runway IV needs to be able to demonstrate increased value under a new governance model and diversify its funding sources.

2. Governance Model Assessment

2.1 Overview of Governance Model Archetypes

The review found that peer Canadian EDOs largely fall into one of three governance archetypes: a wholly owned subsidiary, a regional anchor, and a federated municipal model. They are differentiated primarily by their degree of strategic and financial independence. Calgary Economic Development, Montreal International, and Toronto Global are used to illustrate the key features of each in the figure below. American EDOs were not considered because differences in tax treatment and nonprofit governance make direct comparisons with Canadian organizations challenging. Many US EDOs can receive tax-deductible private-sector contributions through 510(c)(3) structures.

Figure 2: Overview of EDO archetypes

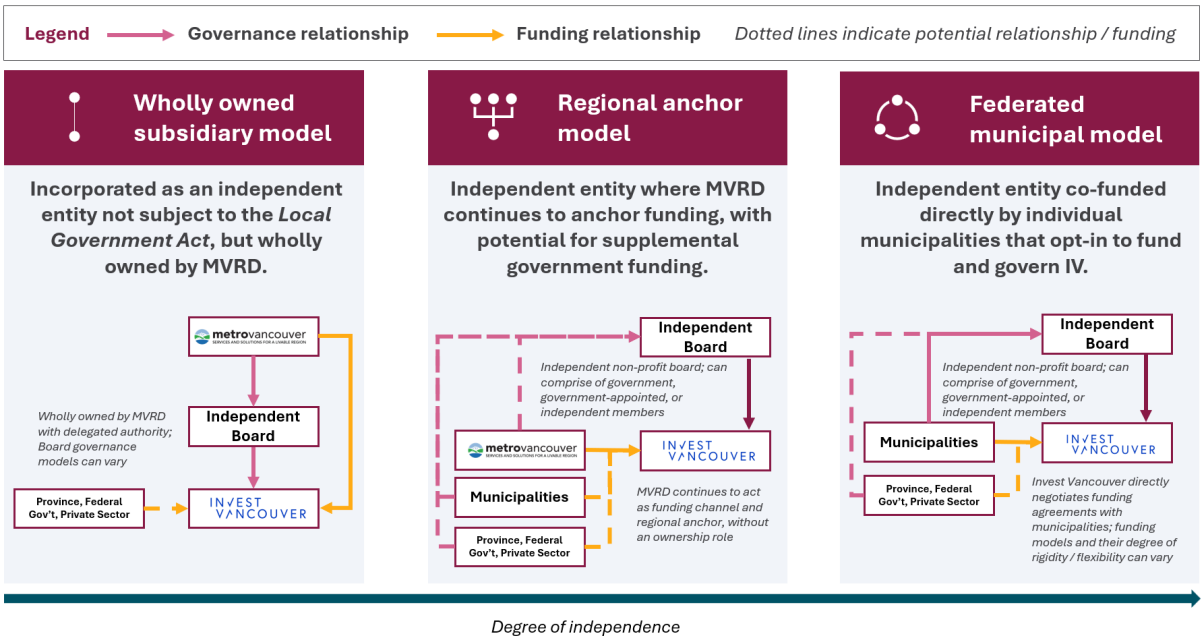
	Wholly owned subsidiary model	Regional anchor model	Federated municipal model
Example peer EDO	Calgary Economic Development	Montreal International	Toronto Global
Peer EDO governance model	Independent corporation wholly owned by the City of Calgary as its sole shareholder and primary funder.	Independent non-profit where CMM, the regional body, aggregates per-capita contributions from member municipalities.	Independent non-profit funded through separate bilateral agreements with member municipalities, often via their regional governments.
Peer EDO attributes	• Governed by a skills-based Board, including the Mayor and a Councilor (~20 members). • Operates at arm's length, with the Board approving a four-year plan and the city playing a relatively limited role in operations. • Successfully diversified city funding from 90%+ in 2021 to 55% in 2025.	• Governed by a private-sector majority Board, alongside municipal appointees and non-voting provincial and federal representatives (~30 members). • Receives contributions from all municipalities, and supplementary funding directly from Montreal. • Generates a significant portion of its budget from the private sector.	• Governed by a mostly private-sector board (~13 members) with municipal representation tied to funding. • Not all municipalities in region are engaged or provide funding; offset by significant support by provincial and federal government. • Operates with full discretion over budget, travel, and partnerships.
Funding sources	• Municipal: ~$13M • Provincial: ~$2.5M • Federal: ~$3M • Private Sector: ~$1.8M • **Total: ~$20.3M**	• Municipal: ~$5.6M • Provincial: ~$2M • Federal: ~$2M • Private Sector: Significant • **Total: ~$11-12M**	• Municipal: ~$2.5M • Provincial: ~$2.5M • Federal: ~$2.5M • Private Sector: ~$0.2M • **Total: ~$7.7M**

Each of these archetypes could be possible in the Metro Vancouver context, but would require changes to IV's current governance and funding relationships with MVRD and municipalities:

- **Wholly owned subsidiary model:** IV could be incorporated as an independent entity not subject to the *Local Government Act*, but remain wholly owned by MVRD.
- **Regional anchor model:** IV could be incorporated as a fully independent entity where MVRD continues to anchor regional funding, but no longer holds an ownership relationship.
- **Federated municipal model:** IV could be incorporated as a fully independent entity that is co-funded directly by individual municipalities that opt in to fund and govern IV.

Figure 3 below provides additional information on how IV's governance and funding relationships could evolve under each of the three governance model archetypes.

Figure 3: Potential options for IV's governance structure, based on the archetypes



The following sections examine the trade-offs, risks, and conditions for success associated with each governance model as a potential future-state option for IV.

2.2 Option 1: Wholly Owned Subsidiary Model

Model Description

IV becomes a separate legal entity (corporation or nonprofit) wholly owned by MVRD, governed by its own independent board rather than operating as an MVRD service. This model represents an evolution of the status quo, requiring only MVRD board approval, not new external funding or multi-party political consensus. However, transitioning to this model would require a comprehensive transition approach that durably devolves operational and strategic authority to IV.

Strengths and Weaknesses

The wholly owned subsidiary model offers some advantages, particularly the potential to preserve IV's existing MVRD funding base while maintaining a unified regional mandate and enabling greater flexibility to receive private contributions outside the *Local Government Act*. However, its ability to deliver true independence depends heavily on the authority MVRD is willing to delegate, and continued ownership could limit IV's ability to build an independent profile and attract broader partnerships and funding.

Figure 4: Tradeoffs of the wholly owned subsidiary model

	Strengths	Weaknesses
Fit with Invest Vancouver value proposition	• A single shareholder preserves a unified regional mandate, potentially streamlining direction-setting	• Advocacy and partnership-building may, in practice, require ongoing alignment with the MVRD board, limiting IV's ability to engage with partners productively
Funding certainty and flexibility	• Has the potential to retain the existing MVRD funding base • In theory, removes *Local Government Act* limitations on private contributions, though may differ in practice	• Other funders and partners may continue to associate IV closely with Metro Vancouver • Challenging for IV to establish an independent profile, deepen relationships, and pursue funding from other levels of government
Strategic autonomy and operational efficiency	• With appropriate delegated authority, a wholly owned subsidiary can theoretically operate at arm's length	• Autonomy is less structural than other models, and depends on the authority MVRD chooses to devolve • If corporate policies and processes remain with MVRD, current process constraints are likely to persist
Cost and transition feasibility	• Requires only MVRD board approval rather than new external funders or political consensus at the outset • Institutional familiarity with operating a wholly owned subsidiary	• Realizing the model's benefits depends on deliberate board design, clearly delegated authority, and a durable funding arrangement • Establishing independent corporate capacity (legal, finance, HR) carries one-time and ongoing costs that would offset some of the efficiency of current shared services

Considerations and Success Factors: 'What Would Need to Be True'

The success of a wholly owned subsidiary model would depend on establishing genuine, delegated authority. For example, a clear shareholder agreement or set of bylaws that codify delegated authority, reporting cadence, and Board composition might establish operational efficiency and the ability to "move at the speed of business". A **multi-year MVRD funding commitment** would also be important, providing IV with sufficient runway to build a track record before funding is renewed. Finally, **incorporation under either the *Corporations Act* or the *Not-for-profit Corporations Act* could**, in effect, **remove the limitations** of the *Local Government Act*, although legal advice would be required to determine the most appropriate option in the MVRD context.

Potential Risks

The primary risks relate to the extent of IV's delegated authority and its continued dependence on MVRD. The model's benefits would depend heavily on the authority transferred to IV at the outset; retaining key functions within MVRD could limit the intended gains in autonomy and efficiency. IV would also remain exposed to future changes in MVRD Board priorities, as its mandate, authority, and funding would continue to be linked to MVRD decisions over time. Continued ownership could make it more challenging for IV to establish an independent profile and deepen relationships and funding from other levels of government, ecosystem partners, and the private sector.

Case Study

Calgary Economic Development demonstrates how a wholly owned entity can operate with formal delegated authority and a degree of operational independence from its municipal shareholder while retaining a core municipal funding relationship. This illustrates how this model can provide sufficient delegated authority and funding while preserving the independence needed to effectively deliver on an organizational mandate.

Figure 5: Case study of wholly owned subsidiary model: Calgary Economic Development[1]

Example Peer EDO

Calgary Economic Development

- Incorporated as a share-capital company rather than a membership-based non-profit, enabling a sole-shareholder structure and a unanimous shareholder agreement while still operating on a not-for-profit basis; governed by a skills-based private sector Board, along with the Mayor and a Councilor (~20 members)
- The unanimous shareholder agreement codifies delegated authority and reporting requirements, giving the subsidiary formal standing distinct from city departments
- The City is represented on the Board through the Mayor and one Councilor, with the remaining members recruited by a third party against a skills matrix, and with limited involvement in operations
- Core operating funding comes from the City as shareholder, and is supplemented by project-based provincial and federal contracts carrying delivery metrics and a negotiated management fee, and a smaller corporate partnership stream
- *Note: CED originally represented a single municipality, not a full region, which may limit its applicability to the MVRD context. A regional mandate covering surrounding municipalities was added later, with contributions set by population (Invest Greater Calgary)*

2.3 Option 2: Regional Anchor Model

Model Description

IV becomes an independent entity with no single owner, governed by an independent Board including private sector, municipal, senior government, and/or ecosystem partner participation. MVRD continues to provide anchor funding, possibly at a lower contribution than current levels, through a consolidated, multi-year regional contribution agreement. Municipalities that see the greatest value in IV's services may contribute additional funding separately, while provincial, federal, and private-sector funding is pursued to diversify overall funding sources.

Strengths and Weaknesses

The regional anchor model offers a combination of a clear regional mandate, strategic independence, and funding flexibility. The regional anchor model would provide role clarity, preserve a stable funding base, and create flexibility to pursue provincial, federal, and private-sector funding. However, MVRD's contribution could decline as it shifts from owner to anchor funder, requiring additional funding from other sources, and the model would require significant effort to establish and transition to a new entity that delivers genuine independence in practice.

[1] Calgary Economic Development, Annual Report 2024; Dalberg Analysis.

Figure 6: Tradeoffs of the regional anchor model

	Strengths	Weaknesses
Fit with Invest Vancouver value proposition	• An independent entity with a formal regional mandate provides clarity of role within the broader ecosystem • Best positioned among the models to support engagement with the province and federal government	• N/A – this model represents the strongest fit with IV's value proposition, relative to the other two options
Funding certainty and flexibility	• A consolidated MVRD-anchored contribution would provide a stable municipal funding base without bilateral negotiations with all municipalities • No structural limitations on pursuing provincial, federal, or private-sector funding	• MVRD's contribution is likely to decline as it shifts from owner to anchor funder, requiring supplemental commitments from across government and the private sector
Strategic autonomy and operational efficiency	• As a fully independent entity, IV would set its own internal policies and operate without external approval processes • With multiple funders at the table, no single funder is positioned to unilaterally direct decisions	• Independence in practice depends on the Board governance model, including the extent to which there is political vs. private sector representation
Cost and transition feasibility	• Builds on the regional funding relationship that already exists, rather than creating municipality-by-municipality arrangements	• Requires establishing a new entity, Board, and standing up independent corporate capacity (legal, finance, HR) over a multi-year horizon

Considerations and Success Factors: 'What Would Need to Be True'

The regional anchor model would require MVRD to maintain a cornerstone funding relationship under an independent board, with supplemental provincial, federal, and private support sought and added over time. A **moderate, multi-year transition commitment from MVRD** would provide IV with sufficient runway to maintain its 2026 budget during the first two to three years, followed by a gradual taper toward a sustainable steady-state funding floor once other funding sources are secured.

The model would also require a **predominantly private-sector, skills-based Board** with more limited municipal representation and a transparent nominations process, as well as **incorporation as an independent non-profit** with bylaws clearly defining funder roles. Legal advice would be needed to confirm the specific appropriate corporate vehicle and mechanism for MVRD's contribution.

Potential Risks

The primary risks are the potential for a shortfall in supplemental funding and the complexity of the transition. Building a diversified and durable funding base would require municipalities, provincial and federal government, and private-sector partners to increase their contributions over time; **if these contributions do not materialize, IV could remain overly dependent on MVRD**. To date, federal government funding has been entirely project-based, which is not compatible with sustainable funding for core operations. At the same time, establishing a new entity, Board, and membership program in parallel would require sustained effort and careful sequencing, with early results important to building momentum and securing continued stakeholder support.

Case Study

Montréal International demonstrates how an independent regional entity can combine a region-wide mandate with consolidated, formula-based funding across multiple municipalities, supplemented by other sources of support. This illustrates how a durable regional funding mechanism and a clear regional mandate are important to making an anchor model work.

Figure 7: Case study of regional anchor model: Montréal International[2]

Example Peer EDO	
Montréal International	• Of ~30 board seats, 20 private-sector members are elected by a partner base of roughly 200 member firms, while 8 municipal representatives are designated by the regional body from geographic clusters broadly reflecting population, and provincial and federal representatives participate as non-voting members • Municipal funding flows through the CMM regional body as a single consolidated payment of roughly $1 per capita across 82 municipalities, with the exception of the City of Montreal, which contributes separately • Investment attraction is written into the regional body's mandate, limiting opportunities for individual municipalities to opt-out • Private-sector revenue has grown substantially, sustained by tangible business-development value, with member firms receiving referrals to arriving companies • Funding renewal with CMM occurs on a multi-year cycle, while provincial and federal support is primarily in the form of project-based funding

2.4 Option 3: Federated Municipal Model

Model Description

IV becomes an independent entity with no single owner or anchor funder, funded through separate bilateral agreements with member municipalities and their regional governments, alongside provincial and federal co-funding. Governance is led by a predominantly private-sector board, with municipal representation tied to the largest contributors. This model offers the same independence as the regional anchor model but replaces a consolidated regional contribution with individually negotiated ones.

Strengths and Weaknesses

The federated municipal model offers IV the greatest structural independence and the strongest ability to align its mandate and resources with the municipalities most committed to FDI attraction. Direct bilateral funding relationships would allow IV to tailor agreements to individual funders and begin with a committed core of anchor municipalities rather than requiring region-wide consensus upfront. However, the model would narrow IV's mandate, create greater funding instability, and require significant effort to secure and sustain multiple municipal relationships.

Figure 8: Tradeoffs of the federated municipal model

	Strengths	Weaknesses
Fit with Invest Vancouver value proposition	• Operating fully outside MVRD gives IV unconstrained discretion to fund and execute investment-attraction work on behalf of participating municipalities • Concentrating membership on the municipalities with the greatest commitment to FDI attraction could allow IV to better focus its mandate and resources	• Partial municipal participation narrows IV's mandate to those who opt in and undercuts its standing to act as a single voice for the region • Members that step back leave gaps in regional coverage that can weaken IV's credibility with partners who expect region-wide representation
Funding certainty and flexibility	• Direct bilateral relationships with each level of government allow agreements tailored to each funder's priorities	• Core funding rests on voluntary commitments that member jurisdictions can renegotiate or exit, leaving the budget structurally less stable than a consolidated contribution
Strategic autonomy and operational efficiency	• Full separation from MVRD, with no continuing anchor-funder relationship, gives IV the most structurally independent footing of the three models	• Tying governance rights to funding contributions can concentrate influence among a few anchor municipalities • Sustaining 1-1 relationships with municipalities requires significant administrative effort
Cost and transition feasibility	• The transition can begin without region-wide consensus, by starting with a committed core of anchor municipalities and bringing others in over time	• Assembling and maintaining multiple separate municipal commitments demands significant political and financial capital, both to launch and to sustain • The transition leans on substantial bridge support to hold the budget while anchor commitments are secured

[2] Montréal International Activity Reports, 2023, 2024, 2025; Montréal International website; Dalberg Analysis.

Considerations and Success Factors: 'What Would Need to Be True'

The federated municipal model would require a core group of anchor municipalities to commit to funding IV directly at increased levels, with additional municipalities able to opt in and contribute in proportion to the services they receive. A **significant, time-limited MVRD transition commitment** would also be required to provide sufficient runway to negotiate and secure bilateral funding agreements before MVRD funding declines to zero.

As with the regional anchor model, IV would require a **predominantly private-sector, skills-based Board** with limited municipal representation and a transparent nominations process, and **incorporation as an independent non-profit**, with legal advice needed to determine the appropriate structure and the terms of bilateral funding agreements defining each member's contribution.

Potential Risks

The primary risks relate to the durability of municipal participation and the potential loss of IV's regional standing. Experience in other regions suggests that participation and contribution levels can change over time in the absence of a structured regional funding mechanism. A model in which IV represents only a subset of municipalities could also weaken its ability to speak on behalf of the region and make funders more hesitant to support a sub-regional entity. Fragmented membership may further reduce the confidence of private-sector partners and investors who value having a stable, region-wide counterpart.

Case Study

Toronto Global demonstrates how an independent entity can operate with multiple participating governments, with funding structured through separate member relationships. This illustrates the importance of durable partner commitments and clear governance arrangements that balance member influence with operational independence in making the federated municipal model work.

Figure 9: Case study of federated municipal model: Toronto Global[3]

Example Peer EDO

TORONTO GLOBAL

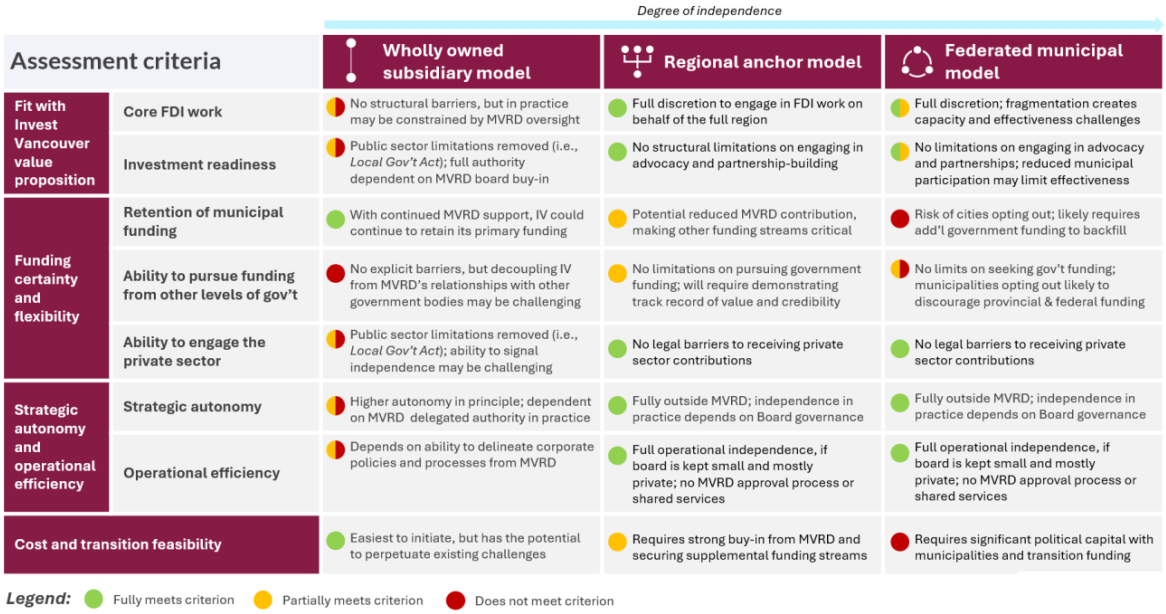
- Represents 6 regional governments and 24 municipalities, funded in roughly equal thirds by the core city, the province, and the federal government, with smaller contributions from individual regions and municipalities
- The board is predominantly private sector, with municipal representation limited to the largest funders — two seats for the core city and one rotating regional seat — and members selected through a nominations committee (~13 members total)
- Full discretion over budget, travel, partnerships, and agreements rests with the organization, with strategic plans shared with member municipalities for feedback but decided by the board
- Smaller municipal contributions are negotiated individually without a defined formula, are typically modest and low-formality, and tend to renew with limited friction once embedded in local budgets
- Member municipalities retain their own economic development teams, with the regional body managing overlap by involving local teams when investments land in their jurisdiction

2.5 Comparative Assessment Against the Criteria

While all three options represent potential governance models for IV, their viability varies significantly when evaluated against the outlined criteria. Based on this assessment, two models emerge as most viable for Invest Vancouver: the regional anchor and federated municipal models. The table below summarizes the assessment of each model against key criteria.

[3] Toronto Global Annual Reports, 2024–2025 and 2025–2026; Dalberg Analysis.

Figure 10: Governance model assessment summary



2.6 Implication: Deprioritize the Wholly Owned Subsidiary Model

This assessment implies deprioritizing the wholly owned subsidiary model, as it appears least viable. In practice, IV will likely remain more constrained and less competitive than peer EDOs under the wholly owned subsidiary model when it comes to its ability to independently execute against its value proposition, its operational efficiency, and to more generally "move at the speed of business". Moreover, continued ownership by Metro Vancouver may make signaling independence and building effective funding partnerships with other ecosystem players more challenging.

3. Feedback from IVAC and IVMB and Conclusion

3.1 Shortlisted Options and Decision Conditions

Ultimately, while the regional anchor model was assessed slightly more favorably across key evaluation criteria, both the regional anchor and federated municipal models are viable governance options for Invest Vancouver. Therefore, the decision between these two options will depend on what key decisionmakers believe about the desired geographic mandate for IV and the willingness of MVRD and municipalities to support, fund, and govern IV going forward.

Figure 11: Tradeoffs of the regional anchor and federated municipal models

Regional anchor model	Federated municipal model
Choose this option if...	***Choose this option if...***
• It is critical for IV to represent and serve the full Metro Vancouver region. • MVRD is willing to remain IV's anchor funder while transitioning to an independent board, sustaining a consolidated regional contribution from all municipalities. • Sustaining membership under the federated municipal model will require significant time and effort, distracting from core investment attraction and economic development work. • MVRD is willing to provide moderate short-term transition funding to maintain IV's budget at 2026 levels for 2-3 years post transition.	• It is more effective for IV to represent and serve a subset of municipalities with the greatest commitment to FDI attraction • Municipalities are prepared to anchor IV directly, with participating municipalities playing a larger funding and governance role than they do currently (recognizing some municipalities may opt-out). • Sustaining membership under the federated municipal model will require limited time and effort, and not impact IV's ability to deliver against its mandate and value proposition. • MVRD is willing to provide significant short-term transition funding to slightly increase IV's budget for 3-4 years post transition.

3.2 Feedback Received from IVAC and IVMB

The Governance Model Assessment and shortlisted options were presented to IVAC (Invest Vancouver Advisory Committee) on June 29, 2026 and to IVMB (Invest Vancouver Management Board) on July 16, 2026 in 90-minute workshops. IVAC membership consists of economic development practitioners from MVRD member jurisdictions. IVMB membership includes both elected officials and sectoral representatives from across the region. After Dalberg presented a summary of the assessment findings, there was a rich discussion on the strengths and weaknesses of the shortlisted options, and an opportunity for members to ask questions and think through next steps.

These discussions elevated important context underpinning this assessment. Firstly, it was shared that when IV launched in 2021, it was never intended to sit permanently under MVRD. The intention was always to move to an arm's length structure over time, so the findings of this assessment are very much in-line with that original intent. Secondly, several members noted that MVRD is currently undergoing a broader governance structure review, which may impact this process.

Members also emphasized several key success factors, building on the criteria shared in section 1.3. The most commonly expressed concerns were variations on the need for a strong, unified, and regional voice for economic development and investment attraction when engaging with external investors and especially with federal and provincial partners. It was also noted that all peer EDOs profiled have larger and more diverse budgets than IV, and that any new model must enable increased provincial, federal, and private funding. The importance of a small, lean, and skills-based board was highlighted several times, as was the importance of maintaining engagement with member municipalities under any new governance structure.

Members then discussed and voted on which model they felt best positioned Invest Vancouver to deliver on its mandate going forward. A summary of votes across both workshops is included below. The discussion focused primarily on potential risks of the federated municipal model – more limited ability to represent the full region, concern that smaller municipalities may feel marginalized, and the significant administrative burden required to establish and maintain 1-1 funding relationships with individual municipalities.

- There was 1 vote for the Wholly Owned Subsidiary model

- There were 21 votes for the Regional Anchor model
- There were 3 votes for the Federated Municipal model

While these workshops showed strong preliminary support for further exploring the regional anchor model, important questions remain about the specific funding and governance mechanisms, and the ease and sequencing of a potential transition. In particular, members noted a desire to better understand the board and governance framework, and the specific funding mechanism, source, and amount of the MVRD contribution, under a new model. Lastly, members shared that further work is needed to clarify the timeline, process, and resources needed to transition to a new model – and how Invest Vancouver would maintain operations and impact during this transition period.

3.3 Conclusion

Based on feedback received from IVMB and IVAC, the regional anchor model is the preferred option for further exploration. Invest Vancouver's Governance Model Review identified two viable paths forward that could strengthen the organization's financial sustainability and ability to deliver on its mandate. Both a regional anchor model and federated municipal model would provide greater structural independence than the current state, but represent different choices about Invest Vancouver's go-forward geographic mandate, funding base, and the role that MVRD or partner municipalities would play in supporting Invest Vancouver. Based on feedback from IVMB and IVAC, the regional anchor model is preferred as it allows Invest Vancouver operational independence, a regional mandate, and the ability to pursue diverse funding relationships, without the administrative burden created by the federated municipal model. The viability of the region anchor model, however, will depend on MVRD's willingness to remain an anchor funder beyond the transition.

Thank you.

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Invest Vancouver Governance Model Review – Findings

Invest Vancouver Management Board – October 2, 2026

Presented by Jacquie Griffiths

87458275

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Background & Process

1. Value Proposition and Governance Structure Review
   Presented to IVMB in February
2. Governance Review Workshops
   IVAC session in June, IVMB session in July
3. Governance Model Assessment
   Report delivered in September

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2

RECAP: Value Proposition and Governance Structure Review Findings

- Peer Canadian EDOs operate at arm's length from local government
- Arm's-length organizations are better positioned to engage stakeholders, receive outside funding, and deliver economic development services
- Transitioning Invest Vancouver to an arm's-length model would support stronger performance, funding growth, and long-term sustainability.

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Alternative Governance Models

Wholly owned subsidiary	Incorporated entity owned by MVRD but not subject to the *Local Government Act* (e.g. Calgary Economic Development)
Regional anchor model	Independent entity with anchor funding from MVRD and the potential for supplemental government funding (e.g. Montreal International)
Federated municipal model	Independent entity co-funded directly by individual municipalities that opt-in to fund and govern the service (e.g. Toronto Global)

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Assessment Summary

Assessment criteria		Wholly owned subsidiary model	Regional anchor model	Federated municipal model
		Degree of independence		
Fit with Invest Vancouver value proposition	Core FDI work	No structural barriers, but in practice may be constrained by MVRD oversight	Full discretion to engage in FDI work on behalf of the full region	Full discretion; fragmentation creates capacity and effectiveness challenges
	Investment readiness	Public sector limitations removed (i.e., *Local Gov't Act*); full authority dependent on MVRD board buy-in	No structural limitations on engaging in advocacy and partnership-building	No limitations on engaging in advocacy and partnerships; reduced municipal participation may limit effectiveness
Funding certainty and flexibility	Retention of municipal funding	With continued MVRD support, IV could continue to retain its primary funding	Potential reduced MVRD contribution, making other funding streams critical	Risk of cities opting out; likely requires add'l government funding to backfill
	Ability to pursue funding from other levels of gov't	No explicit barriers, but decoupling IV from MVRD's relationships with other government bodies may be challenging	No limitations on pursuing government funding; will require demonstrating track record of value and credibility	No limits on seeking gov't funding; municipalities opting out likely to discourage provincial & federal funding
	Ability to engage the private sector	Public sector limitations removed (i.e., *Local Gov't Act*); ability to signal independence may be challenging	No legal barriers to receiving private sector contributions	No legal barriers to receiving private sector contributions
Strategic autonomy and operational efficiency	Strategic autonomy	Higher autonomy in principle; dependent on MVRD delegated authority in practice	Fully outside MVRD; independence in practice depends on Board governance	Fully outside MVRD; independence in practice depends on Board governance
	Operational efficiency	Depends on ability to delineate corporate policies and processes from MVRD	Full operational independence, if board is kept small and mostly private; no MVRD approval process or shared services	Full operational independence, if board is kept small and mostly private; no MVRD approval process or shared services
Cost and transition feasibility		Easiest to initiate, but has the potential to perpetuate existing challenges	Requires strong buy-in from MVRD and securing supplemental funding streams	Requires significant political capital with municipalities and transition funding

Legend: Fully meets criterion · Partially meets criterion · Does not meet criterion

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Dalberg Assessment

Wholly owned subsidiary model

- The least viable option
- Invest Vancouver likely to remain more constrained and less competitive than peer EDOs

Regional anchor model

Federated municipal model

- Both viable
- Address need to engage the private sector
- Provide strategic autonomy
- Likely to improve operational efficiency

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Dalberg Assessment:

Regional Anchor vs. Federated Municipal Model

Advantages of the regional anchor model:

- Reduces effort required to maintain municipal participation
- Avoids cost-shifting resulting from municipal opt-outs
- Presents a stronger case for provincial and federal funding
- Requires less transitional funding

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IVAC and IVMB Workshops

Broad agreement on:

- ✓ A strong, **unified regional voice** to engage external investors and provincial and federal partners
- ✓ A governance model that enables increased **external funding**

Multiple mentions:

- ✓ The value of a **small, skills-based board**
- ✓ Ongoing **IVAC** engagement

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IVAC and IVMB Workshops

Strong preliminary support for further exploration of the regional anchor model.

- Additional detail requested on governance, board structure, and funding.
- Greater clarity requested on transition timelines, resources, and implementation.

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Recommendation

THAT the MVRD Board:

a) receive for information the report dated September 1, 2026, titled "Invest Vancouver Governance Model Review – Findings"; and

b) direct staff to bring forward, through the 2027 Board Strategic Planning work, a sustainable arm's-length model for Invest Vancouver based on the regional anchor model that includes support from Metro Vancouver, along with a transition plan that targets implementation in January 2028.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

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

Date: September 16, 2026 Meeting Date: October 8, 2026

Subject: **Metro 2050 Regional Context Statement – City of White Rock**

RECOMMENDATION

THAT the MVRD Board:

a) accept the City of White Rock's Regional Context Statement as attached to the report dated September 16, 2026, titled "Metro 2050 Regional Context Statement – City of White Rock" and notify the City of White Rock of the decision; and

b) include in the correspondence to the City of White Rock 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 September 16, 2026, titled "Metro 2050 Regional Context Statement – City of White Rock" 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.

EXECUTIVE SUMMARY

The City of White Rock 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 (RCS) to ensure local aspirations align with shared regional goals.

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

- **Compact Urban Growth:** Directing growth to Semiahmoo Municipal Town Centre and adjacent transition areas, consistent with *Metro 2050* Goal 1.
- **Sustainable Economy:** Supporting employment and commercial activity within Semiahmoo Municipal Town Centre, consistent with Goal 2.
- **Environmental Protection and Climate Action:** Protecting and enhancing ecological assets, contributing to greenhouse gas reduction, and improving resilience to climate change and natural hazards, consistent with Goal 3.
- **Housing Diversity and Affordability:** Providing for a range of housing forms, including secondary suites, accessory dwelling units, multiplexes, rowhouses, and apartments, consistent with Goal 4.
- **Sustainable Transportation:** Coordinating land use and transportation planning to support walking, cycling, rolling, and transit, consistent with Goal 5.

While the OCP update introduces modest changes, primarily to align with provincial housing legislation, the City has identified opportunities for improved alignment with regional targets in its next OCP review. Metro Vancouver and the City will work together through the next OCP and RCS update process to establish targets for growth, ecosystem protection, tree canopy cover, greenhouse gas emission reductions, and affordable rental housing.

Metro Vancouver staff recommend that the MVRD Board accept the City of White Rock's Regional Context Statement.

PURPOSE
To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider acceptance of the City of White Rock's Regional Context Statement.

BACKGROUND
On February 24, 2023, the MVRD Board adopted *Metro 2050*. Pursuant to the *Local Government Act*, each member jurisdiction's Official Community Plan (OCP) must include a Regional Context Statement (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 White Rock's RCS on September 15, 2026 (**Attachment 1**). 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 City of White Rock 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 White Rock's draft OCP is provided in Reference 1.

KEY CHANGES IN WHITE ROCK'S DRAFT OFFICIAL COMMUNITY PLAN
White Rock is proposing modest changes to its OCP, primarily to align with new provincial housing legislation. The City of White Rock notes in the RCS that future work may be done to better align the OCP with *Metro 2050*. While the RCS demonstrates general consistency with *Metro 2050*, the City has not yet established local targets related to growth, ecosystem protection, urban tree canopy cover, greenhouse gas emission reductions, or affordable rental housing delivery that directly correspond to *Metro 2050* regional targets. Metro Vancouver staff intend to work collaboratively with the City of White Rock to incorporate further updates into the City's next RCS.

REGIONAL CONTEXT STATEMENT ANALYSIS
Staff have reviewed the City of White Rock's 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 White Rock's RCS outlines relevant OCP policies and supplementary information that demonstrate how the OCP will contribute towards regional targets set out in *Metro 2050*. Notably, White Rock supports residential growth within the Urban Containment Boundary and Semiahmoo Municipal Town Centre in accordance with regional growth objectives.

The City currently does not identify local targets related to growth, ecosystem protection, urban tree canopy cover, greenhouse gas emission reductions, or affordable rental housing delivery that directly correspond to *Metro 2050* targets. The RCS notes that the City anticipates presenting targets in future OCP updates, policies, plans, and strategies. Metro Vancouver staff look forward to future updates as this work progresses.

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 White Rock's RCS identifies OCP policies that support this goal, such as:

- Concentrating growth exclusively within the Urban Containment Boundary and supporting compact, connected, and walkable mixed-use development with a range of services to meet daily needs; and
- Supporting a mix of land uses within Semiahmoo Municipal Town Centre.

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 White Rock does not contain Industrial, Employment, or Agricultural-designated lands under *Metro 2050*. Accordingly, the City's contribution to Goal 2 is primarily through supporting employment growth and commercial development within Semiahmoo Municipal Town Centre.

The City of White Rock's RCS identifies OCP policies that support this goal, such as:

- Supporting office and employment-generating uses that reinforce Semiahmoo Municipal Town Centre as the primary employment hub; and
- Encouraging a concentrated mix of residential and commercial uses within Semiahmoo Municipal Town Centre, strengthening the relationship between housing and employment opportunities in a compact urban form.

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 White Rock's RCS identifies OCP policies that support this goal, such as:

- Supporting enhancements and restoration of ecological links between existing natural areas, increasing connections between isolated habitats;
- Increasing the quality and amount of green space, enhancing tree canopy, and protecting natural resources and ecological areas;
- Supporting compact growth in Semiahmoo Municipal Town Centre, active transportation, transit use, green building strategies, and on-site energy generation reduce greenhouse gas emissions and achieve a carbon-neutral region; and
- Integrating Environmental Development Permit Areas, flood protection policies, and climate risk assessment measures to support *Metro 2050*'s objective of improving resilience to flooding, sea-level rise, and other climate-related hazards.

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 White Rock's RCS identifies OCP policies that support this goal, such as:

- Expanding housing choices and increasing the diversity of housing types for a variety of household sizes, incomes, tenures, needs, and preferences to provide a broader range of housing options;
- Supporting secondary suites, accessory dwelling units, semi-detached housing, rowhouses, and multiplexes to increase housing diversity within established neighbourhoods.
- Supporting new non-market and rental housing to increase affordable rental housing supply; and
- Ensuring preservation of existing rental housing stock and supporting tenant relocation and protection to mitigate redevelopment impacts.

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 White Rock's RCS identifies OCP policies that support this goal, such as:

- Supporting growth management policies that focus development in Semiahmoo Municipal Town Centre to support coordinated land use and transportation planning to reduce automobile dependence;
- Expanding cycling infrastructure to improve active transportation mode share; and
- Introducing transportation demand management measures, electric vehicle initiatives, and goods movement policies to reduce transportation-related greenhouse gas emissions while maintaining efficient movement of people and goods.

The staff assessment indicates consistency between the City of White Rock's Official Community Plan and Regional Context Statement and the goals, strategies, and targets set out in *Metro 205*0. The proposed changes to the OCP are modest, focused primarily on aligning with provincial housing legislation. In the future, a more comprehensive update may be considered to identify local targets. The City's policies support compact growth, housing diversity, and sustainable transportation, demonstrating alignment with the goals of *Metro 2050*.

ALTERNATIVES

1. THAT the MVRD Board:
   a) accept the City of White Rock's Regional Context Statement as attached to the report dated September 16, 2026, titled "Metro 2050 Regional Context Statement – City of White Rock" and notify the City of White Rock of the decision; and
   b) include in the correspondence to the City of White Rock 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 September 16, 2026, titled "Metro 2050 Regional Context Statement – City of White Rock" 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 White Rock's Regional Context Statement as attached to the report dated September 16, 2026, titled "Metro 2050 Regional Context Statement – City of White Rock," indicating the provisions to which the Board objects and the reasons for objection, and request the City of White Rock to 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 White Rock's Regional Context Statement and, in turn, hinder the City's ability to adopt its updated OCP. This could create planning and implementation challenges for White Rock and reduce opportunities for integration of local priorities with regional goals under *Metro 2050*.

CONCLUSION

The City of White Rock has submitted a new RCS as part of its updated OCP, demonstrating alignment with the goals, strategies, and actions 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 general alignment between White Rock's RCS, OCP and *Metro 2050*, and 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 White Rock Regional Context Statement as attached.

The City of White Rock has indicated the potential to include additional local targets in a future update of its OCP. This will provide an important opportunity for Metro Vancouver to continue working collaboratively with the City to advance local targets related to growth, ecosystem protection, urban tree canopy cover, greenhouse gas emission reductions, and affordable rental housing, as identified in this report.

ATTACHMENT

1. City of White Rock Regional Context Statement.

REFERENCES

1. City of White Rock. (2026). Official Community Plan Update. www.talkwhiterock.ca/ocpupdate2025

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Appendix A Regional Context Statement

Metro 2050
Implementation Guideline
Regional Context Statement Template

July 2025

Regional Context Statement Checklist

This checklist is for staff use, not to be included in the Regional Context Statement.

Mapping Requirements

In addition to completing the template below, an RCS must contain a parcel-based map that identifies the six regional land use designations, the Urban Containment Boundary, and the regional overlays within the Member Jurisdiction whenever applicable.

☐ Regional Land Use Designations

- General Urban
- Industrial
- Rural
- Employment
- Agricultural
- Conservation and Recreation

☐ Regional Overlays

- Urban Centres
- Frequent Transit Development Areas
- Trade-Oriented Lands Overlay
- Natural Resource Areas Overlay (Maintained by Metro Vancouver)

☐ GIS digital file for Metro Vancouver

Population, Dwelling Unit and Employment Projections Requirements

☐ 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.

☐ Section 1.2.23(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."

☐ Section 6.2.7 of *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.

Official Community Plan Consistency with Metro 2050

☐ Demonstrate how the OCP or equivalent contributes to reaching the regional federation's targets using the Regional Context Statement template included on the following pages.

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your Member Jurisdiction's contribution to reaching the regional federation's Regional Growth Strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; Member Jurisdiction local context is expected.

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 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 Urban Containment Boundary is shown on Map 1 – The Land Use Plan identifies White Rock as completely located within the Urban Containment Boundary (UCB); therefore, one hundred percent (100%) of all growth will be within the UCB. **See Map 1 land use designations.** **See Sections 4.2, 4.3 and 4.4** for information on population, Dwelling Units and Employment Projections (estimates) for White Rock (2051), based on Metro Vancouver Growth Projections (medium growth). **See Section 6.0 Growth Management.** Objective 6.1 states that the City's intent is to manage growth in a way that is consistent with the Regional Growth Strategy. **See Section 7.0: Land Use** specific polices that guide the management of development in the City.	The OCP includes the findings from the North Bluff Road Corridor Plan. Updates to the OCP policies to include Small-Scale Multi-Unit Housing forms have increased the potential for the creation of housing in the City. White Rock does not have a Frequent Transit Development Area; therefore, only Urban Centre Policies are applicable.
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** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	White Rock's Municipal Town Centre is shown on Map 1, and Urban Centre mirrors the Municipal Town Centre. With the incorporation of the *North Bluff Corridor Plan* into the OCP, it is anticipated that the Town Centre Transition Areas will support and	White Rock does not have a Frequent Transit Development Area; therefore, only Urban Centre Policies are applicable. All of the projected growth for White Rock will be located within the Urban Containment Boundary, and focused in the Urban Centre and adjacent transition 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%**	contribute to the Metro 2050 target.	
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** (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 *1.2.12 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.***	Section 7.0 outlines White Rock's 'Town Centre' land use designation. The 'Town Centre' permits mixed use development and the highest densities considered in the plan. *Part B*: *Policies* of the OCP provides the detailed policy framework to guide growth that supports the Regional Growth Strategy, which contributes to regional targets. White Rock does not have a Frequent Transit Development Area, so all of the projected growth for White Rock will be located within the Urban Containment Boundary, which is supported through the policies of the OCP, with significant development in the Urban Centre.	The City of White Rock's Town Centre is part of the Semiahmoo Municipal Town Centre, an 'Urban Centre' in the Regional Growth Strategy, which extends into the City of Surrey. The overall development of the Semiahmoo Municipal Town Centre will require consultation with the City of Surrey. The Town Centre area is identified as the focus for the majority of future growth over the life of this Official Community Plan and is noted as the City's centre for cultural, civic, economic, and public life in the City. The City's North Bluff Road Corridor Plan has been incorporated into this OCP, with the highest growth expected in the Town Centre and along the North Bluff Road Corridor.

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	The City of White Rock's goal for environmental management is to preserve and protect natural areas, features, and habitat, and encourage responsible use of	The City anticipates presenting targets in future OCP updates, policies, plans, and strategies in order to expand natural area and tree canopy protection to

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.**	resources through sustainable development. The OCP contains a policy that will contribute to the increase in the protection of land for nature and also contribute to the regional tree canopy within the Urban Containment Boundary. These include *Guiding Principle 6* of the OCP that supports increasing the quality and amount of green spaces within White Rock, enhancing tree canopy, and protecting natural resources and ecological areas. Goal 7 of Environmental Management – Encourages the preservation and protection of natural areas, features, and habitat, and encourages the responsible use of resources through sustainable development. Section 6.0 Growth Management – Objective 6.1 states that growth will be managed in a way that is consistent with the Regional Growth Strategy. Policy 12.2.2 Tree Preservation contributes to preserving and protecting mature, healthy trees throughout the city.	contribute to Metro Vancouver's aim to increase the area of land protected for nature and tree canopy cover in the Metro Vancouver Region.
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**;	Policy 11.5.1 Greenhouse Gas Emissions Reduction Targets: This policy supports undertaking a study to establish updated greenhouse gas emissions targets, including city-wide targets as well as targets for buildings, transportation, and solid waste. Until such targets are updated, greenhouse gas emissions are to be reduced in accordance with the recommendations of the City of White Rock *Community Climate Action Plan* at 50% below 2007 levels by 2050. Growth Management Strategies contained in Policy 6.3.2 focus the majority of growth and intensity in the Town Centre. While Policy 6.1.1 supports compactness and	

	completeness throughout White Rock by focusing future residential intensification and new commercial development in the regionally designated Town Centre, which includes areas served by transit. Transportation and Mobility policies 12.2.1, 12.2.2, 12.2.6 support pedestrian, bicycle, transit facilities and infrastructure within the Town Centre to promote alternatives to the automobile.	

Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
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, 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)	All new housing units built will be located within the Urban Containment Boundary. Affordable rental units are identified in the OCP as an important part of housing in White Rock. The following supports the building of affordable rental units, which will contribute to the regional target of having at least 15% of newly completed housing units built within all Urban Centres. Policy 7.1.3 provide opportunities to increase density with affordable rental units being included in development proposals within the Town Centre, which contains the Urban Centre. Policy 10.2.1 supports the development of new non-market and rental housing. While policy 10.2.2 supports the development of new market rental housing, which will contribute to the regional target. In future OCP reviews, additional opportunities to incorporate, objectives and policies to increase the opportunity to incorporate new housing units in developments to be affordable rental housing units.	Through the incorporation of the *North Bluff Corridor Plan,* greater opportunities for affordable housing are expected to be realized through density bonuses provisions for land use designation in the Urban Centre.

Goal 1

Metro 2050 Goal 1: Create a Compact Urban Area		
Describe how the OCP and other supporting plans and policies contribute to this Goal: White Rock's OCP update 2025 was focused on expanding residential opportunities throughout the city with varying densities from higher density in the Town Centre and lower density in Mature Neighbourhoods.		
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**	The City of White Rock is completely located within the Urban Containment Boundary (UCB); therefore, one hundred percent (100%) of all growth will be within the UCB.	Objective 6.1 in the OCP states the City's intent is to manage growth in a way that is consistent with the Regional Growth Strategy.
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** (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 response in Targets section*	*See response in Targets Section*
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**	*See response in Targets Section*	*See response in Targets Section*

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 1.2.12 *1.2.12 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.***		

Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Section	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)	The City of White Rock is located entirely within the Urban Containment Boundary - see 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 response in 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	White Rock owns its own water system. White Rock commits to liaising with Metro Vancouver regarding liquid waste 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	There are no ports or airports located within or adjacent to the City boundaries.

		potential exposure of residents to environmental noise and other harmful impacts	
Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
Policy 1.2.23	**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)	*See response in Targets section*
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	The City of White does not have a Frequent Transit Development Area; thus, only Urban Centre policies are applicable.
	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 Map 1 for the location of the Urban Centre.
	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 1.2.12	*See response in Targets section*
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Objective 7.1 and Policy 7.1.1 support a concentrated mix of multi-unit residential and commercial. Objective 8.1 and Policy 8.1.1 aim to attract office and employment-generating uses that reinforce the Town Centre as the primary employment hub.
	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	The OCP supports and encourages alternative automobile uses for all people within White Rock. Policies 10.2.1 through 10.2.2 encourage review of parking standards for New Non-Market and Affordable Rental Housing

			and secured Market Rental Housing.
	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 City has a Tenant Relocation Policy in effect, and the OCP lists the development of a Tenant Protection Bylaw as a future action item. Objective 10.1 and Policies 10.1.1,11.1.2 support expanding housing choices for existing and future residents and increasing diversity of housing types for a variety of household sizes, incomes, tenures, needs, and preferences. Objective 10.2 and policies 10.2.1 through 10.2.5 support rental housing and a range of non-market housing options and needs along the housing spectrum.
	vi)	consider support for the provision of childcare spaces in Urban Centres and Frequent Transit Development Areas	Policies 7.13.3 encourage childcare use in areas with higher concentrations of housing, including in multi-family and mixed-use areas.
	vii)	consider the implementation of green infrastructure	Policies 11.1.5 and 15.2.5 encourage the use of green infrastructure.
	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	Objective 8.2 and Policies 8.2.1 through 8.2.4 support the establishment of civic and community uses around the Town Center, which is located within the Urban Centre. Policy 14.1.4 supports a Town Square at Russell Avenue and Johnston Road, to strengthen a community focal point in the heart of the Town Centre.
	ix)	support the provision of community services and spaces for non-profit organizations	Objective 17.1 supports the effective delivery of essential community and emergency services. Policy 17.1.1 encourages the continued support and

			coordination with and between local community service providers, including Sources Community Resource Centres, to optimize programs available to the residents of White Rock.
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	Does not apply.
	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Objective 11.3 and Policies 11.3.1 through 11.3.3 encourage the protection of environmental and human health.
	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	See 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	Does not apply.
	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;	Objective 6.1 and Policy 6.1.1 support the management of growth in a way that is consistent with the Regional Growth Strategy.
	iv)	encourage neighbourhood-serving commercial uses	Policy 6.4.2 supports Neighbourhood-Serving Retail in specific areas within the City to service local needs. Objective 7.9 and Policy 7.9.1 provide the land use details to support neighbourhood commercial uses.

	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	Objective 8.1 and Policy 8.1.1 support White Rock to attract office and employment-generating uses that reinforce the Town Centre as the primary employment hub. Policy 13.2.2 encourages White Rock to work with the Business Improvement Association to improve and promote retail and amenity areas, including along Marine Drive and Johnston Road, by focusing on the city as a "full day destination" and on the waterfront as a "year-round destination." Explore the possibility of expanding programming on the waterfront and actively promote the development of new hotel space and related uses in this area.
	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	Does not apply.
	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 13.3.2 encourages White Rock to work with the City of Surrey, the City of Blaine, and the Semiahmoo First Nation to promote economic development opportunities.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Section	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	Objective 6.3 and Policies 6.3.1 and 6.3.2 try to maximize the proportion of residents who can access transit and meet daily needs within walking distance of home, and to reinforce a "City of Centres" with the Town Centre, Lower Town Centre, and Waterfront Village as the focal points of public, economic, and cultural life. Objective 6.4 and Policies 6.4.1 and 6.4.2 support new housing choices and the ability of residents to meet more daily needs within walking distance of home within Mature Neighbourhoods. Objective 12 and policies 12.1.1 through 12.1.11 encourage the improvement of safety, comfort, convenience, and enjoyment of walking in White Rock, encouraging it as the first choice for short trips. Objective 12.2 and policies 12.2.1 through 12.2.6 support the improvement of the safety, comfort, convenience, and enjoyment of cycling within and through White Rock. Objective 12.3 and policies 12.3.1 through 12.3.9 support the utilization of land use and design tools, and work with transit service providers, to improve the frequency, comfort, and convenience of transit use.

	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	Policy 7.13.3 encourages childcare uses in areas with higher concentrations of housing, including in multi-family and mixed-use areas. Objective 16.1 and Policies 16.1.1 and 16.1.2 support the protection and reinforce White Rock's heritage. Objective 16.2 and Policies 16.2.1 through 16.2.10 support and reinforce cultural inclusivity, cultural involvement, and the arts and artistic expression in White Rock. Objective 17.1 and Policies 17.1.1 through 17.1.5 support the effective delivery of essential community and emergency services. Objective 17.3 and Policies 17.3.1 through 17.3.2 aim to meet the diverse needs of the community and provide access to civic facilities, spaces, and programs.
	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	Policy 17.3.2 works towards improving access to open space so that all residents live within a 5-minute (400 metre) walk of a park, green space, or other civic space. Policy 17.3.3 encourages the incorporation of universal design principles in new buildings, civic facilities, parks, and public realm upgrades. Policy 17.4.2 supports the establishment of urban agriculture in White Rock.
	d)	respond to health and climate change-related risks by providing equitable access to:	Objective 17.4 and policies 17.4.1 through 17.4.5 support the improvement of food security and enhance access to all facets of the local food system, from production and processing to sales and nutrient recovery.

	i)	recreation facilities	Objective 17.2 and Policies 17.3.1 and 17.3.2 encourage access to civic facilities, spaces, and programs to meet the diverse needs of the White Rock.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Objective 17.2 and policies 17.3.1 and 17.3.2 encourage access to civic facilities, spaces, and programs to meet the diverse needs of the White Rock.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Objective 9.1 and Policy 9.1.1 support the improvement of comfortable and convenient access to the Waterfront. Objective 9.2 and policies 9.2.1 through 9.2.3 encourage the improvement as well as the comfort, safety, and delight of pedestrian spaces at the Waterfront.
	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	Objective 17.4 and policies 17.4.1 through 17.4.5 support the improvement of food security and enhance access to all facets of the local food system, from production and processing to sales and nutrient recovery.
	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	Social and health impacts were considered in the creation of the North Bluff Corridor Plan, which resulted in the development of the Health District land use designation, which is found in *Section 7. Land Use.*
	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	Objective 7.13 - To utilize land use efficiently and in a manner that provides social, economic, and ecological benefits across the city.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	Objective 16.1 and policies 16.1.1 and 16.1.2 support the protection and reinforcement of White Rock's heritage.

Strategy 1.4: Protect Rural lands from urban development			
	Section	**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	Not applicable. Metro 2050 does not identify Rural lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Rural lands within the City of White Rock.
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Not applicable. Metro 2050 does not identify Rural lands within the City of White Rock.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Not applicable. Metro 2050 does not identify agricultural land, nor is there any Agricultural Land Reserve within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Rural lands within the City of White Rock.

Goal 2

Metro 2050 Goal 2: Support a Sustainable Economy			
Describe how the OCP and other supporting plans and policies contribute to this Goal: *The OCP contains policies as described below, which supports economic development within the City, and Metro 2050 Goal 2: Support a Sustainable Economy. The draft economic development strategic plan supports a prosperous and diverse economic base through policies, practices and initiatives enabling the City to be a desirable place to live, work, visit, shop and invest.*			
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	Policy 7.1.1 supports appropriate economic activities and buildings that are context appropriate.
	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	Policy 7.1.2 details the density and heights.
	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	Objective 7.1 and Policies 7.1.1 and 7.1.2 encourage and support commercial and institutional uses within the Urban Centre. Policy 7.10.1 through 7.10.3 supports commercial and institutional uses outside of, but adjacent to, the Urban Centre.
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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.

		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	
	c)	include policies for Industrial lands that:	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	vii)	provide infrastructure and services in support of existing and expanding Industrial activities	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.

	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	d)	include policies for Employment lands that:	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	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.	Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Objective 11.5 identifies the need to conserve energy and reduce greenhouse gas emissions. Policy 11.5.1 Greenhouse Gas Emissions Reduction Targets supports undertaking a study to establish updated greenhouse gas

			emissions targets, including city-wide targets as well as targets for buildings, transportation, and solid waste. Until such targets are updated, reduce greenhouse gas emissions in accordance with the recommendations of the City of White Rock Community Climate Action Plan at 50% below 2007 levels by 2050.
	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)	Policy 11.5.2 through 11.5.5 support buildings and structures to incorporate green building strategies, on-site energy generation and district energy.

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 juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock.
	c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock.
	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	Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock.
	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,	Policy 15.2.4 encourages an integrated stormwater management approach. Policy 14.2.5 encourages the use of green infrastructure.

		where appropriate and in collabo- ration with other governments and agencies	
	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	Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock, nor is it adjacent to any agricultural lands.
	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*	Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock.
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	Objective 17.4 supports the improvement of food security and enhances access to all facets of local food systems, from production and processing to sales and nutrient recovery. Policies 17.4.1 through 17.4.4 support the food systems, production, processing, and sales.

Goal 3

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards		
Describe how the OCP and other supporting plans and policies contribute to this Goal: *The City's OCP has policies that protect the environment, address Climate Change, and respond to Natural Hazards. The City's Tree Protection Bylaw includes policies to support the protection and preservation of tree canopies. The City's Integrated Transportation and Infrastructure Master Plan (ITIMP) has policies that will also help contribute to the City's environmental goals by reducing transportation-related greenhouse gas emissions by encouraging sustainable forms of transportation, such as walking, cycling, and transit and promoting emerging technologies, such as non-polluting electric vehicles.*		
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 response in Targets section.	See response in the Target section.
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 response in Targets section.	See response in Targets section.

Strategy 3.1: Protect and enhance Conservation and Recreation lands			
	Section	**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 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:	See below
	i)	drinking water supply areas	Not Applicable.

	ii)	environmental conservation areas	Not Applicable.
	iii)	wildlife management areas and ecological reserves	Not Applicable.
	iv)	forests	Policy 11.2.2 supports preserving and protecting mature, healthy trees throughout the City. The OCP identifies as a future action item the development of Urban Forest Management Plan.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	Policy 11.1.4 continues to support shoreline restoration measures and the protection of the foreshore from erosion.
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	Policy 11.2.1 supports the protection of ecologically sensitive areas and retains natural landforms in White Rock, including bluffs and ravines.
	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	Policy 11.2.1 supports the protection of ecologically sensitive areas and retains natural landforms in White Rock, including bluffs and ravines.
	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	Objective 14.3 and policy 14.3.1 support protecting the riparian, foreshore, and aquatic habitat and biodiversity in the operation of City parks and open spaces. The conservation and recreation lands include Ruth Johnston Park, Memorial Park, Bayview Park, Centennial Park, Marine Drive Linear Park, and Grand Chief Bernard Robert Charles (Pa-Kwach-Tun) Memorial Plaza.
	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	Map C, contained within Appendix B in the OCP, identifies the three Environmental Development Permit Areas, which are Floodplain, Ravine Lands and Significant Trees, and Watercourse. The Development Permit Areas serve to manage how development occurs in these areas to protect and enhance the natural system, as well as avoid natural hazards.

	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Generally, the City's conservation lands are consolidated. The city does not have policies that support the fragmentation of these parcels.

Strategy 3.2: Protect, enhance, restore, and connect ecosystems

	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	*See the Targets Section*
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	See below.
	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	Objective 11.1 is to protect the ecological integrity of watercourses and Semiahmoo Bay. Policies11.1.1 through 11.1.7 provide the policy direction for the protection. Objective 11.3 is to protect environmental and human health. Policies 11.3.1 through 11.3.3 detail how air quality control, public stewardship, and coordination with other levels of government can contribute to this protection. Objective 11.4 is to mitigate the risk of natural disasters and climate change. Policies 11.4.1 and 11.4.2 detail the risk assessments that should be undertaken. Map C within Appendix B in the OCP identifies the three Environmental Development Permit Areas, which are Floodplain, Ravine Lands and Significant Trees, and Watercourse. These Development Permits Areas serve to manage how development occurs in these areas to protect and enhance the natural system, as well as avoid natural hazards.

	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	Objective 1.2 – To protect and expand habitat and natural areas in the City. Policy 11.2.4 supports enhancements and restoration of ecological links between existing natural areas, increasing connections between isolated habitats. Policy 12.1.1 supports the protection and enhancement of the aquatic environment of Semiahmoo Bay. Policy 12.1.2 supports the protection and enhancement of riparian areas and buffers adjacent to watercourses. Policy 12.1.4 supports the continuing shoreline restoration measures and the protection of the foreshore from erosion. Policy 12.2.4 supports the enhancement and restoration of ecological links between existing natural areas, increasing connections between isolated habitats.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Map C within Appendix B in the OCP identifies three Environmental Development Permit Areas, which are Ravine Lands and Significant Trees, and Watercourse aims to protect nature, ecological systems, and wildlife corridors. These Development Permits Areas serve to manage how development occurs in these areas to protect and enhance the natural system. Section 22 in the OCP provides guidelines for these Development Permit Areas (DPAs) that are intended to protect the natural environment, ecosystems, and biological diversity in White Rock.
	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.	Map C within Appendix B in the OCP, identifies three Environmental Development Permit Areas which are Ravine Lands and Significant Trees, and Watercourse aim to protect nature, ecological systems, and wildlife corridors. These

			Development Permits Areas serve to manage how development occurs in these areas to protect and enhance the natural system. Section 22 in the OCP provides guidelines for these Development Permit Areas (DPAs) that are intended to protect the natural environment, ecosystems, and biological diversity in White Rock.
	c)	Include policies that:	See below.
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Policies 11.1.2, 11.1.3, 11.2.2, 11.2.3 and 11.2.4 speak to the protection of the natural assets ecosystem services in land use decision-making and land management practices. In future OCP updates, the City will explore working towards a natural assets inventory, valuation, and management plans.
	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 14.2.3 and 14.2.4 speak to the protection and enhancement of trees and increasing opportunities to protect trees. The City will explore working towards developing an Urban Forest Management Plan, as identified as a long-term action under Section 19 in the OCP.
	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 Development Permit Areas, which are sections 21.6,21.8,21.9,21.10, provide guidelines that address and discourage the use of plant material that is considered an invasive species.
	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	Objective 8.3 and Policy 8.3.1 support the strengthening of permeability of the Town Centre, and the integration of open spaces and connections for walking and cycling. Objective 11.2 and Policy 11.2.4 support enhancement and expansion of habitat and natural areas in the City.

			In future OCP updates, the City will explore working towards policy direction to support the potential to increase green infrastructure along greenways, trails, the Major Transit Network, and other locations as appropriate.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Policy 12.1.3 Watershed Management – Approve only uses, programming, and infrastructure adjacent to the waterfront that are compatible with the Boundary Bay WMA's management objective of providing priority to fish, wildlife, and foreshore habitats.

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	*See response in 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: • 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 • community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	Policy 6.1.1 encourages concentrated development in the regionally designated Town Centre, which includes areas served by transit. Objective 7.1 is to enable concentrated mix of multi-unit residential and commercial uses in the Town Centre which is served by forewent transit. Policies 11.2.3, 11.2.4, and 11.4 have the potential to contribute towards carbon storage. Objective 11.5 is to conserve energy and reduce greenhouse gas emissions. Policy 11.5.1 supports greenhouse gas emission reductions to create targets by undertaking a study to establish updated greenhouse gas emissions.

			Policy 11.5.2 supports the implementation of development permit area guidelines relating to energy conservation and greenhouse gas emissions reductions. 11.5.3 supports developing a green building strategy to enhance the environmental and human health performance of buildings. Policy 11.5.4 supports on-site Energy Generation. Policy 11.5.5 supports opportunities to explore the implementation of a district energy system. Policies 12.1.1, 12.2.1, 12.2.2 and 12.2.4 speak to enhancing and creating connectivity through pedestrian networks, greenways, and bicycle networks. Policies 12.3.1 through 12.3.6 support systems and the built environment to improve access to transit.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Policy 6.1.1 supports focusing future development in the regionally designated Town Centre, which includes areas served by frequent transit. Policy 8.5.1 supports sustainability through water conservation and energy, and reduces greenhouse gas emissions, which is supported by the Town Centre Development Permit Area Guidelines in Part D of the OCP.
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	Policy 11.4.2 relates to floodproofing buildings.
	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-	The following policies are to protect and mitigate risk for new development from current hazards:

		specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	Policy 11.1.2 Riparian Buffers; Policy 11.2.1 Natural Landforms; Policy 11.2.2 Tree Preservation; Policy 11.4.2 Flood Damage Protection Section 23 details the requirements for Development Permits Areas (Environmental) that are intended to protect the natural environment, ecosystems, and biological diversity in White Rock.
Policy 3.4.6	**Section**	**Policy**	**Applicable OCP Policies**
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Section 11 and the policies under this section incorporate climate change and natural hazard risk assessment.
Policy 3.4.7	**Section**	**Policy**	**Applicable OCP Policies**
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Objective 11.4 seeks to mitigate the risk of natural disasters and climate change. Policy 11.4.1 supports risk assessment of city infrastructure to determine the level of risk and impact from rising sea levels, more frequent and larger storms, or other natural disasters and ensure future development implementation measures. 11.4.2 support flood damage protection by requiring that new buildings within the floodplain areas shown on Map C of the OCP are adequately flood-proofed to standards established by the City and Provincial Government.
Policy 3.4.8	**Section**	**Policy**	**Applicable OCP 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.	Policy 11.4.2 relates to flood hazard management.

Goal 4

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices		
Describe how the OCP and other supporting plans and policies contribute to this Goal: *Refer to the applicable policies below, which reference the City's Interim Housing Needs Report and Affordable Housing Strategy, which addresses the needs of the diverse population in the city.*		
Goal 4 Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
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, 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 response in Targets section.	See response in Targets section.

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs			
	Section	**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	The OCP policies contain policies that specifically address the Housing Needs as identified in the *2024 Interim Housing Needs Report,* which is contained in Section 10 of the OCP. The OCP indicates ongoing work that will be undertaken to increase housing choices.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	The Goal for OCP Section 10 *Housing* states, "The City of White Rock has a mix of housing choices that are appropriate and affordable for residents at various stages of their lives."
	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	Policy 7.10.2 supports incentives for health uses through the inclusion of health-related uses through density bonusing and Development Cost Charge (DCC) waivers for projects that deliver medical services to non-profit health facilities, or affordable housing for health workers. Objective 10.1 supports expanding housing choices for existing and future residents and increases diversity of housing types for a variety of household sizes, incomes, tenures, needs, and preferences. Policy 10.1.2 c) supports exploring density bonus where permitted, to encourage market rental, affordable rental housing, and non-market housing for development, particularly, but not limited to, over 4 storeys. Policy 10.2.1 b) supports developing a target non-market and/or affordable rental housing contribution policy for new developments in the Town Centre and Town Centre Transition areas. Policy 10.2.1 j) supports reviewing parking requirements to determine the extent to which they can be relaxed for non-market housing within walking distance (i.e. 400-800 metres of real travel distance0 of frequent transit service and/or commercial areas.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	Policy 10.1.1 supports the increase in family-friendly housing. Policy 10.1.2 supports housing choices everywhere through the land use designations.
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Objective 10.2 - To support rental housing and a range of non-market housing options and needs along the housing spectrum.
	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	Policy 6.4.1 supports increased density in the form of secondary suites, accessory dwelling units, semi-detached residential buildings, rowhouse residential buildings and houseplexes.

	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Policy 10.2.1 speaks to supporting new affordable and rental housing, especially in transit-accessible locations.
	vi)	increased social connectedness in multi-unit housing	Section 21 Development Permit Areas (Form/Character/Sustainability) deals with on-site connections through design.
	vii)	integrated housing within neighbourhood contexts and high-quality urban design	Section 21 Development Permit Areas (Form/Character/Sustainability) speaks to the design of new residential development for multi-family and intensive single-family infill.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Policies 11.5.3,11.5.4, and 11.5.5 speak to the inclusion of green building strategy, energy step code, and on-site energy generation as part of land use decisions and planning that is related to the built environment.
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	Please see White Rock's Interim Housing Needs Report (October 2024). White Rock Affordable Housing Strategy (2024-2034) Section 7 prioritizes the 21 actions and 60 specific initiatives of the strategy over a 10-year horizon.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Please see White Rock's Interim Housing Needs Report (October 2024). White Rock Affordable Housing Strategy (2024-2034) Section 8.0 Strategic Priority 01, Actions 1 through 5 aim to expand the housing options available in the City of White Rock.
	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	Please see White Rock's Interim Housing Needs Report (October 2024). White Rock Affordable Housing Strategy (2024-2034) Section 8.5 Strategic Priority 05, Actions 1 through 3 details actions to build capacity with non-profit housing and service providers.

	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Please see White Rock's Interim Housing Needs Report (October 2024). White Rock Affordable Housing Strategy (2024-2034) Section 8.5 Strategic Priority 05, Actions 1 through 5 speak to measures regarding implementation and methods to finance housing capacity.

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

	Section	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 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 response in Targets section*
	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 10.2.5 speaks to tenant relocation and protection, and Policies 10.2.3 and 10.2.4 speak to preserving and protecting existing rental stock.
	c)	identify the use of regulatory tools that protect and preserve rental housing	Policy 10.2.5 speaks to tenant relocation and protection.
	d)	identify policies and actions that contribute to the following outcomes:	Policy 10.2.5 speaks to tenant relocation and protection, and Policies 10.2.3 and 10.2.4 speak to preserving and protecting existing rental stock.
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Policy 10.2.1 f) supports new affordable non-market and rental housing, especially in transit-accessible locations.
	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	Policies 10.2.1 d), 10.2.2.f), and 10.2.4 explore the preservation and protection of existing rental housing stocks through redevelopment. Policy 10.2.5 speaks to policies for tenant relocation.
	iii)	protection and renewal of existing non-market rental housing	Policies 10.2.1 i) and 10.2.4 explore the explores the preservation and protection of existing rental housing stocks through redevelopment.

	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Policy 10.2.5 supports following the tenant relocation policy that details the requirement to support tenants who are being affected by a redevelopment of their rental residence building.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Objective 11.5 and Policy 11.5.1 encourage energy conversations and reductions of greenhouse gas emissions and further undertake a study to establish updated greenhouse gas emissions targets, including city-wide targets as well as targets for buildings, transportation, and solid waste.
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	Affordable Housing Strategy (2024 – 2034) Strategic Priority 05: *Build Capacity with Non-Profit Housing and Service Providers* (Section 8.5), Actions 1 through 3, details actions to encourage new rental housing. Affordable Housing Strategy (2024 – 2034) Strategic Priority 06: *Increase Advocacy, Awareness and Education Roles* (Section 8.6), Actions 1 and 2 speak about bringing awareness on housing.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Affordable Housing Strategy (2024 – 2034) Section 4.0 speaks on the tools available to achieve and secure rental housing and actions required to utilize some of those tools.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Affordable Housing Strategy (2024 – 2034) Strategic Priority 04: *Facilitate and Strengthen Partnership Opportunities* (Section 8.4), Action 2, Initiatives 2.4, speaks to form partnerships with senior governments to secure capital contributions and ongoing operational funding for new non-market housing projects, process development applications for such projects quickly, and to think creatively and explore innovative solutions to incorporate the creation of non-market housing units within developments.

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	Policy 10.2.1 supports opportunities for new affordable and rental housing, and look that could include partners with other levels of government.
	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	
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	Affordable Housing Strategy (2024 – 2034) Strategic Priority 04: *Facilitate and Strengthen Partnership Opportunities* (Section 8.4), Action 2, Initiatives 2.4, speaks to form partnerships with senior governments to secure capital contributions and ongoing operational funding for new non-market housing projects, process development applications for such projects quickly, and to think creatively and explore innovative solutions to incorporate the creation of non-market housing units within developments. Affordable Housing Strategy (2024 – 2034) Strategic Priority 06 *Increase Advocacy Awareness and Education Roles (*Section 8.6), Action 1 is Building Awareness and Information Sharing. Affordable Housing Strategy (2024 – 2034) Section 8.4 Strategic Priority 04 *Facilitate and Strengthen Partnership Opportunities* Action 2, Initiatives 2.5 support exploration of partnership opportunities to expand shelter and short-term supportive housing for individuals experiencing homelessness. Affordable Housing Strategy (2024 – 2034) Section 8.5 Strategic Priority 05, *Build Capacity with Non-Profit Housing and Service Providers* Action 3, Initiatives 3.3 explore partnership opportunities to expand shelter and
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	
	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	

			short-term supportive housing for individuals experiencing homelessness.

Goal 5

Metro 2050 Goal 5: Support Sustainable Transportation Choices			
Describe how the OCP and other supporting plans and policies contribute to this Goal: *Please refer to the policies below. These policies are based on the City's Integrated Transportation and Infrastructure Master Plan, which contains a specific objective (objective 3.2) to promote sustainable modes of transportation such as walking, cycling, and transit*			
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	Policies 12.1.1 through 12.2.6 encourage and support active transportation. Objective 12.3 and Polices 12.3.1 through 12.3.9 encourage the use of 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	Policy 12.3.9 details transportation demand management strategies requirements as part of all new developments.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Policies 12.2.1 through 12.2.6 support infrastructure to support transit, cycling, walking, and rolling.
	d)	support the transition to zero-emission vehicles	Policy 12.5.4 details White Rock's transition to electric vehicles.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Policies 14.1.2, 14.2, 14.2.1 and 14.2.2 support the implementation of regional greenways. Policy 12.2.2 supports a major bikeway network through the local bikeway 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	The OCP Policy 9.3.1 supports connectivity through the creation of pedestrian pathways and the creation of greenway connections, which will support the Regional Greenway Network.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

	Section	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	Please see Map 2.
	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	Objective 13.4 - To enable the efficient delivery of goods to local businesses in White Rock. Policy 13.4.1 Deliveries – Establish delivery times during off-peak hours in areas where there is congestion with goods delivery. Policy 13.4.2 Truck Routes – Maintain existing dedicated Truck Routes in White Rock's Street and Traffic Bylaw.
	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	Objective 13.5 and Policies 13.5.1 to 13.5.5 provide support for enabling the safe movement of vehicles and effectively managing parking supply. Objective 13.4 and Policies 13.4.1 to 13.4.3 relate to the efficient delivery of goods to businesses in White Rock. Policy 13.4.2 notes that the City's goods are delivered on dedicated Truck Routes as identified in the City's Street and Traffic Bylaw, which functions as the City's Goods Movement Network map
	d)	identify policies and actions that support the	Section 9 Waterfront, Objective 9.3, and Policy 9.3.1 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	protection of access points to navigable waterways.
	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 12.5.1 supports the reduction of Greenhouse Gas Emissions, which will mitigate public exposure to air pollution.
	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 13.1.4 Rail Crossings – Explore opportunities to upgrade and improve the safety of rail crossings.

Metro 2050 Implementation

Metro 2050 includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.

	Policy	Member Jurisdiction Response
Policy 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 City of White Rock acknowledges that these policy provisions are within our Regional Context Statement so that they may be permitted as required.*
Policy 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 City of White Rock acknowledges that this policy provision is within our Regional Context Statement so that they may be permitted as required.*

White Rock

Metro 2050 Land Use Designations

- Urban Containment Boundry
- Conservation & Recreation
- General Urban
- Urban Centres
  (Regional Context Statements)

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services

Date: September 23, 2026 Meeting Date: October 8, 2026

Subject: **Metro 2050 Regional Context Statement – Village of Belcarra**

RECOMMENDATION
THAT the MVRD Board accept the Village of Belcarra's Regional Context Statement as attached to the report dated September 23, 2026, titled "Metro 2050 Regional Context Statement – Village of Belcarra" and notify the Village of Belcarra of the decision.

EXECUTIVE SUMMARY
The Village of Belcarra has completed an update to its Official Community Plan (OCP) and submitted a revised Regional Context Statement (RCS) 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 RCSs to ensure local aspirations align with the regional federation's goals.

Given that the Village of Belcarra is a semi-rural, entirely residential community, many *Metro 2050* policies do not apply. Nevertheless, the RCS supports the regional federation's vision by advancing:

- **Compact Urban Growth:** Enhancing community amenities and supporting development respecting the area's semi-rural character, consistent with *Metro 2050* Goal 1.
- **Sustainable Economy:** Exploring retail opportunities, expanding home-based business options, and collaborating regionally on farmers' markets, consistent with Goal 2.
- **Environmental Protection and Climate Action:** Protecting environmentally sensitive areas, enhancing climate resilience, and mitigating hazards, consistent with Goal 3.
- **Housing Diversity and Affordability:** Supporting a wider range of housing options, including affordable and diverse housing types, through zoning and policy, consistent with Goal 4.
- **Sustainable Transportation:** Locating housing near transportation infrastructure and improving walking and cycling connections, consistent with Goal 5.

Metro Vancouver staff recommend that the MVRD Board accept the Village of Belcarra's RCS.

PURPOSE
To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider acceptance of the Village of Belcarra's Regional Context Statement.

BACKGROUND
On February 24, 2023, the MVRD Board adopted *Metro 2050*. Pursuant to the *Local Government Act*, each member jurisdiction's Official Community Plan (OCP) must include a Regional Context Statement (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 Village of Belcarra's RCS on September 22, 2026 (**Attachment 1**). 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 Village of Belcarra staff throughout the development of the RCS, including reviewing and providing feedback on earlier draft versions prior to receiving the official submission. A version of the OCP with proposed changes is provided in Reference 1.

KEY CHANGES IN BELCARRA'S DRAFT OFFICIAL COMMUNITY PLAN

The Village of Belcarra last submitted an RCS to Metro Vancouver in 2024. Compared to the OCP in 2024, Belcarra is proposing modest changes, primarily to align with new provincial housing legislation. The RCS does not propose any changes to regional land use designations nor to regional growth priority areas, which are permitted under select conditions under *Metro 2050* Policy 6.2.7 and 6.2.8.

REGIONAL CONTEXT STATEMENT ANALYSIS

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

***Metro 2050* Targets**

As the Village of Belcarra has no land within the Urban Containment Boundary, and no Urban Centres or Frequent Transit Development Areas, most regional targets set out in *Metro 2050* do not apply. Nevertheless, the Village of Belcarra's RCS outlines relevant OCP policies and supplementary information that demonstrate how the OCP can contribute to the two applicable regional targets. Notably:

- The Village plans to meet the regional target for greenhouse gas emissions of a reduction of 45% by the year 2030; and
- The Village already exceeds the regional target for 50% of lands protected for nature as 69% of Belcarra is regional and provincial park and conservation lands.

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. While the Village of Belcarra is entirely outside the Urban Containment Boundary, its RCS identifies OCP policies that support compact growth, such as:

- Setting out housing policies that are in keeping with the semi-rural nature of the community while at the same time addressing current housing needs; and

Goal 2: Support a Sustainable Economy

Goal 2 aims to advance economic development by supporting the long-term protection of Industrial, Employment, or Agricultural lands. Although the Village has no Industrial, Employment, or Agricultural lands, The Village of Belcarra's RCS identifies OCP policies that support this goal:

- Supporting a study to identify viable retail opportunities to reduce local travel and better serve regional park visitors;
- Reviewing the Zoning Bylaw to consider allowing home-based retail businesses; and
- Working with neighbouring municipalities to participate in farmer's markets.

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 Village of Belcarra's RCS identifies OCP policies that support this goal, such as:

- Striving for net ecosystem gains when development occurs in environmentally sensitive areas;
- Encouraging buffers to protect conservation and recreation areas;
- Encouraging increasing energy efficiency and reducing emissions in municipal facilities; and
- Developing Development Permit Area guidelines for form and character, environmentally sensitive areas, steep slopes, flooding/sea level rise, and wildfire.

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 Village of Belcarra's RCS identifies OCP policies that support this goal, such as:

- Reviewing the Zoning Bylaw and subdivision requirements to identify opportunities to create more small lots, smaller houses and more flexibility in the accessory units allowed per lot; and
- Considering development applications that provide affordable housing, rental housing, special needs housing, seniors' housing, family housing, shelters for individuals experiencing homelessness, and housing for individuals at risk of homelessness.

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

- Encouraging new housing to be built near transportation infrastructure where possible; and
- Expanding the active transportation network to make it the most convenient option for short trips.

The staff assessment indicates strong consistency, where applicable, between the Village of Belcarra's Official Community Plan and Regional Context Statement and the goals, strategies, and targets set out in *Metro 205*0. While the proposed changes to the OCP are modest, focused primarily on aligning with provincial housing legislation, the Village's policies demonstrate clear alignment with the goals of *Metro 2050*.

ALTERNATIVES

1. THAT the MVRD Board accept the Village of Belcarra's Regional Context Statement as attached to the report dated September 23, 2026, titled "Metro 2050 Regional Context Statement – Village of Belcarra" and notify the Village of Belcarra of the decision.

2. THAT the MVRD Board not accept the Village of Belcarra's Regional Context Statement as attached to the report dated September 23, 2026, titled "Metro 2050 Regional Context Statement – Village of Belcarra," indicating the provisions to which the Board objects and the reasons for objection, and request the Village of Belcarra 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 Village of Belcarra's Regional Context Statement and, in turn, hinder the City's ability to adopt its updated OCP. This could create planning and implementation challenges for Belcarra and reduce opportunities for integration of local priorities with regional goals.

CONCLUSION

The Village of Belcarra 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 Belcarra's RCS, OCP and *Metro 2050*, and the RCS provides a clear framework for how the Village will contribute to the goals and strategies of the regional growth strategy. Staff recommend Alternative 1, that the MVRD Board accept the Village of Belcarra's RCS as attached.

ATTACHMENT

1. Village of Belcarra Regional Context Statement.

REFERENCES

1. Village of Belcarra. (2026). Official Community Plan. [Version with proposed changes] https://belcarra.ca/assets/media/2026/06/2026-06-08-OCP-Bylaw-No.-621-2024-Amendment-Bylaw-No.-642-2026-Report-to-Council.pdf#page=6

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VILLAGE OF BELCARRA
"Between Forest and Sea"
4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8
TELEPHONE 604-937-4100 FAX 604-939-5034
belcarra@belcarra.ca • www.belcarra.ca

September 23, 2026

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

Dear Dorothy:

RE: Village of Belcarra Metro 2050 Regional Context Statement

The Village of Belcarra is pleased to submit its Regional Context Statement in accordance with section 446 of the *Local Government Act* to the Metro Vancouver Board for consideration and acceptance.

At the Regular Council meeting on September 21, 2026, the Village of Belcarra Council passed the following resolutions:

> *That Village of Belcarra Official Community Plan Bylaw No. 621, 2024 Amendment Bylaw No. 642, 2026 be read a third time; and*
>
> *That the Regional Context Statement contained as Appendix B within OCP Amendment Bylaw 642, 2026 be referred to the Metro Vancouver Regional District Board of Directors for acceptance.*

A staff report dated September 21, 2026 titled, 'Official Community Plan Bylaw No. 621, 2024 Amendment Bylaw No. 642, 2026 – Provincial Housing Legislation' can be found as Item 10.3 in the agenda package here:

2026 09 21 Regular Council Meeting Agenda Package

At the Regular Council meeting on June 8, 2026, the Village of Belcarra Council passed the following resolutions:

> *That Village of Belcarra Official Community Plan Bylaw No. 621, 2024 Amendment Bylaw No. 642, 2026 be read a first and second time; and*
>
> *That in accordance with Section 475 and 476 of the Local Government Act, Council provide opportunities for consultation with persons, organizations, or authorities that may be affected by the proposed OCP amendments; and*
>
> *That all information received from the Section 475 and 476 referrals be forward to Council as part of the Public Hearing package; and*
>
> *That a Public Hearing be scheduled for July 13, 2026; and further*
>
> *That all property owners and occupants in the Village be notified of the Public Hearing.*

A staff report dated June 8, 2026 titled, 'Official Community Plan Bylaw No. 621, 2024 Amendment Bylaw No. 642, 2026 – Provincial Housing Legislation' can be found as Item 10.1 in the agenda package here:

2026 06 08 Regular Council Meeting Agenda Package

Updates to the Village of Belcarra Official Community Plan (OCP) are required to include statements and map designations for residential development and housing policies related to each class of housing need outlined in the Village's Housing Needs Report. Subsequent editorial and housekeeping updates are required throughout the OCP to reflect the amendments. Additionally, the changes include language on development permit areas, their intent and where they will be applied, as well as form and character for residential and commercial developments.

Through the consultation process, comments were received from Metro Vancouver staff which have been incorporated into the OCP and Regional Context Statement including:

- Updates to reference reports/sources for tree canopy coverage, and climate projections.
- Revisions to existing policies and addition of new policies to strengthen the Village's commitment to addressing climate change and reducing emissions, and collaboration with neighbouring jurisdictions.

A copy of the amended Regional Context Statement is included as Attachment 1.

The Village of Belcarra requests that Metro Vancouver Regional District Board consider and accept the Village of Belcarra Regional Context Statement. Should Metro Vancouver staff require additional information regarding this matter, please do not hesitate to contact me at 604-937-4100 or mburton@belcarra.ca

Sincerely



Melony Burton
Chief Administrative Officer
Village of Belcarra

Attachment:

Village of Belcarra Amendment Bylaw 642, 2026: Appendix B - Metro Vancouver Regional Context Statement

Appendix B

Metro 2050
Regional Context Statement

METRO 2050 REGIONAL CONTEXT STATEMENT

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 projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	*Belcarra is designated RURAL and has only Residential, Civic Institutional and Conservation/Recreation land uses. See OCP Figure 9- OCP Land Use Designation Map.* *The following table in the OCP (p 20) reflects Metro Vancouver's 2025 projections for population, dwelling units and employment:* YEAR / POPULATION / DWELLING UNITS / EMPLOYMENT 2024 / 704 / 265 / 213 2031 / 737 / 278 / 242 2041 / 746 / 268 / 259 2051 / 781 / 267 / 276 *Based on Medium Growth projections	*Without securing additional land for residential development from the Crown or through resident initiatives to subdivide existing lots it is unlikely the Village will be able to meet its projected 1% per year growth rate of 86 net new dwelling units through to 2050.*
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%**	*Belcarra does not contain Urban Centres or Frequent Transit Development Areas.*	*Population targets may be met or exceeded as older population age out of community and larger household families move in.* *Any employment projection is based on expansion of home-based businesses, continuing work from home employment opportunities and the aspiration to have a neighbourhood café/corner convenience store*
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**	*Belcarra does not contain Urban Centres or Frequent Transit Development Areas.*	

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.	*Belcarra is not within the Urban Containment Boundary and does not contain Urban Centres or Frequent Transit Development Areas.*	*Population growth in Belcarra is not expected to be a significant portion of the 2% growth projected for the Rural areas. The 2025 Interim Housing Needs Report (HNR) projected the need for 366 units by 2041.*

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.**	*Belcarra is 69% regional and provincial park and conservation lands. The tree canopy is 94%.* ***Policy NE5 + 6*** *will protect and enhance these areas by buffering them from adjacent Rural uses (housing + civic uses)* *Belcarra is not within the Urban Containment Boundary.* ***Policy NE 4*** *protects and enhances conservation areas by buffering them from adjacent Rural uses (housing + civic uses).* ***Policies NE 12 & 13*** *both strive for net ecosystem gains and improvements when development occurs and where possible.*	.

	Policy NE 16: *Support the management of trees on municipal property through the Managing Trees, Views, and Landscapes Bylaw.* ***Policy NE 17:*** *Support a balance between tree retention and view retention with regard to the policy pertaining to tree management on municipal land, except where Environmentally Sensitive Areas (ESAs) are involved, then tree retention should be prioritized.*	
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**;	***Policy CC 3*** *notes the Village is working towards a 45% reduction in GHG emissions by 2030. This aligns with the regional target of 45% by 2030.* ***Policies NE 7 & 13*** *reflect a philosophical change in approach to the relationship between the environment and development. These policy statements direct new development to strive to improve the environment not just mitigate so there is no net loss to the environment.* ***Policies NE 32 & 33*** *direct Council to promote active transportation measures, advocate for additional public transit service to regional and provincial parks and to reduce vehicle emissions from municipal vehicles and equipment.* ***Policies CC 1-12*** *direct Council to uphold their commitment to the BC Climate Action Charter and to develop a Climate Action Plan, to require GHG reductions new buildings and those undergoing significant renovation, to continue requiring demolition waste to be diverted from landfill.* ***Policy CC 14*** *directs work to connect Belcarra with the Regional Greenway 2050 Plan.*	

	Policies CC 17, 19 & 22 *encourages bike parking and charging points in parks and at Village Hall, new development to include low impact alternative/renewable energy sources and adopts a "Green Procurement" policy for civic purchases.* ***Policies M 1-7*** *speak to efforts to map, expand, maintain and improve local trails.* ***Policies M 9 & 10*** *incorporate universal access design and trail integration considerations in road works.* ***Policies M 31-35 & M 37*** *advocate MV develop a "Visitor Use Management Strategy" to better manage parking and traffic issues at the regional park and collaborate with stakeholders to do the same at the provincial park. They also continue to restrict by regional park visitors to outside the residential areas of the Village.* ***Policies M 41-43*** *provides support for prioritizing rideshare, transit and bicycle access to the regional park.* ***Policies HCLU 4, 5, 6, & 7*** *make provisions for the review of the Zoning Bylaw and the consideration of additional secondary suites and coach houses, smaller lots and some limited opportunities for multi-unit developments where community housing needs are met and the designs fit with the character of the community.* ***Policy HCLU 11*** *encourages new housing to be built near transportation infrastructure where possible.*	

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)	*Belcarra does not contain Urban Centres or Frequent Transit Development Areas. However, Belcarra has amended its OCP to encourage the development of more housing forms and tenures.* ***Policy HCLU 5** allows the Village to consider development applications that provide housing types as specified in the Housing Needs Report (2024) including affordable housing, rental housing, special needs housing, seniors' housing, family housing, and shelters for individuals experiencing homelessness and housing for individuals at risk of homelessness.*	*Zoning Bylaw reviewed in 2018.* *Housing Needs Report completed in 2021.* *Interim Housing Needs Report and Zoning Bylaw review completed in 2025.*

Metro 2050 Goal 1: Create a Compact Urban Area

The purpose of this goal is to concentrate Metro Vancouver's growth in compact communities with access to a range of housing choices close to employment, amenities, and services. The Metro 2050 RGS policies to achieve this goal involve focusing urban development within the Urban Containment Boundary in Urban Centres and Frequent Transit Development Areas. The Village of Belcarra supports these objectives in principle through its Rural land use designation, which is intended to remain a primarily low-density residential community. These land use designations will prevent Belcarra from drawing urban development out of the Urban Containment Boundary and away from Urban Centres.

Belcarra's population increased from 643 residents in 2016 to 687 in 2021. Overall, this was a 6.8% population increase over a 5-year timeline. Metro 2050 RGS anticipates growth to continue to occur across the region; however, Belcarra is located outside of Metro Vancouver's Urban Containment Boundary and is designated a Rural area in the Metro 2050 RGS, with no Urban Centres or Frequent Transit Development Areas. While some growth may be necessary in order to maintain a fiscally sustainable municipality, Belcarra is a small community with a limited land base within its municipal boundaries for future residential development, so future population growth is anticipated to be modest.

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 response in Targets Section above.*	*The figures provided for population, dwelling unit and employment are based on a projection of a 1% annual growth rate. Population may increase more rapidly as empty nesters age out of the community and families with children replace those 1 and 2 person households.*

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 response in Targets Section above.*	*Population growth in Belcarra is not expected to be a significant portion of the 2% growth projected for the Rural areas. Total population growth expected is 213 in next 30 years.* *The 2025 Interim Housing Needs Report (HNR) projected the need for 366 units by 2041.*
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**.	*See Response in Targets Section above.*	*Population growth in Belcarra is not expected to be a significant portion of the 2% growth projected for the Rural areas. Total growth expected is 213 in next 30 years.* *The 2025 Interim Housing Needs Report (HNR) projected the need for 366 units by 2041.*

Strategy 1.1: Contain urban development within the Urban Containment Boundary			
	Section	**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)	*Village of Belcarra is not within the Urban Containment Boundary*
	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 response in 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	*The Village is not on the regional sewage network and is not scheduled to be within the timeframe of this OCP. The Village has its own water service with capacity to accommodate future growth projected. Other residential growth will be dependant on private wells and watercourses. Any new development will require approval by Fraser Health Authority for septic service.*
	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	*Not Applicable*
Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.2.24	**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 response in Targets Section above*
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	*Not Applicable*
	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	*Not Applicable*
	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	*See response in Targets Section above*

		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	
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	*Not Applicable*
	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	*Not Applicable*
	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)	*Not Applicable*
	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	*Not Applicable*
	vii)	consider the implementation of green infrastructure	*Not Applicable*
	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	*Not Applicable*
	ix)	support the provision of community services and spaces for non-profit organizations	*Not Applicable*
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	*Not Applicable*
	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	*Not Applicable*
	c)	Include policies for General Urban lands that:	*Not Applicable*
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	*Not Applicable*
	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	*Not Applicable*
	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;	*Not Applicable*

	iv)	encourage neighbourhood-serving commercial uses	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Section	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	***Policies M1-7*** *and* ***NE12*** *speak to efforts to map, expand, maintain and improve local trails and to encourage others to improve end-of-trip facilities for park users.* ***Policy HCLU 25*** *connects these local trails to the Regional Park Plan(2022) and the Regional Greenways 2050 network.* ***Policy HCLU 11*** *encourages new housing to be built near transportation infrastructure where possible.* ***Policies M9, 10, 22 & 23*** *direct improvements to be made on local streets to improve pedestrian and rolling uses safety.*
	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	***Policies HCLU 19-23*** *support a study to identify viable retail opportunities to reduce local travel and better serve regional park visitors. They also recommend reviewing the Zoning Bylaw to consider allowing home-based retail businesses.*

	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	***Policy HCLU 29*** *provides for the renovation of the existing sports court and* ***Policy HCLU 13 & 27*** *would provide for a new park area and equipment if a subdivision master plan for Farrer Cove is undertaken by local owners in the future.*
	d)	respond to health and climate change-related risks by providing equitable access to:	***Policy HCLU 29*** *see above*
	i)	recreation facilities	***Policy HCLU 29*** *restores sports court in disrepair.*
	ii)	green spaces and public spaces (e.g., parks, trails, urban forests, public squares, etc.)	***Policies HCLU 9, 15, 16*** *and* ***26*** *provide Council the option to determine whether to accept land or payment-in-lieu as a means to obtain a new park space if a subdivision master plan is created to guide future development of Farrer Cove should legal road access be created by the residents.* ***Policy M 1*** *focuses on mapping local trails within the community.* ***Policy M 3*** *directs efforts to improve local trails and pathways.* ***Policy M 4*** *provides end-of-trip facilities at key locations like the Village Hall, sports courts, and major parks.* ***Policy M 7*** *supports active connections heading toward Sasamat Lake.*
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	***Policies M 1- 7*** *speak to efforts to map, expand, maintain and improve local trails while* ***Policies M 9-10*** *incorporate universal access design and trail integration considerations in road works.* ***Policies M 39 & 40*** *support others to improve activities and food options in the regional park.* ***Policy HCLU 25*** *directs efforts to connect local pathways and trails to the regional network.*
	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	***Policy HCLU 29*** *Refresh sports courts and consider adding seating, community gardening boxes and new sport activities such as a horseshoe pitch or bocce court.*
	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	***Policies HCLU 8*** *direct the review of zoning and subdivision requirements to provide additional rental stock*

		impact assessment methods in neighbourhood design and major infrastructure investments	*in secondary suites and coach houses, smaller lot sizes and house sizes, to consider multi-units on larger serviced lots and to develop new low density multi-dwelling design guidelines that preserve the Village's semi-rural character.* ***Policies HCLU 15, 16 & 27*** *are designed to work together to provide a new park space in Farrer Cove if residents work together to develop a Subdivision Master Plan if legal road access is established.*
	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	***Policies HCLU 13 and HCLU 3 + M9*** *provide opportunities to improve accessibility and social connections through subdivision master planning and incorporation of universal design principles in housing and mobility developments.*
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	***Policies NE 3, 8, 15 + 28*** *and* ***HCLU 32*** *identify opportunities to collaborate with or support Tsleil-Waututh stewardship initiatives.* ***Policy HCLU 24*** *recognizes the Tsleil-Waututh rights to the Crown Lands that form the Village's residential land bank.* ***Policies CCR1-4*** *reflect Council's commitment to strengthen relationships, develop protocols to improve communications (especially in relation to land use and the inclusion of way-finding projects and recognition of places of cultural and historical significance) and to refer OCP and major land use and development proposals for consultation and review by the Tsleil-Waututh.*

Strategy 1.4: Protect Rural lands from urban development

	Section	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 Figure 6: Metro Vancouver 2050 Land Use Designations*
	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	***Policies FS 16-19*** *recognizes that all development requires sewage disposal permits and approval of an adequate source*

			of fresh water from the health authorities. ***Policies HCLU 1-8*** *set out housing policies that are in keeping with the semi-rural nature of the community while at the same time addressing current housing needs*
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	***Policies HCLU 4 to 8*** *make provisions for the review of the Zoning Bylaw and the consideration of additional secondary suites and coach houses and some limited opportunities for multi-unit developments where community housing needs are met and the designs fit with the character of the community.*
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	
	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	*The parts of Belcarra identified on this map of Environmentally Sensitive Areas are either regional or provincial parks. OCP* ***Policies HCLU 24, and 32 to 40*** *propose to collaborate with the Tsleil-Waututh, Port Authority, regional and provincial park authorities in the management and development of these places.*

Metro 2050 Goal 2: Support a Sustainable Economy

This OCP supports home-based businesses and has added a "commercial" land use designation that reflects the community's desire to become a greener and more sustainable Village. The OCP supports small-scale retail and commercial uses that serve the needs of the community as well as low-impact tourism uses that provide services to both residents and visitors.

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	**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	*Not Applicable*
	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	*Not Applicable*

		office development, variable development cost charges, and/or other incentives	
	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	*Not Applicable*

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land

	Section	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	*Not Applicable. There are no Industrial or Employment Lands designated in Belcarra.*
	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	*Not Applicable*
	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	*Not Applicable*
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*

	vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	*Not Applicable*
	vii)	provide infrastructure and services in support of existing and expanding industrial activities	*Not Applicable*
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	*Not Applicable*
	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	*Not Applicable*
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	*Not Applicable*
	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	*Not Applicable*
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*

		consideration of municipal objectives and local context.	
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	*Not Applicable*
	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)	*Not Applicable*

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 juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	*Not Applicable. There are no Agricultural lands in Belcarra.*
	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	*Work with neighbouring municipalities to participate in farmer's markets.*
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	*Not Applicable*
	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	*Not Applicable*
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm	*Not Applicable*

		related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act*	
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	*Not Applicable*
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	*Not Applicable*

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The guiding objectives in this OCP emphasize the importance of preserving the natural environment. Environmental policies within this OCP promote the protection and stewardship of Conservation and Recreation lands and environmental systems and features throughout the municipality and emphasize environmental protection through partnerships with local, regional, provincial, federal and indigenous organizations.

Figure 5 – Environmentally Sensitive Areas Map *shows the areas identified by both Metro Vancouver (MV) and the Vancouver Fraser Port Authority (VFPA) as environmentally sensitive areas within Belcarra's municipal boundaries that require protection.*

Figure 6 – Regional Land Use Map *delineates the areas designated "Conservation and Recreation" that comprise regionally significant natural assets, major parks, watersheds and ecologically important areas, including təmtəmíxʷtən/Belcarra Regional Park and Say Nuth Khaw Yum/Indian Arm Provincial Park that comprise 70% of Belcarra's municipal land area.*

Land use policies within the Rural residential designation provide the context for development approaches that protect hillsides and environmental features through clustering or other innovative approaches. The OCP also encourages the community to respect natural features, manage invasive plant species, maintain native plant species, limit light pollution through promotion of "Dark Sky" strategies, and protect freshwater and marine riparian areas consistent with the Province's Riparian Areas Regulation.

Belcarra is a signatory of the B.C. Climate Action Charter that commits municipalities to:
1) becoming carbon neutral in their corporate actions;
2) measuring and reporting their greenhouse
gas emissions; and
3) creating complete, compact, and more energy efficient communities.

This OCP also addresses greenhouse gas emission reduction strategies and identifies a number of initiatives that Belcarra can pursue to reduce energy consumption and emissions. This OCP also supports B.C. Climate Action community initiatives by providing information and education, and encouraging fuel switching and the adoption of efficient energy practices; for example, replacing wood burning stoves, and purchasing electric vehicles and yard-maintenance equipment.

Belcarra's natural setting, while tranquil, also exposes it to risks from natural hazards. Understanding and preparing for these natural hazards is critically important to ensure long-term community stability. This OCP includes policies addressing emergency response planning and policies designed to respond to specific hazards including flooding, sea level rise, and wildfire.

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.**	*Please 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;	*Please see targets section above.*	*By far the largest source of GHG emissions from transportation sources is from visitors to the regional and provincial parks.* *However, the 700 local residents are also major contributors as they must leave the community for almost all goods and services they require.* *The third source of GHG's in the community is from the preponderance of very large single-family homes. Current Zoning allows for single family homes of between 5400 square feet and 9200 square feet plus any part of the basement more than 4 feet below ground.*

Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Section	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 OCP Figure 6- Metro Vancouver 2050 Land Use Designations Map.*
	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	***Policy HCLU 26*** *advocates preservation of Conservation and Recreation lands known as Parcel 48 subject to the resolution of uses permitted as noted in the Village-GVRD Agreement (1983). This is*

			Crown land and negotiations will involve the Province, MV, and the Tsleil-Waututh Nation.
	ii)	environmental conservation areas	***Policy NE 12*** *strives for net ecosystem gains when development occurs in environmentally sensitive areas. The Village is working on establishing an ESA DPA.*
	iii)	wildlife management areas and ecological reserves	***Policy M 15*** *designates Tum-Tunay-Whueton Drive as the only vehicle access to the regional park picnic and staging area while protecting the migration of the Rough-skinned Newt from road traffic.* ***Policy NE 26*** *supports MV's rough-skinned new monitoring efforts.*
	iv)	forests	***Policy NE 12*** *notes that the Village is working on establishing an ESA DPA.* ***Policy NE 21*** *supports MV and provincial efforts to manage invasive species in C/R areas.*
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	***Policies NE30 - 31*** *support local initiatives to clean up local beaches and shorelines.* ***Policy NE 12*** *notes that the Village is working on establishing an ESA DPA.* ***Policies HCLU 32-39*** *provide direction to collaborate with the Tsleil-Waututh to design and install signage around Bedwell Bay, maintain the invasive species control program, prioritize planting native species and support VFPA efforts to enhance habitat and establish no-go and no-anchoring zones in Bedwell Bay.*
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	***Policy NE3*** *direct collaboration with VFPA and TWN to monitor, protect and enhance riparian, marine and estuarine environments.* ***Policy NE 12*** *notes that the Village is working on establishing an ESA DPA.*
	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	***Policy NE2*** *supports protection of local eelgrass beds.* ***Policy NE9*** *supports development of "Dark Sky" policies so wildlife can retain their normal life-cycles.*
	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;	***Policy NE5*** *supports uses consistent with the intent of MV conservation and recreation designation while* ***Policy NE7*** *directs efforts to achieve net ecosystem gains when developing in regional conservation and recreation areas.*

		○ limited agricultural use, primarily soil-based; and ○ land management activities needed to minimize vulnerability / risk to climate change impacts	
	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	***Policy NE4*** *protects conservation and recreation areas by buffering them from adjacent uses while* ***Policy NE7*** *directs efforts to achieve net ecosystem gains when developing in regional conservation and recreation areas.* ***Policy NE 12*** *notes that the Village is working on establishing an ESA DPA. Also see* ***Policy NE 13 & 14****.*
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	*Not Applicable*

Strategy 3.2: Protect, enhance, restore, and connect ecosystems

	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	*See response in 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	***Policy NE 12*** *notes that the Village is working on establishing an ESA DPA.* ***Policy NE 13&14*** *requires ecosystem restoration and improvement where possible as DP condition.* ***Policies HCLU 13 & 15*** *incentivizes development of SD master plan for Farrer Cove and further subdivision to less than 0.50 acres.* ***Policy HCLU 24*** *requires the inclusion of a new neighbourhood park space in the SD master plan.* ***Policy HCLU 26*** *advocates preservation of lands designated Conservation and Recreation within the regional park subject to the resolution of uses permitted in Parcel 48 as noted in the Village-GVRD Agreement (1983)*
	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	***Policies NE14 & 15*** *support research and work of MV and others to identify, protect and enhance ESA's and to update local ESA maps.*
	iii)	discourage or minimize the fragmentation of	

		ecosystems through low impact development practices that enable ecosystem connectivity	*Not Applicable*
	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 NE 4** encourages buffers to protect conservation and recreational areas.* ***Policy NE 7** engagement with First Nations for knowledge sharing and support as it relates to conservation.* ***Policy NE 12-14** supports and protects environmentally sensitive areas through establishment of a DPA, restoration and improvement, and working with regional stakeholders and First Nations.*
	c)	Include policies that:	
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	***NEW Policy CC 30 -** The Village will undertake a natural asset management plan to support reductions in greenhouse gas emissions and the consideration of natural assets and ecosystem services in decision-making and land management practices.*
	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	***Policy HL 15** requires new construction to be sited to maximize retention of existing trees and groundcover.* ***Policy NE 12** notes that the Village is working on establishing an ESA DPA.* ***Policies NE 12 & 13 both** strive for net ecosystem gains when development occurs and **Policy NE 16 & 17** supports tree management on public land by local bylaw.*
	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 NE 12** notes that the Village is working on establishing an ESA DPA**.*** ***Policies NE19,20, 21,22** outline partnership and actions to manage invasive species.*
	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	*Due to Belcarra's forested nature, is not provided for specifically.* ***Policy M5** directs collaboration with MV to implement the 2050 Greenway Vision while **Policy M10** integrates local trails with road infrastructure where possible.* ***Policy HCLU 25** also directs local trails to connect to the MV Regional Parks Plan (2022) and Regional Greenways 2050.*

	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	***Policy FS 15*** *directs adoption of an Integrated Stormwater Management Plan.* ***Policies FS 9-13*** *outline Belcarra's efforts to conserve water by monitoring consumption with the SCADA system, restricting watering and installing water meters on new construction, updating the Fees and Charges Bylaw and publishing water conservation information on the Village website.*

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	*See response in 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:	***Policies NE 32- 35*** *outline efforts to improve air quality by promoting active transportation measures, advocating for additional transit to reduce regional trips, to convert the municipal fleet vehicles and equipment to low emission and publishing local and regional air quality information.* ***Policies CC1- 12*** *outline efforts to develop a Climate Action Plan, to support the BC Energy Step Code, to require GHG reductions for buildings undergoing significant renovations and require demolition waste be diverted away from the landfill and to encourage recycling and salvage where possible.* ***Policies CC 4 & 5*** *in particular state the Village's support for the BC Energy Step Code, updating applicable bylaws to introduce higher step code requirements and reducing greenhouse gas emissions.* ***Policies HCLU 4 & 19-23*** *provide direction to consider amending the Zoning Bylaw to allow more smaller scale single family and multi-family development and supporting a local*

			serving commercial zone and change to the definition of home-based business to allow retail sales in order to mitigate the requirement of residents having to drive out of the community to obtain all goods and services. ***Policy CC 21*** *also supports amending the Zoning Bylaw to create a commercial zoning to serve the local community and reduce travel for shopping and services.* ***Policy CC 26*** *supports regional, provincial, and federal initiatives to provide infrastructure for electric and hydrogen-powered vehicles.* ***New OCP Policy CC 31*** *provides direction to consider making it a requirement for new construction, including single-family homes, to have at least one energized Level 2-capable outlet per dwelling unit.* ***Policy M 37*** *supports electric vehicle charging stations for regional park visitors and for MV employees who park at the MV Park Works Yard.* ***Policy M 42*** *supports prioritizing rideshare, transit, and bicycle (including electric bikes) access to Belcarra Regional Park.*
	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 CC 4-7*** *state the Village's support for the BC Energy Code, encouraging higher step codes, reducing greenhouse gas emissions, and encouraging divergence of demolition waste from landfills.* ***Policy CC 12*** *encourages increasing energy efficiency and reducing emissions in municipal facilities.* ***Policies CC 17 & 18*** *encourage installation of secure bike parking and electronic charging stations at regional park and Village Hall, and transitioning municipal vehicles to zero-emission ones.*

			Policies CC 19-29 *outline steps to be taken to encourage use of low impact alternative/renewable energy sources in new construction or significant renovations, adopt a Green Procurement policy*
	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	***Policies M1-10, 22 & 23*** *provide direction to map existing municipal trails , to use unopened road allowances for new trail development, add end-of -trip facilities at the Village Hall, sports court and regional park, apply for funding for a Belcarra Active Transportation Plan, direction for transit/safety improvements and to connect to the 2050 Greenway Vision Sasamat Greenway and include universal access design in future road and trail projects.* ***Policies M 31, 33 & 34*** *encourage MV and others to develop a Visitor Use Management Strategy to address traffic, congestion and parking problems to regional and provincial parks and to increase transit service to Belcarra and the parks.*
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	*There are no Urban Centres or commercial development in the Village. A rural community.*

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

	Section	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	***Policy FS 15*** *adopt an Integrated Stormwater Management Plan* ***Policy HL 1 & 2*** *promotes development of an Emergency Response Plan and* ***HL 10*** *provides direction in ways to increase water storage capacity for fire fighting.* ***Policies HL 2, 4 & 5*** *direct collaboration with the Fire Department to develop a Belcarra Emergency Response Plan, to coordinate this work with other stakeholders and to publish the Plan on the Village website.*

			Policies HL 11-16 *provide direction for prevention of damage to the natural environment when developing on steep slopes.* ***Polices HL 20-23*** *set out steps to protect regional and provincial parks from wildfires, to continue with local FireSmart initiatives and to undertake a Community Wildfire Resilience Plan.* ***Policies HL 26 & 27*** *advocate for a Fire and Fuel Management Plan and educating residents on emergency evacuation routes in case of wildfire.* ***Policy CC 2*** *directs development of a Climate Action Plan* ***Policy IM 6*** *notes that the Village will develop DPA guidelines for form and character, environmentally sensitive areas, steep slopes¸ flooding/sea level rise, and wildfire.*
	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	***Policies HL 19-21*** *discourage new development within the 200 year floodplain of creeks draining into Indian Arm.* ***Policy IM 6*** *notes that the Village will develop DPA guidelines for form and character, environmentally sensitive areas, steep slopes¸ flooding/sea level rise, and wildfire.* *The following policies discourage growth in hazardous areas or help to mitigate risk:* ● ***Policy HL 11*** *- development of DPA for steep slopes* ● ***Policy HL 12*** *- encourages erosion mitigation & slope stabilization for future developments* ● ***Policy HL 15*** *- encourages building siting to max retention of existing trees and ground cover* ● ***Policy HL 16*** *- encourages surface run-off and storm water to be diverted away from steep areas*

			• ***Policy HL 17*** *- discourages development to be located within 200-year floodplain of creeks that feed into Indian Arm* • ***Policy HL 18*** *- requires technical studies to be registered for all new subdivisions* • ***Policy HL 19*** *- participate in sea-level rise monitoring efforts* • ***Policy HL 21*** *- supports FireSmart development initiatives* • ***Policy HL 22*** *- develop a wildfire DPA*
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.	***Policy NE 12*** *notes the development of environmentally sensitive areas (ESA) DPA.* ***Policy HL 11*** *notes the establishment of a DPA for steep slopes that will guide development in these areas.* ***Policy HL 17*** *notes the establishment of a DPA for areas susceptible to flooding and sea level rise and development of guidelines to guide development in these areas.* ***Policy HL 22*** *notes the establishment of a wildfire DPA and guidelines.* ***Policy IM 6*** *notes the development of guidelines for ESA and hazardous conditions.*
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.	*See above* ***Policies HL 20 & 22*** *support the application of FireSmart initiatives and the development of a Wildfire DPA and guidelines for community protection.* ***Policies HL 11 & 18*** *requires technical studies to be undertaken by registered/certified professionals for development in areas with steep slopes and subdivisions within areas susceptible to flooding or sea level rise.*

			Policy HL 22 *notes the Village's ongoing participation with regional and provincial efforts to monitor and predict sea level rise and incorporate any relevant findings into future Belcarra development policies.* ***Policy CC 16*** *looks to expand the Village's active transportation network.* ***Policy M 8*** *directs the Village to apply for funding from the BC Active Transportation Infrastructure Grant Program or other funding source to develop a "Belcarra Active Transportation Plan" that identifies new pedestrian and cycling routes and required upgrades to existing infrastructure.* ***Policy M 25*** *notes that the Village will participate in and support an appropriate planning process with the Farrer Cove (South) property owners to create a legal road access to the area.* ***Policy M 28*** *directs future road upgrades or replacement projects to carefully consider impacts on the stormwater drainage network.* ***Policy MI 2*** *directs the Village to implement the 'Asset Management Plan' to track the maintenance and lifespan of existing municipal assets and update regularly to identify the need for replacement and additional infrastructure or assets in the future.* ***Policy FS 15*** *directs the Village to adopt an 'Integrated Stormwater Management Plan' that considers the Burrard Inlet Water Quality Objectives and Burrard Inlet Action Plan to guide growth, development, and construction of drainage infrastructure in the municipality.* ***Policies FS 16 & 17*** *requires individual residential properties to obtain sewage disposal permits from the Fraser Health Authority prior to obtaining a building permit and supports subdivisions where new*

			parcels created can obtain approval for domestic water and sewage disposal from the Fraser Health Authority and meet subdivision standards. ***Policy FS 19*** *supports the Fraser Health Authority's efforts to ensure that the nature and scale of development does not exceed the natural capacity of the land to absorb liquid waste where on-site sewage disposal systems are used.* ***Policy HCLU 1*** *allows the Village to support the development of residential homes and consider, on a case-by-case basis, site-specific subdivision of properties within areas designated "Residential" on* ***Figure 9 – Land Use Designations Map*** *subject to sewage disposal approval by the Fraser Health Authority and other relevant conditions of development.* ***Policy HCLU 17*** *notes the Village's continued consideration of the Evangelical Layman's Church proposed development plans and encourages the ELC owners to participate in the process to develop new road access and create a Subdivision Master Plan with the Farrer Cove residents.*
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.	***Policy NE 7 & 13*** *introduces the concept of net ecosystem gains when development occurs.* ***Policy HL 7*** *discourages new development within the 200year floodplain of local creeks and protects new waterfront development from rising sea level.* ***Policy HL 18*** *requires technical studies to be undertaken for all new subdivisions within areas susceptible to flooding and/or sea level rise.* ***Policies HL 21 & 22*** *recognizes the importance of protecting the Village from wildfires.*

			Policies CC1 & 2 *upholds municipal commitment to the BC Climate Action Charter and to develop a Climate Action Plan for Belcarra.* ***Policy CC 2*** *directs development of a Climate Action Plan that focuses on GHG emissions reduction and resilience.* ***Policy IM 6*** *notes that the Village will develop DPA guidelines for form and character, environmentally sensitive areas, steep slopes, flooding/sea level rise, and wildfire.*

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

A goal of the Belcarra community is to preserve low-density forms of housing and Belcarra's semi-rural character. Future residential development could occur on Crown land and some water access only properties if jurisdictional issues can be resolved by the municipality and legal road access to the latter can be created by the private land owners. As well, various residential housing forms, including secondary suites, coach houses, duplexes, triplexes, and fourplexes, are options that can accommodate future growth in the central part of the Village where water and transit services exist. New residential development will look a lot like existing residential development in terms of its form, character, and scale. The intent is to provide a mix of housing options to better meet community housing needs that make the most efficient use of municipal infrastructure while blending-in with the existing character of the Village.

This includes exploring the following types of housing, where feasible: affordable housing, rental housing, special needs housing, seniors' housing, family housing, shelter housing, housing close to transportation infrastructure, and market housing.

Of note, any future residential development in the Village is subject to the following conditions:

a. the construction of a secondary road to provide access and egress to Village residents, and

b. the creation of a Wildfire Development Permit Area

This work is ongoing and updates will be made to this document as necessary.

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 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)	*Not Applicable. Belcarra does not contain Urban Centres or Frequent Transit Development Areas.*	

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs			
	Section	**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	***Policy HCLU 2*** *directs a review of the Zoning Bylaw and subdivision requirements to identify opportunities to create more small lots, smaller houses and more flexibility in the number of accessory units allowed per lot.* ***Policy HCLU 5*** *allows the Village to consider development applications that provide housing types as specified in the Housing Needs Report (2024) including affordable housing, rental housing, special needs housing, seniors' housing, family housing, and shelters for individuals experiencing homelessness and housing for individuals at risk of homelessness.* ***Policy HCLU 11*** *encourages new housing to be built near transportation infrastructure where possible.*
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	*See above*
	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	*See below*
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	***Policy HCLU 3*** *supports siting and building relaxations to accommodate aging-in-place.* ***Policy HCLU 7*** *makes provision for lot consolidation and higher permitted density to accommodate a senior's independent type of housing or that includes active play space for children or major trail connection.*
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	***Policy HCLU 4*** *would allow consideration of additional accessory units on a single-family lot if parking and sewage requirements can be met. This would increase the rental stock*

			available and may make home ownership more affordable. ***Policy HCLU 7*** *above could be developed as co-housing or cluster housing or an Abbeyfield type of seniors development.*
	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	***Policy HCLU 5 & 6*** *allows consideration of duplex, triplex or fourplex housing forms in the RS 1 zone under conditions. Current zoning allows multiple single-family homes, duplex, triplex on large lots zoned RM 1 or RM 2 but having only boat access. The RS 1 zone has road access, water service and is close to transit.* ***Policy HCLU 11*** *encourages new housing to be built near transportation infrastructure where possible****.***
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	***Policy M 23*** *identify the need for more bus shelters and other safety improvements* ***Policies M 32 & 33*** *direct collaboration with TransLink and others to optimize transit service to Belcarra and the major parks.* ***Policies HCLU 2*** *to 6 directs a review of the Zoning Bylaw to address housing needs and affordability by examining lot and building sizes, density and housing built forms* ***Policies HCLU 20 & 22*** *seek ways to provide for the development of small scale, local serving retail business so residents do not have to drive out of the community for every good or service.* ***Policy HCLU 11*** *encourages new housing to be built near transportation infrastructure where possible.*
	vi)	increased social connectedness in multi-unit housing	*See* ***Policy HCLU 6*** *above*
	vii)	integrated housing within neighbourhood contexts and high quality urban design	***Policy HCLU 8*** *directs the development of Design Guidelines for low density multi-unit dwellings that new development fits into the neighbourhood and enhances the*

			semi-rural character of the community.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	***Policy CC 19** encourages inclusion of low impact alternative/renewable energy sources in new construction.* ***Policy CC 4** supports BC Energy Step Code goal of reaching net zero energy for new construction by 2032* ***Policy HL 20 & 25** advocate for increasing resident awareness and education via the 'FireSmart' program.* ***Policy HCLU 2** calls for a review of the Zoning Bylaw and subdivision requirements to identify opportunities to create some smaller lots, and smaller house sizes.*
Policy 4.1.9	**Section**	**Policy**	
	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	*OCP housing policies are based on the community's housing needs as expressed in the Belcarra Interim Housing Needs Report (HNR) and Metro 2050.*
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	*See above*
	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	*See above*
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	*See above*
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 and Frequent Transit Development Areas	*See response in Targets section*

		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)	
	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	*Not Applicable.*
	c)	identify the use of regulatory tools that protect and preserve rental housing	***Policy HCLU 5** allows the Village to consider development applications that provide housing types as specified in the Housing Needs Report (2024) including affordable housing, and rental housing.*
	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	*P**olicies HCLU 2, 4, 5, 6 & 11** are described above and could provide increased rental stock. The RS 1 zone is served by transit (See Figure 7 OCP Transportation Map)*
	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	*There are only single-family homes, some with secondary suites or a coach house, in Belcarra.* ***Policy HCLU 6** provides opportunity for co-housing.* ***Policy HCLU 12** could create municipal lots for future residential development if land negotiations with MV, Province and Tsleil-Waututh were successful.*
	iii)	protection and renewal of existing non-market rental housing	*There is no non-market housing in Belcarra*
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	*Not Applicable*
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	*Not Applicable*
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	*See **Policies HCLU 2** and **HCLU 4** above*
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	***N/A.** There is no purpose built rental housing in Belcarra except for existing secondary suites or coach houses.*
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	*If the negotiations under Policy **HCLU 12** were successful a multi-unit site could be created for local seniors and low-income residents, subject to septic sewer approval, in*

			partnership with MVHC or other non-profit housing provider.

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

	Section	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	*If the negotiations under Policy **HCLU 12** were successful a multi-unit site could be created for local seniors and low-income residents, subject to septic sewer approval, in partnership with MVHC or other non-profit housing provider.*
	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	*Policy **HCLU 5** allows the Village to consider development applications that provide housing types as specified in the Housing Needs Report (2024) including affordable housing, rental housing, special needs housing, seniors' housing, family housing, and shelters for individuals experiencing homelessness and housing for individuals at risk of homelessness.*
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	*See Policy **HCLU 10** above*
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	*Not Applicable*
	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	***Policy HCLU 5** allows the Village to consider development applications that provide housing types as specified in the Housing Needs Report (2024) including affordable housing, rental housing, special needs housing, seniors' housing, family housing, and shelters for individuals experiencing homelessness and housing for individuals at risk of homelessness.*

Metro 2050 Goal 5: Support Sustainable Transportation Choices

This OCP supports continued transit use, promotes improved transit ridership, and encourages ride-sharing and ride-hailing opportunities. The OCP speaks to the development of bicycle and pedestrian pathway networks, and promotes active transportation including walking, rolling, cycling, jogging, and the use of mobility devices such as wheelchairs, walkers, and strollers.

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	**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	***Policies M 1** map local trails), **M 3** (improve local trails), **M 4** (provide end-of-trip facilities at Village Hall, sports court and major parks), **M 7** (connect to Sasamat Lake), **M 9** (universal design), **M10** (integrate trails), **M14** (limit park access), **M 22 & 23** (road safety improvements), **M30,31,32,34** (to address transit, traffic, congestion and parking problems caused by Metro and Provincial parks. Details are provided above.* ***Policies HCLU 17 to 19** identify potential avenues to provide some local commercial and retail outlets to curtail need to drive out of community for every good or service.* ***Policy HCLU 11**encourages new housing to be built near transportation infrastructure where possible.*
	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	*There is no on-street parking allowed in the Village of Belcarra.* ***Policy M 35** provides for welcoming signage for transit, cyclists and pedestrians.* ***Policy M 6** advocates MV provide end-of-trip facilities and **Policy M 7** encourages MV to improve the connection to Sasamat Lake.* ***Policy M20** directs support for the creation of a community ride share program.* ***Policies M 30,31,32** all support MV and others to address traffic, parking, congestion and insufficient transit service to both provincial and regional parks in Belcarra.*
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	***Policies M 22** identifies potential locations where road improvements would provide for pedestrian and cyclist safety while **Policy M 9** directs universal*

			design be included in road and trail work. ***Policy M 13*** *designates Bedwell Bay Road as the MRN route to the Village.* ***Policy M 21*** *expresses support for the development of a community ride share program.* ***Policy CC 17*** *(and others) advocates installation of secure bike parking and electric charging stations at Village Hall and sports court*
	d)	support the transition to zero-emission vehicles	***Policies CC 17 & 18*** *and* ***CC 29*** *supports the transition of municipal vehicle and equipment to zero emission models by 2040.* ***Policy M 37*** *encourages MV to provide charging stations for both park visitors and park employees*
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	***Policy M 5 and CC 14*** *support development of the 2050 Greenway Vision by supporting a new multi-use path through Belcarra to connect to the Sasamat Greenway in the future.*
	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 M 8*** *identifies a funding source to undertake an Active Transportation Plan and* ***Policy M 22*** *outlines some possible road safety improvements to encourage more pedestrian and micro-mobility use.* ***Policy CC 13*** *direct Council to promote low carbon forms of transportation while* ***Policy CC 16*** *would expand the active transportation network to make it the most convenient option for short trips.*

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

	Section	Policy	Applicable OCP Policies
Policy	**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	*Not Applicable*

		within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	
	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	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*
	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	*Not Applicable*

2.0 Metro 2050 Implementation *Metro 2050* includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.		
Policy 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 (1) 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 Metro 2050 - the regional growth strategy 87 F: Implementation • 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.	*Not Applicable - Belcarra is not within the Urban Containment Boundary.*
Policy 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.	*Not Applicable - Belcarra is not within the Urban Containment Boundary.*

3.0 Tables

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.
Table 2: Population, Dwelling Unit and Employment in Urban Centres and FTDAs	Section 1.2.23(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."

Table 1*

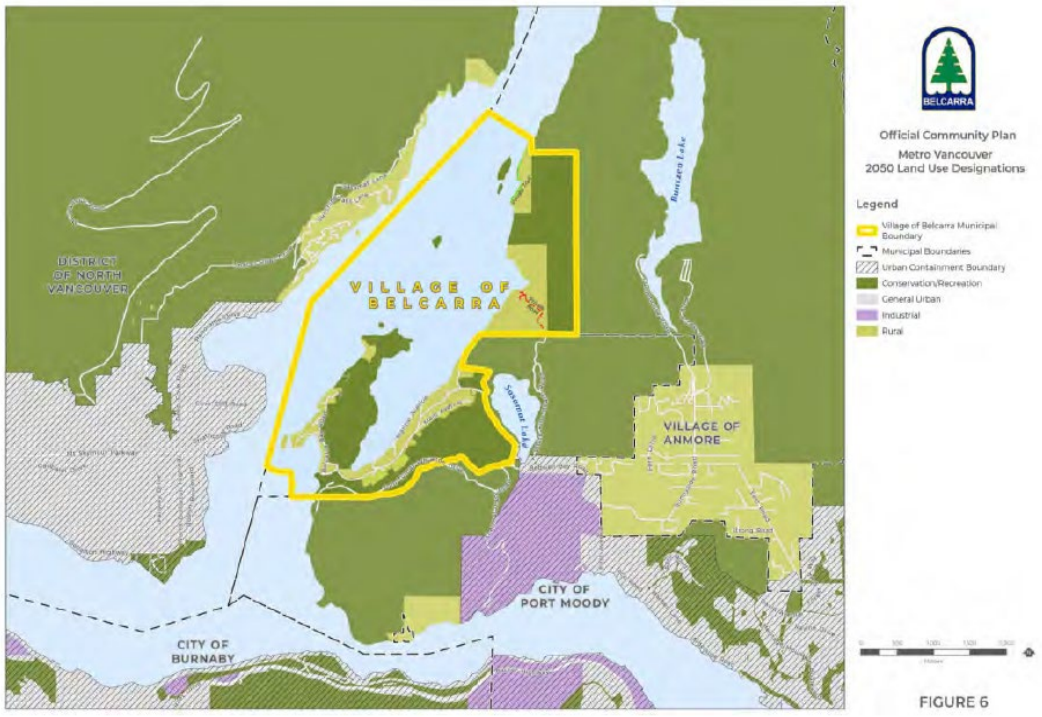
YEAR	POPULATION	DWELLING UNITS	EMPLOYMENT
2024	704	265	213
2031	737	278	242
2041	746	268	259
2051	781	267	276

*Based on Medium Growth projections

Table 2 - not applicable. Belcarra is not an Urban Centre nor does it contain FTDAs

2050	Proportion of New Units	Proportion of All Units	Proportion of New Employment	Proportion of All Employment
[No UCs or FTDAs in Belcarra]				

4.0 Maps

Map	Map Description and Notes
Figure 6 (copied below)	Metro Vancouver 2050 Land Use Designations: 

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Heidi Lam, Senior Policy and Planning Analyst, Regional Planning and Housing Services

Date: August 19, 2026 Meeting Date: October 8, 2026

Subject: **Metro 2050 – 2025 Annual Performance Monitoring Report**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated August 19, 2026, titled "Metro 2050 – 2025 Annual Performance Monitoring Report"; and

b) direct staff to forward a copy of the report dated August 19, 2026, titled "Metro 2050 – 2025 Annual Performance Monitoring Report" to the Ministry of Housing and Municipal Affairs and the Ministry of Citizen's Services.

EXECUTIVE SUMMARY

The 2025 Annual Performance Monitoring Report provides the annual update on the 29 key performance indicators established in *Metro 2050*, the regional growth strategy. These indicators track progress across a range of policy areas and offer a comprehensive view of how the region is advancing toward its long-term vision. The *Metro 2050* Performance Monitoring Dashboard (Reference 1) supports this report by offering detailed data, visualizations, and status updates for each measure and serves as a transparent and accessible tool for the MVRD Board, member jurisdictions, TransLink, regional agencies, and the public to monitor implementation, evaluate outcomes, and inform collective decision-making.

Highlights include:

- The Urban Containment Boundary remained stable, with 31.6% of the regional area (89,478 ha) located within the boundary in 2025, the same share in 2011 (31.6%, 89,462 ha);
- While the total number of personal passenger vehicles grew by 9% between 2021 and 2025, car ownership per capita declined slightly and the regional share of electric and hybrid vehicles more than doubled from 7% to 18%;
- The total area of land regionally designated Industrial or Employment increased by 2%, with a 4% increase in developed lands and an 8% decrease in vacant lands designated for future industrial development (2020–2025);
- Housing and transportation costs continued to represent a significant share of household income, making up 39% of pre-tax income for renters and 33% of pre-tax income for homeowners (2017–2022); and
- Two amendments to *Metro 2050* were approved in 2025, reflecting ongoing implementation and refinement of the regional growth strategy.

PURPOSE

To provide the Regional Planning Committee and MVRD Board the 2025 annual performance monitoring report of the region's performance towards the goals of *Metro 2050*. This report provides a highlight and status update on the 29 performance measures listed in Section G of *Metro 2050*.

BACKGROUND

Metro 2050 was adopted on February 24, 2023. It is the regional federation's collective vision for how growth will be managed to support the creation of complete, connected, and resilient communities,

while protecting important lands and supporting the efficient provision of urban infrastructure like transit and utilities. *Metro 2050* has 29 performance measures that track progress toward the goals set out in the regional growth strategy.

Annual reporting on the regional growth strategy's progress is required by Subsection 452(1)(b) of the *Local Government Act* and Section 6.13.3 of *Metro 2050*. The *Metro 2050* Performance Monitoring Dashboard, along with this annual report, fulfils Metro Vancouver's legislative obligation.

METRO 2050 DASHBOARD

The *Metro 2050* Performance Monitoring Dashboard (Reference 1) is an interactive, publicly accessible webtool that details the 29 measures outlined in Section G: Performance Monitoring of *Metro 2050*. Metro Vancouver recognizes the vital role performance monitoring plays in the implementation of *Metro 2050* and in collective decision-making. The *Metro 2050* Performance Monitoring Dashboard provides information on each measure's vision, relevant data, and offers transparency on their status. It shares regional data with stakeholders on an interactive, dynamic, and user-friendly platform that can be updated in real-time as data becomes available. Through the dashboard, the MVRD Board can review and evaluate the state of growth management in the region, monitor progress, and address any emerging issues.

PERFORMANCE MONITORING

Metro 2050 identifies 29 key performance and context measures to assess the success of its goals, strategies and policy actions. These measures provide a framework for performance monitoring and enable an informed review of the regional growth strategy as needed. This annual performance monitoring report process supports the implementation of *Metro 2050* and tracks its progress toward achieving its goals.

Tables 1 to 6 highlight the 29 performance measures. Detailed information on each performance measures' vision, intent, progress, data source, methodology, and data files is available for viewing and download through the *Metro 2050* Performance Monitoring Dashboard.

Table 1. *Metro 2050* Performance Measures – Regional Land Use Designations

Measure	Performance
Total and cumulative change in hectares of land in each of the six regional land use designations	In 2025, the regional land use designation amendments affected a total of 2.28 hectares, resulting in: • General Urban – net gain of 1.61 ha • Industrial – net gain of 0.67 ha • Employment – no change • Agricultural – net loss of 2.28 ha • Rural – no change • Conservation and Recreation – no change The regional land use amendments stem from two regional growth strategy amendments that affected lands in City of Delta and City of Surrey. Since the adoption of *Metro 2040* in 2011 until the end of 2025, a total of 2,489.68 hectares of land have been amended. The cumulative changes are as follows: • General Urban – net loss of 862 ha

	• Industrial – net gain of 89.03 ha • Employment – net gain of 146.96 ha • Agricultural – net loss of 215.44 ha • Rural – net gain of 652.97 ha • Conservation and Recreation – net gain of 195.59 ha At the end of 2025, the regional land use designation breakdown is as follows: • General Urban 69,327 ha (24.4%) • Industrial 10,480 ha (3.7%) • Employment 3,537 ha (1.2%) • Agricultural 54,665 ha (19.2%) • Rural 9,126 ha (3.2%) • Conservation and Recreation 136,959 ha (48.2%) This performance measure is updated every year.

Table 2. *Metro 2050* Performance Measures – Goal 1: Create a Compact Urban Area

Measure	Performance
Total and cumulative change in hectares of land in the Urban Containment Boundary	In 2025, the area within the Urban Containment Boundary increased by 0.67 hectares. The boundary change stemmed from one regional growth strategy amendment in the City of Surrey. Urban Containment Boundary area • 89,462 ha – 2011 (*Metro 2040* adoption), 31.6% of regional area • 89,853 ha - Feb 2023 (*Metro 2050* adoption), 31.7% of regional area • 89,478 ha – year end 2025, 31.6% of regional area Since the adoption of *Metro 2040* in 2011 until the end of 2025, the Urban Containment Boundary has expanded (net) by 16.25 hectares. This performance measure is updated every year.
Percent of regional dwelling unit growth located within the Urban Containment Boundary (regional target of 98%)	Between 2016 and 2021, 98% of Metro Vancouver's total dwelling unit growth occurred within the Urban Containment Boundary over this five-year Census period. 2016 Custom Census Data – Total Dwelling Units • 1,027,613 units in Metro Vancouver • 1,002,899 units in Urban Containment Boundary 2021 Custom Census Data – Total Dwelling Units • 1,104,532 units in Metro Vancouver • 1,078,132 units in Urban Containment Boundary

Measure	Performance
	This performance measure is updated every five years, following the release of custom census data.
Number and status of new regional sewerage service connection applications made for areas outside of Urban Containment Boundary to lands with an Agricultural, Rural, or Conservation and Recreation regional land use designation	In 2025, one new sanitary service connection application was approved for a parcel that is located outside of the Urban Containment Boundary in the Township of Langley. This performance measure is updated every year.
Change in hectares of greenfield lands within the Urban Containment Boundary that have a General Urban regional land use designation	This performance measure tracks the development of greenfield lands across the region relative to the region's growth through infill and redevelopment in existing urban areas. In 2022, the Metro Vancouver region had approximately 4,015 hectares of greenfield lands within the UCB. This accounts for 5.8% of all lands with a General Urban regional land use designation at 69,627 hectares. Under this performance measure methodology, greenfield lands must have a General Urban regional land use designation in *Metro 2050*, have an urban type Official Community Plan land use designation, be a contiguous area, be located within the Urban Containment Boundary, be without a servicing connection as of 2022 year end, and be verified visually using 2022 orthophotos. More details are available on the *Metro 2050* Performance Monitoring Dashboard. This performance measure is updated every three to five years.
Percent of regional dwelling unit growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors	Between 2016 and 2021, the total number of dwelling units increased by 31,635 in Urban Centres, by 5,315 in Frequent Transit Development Areas, and by 76,919 across the region. Hence, 41% of Metro Vancouver's total dwelling unit growth occurred within Urban Centres and 7% within Frequent Transit Development Areas over this five-year Census period. 2016 Custom Census Data – Total Dwelling Units • 1,027,613 units in Metro Vancouver • 283,795 units in Urban Centres • 18,280 units in Frequent Transit Development Areas 2021 Custom Census Data – Total Dwelling Units • 1,104,532 units in Metro Vancouver • 315,430 units in Urban Centres • 23,595 units in Frequent Transit Development Areas • 335,550 units in Major Transit Growth Corridors

Measure	Performance
	This performance measure is updated every five years, following the release of custom census data.
Change in "Activity Density" in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors	Activity Density is measured by people plus jobs per hectare and is a measure of how communities are achieving their growth targets. In 2021, the combined for all Urban Centres is 131 Jobs + People/ hectare; for Frequent Transit Development Areas is 80 Jobs + People/ hectare; and for Major Transit Growth Corridors is 50 Jobs + People/ hectare. This is a new performance measure under *Metro 2050*. Historical data collection is currently underway. This performance measure is updated every five years, following the release of custom census data.
A walkability index composed of land use mix, commercial floor area ratio, intersection density, residential density, and sidewalk completeness	The latest 2021 Walkability Index was completed in September 2024. The study findings and index maps are now available for download and viewing on the *Metro 2050* Performance Monitoring Dashboard. The results are shown side by side with the previous 2016 Walkability Index for comparison. From 2016 to 2021, walkability improved across the majority of Metro Vancouver with more pronounced improvements in Urban Centres and Frequent Transit Development Areas. This performance measure is updated every five years.
Total and change in number of community services and amenities in Urban Centres and Frequent Transit Development Areas, including, but not limited to child care and green space	This contextual measure is a new performance measure in *Metro 2050*. In 2025, Metro Vancouver collaborated with Simon Fraser University (SFU) through an internship program focused on researching and compiling regional datasets related to community services and amenities – including childcare facilities, as well as municipal, regional and provincial parks, and park features such as washrooms and play structures. In late 2026 to 2027, Metro Vancouver will further this research initiative with University of British Columbia (UBC) through an internship program. The research will consist of a literature review on comprehensive community services performance metrics, including data accessibility, update frequency, metric complexity, and feasibility for replication for the region. The findings will help inform and guide the development of a methodology for implementing this new performance measure.

Table 3. *Metro 2050* Performance Measures – Goal 2: Support a Sustainable Economy

Measure	Performance
Percent of regional employment growth located in	Between 2016 and 2021, the employed labour force grew by 4% from 1,111,450 jobs to 1,158,545 jobs across the region. Urban

Measure	Performance
Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors	Centres and Frequent Transit Development Areas lost 60,870 and 3,560 jobs, respectively. 2016 Custom Census Data – Total Employed Labour Force • 1,111,450 jobs in Metro Vancouver • 445,955 jobs in Urban Centres • 33,460 jobs in Frequent Transit Development Areas 2021 Custom Census Data – Total Employed Labour Force • 1,158,545 jobs in Metro Vancouver • 385,085 jobs in Urban Centres • 29,900 jobs in Frequent Transit Development Areas • 310,845 jobs in Major Transit Growth Corridors It is important to note that the timing of the 2021 Census occurred during the COVID-19 pandemic, which had several impacts on employment levels, including heightened unemployment, business and site closures, and the relocation of certain employment to remote work. Since then, the Metro Vancouver region has shown a steady increase in average employment between 2021 and 2025, demonstrating a state of continued growth and stable labour market. This performance measure is updated every five years, following the release of custom census data.
Total and change in employment by sector in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors	Data collection is currently underway, and the findings will be available in late 2026.
Change in office floor area within Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors	In 2022, the region had 78 million sq ft of office space across 1,338 buildings with 10,000 sq ft or more of office space. Of this total, 55 million sq ft (71%) of office space is in Urban Centres. For office space within Urban Centres, 69% is in the Metro Core, 16% in Regional City Centres, 9% in Municipal Town Centres, and 6% in the Surrey Metro Centre. By comparison, in 2018 the region had 80 million sq ft of office space across 1,392 buildings with 10,000 sq ft or more of office space. The amount of office space located in Urban Centres was also 55 million sq ft (same as 2022), representing 69% of the total. This performance measure is updated every five years.
Percent of land in the Agricultural Land Reserve (ALR) that is actively farmed	Metro Vancouver monitors the status of agricultural land, including the amount of actively farmed land, with the objective of promoting agricultural viability and food production. This is done in collaboration with the Ministry of Food and Agriculture. Metro Vancouver ALR Land Cover Overview (2016)

Measure	Performance
	• Activity farmed – 29,320 ha (51%) • Natural and Semi-natural – 17,178 ha (30%) • Anthropogenic (not farmed) – 9,675 ha (17%) • Inactively farmed – 953 ha (2%) Updated Agricultural Land Use Inventory data is currently under review and is expected to be publicly available in late 2026.
Average number of km travelled for commute region-wide	This performance measure provides contextual information on how far employees travel for work and the changing nature of work across the region. Metro Vancouver (2017 and 2023) Average trip length to work by auto driver • Burnaby 11.6 km (2017), 11.6 km (2023) • Coquitlam 15.6 km (2017), 14.9 km (2023) • Delta 15.9 km (2017), 17.9 km (2023) • Electoral Area A UBC/UEL 11.3 km (2017), Not available (2023) • Langley City 15.3 km (2017), 15.4 km (2023) • Langley Township 19.0 km (2017), 15.1 km (2023) • Maple Ridge 19.4 km (2017), 18.7 km (2023) • New Westminster 14.9 km (2017), 12 km (2023) • North Vancouver City 10.4 km (2017), 11.4 km (2023) • North Vancouver District 12.5 km (2017), 11.9 km (2023) • Pitt Meadows 14.1 km (2017), 18.6 km (2023) • Port Coquitlam 14.6 km (2017), 17.4 km (2023) • Port Moody 17.7 km (2017), 15.6 km (2023) • Richmond 12.3 km (2017), 11 km (2023) • Surrey 16.2 km (2017), 15.7 km (2023) • Vancouver 10.2 km (2017), 9.9 km (2023) • West Vancouver

Measure	Performance
	13.9 km (2017), 16.8 km (2023) • White Rock 23.5 km (2017), 18.2 km (2023) • Others 13.8 km (2017), 14.3 km (2023) • Metro Vancouver total 14.2 km (2017), 13.9 km (2023) Data breakdown by municipality and year is available for download and viewing on the *Metro 2050* Performance Monitoring Dashboard. This performance measure is updated every five to six years, following the update of TransLink's Regional Trip Diary.
Average number of minutes travelled for commute region-wide	This performance measure provides contextual information about how long it takes employees to travel for work and its destination. Metro Vancouver (2016 and 2021) Employed labour force with usual place of work or no fixed workplace address – commuting duration • < 15 mins 207,755 people (2016), 202,980 people (2021) • 15 to 29 mins 375,370 people (2016), 341,035 people (2021) • 30 to 44 mins 306,130 people (2016), 258,225 people (2021) • 45 to 59 mins 139,550 people (2016), 96,495 people (2021) • ≥ 60 mins 130,405 people (2016), 79,825 people (2021) Data breakdown by municipality is available for download and viewing on the *Metro 2050* Performance Monitoring Dashboard. This performance measure is updated every five years, following the release of census data.
Average trip length by transportation mode region-wide	This performance measure provides contextual information on employees' travel method and distance. Metro Vancouver (2017 and 2023) Average trip length by travel mode • Auto driver 14.2 km (2017), 13.9 km (2023) • Auto passenger 13.6 km (2017), 10.4 km (2023) • Transit 14.6 km (2017), 15.8 km (2023) • Bike 5.9 km (2017), 6.1 km (2023) • Walking

Measure	Performance
	0.7 km (2017), 0.7km (2023) Data breakdown by municipality and year is available for download and viewing on the *Metro 2050* Performance Monitoring Dashboard. This performance measure is updated every five to six years, following the update of TransLink's Regional Trip Diary.
Total and cumulative change in hectares of land designated Industrial and Employment that is developed and vacant	Metro Vancouver monitors the ways in which industrial lands are used in the region. Between 2020 and 2025, the total area of land regionally designated Industrial or Employment increased by 2%, from 10,250 hectares to 10,460 hectares. There was a 4% increase in developed lands and an 8% decrease in vacant lands regionally designated for future industrial development. 2025 Industrial Lands Inventory • 10,460 ha of land with an Industrial or Employment regional land use designation • 84% developed (8,820 hectares), 16% vacant (1,640 hectares) 2020 Industrial Lands Inventory • 10,250 ha of land with an Industrial or Employment regional land use designation • 83% developed (8,470 hectares), 17% vacant (1,780 hectares) This performance measure is updated every five years. Further analysis of the region's Industrial lands can be found in the Metro Vancouver 2025 Industrial Lands Inventory.

Table 4. *Metro 2050* Performance Measures – Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Measure	Performance
Change in hectares of land protected for nature across the region (40% to 50%)	The Regional Protected Natural Areas dataset is compiled by Metro Vancouver using various data sources to track the area of land protected for nature. In 2013, 40% of the region's land base was protected for nature, including federal, provincial, and municipal parks, terrestrial-based wildlife management areas, ecological reserves, regional parks, watersheds, the Lower Seymour Conservation Reserve, Buntzen Lake Recreation Area, University of British Columbia Malcolm Knapp and British Columbia Institute of Technology research forests. In 2025 - 2026, Metro Vancouver refined the methodology for the Regional Protected Natural Areas dataset. The findings will be released in 2027. This performance measure is updated every five to six years.

Measure	Performance
Change in percentage of regional total tree canopy cover within the Urban Containment Boundary (regional target from 32% to 40%)	Between 2014 and 2020, the regional tree canopy cover decreased from 32% to 31% within the Urban Containment Boundary. The next update to the Regional Tree Canopy Cover dataset is planned for 2027. This performance measure is updated every five to six years.
Change in hectares of land identified as Sensitive or Modified Ecosystem	Between 2014 and 2020, 335 ha of Sensitive Ecosystems and 566 ha of Modified Ecosystem were lost. In 2020, there were 149,617 ha of Sensitive Ecosystems and 26,812 ha of Modified Ecosystem. The next update to the Sensitive Ecosystem Inventory is planned for 2027. This performance measure is updated every five to six years.
Change in hectares of identified Sensitive and Modified Ecosystem rated high quality	Ecosystem quality changes will be included in the next update to the Sensitive Ecosystem Inventory in 2027.
Total and change in tonnes of GHG emissions related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources in support of the regional target to reduce GHG emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050	This key performance measure is not on track. The strategies and policy actions of *Metro 2050*, Clear Air Plan, and *Climate 2050* encourage reductions in greenhouse gas emission (GHG) across the region. Metro Vancouver's Annual Greenhouse Gas Emissions Inventory includes GHG emissions for the highest-emitting sectors, such as transportation, buildings, industry, and other emissions sources. The inventory also includes a breakdown of emissions for each municipality, electoral area, and treaty First Nation in the region. In 2023, total annual regional GHG emissions were 17.3 million tonnes CO_2e (carbon dioxide equivalent), up 6.8% from 2010 (16.2 million tonnes CO_2e). GHG emissions were nearly flat from 2022 to 2023. In 2023, greenhouse gas emissions decreased in several sectors, including on-road vehicles, buildings, waste, and marine vessels. Reductions in some sectors (e.g. light duty vehicles and waste) may reflect the impacts of climate policy and technological change. Trends and causal factors are less clear for other sectors such as building emissions, which depend on temperature patterns and data availability. Emissions increased in other sectors including non-road engines, industry, and agriculture, compared to 2022. From 2010 to 2023, the region's population grew by 27%, while GHG emissions per person decreased by 16% — from 6.9 tonnes/person to 5.8 tonnes/person — signaling that the region's buildings, transportation, and economy are becoming cleaner. Total regional emissions are expected to decrease in future years, as actions in the *Climate 2050* Roadmaps, *Metro 2050*, and policies

Measure	Performance
	from other orders of government are implemented, and as technology and market shifts continue to take effect. This performance measure is updated every year, following the update of GHG emissions inventory as part of the annual Climate 2050 Progress Report.
Tonnes of carbon storage in natural areas including lands with Rural, Conservation and Recreation, and Agricultural regional land use designations	The carbon storage dataset measures the tonnes of carbon storage in natural areas including lands with a Rural, Conservation and Recreation, and Agricultural regional land use designation. The Regional Carbon Storage Dataset is planned for completion in 2029.

Table 5. *Metro 2050* Performance Measures – Goal 4: Provide Diverse and Affordable Housing Choices

Measure	Performance
Percentage of newly completed housing units built within Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors that are affordable rental housing units (regional target of 15% to the year 2050)	Between 2018 and 2023, 2.3% of newly completed housing units in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors were affordable rental housing. Performance is being monitored at the regional scale for these areas combined. The 2024 and 2025 data is pending a custom data request and will be available in fall of 2026. This performance measure is updated every one to two years.
Percentage of household income spent on housing and transportation expenses across the region and by tenure and income level	Based on data from 2017 to 2022, housing and transportation costs took up 39% of the pre-tax income of renter households and 33% of the pre-tax income of owner households. The 2025 Housing and Transportation Cost Burden study and the associated data are available for downloading and viewing on the *Metro 2050* Performance Monitoring Dashboard. This performance measure is updated every five years.

Table 6. *Metro 2050* Performance Measures – Goal 5: Support Sustainable Transportation Choices

Measure	Performance
Total and change in trips by transportation mode	This performance measure provides contextual information about the overall change in residents' trips and trip length by transportation mode for all trip purposes (to home, work/ university, grade school, escorting, shopping/ personal business, and social/ recreation/ dining). Metro Vancouver (2017 and 2023) Percentage of all trips by travel mode • Auto driver 55.66% (2017), 50.5% (2023)

Measure	Performance
	• Auto passenger 17.52% (2017), 18.84% (2023) • Transit 10.91% (2017), 9.99% (2023) • Bike 1.67% (2017), 2.46% (2023) • Walk 14.24% (2017), 18.21% (2023) Number of all trips by travel mode (2017 and 2023) • Auto driver 4,464,300 trips (2017), 4,427,300 trips (2023) • Auto passenger 1,404,800 trips (2017), 1,651,600 trips (2023) • Transit 875,100 trips (2017), 876,000 trips (2023) • Bike 133,900 trips (2017), 215,500 trips (2023) • Walking 1,142,100 trips (2017), 1,596,400 trips (2023) A full data breakdown by municipality and year is available for download and viewing on the *Metro 2050* Performance Monitoring Dashboard. This performance measure is updated every five to six years, following the release of TransLink's Regional Trip Diary data.
Percent of residents within the Major Transit Growth Corridors	In 2021, 56% of Metro Vancouver residents lived in the region's priority growth areas (22% in Urban Centres, 2% in Frequent Transit Development Areas, and 32% in Major Transit Growth Corridors). This performance measure is updated every five years, following the release of census data.
Total and per-capita change in the number of actively insured vehicles	This performance measure provides contextual information about the change in personal vehicle ownership across the region and the change in vehicle ownership per capita. Metro Vancouver's actively insured passenger vehicles for personal use increased from 1,188,739 in 2021 to 1,298,785 in 2025, a growth of 9% based on ICBC's public database. Within this overall growth, the shift toward low-emission vehicles was far more pronounced. Electric vehicles rose from 34,627 to 104,230 (+201%) and hybrid vehicles grew from 50,388 to 124,513 (+147%) over the same period. The combined share of electric and hybrid vehicles in the region more than doubled, increasing from 7% to 18%. Using Statistics Canada's population estimates data, Metro Vancouver's residents aged 15 to 64 was 1,929,014 in 2021 and 2,156,008 in 2025 (+12%). Vehicle ownership declined slightly with

Measure	Performance
	vehicle ownership per capita decreased from 0.62 in 2021 to 0.60 in 2025. A full data breakdown by municipality is available on the *Metro 2050* Performance Monitoring Dashboard. This performance measure is updated every year.
Total and per-capita change in vehicle km travelled	This contextual measure informs the change in auto drivers' travel behaviour by municipality and per capita. Metro Vancouver (2017 and 2023) All trips by auto driver – vehicle km travelled (VKT), VKT per capita • Burnaby 3,026,000 VKT (2017) 2,860,500 VKT (2023), 13.0 VKT/capita (2017) 10.4 VKT/capita (2023) • Coquitlam 2,735,800 VKT (2017) 2,449,500 VKT (2023), 20.0 VKT/ capita (2017) 14.7 VKT/capita (2023) • Delta 2,556,000 VKT (2017) 2,404,200 VKT (2023), 24.9 VKT/ capita (2017) 20.3 VKT/capita (2023) • Electoral Area A UBC/UEL 133,100 VKT (2017) 140,500 VKT (2023), 7.2 VKT/capita (2017) 7.0 VKT/capita (2023) • Langley City 676,900 VKT (2017) 708,800 VKT (2023), 26.0 VKT/capita (2017) 22.7 VKT/capita (2023) • Langley Township 3,901,200 VKT (2017) 3,430,300 VKT (2023), 33.7 VKT/capita (2017) 23.1 VKT/capita (2023) • Maple Ridge 2,571,100 VKT (2017) 2,435,300 VKT (2023), 31.1 VKT/capita (2017) 24.2 VKT/capita (2023) • New Westminster 1,163,800 VKT (2017) 1,138,100 VKT (2023), 16.4 VKT/capita (2017) 12.8 VKT/capita (2023) • North Vancouver City 795,000 VKT (2017) 759,400 VKT (2023), 14.9 VKT/capita (2017) 11.6 VKT/capita (2023) • North Vancouver District 1,740,100 VKT (2017) 1,508,300 VKT (2023), 20.5 VKT/capita (2017) 15.4 VKT/capita (2023) • Pitt Meadows 438,000 VKT (2017) 521,100 VKT (2023), 24.8 VKT/capita (2017) 24.6 VKT/capita (2023) • Port Coquitlam 1,360,700 VKT (2017) 1,396,500 VKT (2023), 23.2 VKT/capita (2017) 21.1 VKT/capita (2023)

Measure	Performance
	• Port Moody 888,800 VKT (2017) 570,100 VKT (2023), 26.1 VKT/capita (2017) 15.5 VKT/capita (2023) • Richmond 3,082,600 VKT (2017) 2,649,500 VKT (2023), 15.5 VKT/capita (2017) 11.3 VKT/capita (2023) • Surrey 10,704,300 VKT (2017) 10,823,400 VKT (2023), 20.8 VKT/capita (2017) 16.8 VKT/capita (2023) • Vancouver 6,347,100 VKT (2017) 5,928,900 VKT (2023), 10.0 VKT/capita (2017) 8.1 VKT/capita (2023) • West Vancouver 841,300 VKT (2017) 864,300 VKT (2023), 18.3 VKT/capita (2017) 17.3 VKT/capita (2023) • White Rock 529,800 VKT (2017) 494,800 VKT (2023), 27.5 VKT/capita (2017) 22.4 VKT/capita (2023) • Others 152,600 VKT (2017) 289,900 VKT (2023), 17.5 VKT/capita (2017) 21.1 VKT/capita (2023) A full data breakdown by municipality and year is available for download and viewing on the *Metro 2050* Performance Monitoring Dashboard. This performance measure is updated every five to six years, following the release of TransLink's Regional Trip Diary data.

METRO 2050 AMENDMENTS IN 2025

From January 1, 2025, to December 31, 2025, there were two approved land use designation amendments to *Metro 2050*:

- Bylaw No. 1396, 2024 – A Type 3 regional land use designation amendment to change from Agricultural to Industrial and to extend the Urban Containment Boundary for 0.67 hectares of lands located at 15238 - 64 Avenue to accommodate a multi-tenant industrial building with a restaurant and a volleyball facility in City of Surrey.
- Bylaw No. 1406, 2025 – A Type 2 regional land use designation amendment to change from Agricultural to General Urban for 1.61 hectares of lands located at 4800 and 5133 Springs Boulevard to accommodate 60 townhouses in City of Delta.

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the report dated August 19, 2026, titled "Metro 2050 – 2025 Annual Performance Monitoring Report"; and
   b) direct staff to forward a copy of the report dated August 19, 2026, titled "Metro 2050 – 2025 Annual Performance Monitoring Report" to the Ministry of Municipal Affairs and the Ministry of Citizen's Services.

2. THAT the MVRD Board receive for information the report dated August 19, 2026, titled "Metro 2050 – 2025 Annual Performance Monitoring Report".

FINANCIAL IMPLICATIONS

Data acquisition and performance monitoring is a regular component of the annual Regional Planning budget and work program, with all analysis completed in-house.

CONCLUSION

The *Local Government Act* and *Metro 2050* require annual reporting on the regional growth strategy's progress. The 2025 Annual Performance Monitoring Report provides a summary of progress toward the 29 performance measures set out in *Metro 2050*. A complete profile of the performance measures with detailed data breakdown is available on the interactive *Metro 2050* Performance Monitoring Dashboard that is updated in real-time as data becomes available.

REFERENCES

1. Metro Vancouver. (2026). *Metro 2050 Performance Monitoring Dashboard*. https://metrovancouver.org/services/regional-planning/metro-2050-performance-monitoring

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Michael Epp, Director, Housing Planning and Development, Metro Vancouver Housing

Date: October 1, 2026 Meeting Date: October 8, 2026

Subject: **Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Phase II Update**

RECOMMENDATION

THAT the MVRD Board receive for information the report dated October 1, 2026, titled, "Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Phase II Update".

EXECUTIVE SUMMARY

The Rental Housing Blueprint project was initiated to streamline and expedite multi-family rental housing delivery through technological advancement and modern construction methods evolving in the housing and construction industry. Metro Vancouver Housing (MVH) collaborated with three member jurisdictions, the City of Richmond, the City of Port Moody and the District of North Vancouver, where Digitally Accelerated Standardized Housing (DASH) pilot projects are anticipated, to explore municipal approaches that could expedite project approvals and permitting processes.

The attached report, "Getting to DASH: Practical Recommendations for BC Municipalities to Enable Off-Site Construction and Accelerate Housing Delivery" (**Attachment 1**), finds that many barriers to off-site construction stem from regulatory systems designed around traditional site-built development. Key recommendations include creating greater certainty through pre-zoning and standardized zoning districts, simplifying design requirements that limit standardization, improving the predictability of development approvals, modernizing permitting processes through phased and digital permitting approaches, and increasing familiarity with off-site construction methods and CSA A277 certification. The report's central finding is that municipalities can accelerate housing delivery by moving from discretionary, project-by-project approvals toward more standardized, predictable, and digitally enabled systems that support off-site construction as a routine method of housing delivery.

Ongoing and future work will support integrating DASH principles and methods into multi-family rental design and applying DASH concepts on two MVH pilot projects located in Port Moody and the District of North Vancouver. Regular updates on the DASH pilot work will be brought forward as the projects progress.

PURPOSE

To present the report, "Getting to DASH", which outlines practical lessons for municipalities seeking to incorporate the DASH program into local policies, bylaws and approval processes and operational practices.

BACKGROUND

In February 2024, the Rental Housing Blueprint project was awarded multi-year funding through the Metro Vancouver Regional District Sustainability Innovation Fund (SIF) to explore standardized approaches to streamline multi-family affordable rental housing delivery, including an MVH demonstration project. The project has since been augmented with additional funding through the Canada Mortgage and Housing Corporation's (CMHC) Housing Supply Challenge Round 5 – 'Level Up'. BC

Housing and its partners are progressing with the development of a systematic approach for standardizing buildings ("DASH").

On November 8, 2024, the Regional Planning Committee received a report titled "Streamlining Rental Housing through Standardized Designs and Regulations: Project Update" (**Reference 1**), which outlined opportunities for ongoing collaboration with all interested Metro Vancouver member jurisdictions. Using SIF funding, resources were made available to support the demonstration and implementation of DASH recommendations in member jurisdictions prepared to advance DASH tools and approaches.

On February 25, 2025, the MVHC Board directed staff to explore integrating the Digitally Accelerated Standardized Housing (DASH) approach to upcoming Metro Vancouver Housing developments at Moray Place in Port Moody and Riverside Drive in the District of North Vancouver and report back with the findings as articulated in the report dated January 13, 2025 titled "Digitally Accelerated Standardized Housing: Metro Vancouver Pilot Projects for Exploration" **(Reference 2).**

On April 3, 2025, the Regional Planning Committee received a report titled "Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Recommendations" **(Reference 3),** which outlined the Phase I work of the DASH initiative and the completion of a standardized regulatory approach for six-storey rental buildings.

The report referenced above also outlined next steps for the continuation of this work in collaboration with member jurisdictions who expressed interest in advancing DASH initiatives and offered support through the Rental Housing Blueprint's grant funding in the form of resources for making process improvements and/or bylaw changes that align with the objectives of the project. Subsequently, Metro Vancouver undertook a collaboration with three member jurisdictions, City of Richmond, the City of Port Moody and the District of North Vancouver, where DASH pilot projects are being considered, to advance this work.

PROJECT CONTEXT

The Rental Housing Blueprint project is structured as a phased roadmap to support the adoption of standardized housing approaches and modern methods of construction across Metro Vancouver member jurisdictions. The phases build progressively from the development of regulatory frameworks to implementation support and demonstration projects.

The project was initiated in 2023 by Metro Vancouver to advance efforts to streamline multi-family rental housing delivery through standardization and modern construction methods. The project is being delivered in three phases, each designed to increase awareness and facilitate adoption of these innovative approaches by member jurisdictions.

- **Phase I (2024–2025):** Development of standardized regulatory recommendations and a framework for six-storey rental housing buildings (completed).

- **Phase II (2025–2026):** Collaboration with participating municipalities to evaluate local policies, bylaws, approval processes, and operational practices affecting DASH implementation (presented in this report).

- **Pilot Projects (ongoing):** Application of DASH principles to Metro Vancouver Housing projects in Port Moody and the District of North Vancouver and exploration of opportunities on BC Housing sites in Richmond (underway).

BC Housing is leading the development of the DASH kit-of-parts system and associated elements, with Metro Vancouver as a partner. Metro Vancouver's work is focused on supporting member jurisdictions to advance off-site construction and applying and advancing off-site construction in MVH projects.

GETTING TO DASH REPORT OVERVIEW

The Getting to DASH report examines how municipal policies, regulations, approvals processes, and permitting practices can better support off-site and panelized construction as a means of accelerating housing delivery. Through detailed reviews of the City of Richmond, the City of Port Moody, and the District of North Vancouver, the report finds that many of the barriers to off-site construction arise from regulatory systems designed around traditional site-built development, including site-specific rezonings, discretionary design review processes, and sequential permitting practices.

Key findings and recommendations from the report include:

- Align policy and zoning to create certainty by expanding pre-zoning and adopting standardized zoning districts that reduce approval risk and create the predictable project pipeline needed for factory-based construction.

- Simplify design requirements by reducing unnecessary design complexity, including requirements for excessive articulation, upper-storey stepbacks, and per-unit balconies that can undermine the efficiencies of panelized construction.

- Create more predictable approvals through objective design standards, greater use of delegated approvals, and earlier involvement of building officials to provide greater certainty during the development review process.

- Modernize permitting processes through phased permitting, digital permitting tools, and accelerated review pathways that allow site preparation and manufacturing activities to occur concurrently.

- Build knowledge and confidence among municipal staff, building officials, review panels, applicants, and the public through training, information sharing, and broader familiarity with prefabricated construction methods and CSA A277 certification.

METRO VANCOUVER HOUSING PILOT PROJECTS

Two MVH projects are now in the design development stage utilizing the DASH approach to optimize construction methods, cost, and timing. This second phase of work supported and facilitated conversations and workshops with Port Moody, the District of North Vancouver and the City of Richmond to demonstrate how DASH tools and resources could be applied to specific sites identified for potential development or redevelopment opportunities.

Moray Place (Port Moody)

The redevelopment of Moray Place in Port Moody is a project in Phase 3 of the MVH expansion plan. The property is currently developed with low-density townhomes, is relatively large and located within proximity to transit making it a strong potential redevelopment site for additional non-market homes. Moray Place is in the earlier stages of predevelopment—the project team has been selected and is beginning on applying the DASH design methodology to the site and a subsequent rezoning application.

Riverside Drive (District of North Vancouver)
In partnership with the District of North Vancouver, MVH is pursuing a new development project on Riverside Drive. This project is at a further stage of design development, and the project team has been exploring applying DASH components. A Development Permit has been issued, and the project is proceeding to construction permitting stage while continuing to seek confirmation on timing of financing and funding.

Early learnings and observations from collaborations on MVH Pilot Sites

- Partner communication and coordination
    - Early alignment between project teams, consultants, and municipal staff helps identify opportunities to support adoption of DASH tools, resources, and methodologies while responding to the jurisdiction's requirements and site-specific conditions.
    - Commitment to frequent communication, process streamlining, early identification of barriers allows for rapid resolution of impediments.
- Municipal leadership and adoption of DASH tools and methodologies
    - Designated municipal staff who are trained and familiar with DASH tools and resources can eliminate ambiguity for applicants and internal staff while providing information and guidance to design advisory panels and the general public.
    - A dedicated municipal stream for DASH projects along with phased permitting and inspections reduces overall approval timelines and allows for off-site construction to proceed in coordination with permit review and early site work.
- Project owner/operator benefits
    - Repeating standardized unit types and building components creates opportunities for efficiencies in procurement, design coordination, and construction sequencing.
    - The DASH approach can support greater consistency in project delivery by reducing the need to redesign common building elements across multiple developments.
    - Early alignment of financing, insurance, and project delivery requirements is critical to successful implementation.
    - Early consideration of operations, maintenance, and lifecycle requirements can help ensure standardized designs remain practical over the long term.
- Knowledge transfer to other communities
    - The pilot projects highlight the importance of evaluating how standardized housing solutions can be applied across different municipal contexts and varying site conditions.
    - Balancing design standardization of DASH projects with local planning, urban design, and site-specific considerations remains an important factor in successful implementation.

Lessons learned from pilot projects can help inform future applications of DASH across a broader range of housing developments.

NEXT STEPS
The innovative technical information contained in "*Getting to Dash: Practical recommendations for BC municipalities to enable offsite construction and accelerate housing delivery"* report offers a meaningful contribution to the body of knowledge and expert discourse on modern methods of construction to deliver affordable housing at scale. Should the *Getting to Dash* be received by Committee, staff will support the dissemination of this information to member jurisdictions, partners and funders integral to the development process for non-market rental housing. Activities may include; distribution of the report to member jurisdictions, provincial and federal partners, non-profit housing and private sector developers, and housing and planning media. Staff will also update to the Metro Vancouver website and

make all content available for inclusion on the BC Housing DASH website.
https://www.acceleratedhousing.ca/

ALTERNATIVES
This is an information report, no alternatives are provided.

FINANCIAL IMPLICATIONS
Costs for consultant support related to the Rental Housing Blueprint project's standardized policy and regulatory approach are supported through project-specific funding from Metro Vancouver Regional District Sustainability Innovation Fund (SIF). A total of $2.13M has been allocated from SIF to support this work over multiple years, with the majority of these funds applied to capital costs to realize one or more pilot projects on Metro Vancouver Housing sites. A total of $170,000 was allocated to support Phase 2 of the Rental Housing Blueprint project.

CONCLUSION
As part of the Rental Housing Blueprint project, Metro Vancouver collaborated with three member jurisdictions, the City of Richmond, the City of Port Moody and the District of North Vancouver, to explore and test DASH tools and approaches through pilot projects on two Metro Vancouver Housing sites and potentially up to four city-owned sites located within the City of Richmond that may be suitable for DASH projects in partnership with BC Housing. The attached report, "*Getting to DASH: Practical recommendations for BC municipalities to enable off-site construction and accelerate housing delivery*," provides a summary of the work undertaken with these municipalities, offers key observations and learnings that lend valuable insight and guidance for other jurisdictions seeking to align their policies, processes, procedures, bylaws and approval systems with DASH tools and resources.

ATTACHMENT
1. WW+P Architects and Planners. "Getting to DASH. Practical recommendations for BC municipalities to enable off-site construction and accelerate housing delivery.", dated August 18, 2026.

REFERENCES
1. Hayes, J. (2024). *Streamlining Rental Housing through Standardized Designs and Regulations: Project Update* [Staff report to MVRD Board meeting on November 29, 2024]. https://metrovancouver.org/boards/RegionalPlanning/RPL-2024-11-08-AGE.pdf#page=87
2. Epp, M. (2025). *Digitally Accelerated Standardized Housing: Metro Vancouver Housing Pilot Projects for Exploration.* [Staff report to MVHC meeting on February 28, 2025]. https://metrovancouver.org/boards/MVHC/HC-2025-02-28-AGE.pdf#page=8
3. Hayes, J. (2025). *Rental Housing Blueprint: Digitally Accelerated Standardized Housing (DASH) Recommendations*. [Staff report to MVRD meeting on April 3, 2025]. https://metrovancouver.org/boards/GVRD/RD-2025-04-25-AGE.pdf#page=108

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Getting to DASH

Practical recommendations for BC municipalities to enable offsite construction and accelerate housing delivery.

Cover Image: Vienna House

Vienna House is a partnership between BC Housing, the City of Vancouver through its Vancouver Affordable Housing Endowment Fund, and the More Than a Roof Housing Society.

Vienna House showcases innovative materials and processes designed to deliver high energy performance with low greenhouse gas emissions. This includes prefabricated off-site manufacturing of building components and anticipated Passive House performance. The mechanical design addresses temperature extremes and ensures ready access to fresh air, improving resident comfort while minimizing noise impacts from the adjacent SkyTrain line and Victoria Drive.

Learn More: http://viennahouse.ca/

WW+P Architects and Planners Inc.
300-7 East 6th Avenue Vancouver, British Columbia, Canada V5T 1J3
Tel. 604 558 6956
110 Adelaide Street East Toronto, Ontario, Canada M5C 1K9
Tel. 416 562 2269
wwparchitects.com

Prepared for:
Metro Vancouver Housing

Project Name:
Digitally Accelerated Standardized Housing (DASH)

Report Name:
Getting to DASH
Practical recommendations for BC municipalities to enable offsite construction and accelerate housing delivery.

Status:
Final

This document has been issued and amended as follows:

Issue	Description	Date	Prepared by	Reviewed by	Approved by
01	Final issue_01	24 / 08 / 2026	Emily Rennalls Reva White	Jonathan Tinney	Jonathan Tinney

1. Summary

British Columbia's housing challenge increasingly relies upon not just how much we build, but how we build—faster and more affordably without sacrificing quality. Offsite, panelized construction offers one of the most promising solutions. By shifting much of the construction process into a controlled factory environment, offsite construction can compress schedules, improve quality and energy performance, and deliver housing at scale. This promise is already reflected in local policy with some Official Community Plans across Metro Vancouver jurisdictions containing a range of provisions that encourage or enable offsite and prefabricated construction.

Municipalities, as the Authorities Having Jurisdiction (AHJs) over land use, design, and construction, are well-positioned to help realize this potential. The policies and regulations they establish—how growth is zoned, how design is reviewed, and how permits are sequenced—shape whether builders and manufacturers can secure the predictable pipeline of work that factory-based production depends on. This report assesses opportunities within that regulatory and policy environment to further support offsite-construction methods across the Lower Mainland and BC, drawing on specific examples of what is already working, where frictions still exist, and offer practical, broadly applicable actions for municipalities to consider.

More specifically, this report examines three Metro Vancouver municipalities as case studies in how local regulatory environments shape the viability of offsite, panelized construction in those jurisdictions. While each municipality presents a distinct physical context, staff capacity, and level of familiarity with offsite methods, the analysis reveals a similar set of barriers and opportunities across all three that provide useful information for other municipalities.

The summary that follows organizes the opportunities emerging from the case studies around the obstacles facing offsite construction and are intended to be relevant to any BC jurisdiction preparing to support this form of housing delivery.

Align Policy Vision and Regulatory Implementation to Drive Efficiencies of Scale

- Official Community/Development Plans reflect a community's vision of growth. However, a substantial amount of apartment development still requires site-specific rezoning to achieve conformity with OCP designations, a process that adds months of carrying costs, introduces approval risk, and prevents offsite manufacturers from committing to factory schedules.
- Implementing the OCP through comprehensive pre-zoning or creating standardized district schedules moves the form of housing from being envisioned to being allowed. It de-risks the development process by clearly setting the expectations for development in a zoning bylaw.
- In a supportive market environment, this allows owners to confidently invest in new projects. Policy within the OCPs of case-study municipalities encouraged some form of pre-zoning as explicit tools to promote affordability and implement growth visions.

Prepare Design Guidelines That Work with Structural Simplicity

Project volume alone is not sufficient to support scalable offsite production. The efficiency gains that make panelized construction viable are achieved through standardization and repetition. Design guidelines can therefore influence not only whether projects proceed, but also whether they can be delivered using offsite methods that are cost-competitive to site-built.

- Design guidelines that introduce complicated structural elements makes the repetition required to scale factory production more difficult to achieve.
- Per-unit balcony requirements, upper-storey stepbacks and façade articulation are examples of design guidelines that can impose structural constraints on a project and that require customization to achieve.
- Delivering a structurally simple building ought not come at the cost of great design. Contributing to a vibrant public realm and outdoor amenities can be achieved without compromising livability, for example, through material selection, use of colour, ground floor and entrance treatment, landscape design and shared amenities areas.

Structure Approvals Processes to Deliver Clarity and Certainty

Even where design policy frameworks support higher housing volumes, design uncertainty during the approval process can undermine the scheduling advantages that offsite construction relies upon. Because manufacturing activities must be coordinated well before site construction begins, developers and manufacturers require certainty earlier in the design process.

- Pre-application meetings should include building officials alongside development planning staff so that the considerations for offsite construction (dimensional tolerances, CSA A277 compliance, inspection schedules, transportation and crane logistics) are flagged early.
- Acknowledging the dimensional tolerances by establishing clear parameters for what is and is not subject to alteration during the design review process, and creating staff-delegated review pathways for projects that meet objective, OCP-aligned thresholds, reduces risk without compromising the quality of design.

Phase Building Permitting to Align With Manufacturing Processes

Clarity during development review must be continued during permitting. While planning approvals establish whether a project can proceed, permitting processes ultimately determine whether the schedule efficiencies of offsite construction can be realized.

- Phased building permits allows the site preparation to proceed while prefabricated components are being manufactured and transported, compressing the gap between approvals and construction that maximizes the benefits that offsite construction can deliver.

Build Familiarity and Amplify Outreach Efforts by Governments and Industry

- Though regulations may technically permit prefabricated systems, uncertainty among applicants, reviewers, building officials, and the public can introduce additional scrutiny, delays, and risk.
- Jurisdictions can play an important role in building confidence and shared understanding across the development process. For example, sharing materials with Advisory Design Panel members and the public to address public concerns with the design quality of prefabricated buildings and developing informational materials to guide applicants on how to navigate the permitting process via support with document requirements, inspection sequences and transportation requirements.

Facilitate Building Official Training on CSA A277

- CSA A277 is the Canadian standard for factory certification of prefabricated components. A building official who understands what it covers is far better positioned to determine what can be accepted on the strength of factory inspection and what requires additional review.
- Formally accepting A277 documentation in lieu of travel inspections and investing in staff orientation training are foundational steps toward an approvals environment equipped to process offsite projects efficiently.

This report, through the case studies, demonstrates that the most impactful interventions are often not new regulations, but rather the alignment of existing policy objectives, approvals processes, and permitting practices with the parameters of factory-based construction. By supporting project pipeline certainty, encouraging structurally efficient design, creating clear approval pathways, and building familiarity among staff and stakeholders, local governments can help remove or reduce barriers that currently limit the adoption of offsite construction. Taken together, these measures create an environment in which manufacturers, builders, and housing providers can invest with greater confidence, ultimately supporting the delivery of housing more quickly, at a lower cost, and greater scale.



Naikoon Contracting's mobile factory producing wall panels for a 50-unit housing project in partnership with Tsleil Waututh Nation. Image source: Naikoon Contracting



Onsite installation of TAG panels at Vienna House in Vancouver, BC. Image source: Kindred Construction

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2. Introduction

Section Overview

About DASH

This section introduces the DASH components and the purpose of this report.

Accelerating the Delivery of Housing

This section situates DASH within the broader shift toward faster, more efficient approaches to housing delivery, including changes in how homes are planned, designed, and built.

Getting to DASH-ready Planning, Approvals and Permitting

This section defines panelized construction—the form of offsite construction envisioned by DASH—and explains how it requires a different interface with conventional planning instruments and approval processes.

Where We Could Go

This section paints a picture of streamlined planning parameters and digital permitting that could dramatically reduce the time and complexity involved in delivering housing at scale.

Introduction

2.1 About DASH

DASH (Digitally Accelerated Standardized Housing) is an initiative of BC Housing, with Metro Vancouver as a key partner, supporting engagement with member jurisdictions and demonstration DASH projects designed to accelerate the delivery of wood-frame, multi-family apartment rental housing through standardization and offsite construction.

DASH Components

DASH provides a set of ready-to-use digital building tools and permit-friendly designs to help architects, designers, and housing providers build multi-family homes faster and more cost-effectively using offsite construction.

The program works across several interconnected workstreams:

- A digital blueprint library of pre-designed unit layouts conforming to the BC Building Code;
- A site assessment tool that aims to enable rapid massing and feasibility analysis;
- A prefabrication configurator that adapts designs for factory production using made-in-Canada standardized building products; and,
- A prefabrication marketplace connecting suppliers with architects and engineers.

Underpinning all of these tools is the use of Building Information Modelling (BIM), which enables the coordination and consistency that offsite construction demands. The program is now in its demonstration stage with design teams being procured to lead projects across BC. These projects are opportunities to test the digital tools and prefabrication supply chain under real project conditions.

While the DASH digital building tools address the design and construction phase of project delivery, they do not delve into the municipal approval processes that also play a key role in how quickly housing can be built. OCP policy, zoning bylaws and development permit guidelines common in most BC municipalities today were not written with prefabricated, offsite construction in mind. For that reason, these traditional approaches to land approvals may work against the standardization that make DASH viable. The *Local Government Regulatory Guidelines*, published on the DASH website: acceleratedhousing.ca, offer initial guidance to Metro Vancouver municipalities to help local governments move towards policies that can enable prefabricated housing projects. This report builds on that work.

DASH and the Purpose of This Report

This report builds directly on the DASH resources released to-date to address processes at the municipal level, and seeks to answer questions such as: What steps can individual municipalities take to be ready for DASH? And, how can cities enable prefabrication and off-site construction to expedite housing in their communities?

To help translate the findings in this report into action, the next section presents a practical implementation guide for Authorities Having Jurisdiction (AHJs). Organized into short-, medium-, and long-term actions, the guide identifies opportunities to build familiarity with offsite construction, and create regulatory conditions that better support it.

The case studies that informed these recommendations are presented in a later section and provide additional context, examples, and observations from each jurisdiction's official community plan policies, zoning bylaws, development permit area guidelines, and the development approvals and building permitting processes. The case studies highlight both the strong foundations and targeted opportunities for action that may serve as examples for other jurisdictions.

While informed by the experiences of three Metro Vancouver municipalities set to receive a DASH demonstration projects. The recommendations are intended to be broadly applicable across British Columbia. AHJs can use the guide to identify actions that align with their current capacity, policy priorities, and level of readiness for modern construction methods.

Project Stage	Traditional Construction Process	Offsite Construction Process	Planning and Permitting Considerations at Each Project Stage
Pre-Design		Involves the assessment of a site's suitability for prefabricated components. Factors such as access for delivery trucks, space for cranes or equipment, overhead power line clearance and component staging must be considered. DASH provides guidance for site selection at acceleratedhousing.ca	• Are there local design requirements (zoning parameters or design guidelines) that could prohibit or limit the ability to use offsite construction effectively? • What is the length and degree of certainty of the approvals and permitting process? Delays in permitting may neutralize any speed of offsite construction benefits vs. traditional construction.
Design and Pre-construction	Meets the needs of individual, bespoke projects with limited reuse of design data. Offers more flexibility for design changes. Adjustments can be made during the construction process.	Works best when components can be standardized. Early design coordination with the manufacturer is required. Building Information Modeling (BIM) is more commonly used to address design coordination than traditional construction. Design must "freeze" prior to production.	• What is the AHJ's level of familiarity with varying forms of offsite construction? Do they understand standards associated with offsite construction (e.g., CSA A277)? • Has the AHJ outlined their documentation requirements and approvals process for offsite construction methods?
Construction	Construction occurs sequentially onsite. Quality control is managed onsite and is subject to weather, labour resource, and site conditions.	Activities are split between the factory and the site and require coordination. Quality control is managed in a factory-controlled environment and often subject to third-party standards.	• Can Building Permits be issued in phases so that a production slot can be secured in a factory while design and permitting continue for the site-built scope? • Is the AHJ open to modified inspection protocols and willing to accept alternative documentation, such as professional field reviews or factory-issued field reviews?

Summary of differentiating factors between a traditional construction process and offsite construction process for wood-frame apartment housing, organized by project stage with associated planning and permitting factors relevant to offsite construction at each stage. Adapted from FPInnovations' *Offsite Wood Construction Handbook*, Chapter 2, Design Logistics. (Mitchell et al., 2025)

2.2 Accelerating the Delivery of Housing

British Columbia's housing crisis is itself evidence that conventional construction methods, delivered through conventional regulatory frameworks, are not equipped to meet the scale and pace of the housing supply needed today. The number of homes needed, the pace at which they must be delivered, and the workforce available to build them have moved beyond what incremental improvements can adequately manage. Meeting the moment requires innovation on two fronts simultaneously: how homes are built, and how municipal approval processes and regulations enable these new construction methods.

The case for DASH therefore rests on two foundations. The first is the labour and productivity challenge facing the construction industry, and the role offsite construction can play in addressing it. The second is a transformation of the policy and regulatory environments that would allow offsite construction to function not only as a project-by-project pilot, but as a scalable and competitive option for boosting the number of homes built.

Finding Efficiencies in the Way We Design and Build to Deliver More Homes

Enabling Offsite Construction to Fill Gaps in an Evolving Labour Force

Canada faces a significant housing supply gap. While the number may vary by source, economists and housing experts agree that millions of homes need to be built over the next decade to restore and maintain affordability. According to the Canada Mortgage and Housing Corporation (CMHC), the country needs to build up to 4.8 million new homes over the next decade—approximately 430,000 to 480,000 units each year—to restore affordability to 2019 levels (Canada ConstructConnect, 2025). At the same time, the construction industry is grappling with a shortage of skilled workers. A recent survey found that 78 percent of Canadian construction firms report difficulties finding qualified labour, and roughly one in five workers in residential construction is expected to retire within the next ten years (KPMG in Canada, 2025). Compounding this labour challenge is the decline in productivity. Since the pandemic, the construction sector's output per hour worked has fallen by 2.6 percent annually, placing it at the bottom of the goods-producing sectors and dragging down overall productivity growth in the economy (Caranci & Marple, 2024).

Shifting the construction of housing components into controlled factory environments helps reduce dependence on a shrinking pool of on-site tradespeople. Global research on the construction sector suggests this shift can move between 30 and 60 percent of project activity offsite, with the potential to achieve productivity gains of five to ten times over traditional methods (Barbosa et al., 2017, as cited in Fariha 2025).

While these figures draw from international data, evidence of comparable gains is beginning to emerge in Canada. Trinity Western University's Jacobson Hall in British Columbia was completed in just nine months and the University of British Columbia's 18-storey Brock Commons Tallwood House achieved a build-schedule reduction of more than ten percent, with the primary structure assembled in under 70 days once prefabricated panels arrived on site (Fariha 2025).

These examples are illustrative rather than conclusive, and the variation in outcomes across projects reflects differences in regulatory context, factory capacity, and on-site integration. More Canadian-specific research is needed to quantify net productivity and cost outcomes reliably. Nevertheless, the direction of evidence is consistent: offsite methods, when well-integrated, deliver meaningful time savings relative to conventional construction.

Beyond schedule performance, offsite building technologies offer a broader set of operational advantages. Compared to traditional site-based construction, these approaches are associated with lower project failure rates, shorter timelines, improved defect detection, and better worker safety outcomes (Patel and Kaushal 2024, as cited in Fariha 2025). The shift from a transient, weather-exposed worksite to a stable, climate-controlled factory environment also supports greater worker satisfaction and productivity, an important consideration as the industry competes for a shrinking labour pool (Hořínková 2021, as cited in Fariha 2025).

In this context, off-site construction offers a practical solution by increasing production efficiency, improving labour conditions and accelerating the delivery of much-needed homes

Evolving Land Use Regulation to Deliver More Homes

The speed and cost of housing delivery are shaped by many factors including municipal approvals & processes. Zoning parameters, design guidelines, and development approvals processes determine how long it takes to move a project from concept to construction. In a region where approval timelines and financing costs place significant pressure on project viability, that timeline has a direct impact on housing affordability and delivery.

Jurisdictions are increasingly turning to land use regulation as a powerful tool for meeting growing housing supply need and finding new opportunities to evolve these systems to work more efficiently, enabling faster, more predictable housing production without compromising the standards communities value.

Modernizing regulatory processes can help municipalities address housing demand, reduce housing costs, and position local governments as leaders in housing innovation. Thoughtful updates to land use frameworks allow communities to preserve neighbourhood identity while meaningfully expanding access to affordable, well-designed homes.

Municipal Approvals Can Occupy Over 50% of Total Project Delivery Time



Generalized timeline of a project start to completion. Adapted from source: Metro Vancouver's *Streamlining the Delivery of Rental Housing Through Pre-Approved Plans and Off-Site Construction* Workshop Presentation delivered February 2024

Innovation in land use regulation typically advances one or more of the following objectives:

- Aligning the OCP vision for growth with implementation tools
- Improving certainty and predictability
- Reducing approval and processing times

The following outlines strategies being implemented in other jurisdictions to achieve those objectives.

Pre-zoning: Returning to a Proven Approach

> Purpose: Pre-zoning removes a lengthy and often unpredictable step in the approval process and provides applicants with the certainty they need to proceed with a project.
>
> Examples of where it's happening: City of Vancouver, City of Surrey, City of Edmonton, City of Minneapolis, City of Portland

As-of-right zoning for multifamily housing is more of a return to a proven approach than it is a novel innovation. For example, during the 1960s, Vancouver proactively expanded its multifamily zoning districts to accommodate anticipated growth, a wave that brought forth many of the apartment neighbourhoods that are beloved today. This forward-looking practice was discontinued in the 1970s, when the City shifted toward site-specific rezoning as the preferred method for enabling new multifamily housing.

This shift was not uncommon; many jurisdictions use the rezoning process to implement land use visions articulated in their Official Community Plan (OCP). The reliance on a site-by-site negotiated process has created points of leverage to test heights, densities and community amenities. However, that process is cumbersome, lengthy and introduces a significant degree of risk to the developers and disruption for the neighbourhood.

On the other hand, strategic pre-zoning in conformance with the OCP offers a clear path toward greater predictability and efficiency, bringing planning and implementation into closer alignment with housing goals.

Delegated Authority: Empowering Staff to Deliver on Policy Goals

> Purpose: Delegating approvals to staff eliminates a lengthy step in the approval process and shortens overall permitting times.
>
> Examples of where it's happening: This is common practice to varying degrees across BC

Municipal staff are entrusted with implementing the vision established in OCPs and Local Area Plans, and have the professional expertise to interpret and apply these policies consistently. Municipalities can improve predictability and reduce processing times by delegating the review and approval of permit applications to staff as well. Some municipalities, such as the City of Victoria, have done this via clear parameters for approval within key application types, building forms, and sub-areas of the City. Staff have also been delegated to approve variances to zoning through the Development Variance Permit tool within a Council-defined range for things like height, setbacks and parking ratios in key areas of the City. This approach offers applicants a shorter approval timeline while confirming that proposed projects firmly align with the municipality's planning objectives and policy intent.

Electronic Permitting: Building Efficiency Through Digital Review

> Purpose: Automating routine compliance reviews can reduce processing times and redeploy staff capacity to higher-complexity files.
>
> Examples of where it's happening: City of Kelowna, City of Surrey, City of Richmond, City of Burnaby

Electronic permitting leverages digital permitting systems to assess applications against standardized, objective design criteria. This approach is already being implemented across several BC municipalities, including Kelowna, Surrey, Richmond and Burnaby, for low-density housing forms. By automating routine compliance checks, staff time is freed to focus on more complex proposals that benefit most from professional judgment.

E-compliance also lays the groundwork for expanding digital review to additional housing types, including low-rise apartments and other low- to medium-density forms. Staff expertise remains central to the process, with electronic checking directing their attention to where it adds the greatest value.

Fast-Track Approvals: Accelerating Delivery Through Pre-Approved Designs

> Purpose: Pre-approved designs eliminate redundant review cycles and give the development community a publicly-accepted, reliable, low-risk pathway to housing delivery.
>
> Examples of where it's happening: City of Kelowna, City of Burnaby, New South Wales

Fast-track approval processes are designed to accelerate development approvals for housing by linking pre-approved designs to shortened permitting timelines, reducing approvals from months to weeks. While this approach is typically applied to multiplex-scale housing in Canada, the model is well-suited for adaptation to higher-density, purpose-built apartment development. New South Wales, through their pattern book for medium-density projects, demonstrates the possibility to scale fast-track processes to meet a wider swathe of housing demand.

DASH Connects Innovation in Construction with Regulatory Modernization

DASH brings innovations in design and construction and land use regulatory modernization together. It layers a kit of standardized, prefabricated parts, reference designs and recommendations for a standard zoning bylaw and form and character design guidelines, which together lay the groundwork for e-compliance checking. The success of the DASH design tools is dependent on the planning, approvals, and permitting systems currently in place harmonizing with DASH tools and methods.

The DASH System: A Primer

Pages 9 and 10 are authored by BC Housing. Learn more: https://www.acceleratedhousing.ca/

Housing Supply

Purpose-built rental housing is not keeping up with demand across Metro Vancouver. In 2023, B.C. recorded 50,490 housing starts; however, this number must rise to 65,000 annually to keep pace.

Labour and Productivity

Using prefabricated systems for construction presents an opportunity to accelerate housing delivery and grow the green economy while supporting local employment, local manufacturing and B.C.'s forest industry.

Beyond Housing, Community Development

In B.C., the Social Return on Investment (SROI) from non-market housing exceeds the economic stimulus of construction alone. Adding roughly 20–30% in value when it delivers affordable housing, and up to 92% when it serves and supports marginalized populations[1]. DASH frees up design time to focus on high-value creative aspects and features, resulting in a variety of housing to meet the needs of a wider population.

1. BC Housing, (2016) Social Return on Investment of Affordable Housing Development



330 Goldstream Ave
Photo courtesy James Jones in media publications & @jamesjonesphotos on Instagram

The open-source platform provides "blueprint" designs that are adaptable while adhering to the BC Building Code and municipal guidelines. It makes it easy to configure sites for standard suite layouts and mixes, and to verify site suitability for the project. Designers can focus resources on high-value design activities and customization to better meet the needs of future residents.

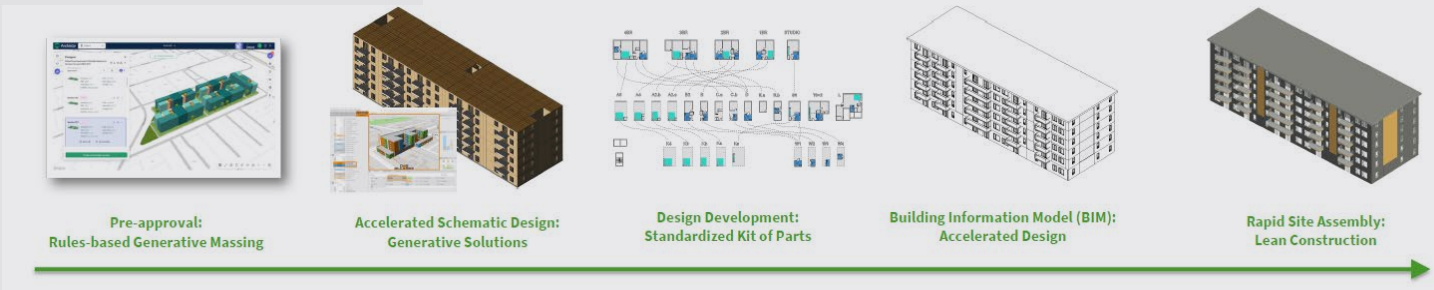
DASH features include:

- All-in-one platform to rapidly assess sites and optimize design.
- Suggests sites that would better suit a project, limited to select municipalities.
- Non-proprietary, permit-friendly, BIM enabled DFMA-based suite of "blueprint" designs for prefabricated mid-rise multifamily housing.
- Adaptable design components that meet the BC Building Code 2024, construction standards and municipal requirements, to streamline approvals.
- Design flexibility. Prefabricated panels can be combined in different configurations (layout and unit mix) to optimize design for lot dimensions, conditions and location.
- Permit-friendly DASH "kit-of-parts" optimized for prefabrication and rapid assembly using locally manufactured products.
- A virtual marketplace for prefabrication suppliers to connect with architects and engineers.

Viable Standardized Designs

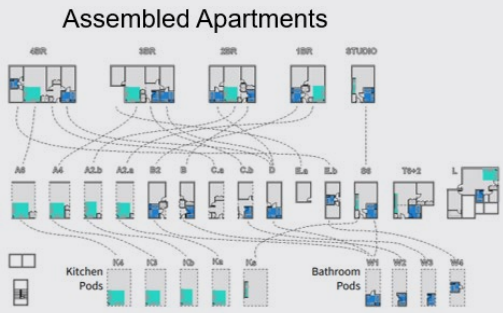
DASH represents a fundamental evolution in how we create buildings. It lends itself to simple elegant architectural forms that support standardization.

DASH Addresses the Whole Design Process

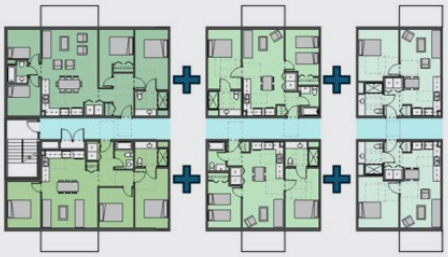


Connecting standardized designs, prefabricated parts, and a coordinated supply chain, using non-proprietary components for accelerated delivery.

Design Modules



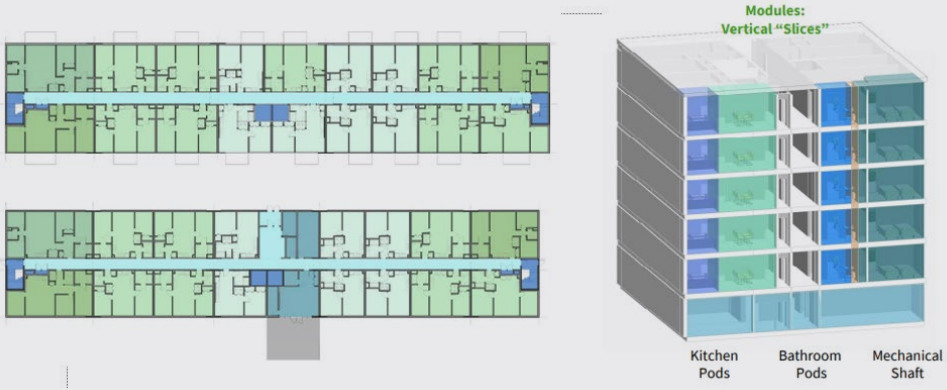
Design Modules



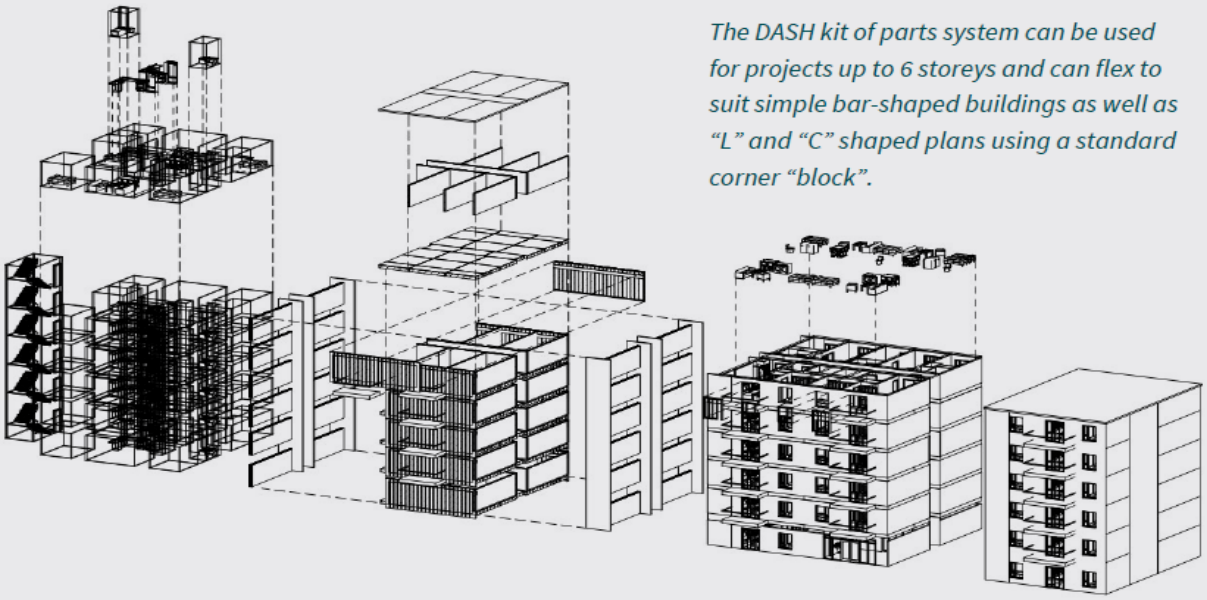
Reference Building

A simplified, cost-effective building optimized for off-site construction, with a scalable and repeatable design. The mix of studios, 1-4 bedrooms can be adjusted to the development requirements.

Design Efficiency



Building organized as vertical slices, with flexible components to create different unit mixes and development sizes. Design efficiently stacks building services (kitchen, bathroom, mechanical) for quick assembly.



The DASH kit of parts system can be used for projects up to 6 storeys and can flex to suit simple bar-shaped buildings as well as "L" and "C" shaped plans using a standard corner "block".

Building Information Modeling (BIM) is a collaborative process that creates a detailed digital model of a building's physical and functional aspects. It helps project teams by using 3D modeling to plan, design and manage buildings, through the project's lifecycle.

2.3 Getting to DASH-ready Planning, Approvals and Permitting Environments

The DASH system and its tools provide general recommendations and guidance for moving towards a DASH-ready planning, approvals and permitting environment. This report aims to:

1. Identify common obstacles in the traditional planning and permitting approvals process and its impacts on the viability of offsite construction and panelized construction;
2. Describe the immediate, short-term, and long-term actions that jurisdictions can take to become ready for DASH projects; and,
3. Introduce case studies that examine current regulatory processes in three different Metro Vancouver municipalities, highlighting innovations and opportunities that can be applied elsewhere.

Why Does DASH Focus on Panelized Construction?

While there are many forms of offsite construction, this report focuses primarily on facilitating panelized construction methodologies aligned with the DASH kit-of-parts approach. Panelized construction offers a high level of customization and is more readily adapted than other forms, such as volumetric modular construction.

Because of its ability to recreate familiar, site-built building design, panelized construction forms the basis of the DASH kit-of-parts system, and the recommendations included in this report.

From *A Practice Path Forward for Offsite Manufacturing:*

> "[Panelized Construction (PC)] is compact, flexible, and cost-effective. It is easy to start and scale in a small manufacturing space and can rapidly increase framing capacity. Most anything that can be stick-built can also be panelized, without additional engineering or permits. Flat stack bundles and standard freight dimensions minimize shipping costs. PC is borne out of the component manufacturing industry, so there is a wealth of standard equipment and automation on the market to help boost efficiency."

Planning Instruments to Enable Panelized Construction

The regulatory changes outlined in the previous section offers meaningful benefits for housing delivery regardless of construction method. For municipalities interested in actively enabling the offsite construction industry, and DASH projects, there is an additional opportunity: ensuring that regulations are written with industrialized processes in mind from the outset. Changes to land use regulation and permitting processes must factor the certainty needed to pre-order components ahead of construction and the reality that industrialized processes require standardized, repeatable elements that can be produced at scale.



Roofing panel lowered into place. Image source: Structural Insulated Panels Association



Open wall panels assembled on-site. Image source: Atlas Structural Systems

What is Panelized Construction?

Offsite construction or prefabrication is a construction approach in which building elements are produced in a controlled environment, transported to site, and assembled, rather than constructed on-site. Panelized construction is a form of offsite construction. The University of New Brunswick's Off-site Construction Research Centre states that panelized construction involves the production of flat panels, such as walls, floors and roof sections, which are then assembled on-site. Panels can be made from a variety of materials including wood, steel and concrete.

This application is suitable for residential homes, apartment buildings, commercial buildings and educational facilities.

Compared to other forms of offsite construction—including the pre-fabrication of 3-D modules (also known as volumetric modular construction)—benefits of this method of offsite construction include:

- Increased flexibility in design and customization
- Reduced construction time compared to traditional methods
- Enhanced precision and quality through factory manufacturing

For these reasons, panelized construction represents a practical and scalable entry point for integrating offsite manufacturing into British Columbia's housing supply, with the potential to deliver meaningful gains in speed, quality, and cost efficiency within the existing regulatory and development context.

What can panelized construction look like?

Residential buildings designed with panelized construction typically feature simple building massing with minimal articulation, aligned to structural grids. Balconies can pose structural complexity and may be minimized or designed to be structurally independent from the building.



The Wellington. Saint John, New Brunswick. Photo: Julian Parkinson





Skousbo I, Denmark, Vilhelm Lauritzen Architects



Community living in Wedding - Lynarstraße 38-39, Berlin, Germany. Photo: © Markus Löffelhardt

Brock Commons Student Residence, UBC Vancouver, BC. HK Architekten, Acton Ostry Architects



Residential rental building with commercial retail space at grade. Toronto, ON. CMV Architects, Assembly Corporation



The BC Municipal Planning Framework

Municipal Land Use Planning Instruments

Municipal planning instruments are the legal documents through which BC municipalities determine what gets built, where, and how.

Planning Instrument	Risk to Panelized Construction	Opportunities
Official Community/Development Plan: A local government's highest-level land use policy document, setting out the long-term vision for how land should be used, where growth should occur, and what policies govern development decisions. All other planning instruments must conform to it.	By determining where building forms are appropriate, the official community/development plan can facilitate a predictable project pipeline.	• Standardize land use categories across regional scales • Include housing policy that considers and is supportive of offsite construction
Development Permit Area Guidelines: Local governments have the authority to designate development permit areas. These areas identify locations that need special treatment for certain purposes including protection from hazards, establishing objectives for form and character in specified circumstances, or revitalization of a commercial use area.	Form and character design guidelines included in development permit areas that were not written with offsite construction methods in mind and may include design or structural complexity that negatively impact the viability of panelized construction.*	• Remove upper-storey stepback requirements for buildings up to 6-storeys • Allow a mixture of private and common amenities rather than requiring all units to have balconies • Achieve facade variation without requiring substantial articulation
Zoning Bylaw: The primary legal instrument governing development rights. It prescribes what uses are permitted and the physical standards that govern development (e.g., setbacks, height limits, lot coverage, and parking ratios).	While the zoning bylaw is commonly understood as the instrument that implements official community/ development plan, parcels are often not zoned in conformity with the official community/ development plan by default.	• Standardize zoning district schedules. • Pre-zone lands in conformance to the OCP/ODP's land use designations • OR, establish standard overlay zoning district schedules that facilitate predictable design outcomes through embedded design criteria

*Reference DASH's *Local Government Regulatory Guidelines* for further direction: https://www.acceleratedhousing.ca/

The Development Approval Process

This is when a project is evaluated against the land use regulations that govern land development and the BC Building Code.

Development Approval Step	Risk to Panelized Construction	Opportunities
Rezoning Amendment: A site-specific change to a jurisdiction's Zoning Bylaw, required where a proposed development does not conform to the permitted uses or development standards applicable to a parcel. Rezoning applications are subject to public notice and council approval.	For many sites designated for low- to mid-rise apartment development in an official community plan, achieving zoning conformity requires a site-specific zoning bylaw amendment, adding a layer of discretionary approval before the building envelope is settled. As zoning bylaw amendments can take several months to over a year, the process generates risk that the amendment is not approved or materially changed affecting a manufacturer's specifications or project pipeline.	• Pre-zone lands in conformance to the OCP's land use designations* • OR, establish standard overlay zoning district schedules that facilitate predictable design outcomes through embedded design criteria *
Development Application: A formal request to local government for approval to build, subdivide, or alter land within designated areas. It ensures projects follow community guidelines for design, character, and safety. Common examples include multi-family housing, commercial developments, and building in hazardous or environmentally sensitive areas.	Municipalities may require design revisions to façade treatment, material selection, or building geometry as a condition of approval. These design revisions can require panel redesign or customization, directly undermining the standardization that makes factory production economical.	• Streamline design guidelines into objective design standards that limit subjectivity in approvals* • Implement electronic review using design standards • Delegate development approvals that are OCP compliant, and design standard compliant to staff
Building Permit: An application to the local government for authorization to construct a building in accordance with the BC or Vancouver Building Code and applicable zoning standards. The building permit is the final regulatory step before construction may begin, and is issued once the AHJ confirms that the proposed construction meets all applicable requirements.	In principle, building permit issuance should be a technical confirmation that a compliant design may proceed: the point at which offsite production can begin with full confidence. In practice, review timelines vary significantly across municipalities, and permit conditions or requests for additional information can introduce late-stage delays. For panelized construction, where factory scheduling depends on predictable site-readiness timelines, building permit delays can disrupt production sequencing and increase holding costs – in some cases by requiring the storage of completed panels. Additionally, building officials across the region are navigating unfamiliar territory: limited exposure to offsite construction methods and the CSA A277 certification standard has made it difficult to assess how prefabricated components demonstrate compliance with the applicable Building Code, introducing risk concerns that can slow or complicate the approvals process. In some cases, officials have expressed a desire to inspect components at the factory directly. Where factories are located outside a municipality's boundaries or in another province, this raises unresolved questions about inspection authority and what certifications can be accepted in lieu of direct review.	• Facilitate training and knowledge sharing regarding CSA A277, the Canadian Standard for certifying that factory-built structures comply with the provincial and national building codes • Publish approach to reviewing applications using prefabricated components

*Reference DASH's *Local Government Regulatory Guidelines* for further direction: https://www.acceleratedhousing.ca/

WW+P Architects and Planners Inc. © April 2026

Where We Could Go

The innovation described in the previous section represents a meaningful opportunity to transform existing planning and permitting systems. Traditional planning processes are built on layered, bespoke rules and subjective design decisions based on site-by-site, custom development. The corresponding permitting revisions rely on iterative, document-based discretionary reviews that introduce time and uncertainty at every stage. A future state where regulatory compliance is automated and permitting is standardized is technically conceivable and feasible: a compliant BIM model submitted by a design team triggers an automated check against machine-readable rules, and a permit is issued without individual review. DASH, as a reference design built on standardized components, is a reasonable early step in this direction.

Following the DASH demonstration projects, BC Housing will purchase the building designs used by the DASH blueprints and kit of parts. BC Housing will post the design outcomes on the DASH website as an open-source catalogue. That catalogue can create the foundations of the e-permitting process, though realizing that potential will require significant changes to how planning rules are written and administered.

The distance between the current state and that future should not be understated. Automating compliance requires that planning rules be objective, clear, and machine-readable. In Metro Vancouver today, the opposite is largely true: rules are discretionary, and written in subjective language that is not suited to automation. Closing that gap will require a fundamental shift in how municipalities write and administer planning policy, zoning and development permit regulation and guidelines. These changes will require adjustments to city council and staff authorities, community engagement processes, and professional reliance.

Achieving that future is best understood as a long-term directional goal rather than a near-term deliverable. The table on the following page maps that progression across three stages, from the current state through to full automation, across both planning and building permitting. Each stage is achievable on its own terms and delivers value independently of whether the final stage is ever reached. DASH demonstration projects provide a practical testing ground for the transition from stage 1 to stage 2.

Meaningful progress toward this vision will require sustained provincial leadership: establishing open digital standards for cataloguing planning rules; leading batch software procurement on behalf of smaller jurisdictions; building local capacity; and integrating these changes into the BC Building Permit Hub as a coherent system. Without that provincial coordination, the risk is that municipalities invest in digital tools that are locally useful but regionally incompatible, which reinforces the fragmentation that already constrains offsite construction.

DASH has the opportunity to demonstrate what a more standardized, digitally-enabled housing delivery system could look like in British Columbia. Whether that demonstration leads to the systemic change the vision requires will depend on collective leadership, resourcing, and a willingness to transform current systems and tools.

	Traditional Approach	Stage 1 Innovation	Stage 2 Innovation	Stage 3 Innovation
Planning (Regulatory Simplification)	Layered, bespoke rules; discretionary guidelines.	Objective, machine-readable standards; DASH recommendations considered; rules inventory complete	Automated zoning compliance pre-checks; GIS-linked pass/fail site validation	Pre-zoned areas suitable for DASH reference designs; fully automated planning compliance
Building (Digital Permitting)	Paper/PDF intake; iterative reviews; long timelines	Pre-vetting of DASH reference designs; accelerated intake and issuance; structured digital forms	Partial auto-check in place for some zoning and key BCBC clauses; BIM/IFC submissions accepted	Touchless permitting for compliant BIM models; manual review only for edge cases

Integrating Building Information Modelling/Management (BIM)

The efficiency gains of offsite construction depend not only on how buildings are assembled, but on how they are designed. Building Information Modelling (BIM) is a digital process that integrates design, construction, and building operations into a coordinated model, and is an enabler of offsite delivery. By shifting coordination work to earlier in the design phase, **BIM allows teams to identify clashes between design decisions and prefabricated systems before detailed design and construction begins, reducing costly rework and limiting waste on site.** When BIM is adopted across the project team, the result is a more predictable construction process and stronger alignment between what is designed and what is built.

The potential extends beyond individual projects. Where municipalities adopt BIM as a coordinating tool between building officials and applicants, it can accelerate permitting and improve the quality of regulatory review. Public authorities in Singapore, Finland, Estonia, and Dubai have moved furthest in this direction, integrating BIM-based submissions into permitting workflows to enable automated compliance checking and reduce manual review time (buildingSMART International, 2024). Canada has not yet taken this step. There is no national BIM mandate for public projects, no Canadian-specific standard for data requirements, and no consistent expectation that models be maintained through to occupancy (BC Housing Research Centre, 2024). Without this foundation, BIM adoption varies widely across projects and jurisdictions, limiting the coordination benefits that make its use for offsite construction most effective. Addressing this gap is part of what DASH is designed to support.

3. Action Framework

Section Overview

Action Framework At-a-glance

This section provides a summary of the recommendations included in the Action Framework.

Phase 1 - Immediate Actions

This section describes actions that can be taken by senior staff today, typically within existing authority and without bylaw amendment or council resolution. Individually, each action removes a specific friction point for offsite construction. Together, they send a clear signal to the development and manufacturing sectors that the municipality embraces modern methods of construction.

Phase 2 - Short-term Actions

This section describe actions that involve changes to internal processes and administrative practices that can be implemented within existing legislative frameworks. They address the timing and certainty challenges that are most acutely felt by offsite construction projects, where design decisions must be locked in earlier than conventional construction.

Phase 3 - Long-term Structural Actions

These actions require bylaw or policy amendments and a longer implementation horizon. They represent the structural changes that will most durably shift the regulatory environment in favour of offsite construction, and should be prioritised within the next OCP and zoning bylaw update cycles.

Phase 4 - Future Horizons

This section describes actions that represent the technical and systemic innovations that will define the long-term potential of offsite construction in BC. They require sustained investment, provincial coordination, and a willingness to redesign systems rather than pursue incremental improvements. These are directional ambitions.

Action Framework

Throughout this engagement, three challenges surfaced consistently across municipalities: limited staff and council familiarity with offsite construction, including the process-change required to support it; public misconceptions of what constitutes prefabrication or offsite construction, and a concern about whether desired urban design outcomes can be achieved.

These concerns point to a clear opportunity for targeted, phased actions that enable municipalities to move from uncertainty to confidence, building the internal knowledge, regulatory tools, and community awareness needed to support offsite construction as a mainstream housing delivery method.

With DASH projects moving through municipal development approvals in the near-term, this guide aims to provide actions that help jurisdictions address immediate needs alongside longer-term changes to planning systems. The recommendations are organized as a roadmap for becoming offsite-ready: a jurisdiction where planning, development, and building departments are equipped to process offsite projects efficiently; where the policy environment supports the design standardization that makes factory production scalable; and where the development and manufacturing sectors have a reliable pipeline.

The roadmap is organized into four phases:

- **Phase 1** actions require no bylaw changes or Council approvals and can be implemented immediately by senior staff.
- **Phase 2** actions involve administrative process reform achievable within existing legislative frameworks.
- **Phase 3** actions require bylaw or policy amendments and a longer implementation horizon.
- **Phase 4** actions represent the technical and systemic innovations that will define the long-term potential of offsite construction in BC.

It also identifies amplifying actions for the Province and BC Housing, recognizing that municipal efforts can be amplified by provincial leadership.

The recommendations were developed with input and feedback from staff at the City of Richmond and BC Housing partners and draw on lessons shared by FPInnovations, the Zero Emissions Innovation Centre and Canada Builds Modular.

Funding Support for Implementation

Municipalities and jurisdictions should track provincial funding sources, such as the Local Government Development Approvals Program, to support Action Framework implementation.

Action Framework At-a-glance

Immediate Actions

These actions can be taken by senior staff today, typically within existing authority and without bylaw amendment or Council resolution. Individually, each removes a specific friction point for offsite projects. Together, they send a clear signal to the development and manufacturing sectors that the municipality is open for business.

1. Issue an internal memo accepting CSA A277 factory certification
2. Designate a named offsite permit specialist within the building department
3. Publish a plain-language offsite permit guide on the municipal website

Short-term Actions

These actions involve changes to internal processes and administrative practices that can be implemented within existing legislative frameworks. They address the timing and certainty challenges that are most acutely felt by offsite projects, where design decisions must be locked in earlier than conventional construction.

1. Create a formal pre-application written determination for offsite dimensional compliance
2. Establish a parallel-path permit review stream for offsite projects
3. Support CSA A277 orientation training for all building officials
4. Audit the zoning bylaw and DPAs for offsite friction points
5. Reduce development variance permit requirements where the variance arises solely from standard panel dimensions and delegate approval to staff

Long-term Structural Change

These actions require bylaw or policy amendments and a longer implementation horizon. They represent the structural changes that will most durably shift the regulatory environment in favour of offsite construction, and should be prioritised within the next OCP and zoning bylaw update cycles.

1. Incorporate dimensional tolerances into a zoning update
2. Establish an administrative DP approval pathway for A277-certified offsite projects in form and character DPAs
3. Publish an annual offsite permit metrics report

Future Horizon

These actions represent the technical and systemic innovations that will define the long-term potential of offsite construction in BC. They require sustained investment, provincial coordination, and a willingness to redesign systems rather than improve them incrementally. They are presented here not as near-term deliverables, but as the directional ambition that should orient decisions made in the earlier phases.

1. Adopt e-permitting processes
2. Apply the BC Housing catalogue for expedited approvals

3.1 Phase 1: Immediate Actions

These actions can be taken by senior staff today, typically within existing authority and without bylaw amendment or council resolution. Individually, each removes a specific friction point for offsite projects. Together, they send a clear signal to the development and manufacturing sectors that the municipality is ready for offsite construction.

Engagement with municipalities highlights how building officials review and approve projects that incorporate prefabricated components. This is where CSA A277 becomes essential. CSA A277 is the Canadian standard for factory certification of prefabricated buildings, modules, and panels. It establishes the quality assurance framework that governs how prefabricated components are designed, fabricated, and inspected before they arrive on site. For building officials, familiarity with CSA A277 is foundational for reviewing offsite projects with confidence. A building official who understands what CSA A277 certification covers, and what it does not, is far better positioned to determine what additional review is required at the permit stage and what can reasonably be accepted on the basis of factory certification. Building this familiarity is fundamental to establishing an offsite-ready approvals environment, and it is a thread that runs through the recommendations that follow.

1.1 Issue an internal memo accepting CSA A277 factory certification

Directing the AHJ to formally accept A277 documentation packages from accredited certification bodies in lieu of travel inspections is a high-impact action a municipality can take with relatively low-risk effort. The BC Building Code already permits this. A written memo makes the practice explicit, consistent, and visible to applicants.

Lead: Chief Building Inspector

How: Direct the AHJ to accept A277 documentation packages from accredited certification bodies in lieu of travel inspections for factory-built components. Require Registered Professionals to demonstrate attendance at the manufacturing facility for field review where required by the Certificate of Compliance.

Authority: AHJs have discretion under the BC Building Code to accept A277 certification. A written internal memo standardizes this practice without requiring a bylaw change or provincial action.

Impact: Reduces per-project travel inspection costs that make small and mid-scale offsite projects uneconomic, and provides applicants with the certainty they need to commit to factory-based delivery.

Provincial Amplifying Action

The Province could follow Alberta's model and mandate A277 recognition in the BC Building Code, removing AHJ discretion entirely and establishing a consistent standard across all jurisdictions. This memo is the appropriate interim measure until that standard is in place.

1.2 Designate a named offsite permit specialist within the building department and include them early in the development approvals process

One of the most common friction points for offsite projects is navigating a permitting system that was not designed with factory-based construction in mind. A single named contact within the building department, publicly identified as the first point of contact for panelized and modular applications, removes that friction immediately and signals to the sector that the municipality understands and welcomes this form of construction.

Lead: Building Department / CAO

How: Assign one building official as the designated contact for all panelized and modular permit applications. Provide CSA A277 orientation training. Include this official in pre-application meetings where the applicant is using prefabricated components.

Authority: An internal staffing and role assignment decision. No new hires required; this is a capacity-building measure within an existing position.

Impact: Reduces documentation errors, pre-application uncertainty, and application rejections. Even a part-time designation significantly reduces project friction for applicants unfamiliar with local permitting requirements.

Provincial Amplifying Action

BC Housing or the Province could assemble and share peer learning across municipalities, curate recommended training resources from partners such as the Zero Emissions Innovation Centre, and develop a shared orientation module that any municipality can adopt.

1.3 Publish a plain-language offsite permit guide on the municipal website

Builders and manufacturers considering a project in an unfamiliar municipality need to quickly assess whether the local permitting system is responsive to prefabricated and off-site construction methods before committing time and resources. A clear, publicly available guide removes that uncertainty and reduces the volume of pre-application inquiries staff must field.

Lead: Building Department / Communications

How: Publish a one-page guide covering: required documentation for an A277-certified panelized project; how the AHJ treats factory certification; and expected timelines from application to permit issuance.

Authority: A communications and website decision. No approval required beyond the building department and communications team.

Impact: Reduces pre-application inquiries, documentation errors, and application rejections. Builders from outside the municipality can assess local process requirements before committing to a project.

Provincial Amplifying Action

BC Housing and the Province could develop a draft guide in an editable format for municipalities to adopt as-is or adapt to their specific conditions, reducing the effort required at the local level.

3.2 Phase 2: Short-term Actions

These actions involve changes to internal processes and administrative practices that can be implemented within existing legislative frameworks. They address the timing and certainty challenges that are most acutely felt by offsite projects, where design decisions must be locked in earlier than conventional construction.

2.1 Create a formal pre-application written determination for offsite dimensional compliance

A source of cost and schedule risk for offsite projects is a dimensional compliance question, such as a setback interpretation or FSR calculation that arises after panel engineering is already underway. Panel geometry must be locked in before permitting. A written pre-application determination, that identifies zoning compliance at submission, before panel design is finalized, may address this risk without changing any approval outcomes.

Lead: Building and Planning Departments

How: Establish a process for projects using offsite construction to obtain a written AHJ determination on zoning compliance, setback interpretation, and FSR calculation before panel engineering is finalised. Commit that the determination will be honoured at permit stage on the condition that late stage changes do not happen from the designer/applicant that have a material impact on development permit or building code compliance.

Authority: An administrative decision. Pre-application meetings already exist in most BC municipalities but are informal and non-binding. Adding additional rigour to these meetings with the specific aim of conferring on key zoning parameters that have an impact on dimensional compliance could be done as a process update at the staff level.

Impact: Moves dimensional compliance risk to the pre-application stage where design changes are still manageable.

CSA A277: An Overview

CSA A277 is the Canadian standard for factory certification of prefabricated buildings, modules, and panels. Under this standard, an accredited third-party certification body audits a manufacturer's quality management system and conducts periodic unannounced factory inspections, verifying that components are built to the applicable building code before they leave the facility. It is important for applicants to understand the scope of the certification and how it interfaces with the proposed design. For municipalities, accepting A277 certification means that factory-produced components arrive on site with a documented quality assurance record, reducing the need for on-site inspection of work that is already enclosed. The BC Building Code gives Authorities Having Jurisdiction the discretion to accept A277 certification in lieu of travel inspections. Several BC municipalities already do so informally. The steps in this roadmap build toward making that acceptance consistent, transparent, and sector-wide.

2.2 Establish a phased permit review for offsite projects

For offsite projects, the conventional sequential relationship between development permit approval and building permit issuance creates a scheduling conflict: factory production cannot begin until permits are in hand, but permit timelines are uncertain. A phased building permit allows factory procurement to begin at the applicant's risk while approvals are completed, compressing the overall project schedule.

Lead: Building Department

How: Introduce phased permitting to allow factory scheduling to begin while the building permit is under active review. Clearly communicate the applicant's risk exposure if late-stage design changes occur.

Authority: An administrative decision by the Chief Building Inspector. No bylaw amendment required.

Impact: Directly addresses the scheduling incompatibility between discretionary approval timelines and factory production windows, enabling earlier factory engagement and reducing overall project delivery time.

Provincial Amplifying Action

The Province could create a model recommended parallel path process.

2.3 Support CSA A277 orientation training for all building officials

A permit specialist designation addresses the immediate need for a knowledgeable first point of contact. Broader staff training ensures that offsite projects can be processed consistently across the department, reducing the risk that an unfamiliar reviewing official introduces unnecessary friction or delay.

Lead: Building Department / HR

How: Require completion of the CSA Group Modular Construction Projects training as part of building official professional development. Integrate into onboarding for new hires. The module requires approximately three to four hours per official.

Authority: An HR and professional development decision within the building department.

Impact: Builds consistent departmental knowledge, reducing application errors and the risk of inconsistent treatment across reviewing officials.

Provincial and Metro Vancouver Amplifying Actions

The Province could fund AHJ-focused training, making it standard across all BC municipalities. Metro Vancouver could work with education providers to host training cohorts across member jurisdictions. Both organizations could work with CSA to modify training for an AHJ audience.

2.4 Audit the zoning bylaw and DPAs for offsite friction points

Before bylaw amendments can be made, municipalities need a clear picture of where the current regulatory framework creates unintended barriers for offsite construction. A structured audit of the zoning bylaw and Development Permit Area guidelines, conducted with offsite construction in mind, creates the basis for Phase 3 actions.

Lead: Planning Department

How: Review the zoning bylaw and DPA guidelines to identify setback, FSR, height, and upper-storey stepback requirements that conflict with standard panel dimensions. Flag identified provisions for update at the next OCP update cycle.

What to look for: FSR calculation methods that do not account for thick high-performance wall assemblies; manufactured dwelling definitions that could be misapplied to panelized construction; DPA guidelines requiring heavy masonry cladding, individual balconies, or upper-storey stepbacks incompatible with standard panel geometry. Confirm zoning bylaw definitions do not conflate CSA A277 modular construction with transportable manufactured homes.

Authority: A planning department work program decision. No council approval required to conduct the audit.

Impact: Produces a targeted list of regulatory obstacles that can be addressed efficiently at the next bylaw update, avoiding the cost and disruption of ad-hoc amendments.

2.5 Reduce development variance permit requirements where the variance arises solely from standard panel dimensions and delegate approval to staff...

...where a development variance permit (DVP) is required only because standard panel dimensions fall marginally outside a siting standard with no material impact on adjacent properties or the broader neighbourhood. A development procedures bylaw update waiving or reducing the fee decreases financial impacts of these changes while preserving the intent of the DVP process. Further, delegation of certain variances (like those created by panel sizes) to staff so they can be executed at the staff level would also help to streamline the process and decrease approval times.

Lead: Council

How: Update the development procedures bylaw by establishing eligibility criteria for fee waiver or reduction. For example, the variance arises from standard panel product dimensions; there is no material impact on adjacent properties; and the project otherwise meets all zoning requirements. Further procedures bylaw updates to delegate DVP approval to staff for similar situations, within a defined threshold aligned with the fee reductions.

Authority: Council has authority to set and waive development application fees and delegate approvals via bylaw updates.

Impact: Removes a cost for offsite projects that are technically compliant in all material respects and maintains speed of the process.

Reference DASH's *Local Government Regulatory Guidelines* for further direction:
https://www.acceleratedhousing.ca/



Workers guide a CLT panel into place. Vienna House, Vancouver, BC. Image source: viennahouse.ca



Panel craned onto the site. Vienna House, Vancouver, BC. Image credit: Wade Corner

3.3 Phase 3: Long-term Structural Actions

These actions require bylaw or policy amendments and a longer implementation horizon. They represent the structural changes that will most durably shift the regulatory environment in favour of offsite construction and should be prioritised within the next OCP and zoning bylaw update cycles.

3.1 Incorporate dimensional tolerances into a zoning update

Standard panel dimensions and the thick wall assemblies required by high-performance building envelopes can place otherwise compliant projects in technical breach of setback, FAR, and height provisions. Including dimensional tolerances into the zoning bylaw resolves this structural incompatibility without compromising the intent of the underlying standards.

Lead: Planning Department / Council

How: Use the mandatory OCP update cycle as the impetus for updating the zoning bylaw. Implement the changes identified in the Phase 2 audit, including introducing setback exceptions for high-performance wall assemblies, FAR calculation adjustments for thick insulated panels, and height tolerances for roof panel systems.

Precedent: Several BC municipalities have already introduced tolerances to accommodate the greater insulation thickness required by passive house construction. The same logic applies to panelized offsite systems.

Provincial Amplifying Action

The Province could publish a reference zoning schedule incorporating these tolerances, developed in coordination with industry associations such as WoodWorks BC. Industry could support this process by working toward the publication of standard panel dimensions that municipalities can reference directly in their bylaws.

3.2 Establish an administrative DP approval pathway for A277-certified offsite projects in form and character DPAs

Discretionary design panel review introduces timing uncertainty that is incompatible with factory production schedules. For A277-certified offsite projects that meet an objective design checklist, replacing discretionary panel review with administrative staff approval eliminates this incompatibility without reducing the quality of design outcomes.

Lead: Planning Department / Council

How: Amend DPA guidelines to provide an objective compliance checklist for A277-certified projects. Qualifying applications meeting all checklist criteria to be approved administratively by staff, bypassing the design panel review process.

Impact: Eliminates the design panel review step for qualifying offsite projects.

3.3 Publish an annual offsite permit metrics report

Consistent public reporting on offsite permit activity creates accountability, a feedback loop for continuous improvement, and an evidence base for provincial advocacy. It also signals to the development and manufacturing sectors that the municipality is actively tracking and supporting this form of housing delivery.

Lead: Building Department / Council

How: Track and publicly report the following metrics annually: number of offsite permits issued; average days from application to permit; percentage of applications requiring a DVP; inspection method used; and permit volumes by housing type.

Impact: Creates a transparent record of the municipality's progress toward becoming offsite-ready, and provides the data needed for provincial regulatory advocacy.

Provincial Amplifying Action

BC Housing's DASH program could aggregate and publish these statistics, building a regional evidence base for use by municipalities and industry stakeholders across BC.

3.4 Phase 4: Future Horizon — Technical Innovation

These actions represent the technical and systemic innovations that will define the long-term potential of offsite construction in BC. They require sustained investment, provincial coordination, and a willingness to redesign systems rather than improve them incrementally. They are presented here not as near-term deliverables, but as the directional ambition that should orient decisions made in the earlier phases.

4.1 Adopt e-permitting processes

For offsite construction projects, digital submission and real-time application tracking provide the schedule certainty that factory production depends upon, reducing the risk of unexpected delays mid-manufacture. An e-permitting system that allows applicants to submit, track, and receive decisions on development and building permit applications digitally is the foundational infrastructure for the more ambitious automation described in Phase 4.

Lead: Planning Department / Council

How: Implement an electronic permitting system with digital submission, real-time application tracking, and online decision notification. Prioritise structured digital submission forms that are compatible with BIM and Issued for Construction (IFC) file formats used in DASH projects.

Provincial and Metro Vancouver Amplifying Actions

The Province could leverage the Building Permit Hub to establish a shared e-permitting platform, compliant with panelized construction, available to all BC jurisdictions, reducing procurement burden on smaller jurisdictions and enabling consistent submission standards across the region. Metro Vancouver could coordinate a working group among member municipalities to align submission requirements and share implementation learnings.

4.2 Apply the BC Housing catalogue for expedited approvals

BC Housing's open-source design catalogue, planned to be developed following the DASH demonstration projects, should provide a foundation for expanding pre-approved building designs for low- to mid-rise wood-frame apartment development across the province. Making that catalogue the basis for pre-approved designs at the local-level would deliver benefits across the housing system. Communities would benefit from clarity about the design and form of new development. Local governments would reduce the volume of discretionary design review required. And manufacturers would gain the pipeline needed to tool their factories, train their workforce, and invest in capacity with confidence.

Lead: BC Housing, Planning Department, and Council

How: Test the catalogue designs against local conditions. Adjust as necessary to create a set of pre-approved designs that can navigate a streamlined approval process for compliant projects.

Impact: Creates an architectural foundation needed for the offsite construction industry to scale, by providing a shared baseline of well-designed, code-compliant building forms that can be delivered efficiently and repeatedly across multiple jurisdictions.

4. Case Studies

Section Overview

- Introducing the Case Studies
- District of North Vancouver
- City of Port Moody
- City of Richmond

Case Studies

4.1 Introducing the Case Studies

This section examines three member jurisdictions in Metro Vancouver: the District of North Vancouver, the City of Port Moody, and the City of Richmond. Like many cities in BC, these three jurisdictions are grappling with acute housing affordability pressures and the need to accommodate provincial growth mandates. These specific jurisdictions were chosen as case studies because they will host demonstration DASH projects led by Metro Vancouver Housing and BC Housing. They also offer a spectrum of familiarity and experience with offsite construction. Together, they represent a cross-section of the policy, regulatory, and internal procedures and processes that currently shape housing delivery in the region.

Within each case study, the local urban context and physical characteristics are described alongside an analysis of existing land use planning and regulatory frameworks. By examining these local contexts, such as proximity to rapid transit and environmental constraints, each section then highlights unique lessons learned and identifies opportunities to shift from conventional site-built development towards prefabricated, 4–6 storey wood-frame apartment buildings.

To move beyond the theoretical, these DASH projects can serve as demonstrations for implementing and testing streamlined approvals, navigating design guideline flexibility, and assessing standardized 4–6 apartment construction.

Applicability to Other Municipalities

While the recommendations in this report are grounded in three specific communities, the analysis is written to be transferable to communities across the Metro Vancouver region with relevance to communities across BC. Each case study describes community characteristics, geographic context, and local housing trends in sufficient detail to allow readers to draw meaningful comparisons with their own municipality. The findings and opportunities identified here are not unique to Metro Vancouver; the underlying barriers to prefabricated housing delivery, including inconsistent design guidelines, approval process variability, and limited familiarity with offsite construction methods among municipal staff exist across many jurisdictions.

The analysis revealed strong foundations are already in place and targeted opportunities that can be achieved; changes that other jurisdictions could also realize. Those are noted with the following icons:

A strong foundation for panelized construction

Opportunity to enable panelized construction


District of North Vancouver
City of Port Moody
Burrard Inlet
City of Richmond
Fraser River
Strait of Georgia



The District of North Vancouver is located on the traditional and unceded territories of the Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations.

District of North Vancouver

Community Statistics At-a-glance

Geographic Size: 160.66 square kilometres

Population: 88,168 (2021 Census)

SkyTrain Stations: 0

Housing Statistics:

- 5-Year Housing Demand: 7,425 units
- 20-Year Housing Demand: 22,369 units
- Vacancy Rate: 2.8% (2023) – below the healthy 3–5% range
- Ownership Rate: 76%
- Renter Rate: 24%

Other Key Metrics: Average construction rate of 642 new units annually (2019–2023)

Physical Context

The District of North Vancouver is located on the north shore of Burrard Inlet, directly north of the City of Vancouver and surrounding the City of North Vancouver to the east, north, and west. It borders the District of West Vancouver to the west, Electoral Area A to the north and the Burrard Inlet waters to the south and east.

Much of the District's landscape is dominated by the steep slopes, riparian areas and forests of the North Shore mountains. It has extensive parkland and natural areas, including Lynn Headwaters Regional Park and Capilano River Regional Park. DASH projects lend themselves to slightly or moderately sloped sites. While the District's varied topography may limit the applicability of the DASH model on a broad basis, it does not prevent the use of prefabricated systems on suitable sites.

The District's built environment is characterized by a blend of larger lot single-family housing, suburban residential neighbourhoods, and mixed-use village centres that are typically well-serviced by public transit and retail areas.

Housing Trends

Housing trends in the District of North Vancouver highlight an ongoing shortage of rental housing, a pervasive issue shared across Metro Vancouver. According to the District's 2024 Housing Needs Report, the rental market is strained. Per the report, the vacancy rate for rental units is 2.8%, below the healthy threshold of 3% to 5%.

The report also emphasizes the urgent need to diversify the housing stock, which currently 49% single-family homes, to better serve the community's changing demographics. This lack of variety, both in form (single-family homes vs. smaller units) and tenure (ownership vs. new rental), creates barriers to the entry into the District's desirable neighbourhoods for existing and new residents.

The Housing Needs Report (2024) projects a need for 22,369 net new units delivered between 2021 and 2041, and 7,425 between 2021 and 2026. Further, as a short-term target under the Housing Supply Act, the District is required to deliver 2,838 net new housing units by September 2028.

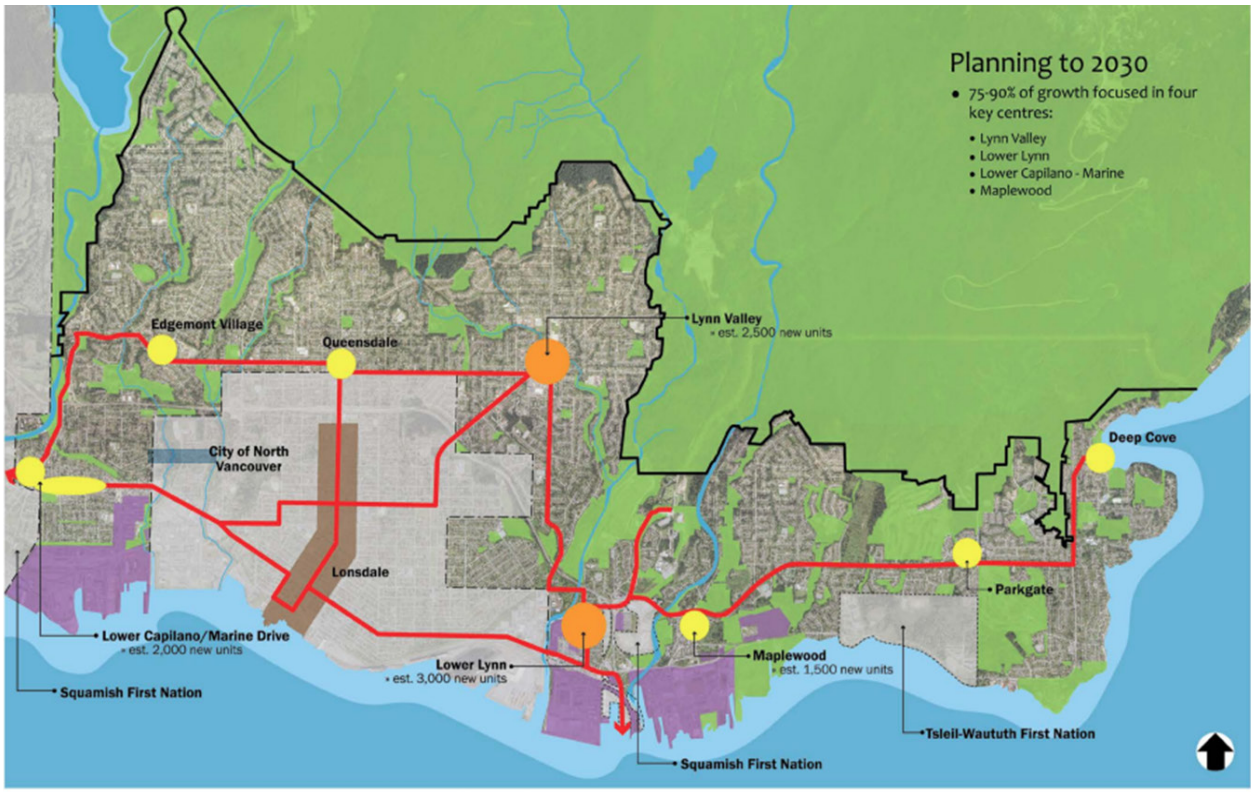
The scale of housing delivery required to meet the Housing Need is a notable increase relative to recent construction trends. Between 2019 and 2023, the District averaged approximately 642 housing completions annually. Meeting the target would require an average annual delivery rate of approximately 1,119 units, indicating the need for a significant acceleration in development activity over past levels. By incorporating changes to planning policy, zoning regulations, development approvals and building permitting to enable offsite construction, the District can accelerate the delivery of all forms of housing.

Policy Environment

Land Use and Zoning Direction for Low-rise Apartments

The District's OCP channels housing growth through a focused spatial strategy, directing 75–90% of new residential development into four of its designated centres: Lynn Valley, Lynn Creek, Lions Gate (Lower Capilano-Marine), and Maplewood. This "network of centres" concept is designed to create hubs offering a variety of housing, services, and jobs (Schedule A: Town & Village Centre Policies). Within these town centres, growth is directed in the form of mixed-use and multifamily development, and the District explicitly focuses its infrastructure and amenity investments into these specific nodes to accommodate this growth (Policies 2.1.4 and 11.1.1). These centres, along with major corridors, are where land use designations for low-rise apartments are concentrated.

The OCP uses FSR to describe the form of development envisioned. It has two apartment land-use categories that accommodate the low- to mid-rise apartment form: Residential Level 5: Low Density Apartment and 6: Medium Density Apartment. Residential Level 5 includes low-density apartments and townhouse forms up to 1.75 FSR and Level 6 includes medium-density apartments up to 2.5 FSR. Building heights are not described.



Map 1
Network of Centres Concept Map

Note: This map is conceptual in nature only

Legend

- Town Centre
- Village Centre
- Transit Corridor
- Urban Containment Boundary
- Industrial & Light Industrial
- Parks & Natural Areas

Through their Network of Centres, the District aims to direct growth into four of their seven centres: Lynn Valley, Lynn Creek, Lions Gate and Maplewood.

Applicable Official Community Plan Designations to DASH

Medium Density Apartment (OCP – Residential Level 5)

- Density: Maximum of 1.75 Floor Space Ratio
- Location: Centres and Corridors.
- Use: Low-rise apartments with some commercial

Medium Density Apartment (OCP – Residential Level 6)

- Density: Maximum of 2.5 Floor Space Ratio
- Location: Centres and Corridors.
- Use: Mid-rise apartments with some commercial

Though the OCP does not assign building heights to land use designations, the Development Permit Area Guidelines provide a framework for 6-storey building forms by explicitly defining "low-rise" developments as buildings of "six or fewer storeys." This definition is formally established in the introductory discussion section of Schedule B of the OCP which details development permit area guidelines for multi-family housing.

While the OCP envisions future land use with several low- to mid-rise apartment areas, currently the Zoning Bylaw only contains one zone that supports 6-storey apartments as-of-right: the High-Rise Residential Zone (RH 1, RH 2, and RH 3). High-Rise Residential Zones permit a maximum height of 110 feet (33.5 metres, approximately 11-storeys).

This provides strong rationale for updating the current Zoning Bylaw which currently caps low-rise zones at 4 storeys. Doing so would align the OCP's land use designations with the Zoning Bylaw and implement the OCP. The District is presently in the process of completing this effort as part of their Zoning Bylaw Rewrite initiative.

The District of North Vancouver's Official Community Plan recognizes pre-zoning as a regulatory tool to stimulate desired development. Specifically, the OCP directs the District to "apply incentives (including, but not limited to density bonusing, pre-zoning and reduced

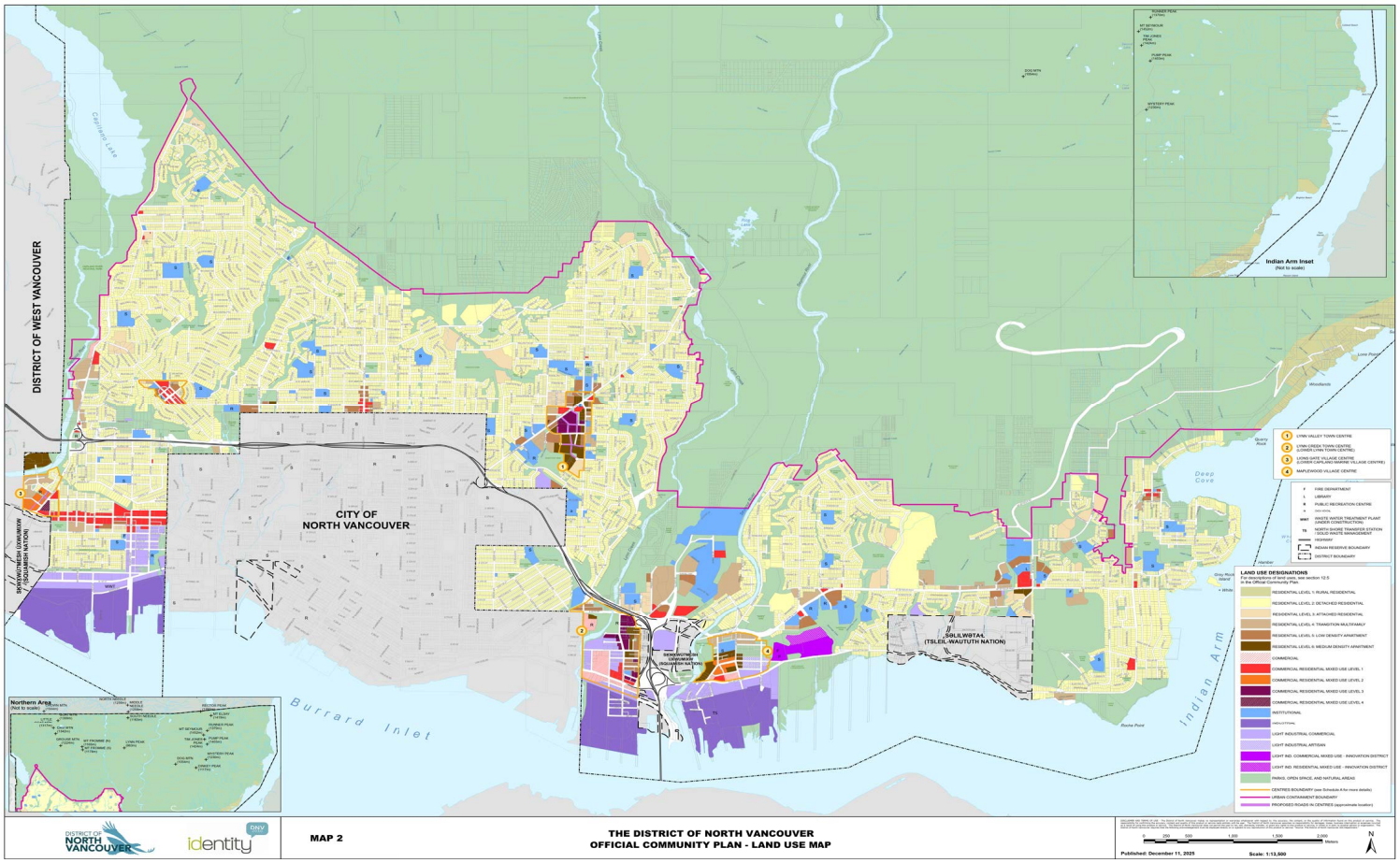
Expand the Policy Tool of Pre-Zoning to Deliver Multifamily Homes

The District of North Vancouver's Official Community Plan recognizes pre-zoning as a regulatory tool to stimulate desired development. This acknowledges that eliminating rezoning provides certainty that can actively accelerate housing delivery.

By broadening the use of pre-zoning from a targeted affordability incentive to a foundational growth management tool within its four designated centres, the District can provide the regulatory predictability that the development industry seeks. Expanding this proactive approach would eliminate the time, cost, and risk associated with site-specific negotiations, ultimately creating a highly supportive environment for the rapid delivery of housing the region urgently needs.

Assign Storeys to Land Use Categories

Complement existing FSR-based land use categories with storey-based height guidance, giving both the community and the development sector a clearer and more transparent signal about the form of development envisioned in each area. FSR is a precise and useful planning tool, but it is an abstraction that is difficult for residents to visualize and, on its own, leaves considerable ambiguity about built form outcomes. FSR tends to work best in larger sites, where there exists more flexibility for shifting and repacking of density . In lower-scale areas, storeys communicate scale in terms people better understand, support more informed community engagement, and give applicants earlier confidence about what the District will support.



Shown in tan and brown, the Official Community Plan - Land Use Map focuses low and medium-density apartment areas into growth centres and along transit corridors.

parking requirements) as appropriate, to encourage the development of affordable housing" (Policy 7.3.3). Using pre-zoning broadly to implement the form of housing envisioned by the OCP within its growth centres would offer predictability to applicants and help the District achieve its housing targets and meet the OCP's objective of encouraging and enabling "a diverse mix of housing type, tenure, and affordability to accommodate the needs of people at all stages of life" (Policy 7.1.6).

Development Permit Area Guidelines

The OCP's Development Permit Area guidelines offer applicants flexibility in achieving urban design outcomes. However, open-ended or subjective language, such as guideline B1.1's direction "new development should fit the neighbourhood context", can create inconsistencies in interpretation. Streamlining design guidelines as a set

of objective standards with clear metrics would improve communication between the District and applicants, and lay the groundwork for future automated approvals.

To support offsite construction methods, design direction should also be written with structural simplicity in mind. Guidelines B3.2 and B3.6 propose building massing that steps down in relation to existing context or sloped sites. While responsive to surrounding neighbourhood character, these approaches introduce structural complexity and limit the standardization of floor plans that panelized construction benefits from. Given that areas supportive of low-rise apartments are anticipated to receive the majority of the District's future growth, design guidelines could more productively orient new buildings toward future context rather than existing conditions.

Guideline B3.14 requires private or semi-private outdoor space for each dwelling in the form of patios, balconies, or rooftop decks. For panelized construction, balconies present particular challenges: they project through the exterior wall, require custom structural support, and create discontinuities in the building envelope, increasing cost and design complexity while reducing energy efficiency. Guideline B3.15 adds a further constraint by proposing that street-facing balconies be recessed into the main facade, which limits the use of prefabricated "bolt-on" balcony systems designed to address structural integration challenges.



Common Woods, designed by Space&Matter and DELVA Landscape Architecture & Urbanism, prioritizes shared amenity space in its apartment community. Image source: Space&Matter

! Adopt a Flexible Amenity Provision Framework in DPAs

Transitioning to a framework that gives applicants the option to meet amenity obligations through any combination of private outdoor space, shared outdoor space, and indoor amenity area, subject to defined limits on each category would better support offsite construction. Though many applicants may opt to provide private balconies given their marketability, a flexible framework would provide greater options and preserve, and potentially enhance, the quality of amenities available to residents.

! Adopt Flexible Guidance for Development on Sloped Sites in DPAs

The stepping roofline requirement reflects a genuine and reasonable design intention: that buildings should relate sensitively to their natural context rather than impose an incongruous form on the landscape. For site-built construction, where rooflines can be readily customized to follow topography, this is achievable. For panelized offsite construction, which depends on a standardized building envelope, this introduces a level of geometric complexity that can undermine the economic case for the construction method entirely. Consider other means for achieving the design outcome, or tie the guideline to a specific slope threshold.

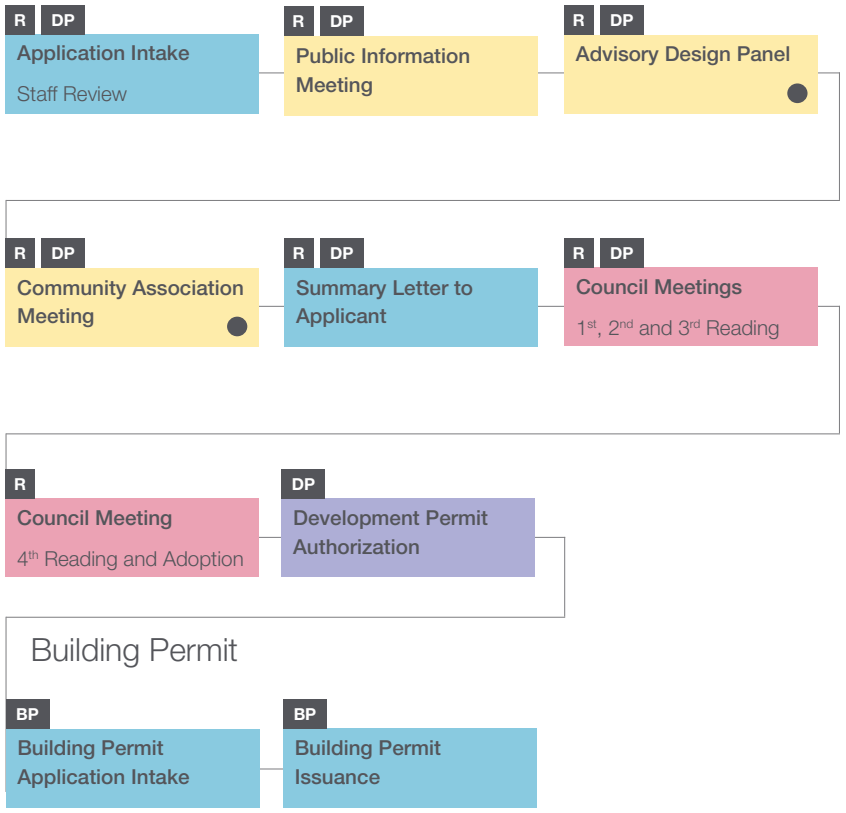
Development Approvals and Permitting

In the District of North Vancouver, most new apartment developments require a rezoning and development permit application. Applicants may pursue rezoning and development permit at the same time, reducing the overall permitting timeline by several months.

The District utilizes an Advisory Design Panel (ADP) and hosts a Community Association Meeting early in the application process. The ADP is comprised of 11 professional volunteers who are experts in their fields and represent different aspects of the construction industry. According to the District's website, "the Panel advises Council and staff on the design of projects, including site layout, exterior design of proposed buildings, choice of building materials, and landscape design." The Community Association Meetings also allow early input by community association members on the design direction of the proposed project. An applicant-run Public Information Meeting is also held to provide project information to a broader community audience.

District of North Vancouver Development Approval Framework

Concurrent Rezoning & Development Permit Application



Left: This process diagram illustrates a summary of the District of North Vancouver's concurrent Rezoning and Development Permit review process and the Building Permit review process based on publically available information on the District's website. It shows a streamlined process that assumes complete applications. It does not include applicant revisions. Unique to the District is the inclusion of both an Advisory Design Panel and Community Association Meeting in addition to the applicant-led Public Information Meeting.

Following the community engagement process, the application proceeds to Council for first, second, and third reading. Where rezoning and development permit are pursued concurrently and if the application is approved, rezoning is formally adopted as a bylaw at fourth reading and signed by the Mayor and City Clerk. Anticipating adoption, applicants may submit their Building Permit application after third reading to expedite the overall approvals process.

There are opportunities to streamline the community review process by establishing clear parameters for what is and is not subject to feedback. For example, treating height and articulation as settled while keeping changes like public realm components open. These could improve the predictability and efficiency of review. Additionally, where a proposed development aligns with the growth vision established by the OCP, a staff-led development review process may be an alternative to the current community-facing model.

There are also opportunities to streamline the building permit review process. The District's current policy requires a full submission before review begins, though staff have expressed interest in exploring a phased release model, where components of the submission are reviewed as they are completed rather than all at once. A phased building permit process can allow demolition, excavation, and foundation-to-grade work to begin while prefabricated components are manufactured and in-transport. Given that offsite construction relies on prefabricated components, building officials would also depend on registered professionals to undertake both offsite and onsite reviews. To prepare for buildings that incorporate prefabricated components, Building Officials may draw on the Canadian Standards Association's A277 Certification for prefabricated components as a reference framework. This certification is discussed further in Section 2.

Create a Compliance Checklist to Delegate DP Approval to Staff

A compliance checklist could establish clear performance thresholds that, when met, would direct Development Permit approval to an administrative process delegated to staff rather than a discretionary one. This approach would be best applied to projects on pre-zoned sites that are already deemed suitable for this form of housing and are in compliance with the OCP. To target the benefits of streamlined approval toward projects that advance specific policy goals, eligibility could be tied to criteria such as the extent of offsite-constructed content, affordability commitments, or tenure type. For example, a project might be required to demonstrate that a minimum of 90% of vertical above-grade wall assemblies separating conditioned spaces from the exterior are constructed using panelized methods. Similar thresholds could be established for rental housing or projects meeting defined affordability standards.

Issue Building Permits in Phases

Issuing the Building Permit in phases, from demolition, excavation, to foundations-to-grade, enables some site works to commence while prefabricated components are being manufactured and transported to the site.

Lessons-Learned From the District of North Vancouver

The District of North Vancouver offers a useful case study in bridging the gap between a municipality's long-term housing vision and the regulatory tools available to implement it. The District's OCP establishes a clear and spatially focused growth strategy, directing the majority of new residential development into designated centres where infrastructure investment and transit access are concentrated. Nevertheless, the Zoning Bylaw has not kept pace, resulting in the need for individual, site-specific applications to enable the desired development. Closing this gap, by updating zoning to reflect OCP designations through the judicious use of pre-zoning, would facilitate the District meeting its housing targets.

The District's topography acts as a constraint on the applicability of offsite construction methods. Steeply sloped sites introduce structural complexity that works against the standardization panelized construction depends on. Identifying and prioritizing sites with minimal grade change allows the District to direct DASH-suitable projects toward appropriate locations.

The development approvals process presents an opportunity to temper community and design review expectations with the standards of offsite construction. Unfamiliarity with and stigma around prefabrication may cultivate misconceptions among Advisory Design Panels and Community Associations. Participating in amplifying government and industry messaging about panelized construction could build confidence in the method. During the review process, clarifying what aspects of a project design are open to feedback, and considering staff-led review for projects that meet clear OCP form and character guidelines, would improve consistency and reduce the risk of design changes that undermine the efficiencies of offsite construction.

At the building permit stage, two opportunities stand out as potentially beneficial. First, moving toward a phased submission and review process would allow site preparation and foundation work to proceed while prefabricated components are being manufactured, reducing the period between approvals and construction. Second, building officials should develop familiarity with CSA A277, the Canadian standard for factory certification of prefabricated components. Understanding what the certification covers gives building officials a basis for determining what can be accepted on the strength of factory inspection and what requires additional inspection on-site. This is foundational to an approvals system that can process offsite projects efficiently and with confidence.

Taken together, the District's experience points to a consistent theme: becoming offsite-ready requires coordinated action across policy, entitlement, development and building permit reviews and inspections. While improvements to any of these are helpful, no single change in a complicated system will achieve the desired outcome of streamlined approvals. Progress in one area, such as updated zoning, delivers more value when paired with progress across the entire system. With the Zoning Bylaw Rewrite and Development Approvals Process Review in progress, the District is well on its way.

Through policy and engagement with staff, the District already exhibits promising openness to practices that can accelerate offsite construction.

Specifically, the District's consideration for implementing professional reliance standards for low-rise apartments may be an effective way to reduce the municipal inspection burden and accelerate project timelines.

In Conclusion

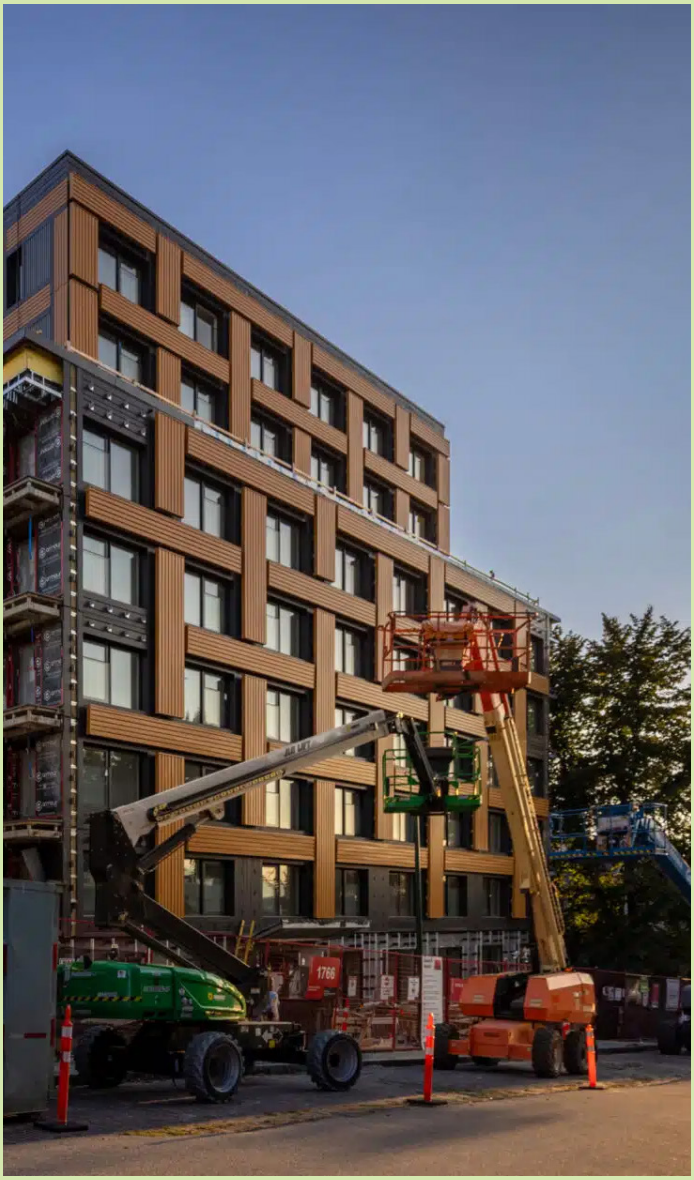
The case study of the District of North Vancouver demonstrates a well defined land use and growth strategy, and identifies straight-forward system change required to fully unlock the potential of mid-rise offsite construction.

What is Working Well: Through policy and engagement with staff, the District already exhibits promising openness to practices that can accelerate offsite construction Specifically, the District's consideration for implementing professional reliance standards for low-rise apartments may be an effective way to reduce the municipal inspection burden and accelerate project timelines.

Opportunity Areas: The most significant opportunity lies in closing the gap between the OCP's housing vision and the Zoning Bylaw's current provisions. Updating zoning to reflect OCP designations and expanding pre-zoning in designated growth centres would reduce uncertainty and improve timelines. Identifying and prioritizing sites with topography suitable for panelized construction would further strengthen the District's capacity to support DASH-aligned projects.

Streamlining the community and design review process represents a further opportunity. Clarifying what is and is not subject to feedback, and establishing staff-led review pathways for projects that meet OCP guidelines, would improve consistency and protect the design efficiencies that offsite construction depends on. At the building permit stage, developing staff familiarity with CSA A277 certification is a foundational step toward an approvals environment equipped to process prefabricated buildings with confidence.

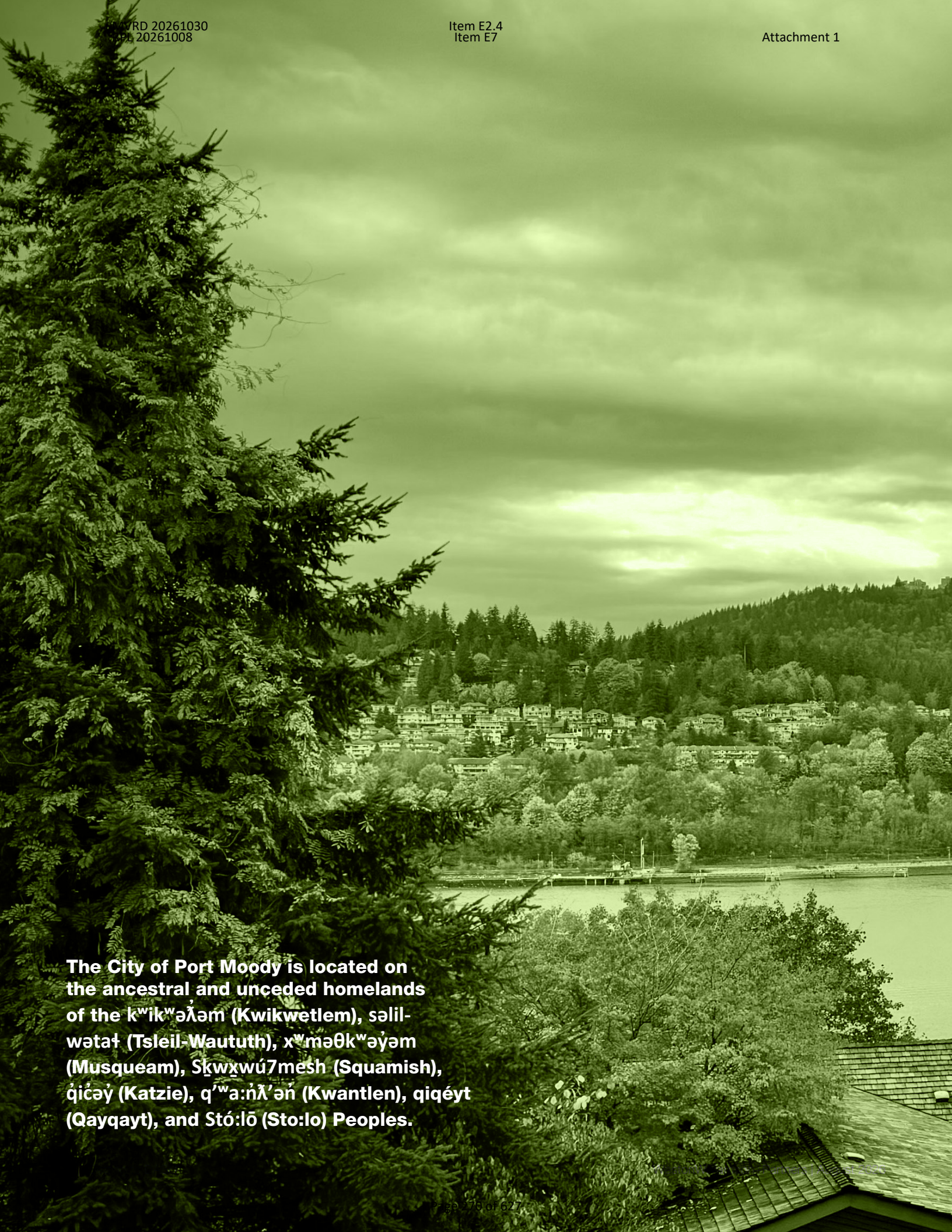
Project Precedent: Chief Leonard George Building, Vancouver BC







Located in Vancouver, BC, Chief Leonard George Building is Canada's first mixed-use tall mass timber Passive House building. Image credit: Take Off Photography, Intelligent City



The City of Port Moody is located on the ancestral and unceded homelands of the kʷikʷəƛ̓əm (Kwikwetlem), səlil-wətaɬ (Tsleil-Waututh), xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), q̓ic̓əy̓ (Katzie), qʼʷaːn̓ƛ̓ən̓ (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples.

City of Port Moody

Community Statistics At-a-glance

Geographic Size: 26.21 square kilometres

Population: 33,535 (2025 Census)

SkyTrain Stations: 2

Housing Statistics:

- 5-Year Housing Demand: 3,063 units
- 20-Year Housing Demand: 9,796 units
- Vacancy Rate: 2.45% (2025) – consistently below the healthy 3–5% range
- Ownership Rate: 75.5%
- Renter Rate: 24.5%

Other Key Metrics: Provincial Housing Target Order requires 1,694 net new units by September 2028

Physical Context

Port Moody is bordered by Coquitlam, Burnaby, Belcarra, and Anmore. It is situated at the base of Eagle Mountain and occupies the east end of the Burrard Inlet.

Much of Port Moody's landscape is defined by its shoreline, forested slopes, and extensive parkland (more than 35% of land is green space), including Rocky Point Park along the waterfront, as well as nearby regional natural areas such as Sasamat Lake and Buntzen Lake.

Port Moody's built environment is characterized by established single-detached residential neighbourhoods, particularly on sloped terrain. Evolving mixed-use and higher-density neighbourhoods are concentrated near the waterfront, on flatter terrain and along rapid transit corridors that are close to amenities, services and convenient to public transit.

Housing Trends

Like other Metro Vancouver municipalities, Port Moody faces acute pressure to align housing supply with evolving demographic demand. According to the 2024 Interim Housing Needs Report, the City's most recent housing needs report, the rapid increase in housing costs has outpaced local incomes. Consequently, one in five Port Moody residents currently lives below the affordability standard, spending more than 30% of their gross income on housing costs. This affordability crisis is underscored by the City's identified need for 3,063 new units over the next five years and a total 20-year requirement of 9,796 units to address the accumulated housing deficit and future growth.

The Housing Needs Report (2024) points to a strained rental market, Although new data shows improvement, vacancy rates have historically hovered between 0.5% and 1.9%, consistently falling below the 3% to 5% threshold considered healthy. The shortage is strongly felt in family-oriented rental stock for units with three or more bedrooms. To mitigate these pressures and meet the Provincial Housing Target Order of 1,694 new rental and ownership units by 2028, the City must accelerate the delivery of purpose-built rental and non-market housing.

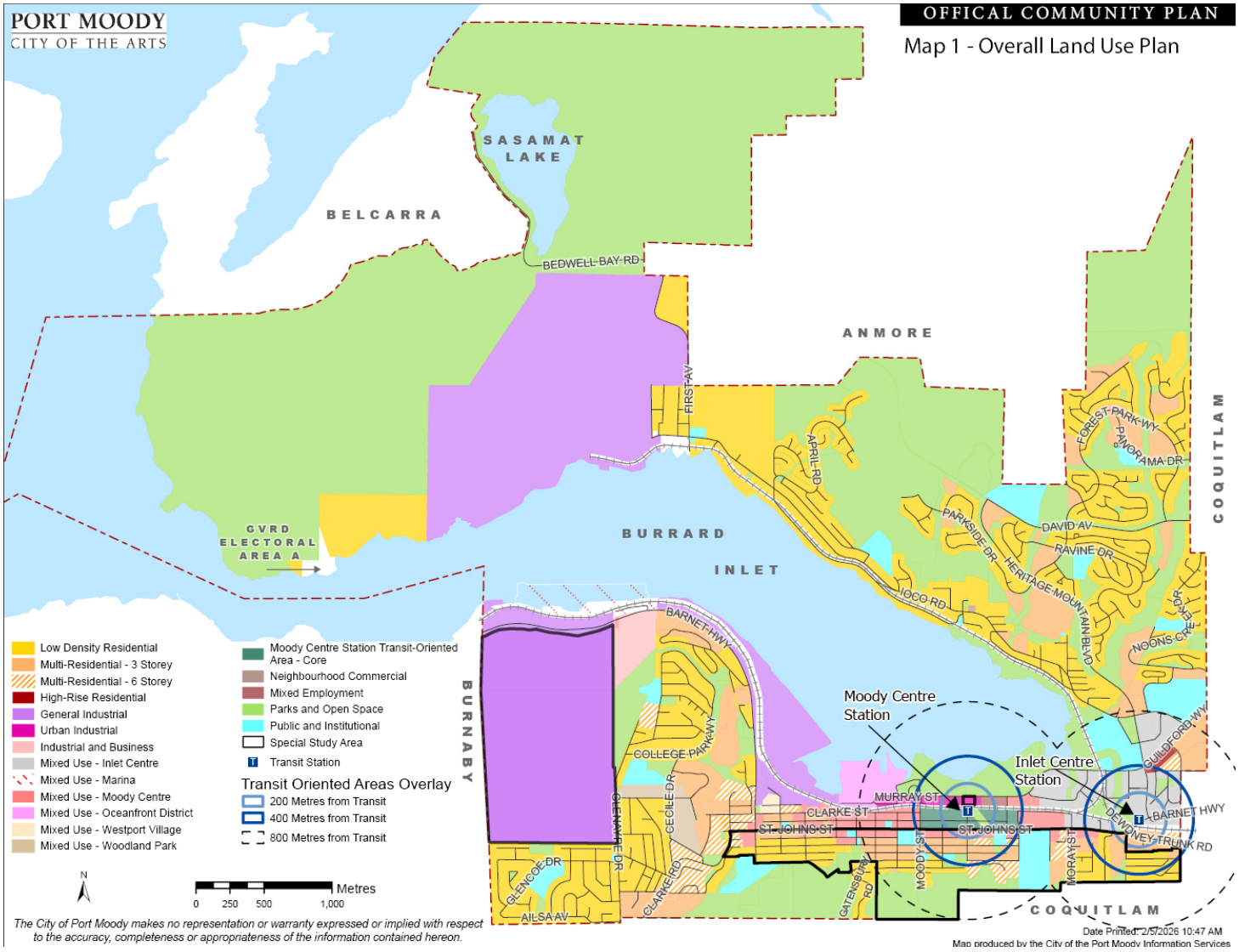
Port Moody's housing challenge is not uncommon: a lack of family-sized rental units, a provincial target that demands a substantial increase compared to housing completion rates cited in Table 24 of the Interim Housing Needs Report (2024), and a community that is struggling to find rental options within their means. Meeting this challenge requires more housing, faster. Enabling offsite construction methods through targeted changes to planning policy, development approvals, and building permitting offers the City a practical path to accelerating delivery.

Policy Environment

Land Use and Zoning Direction for Low-rise Apartments

The City of Port Moody's adopted Official Community Plan: Port Moody 2050 (OCP) establishes a framework for housing growth, aiming to "provide a range of housing forms, sizes and tenures to meet the changing needs of a diverse population." To achieve this, the OCP emphasizes the development of complete, connected, and compact communities that are pedestrian-oriented and integrate affordable housing alongside local amenities, serving diverse demographics, from families and singles to seniors and individuals with special needs.

Growth is concentrated near public facilities, parks, and transportation networks, and directs higher-density development around Millennium Line stations and identified transit corridors. Multi-Residential and High-Rise Residential provide the regulatory foundation for this intensification, supported by Neighbourhood Plan Area policies that encourage multi-family housing aligned with transit-oriented development principles.



Applicable Official Community Plan Designations to DASH

Multi-Residential - 6 Storeys

- Use: Ground-oriented townhouses or stacked townhouses to apartment structures.
- Height: up to 6 storeys
- Location: Centres and Neighbourhoods (per Development Permit Areas)

Though some applicants pursue rezoning to the RM-8 Zoning District, delivering apartment development in Port Moody is often enabled through site-specific Comprehensive Development (CD). CD zones are negotiated individually, resulting in highly variable parameters for height, floor area ratio (FAR), and site coverage, both in terms of actual metrics, and how the built form is expressed.

This practice works as a constraint on prefabricated housing delivery, and a barrier to the uptake of offsite construction methods that require the design to be "locked-in" early in the development lifecycle to procure materials and schedule factory production.

Development Permit Areas Guidelines

Design guidelines for multifamily housing in Port Moody are established across three Development Permit Areas 1, 2 and 3: Neighbourhood Residential, Inlet Centre, and Moody Centre respectively, where the City's concentration of apartment housing is located. The guidelines are fairly consistent across these areas, but like many DPA guidelines, are written in a way that is open to interpretation. Direction such as "both low-rise and high-rise buildings should provide for a level of detail and quality results in a comfortable and interesting street level experience" leaves considerable room for subjective judgment, which can introduce inconsistency into the review process. Streamlining these guidelines into a set of objective design standards with clear, measurable metrics would improve predictability for applicants and lay the groundwork for more efficient approvals.



Zoning Identified in OCP Policy as a Tool for Meeting Housing Targets

Under Chapter 7: Built Environment, Objective 5, The City of Port Moody's OCP Housing Advocacy Policy 2 directs the City to routinely assess land use designations and zoning regulations to ensure housing targets are met. In the same chapter, under Objective 2, Affordable Housing Policy 4 further identifies process and regulatory tools as methods to expand non-market housing supply. Together, these provisions offer a policy basis for zoning and approval updates that support panelized construction as a tool to expedite housing delivery, particularly for non-market affordable housing.



Standardize Zoning District Schedules to Facilitate a Predictable Development Pipeline

Establishing standardized district schedules, even in the absence of pre-zoning, in designated growth areas would facilitate improved certainty and clarity early in the development lifecycle, which can contribute to a project pipeline for manufacturers.

The DPA guidelines also have policies for transitions between lower and higher density and use areas. For example, requirements for roofline and height transitions between multi-residential buildings and adjacent single-detached homes that are expected to remain provide a useful framework for managing compatibility. Importantly, this approach orients design toward a future land use vision rather than simply mirroring existing conditions, which is a more productive basis for guiding development in areas anticipated to change over time.

Three aspects of the guidelines warrant reconsideration in the context of panelized construction. First, the requirement for balconies or decks for every unit in an apartment building introduces structural complexity that can work against the standardization panelized construction depends on. A more flexible approach, establishing a total required amenity area that can be fulfilled through a combination of private and common outdoor spaces, would allow for more cost-effective and energy-efficient solutions. For example, multifamily buildings on arterial streets may be better served by well-designed common outdoor space than by individual balconies on every unit.

Second, the guidelines' strong discouragement of design repetition between buildings in close proximity or within the same DPA presents a meaningful constraint on panelized components. Visual differentiation can be achieved through facade treatment, material selection, and colour without requiring variation in the underlying structural system or unit layout. Investment in public realm quality, including paving, landscaping, and street furniture, is also an important tool for achieving urban design goals for visual interest at the block and neighbourhood scale. In designated growth areas, accepting material and colour variation as a sufficient expression of design diversity, paired with a stronger emphasis on public realm quality, could offer design integrity while maximizing the efficiencies of scale that make factory production viable.

! Shift Design Guidelines to Objective Design Standards That Support Structural Simplicity and Repeatability

Design guidelines could be strengthened by shifting from open-ended, interpretive language to objective, measurable standards. Three specific changes would meaningfully improve compatibility with panelized construction: replacing per-unit balcony requirements with a flexible total amenity area standard; accepting material and colour variation as sufficient design differentiation between buildings in growth areas, supported by investment in public realm quality; and introducing a storey threshold below which upper-storey stepbacks are not required.

! Lay the Groundwork for E-Permitting with Design Standards

The shift from open-ended design guidelines to objective, measurable standards does more than improve consistency in the near term. Clear, quantifiable design parameters are a prerequisite for automated, digital permitting systems that can evaluate applications against established criteria without requiring case-by-case discretionary review. Moving toward standardized design requirements with e-permitting in mind allows the metrics and thresholds to be compatible with digital review tools in the future. For projects in pre-zoned areas, this could enable near-instantaneous development permit issuance, significantly compressing the approvals timeline and providing the design certainty that offsite construction requires early in the development lifecycle.

Finally, the guideline directing that upper storeys of both low-rise and high-rise buildings "should be set back from the street face to provide a comfortable pedestrian scale street edge" introduces structural and design complexity that warrants reconsideration in the context of offsite construction. Upper-storey stepbacks disrupt the standardization of floor plates and structural systems that make panelized construction most efficient and the cost implications should be weighed carefully against their urban design benefit. As currently written, the guideline applies equally to buildings of all heights. Cities regularly referenced for their human-scale environments, such as Barcelona and Paris, maintain pedestrian-oriented and active street environments without upper-storey stepbacks for buildings six-storeys and below. Introducing a storey threshold below which upper-storey stepbacks are not required would better reflect this complexity and reduce structural constraints on low- to mid-rise buildings of up to six storeys.

Development Approvals and Permitting

In the City of Port Moody, most new apartment developments require both a rezoning and a development permit application. The process begins with a pre-application submission, which gives applicants the opportunity to consult with City staff and understand the appropriate approval pathway for their proposed development before a formal application is submitted.

Once an application is accepted, online public engagement through Engage Port Moody launches and runs through to second reading. The Land Use Committee may also be called upon for input during this period. The Committee, comprised of two Council members, volunteer representatives from Port Moody neighbourhoods, and from the Economic Development and Tourism Committee, provides Council and the General Manager of Community Development with advice on proposed land use changes within its terms of reference. Prior to any bylaw readings, the applicant must host a community information meeting. As with other review processes, community members participating in these meetings may not be familiar with the design considerations of offsite construction, and feedback received at this stage has the potential to introduce changes that undermine the efficiencies of panelized methods.

Port Moody disbanded its Advisory Design Panel in 2024, citing the time burden placed on ADP volunteers, difficulties recruiting members, and project delays. In its place, the City trialed contracting with a broader range of professionals, focusing on Port Moody-based expertise where possible, with the City facilitating third-party review and recovering the fee as a charge to the applicant. The shift toward compensated, professional review may offer an opportunity to specify design reviewers with familiarity in offsite construction methods.

Following community and committee engagement, Council reviews the application through first, second, and third readings, with the ability to combine the first, second

and third. The applicant refines the application based on Council feedback between readings. Development permit review occurs prior to fourth reading, at which point Council formally adopts the zoning and authorizes issuance of the development permit.

This process raises considerations similar to those identified in the District of North Vancouver. The subjectivity of some design guidelines can create conflicts in interpretation, and community feedback at the information meeting stage may not account for the design principles associated with offsite construction. Where the OCP's land use plan for low-rise apartments has already been shaped by significant community input, there is an opportunity to consider whether additional project-level community input remains necessary. Establishing clear parameters for what is and is not subject to feedback, and considering staff-led review pathways for projects that align with the OCP's growth vision, could improve the predictability and efficiency of the approvals process for offsite projects.

The City is already familiar with releasing building permits in phases, separating out demolition, excavation, and foundation-to-grade work. This phased approach allows site preparation to proceed while prefabricated components are being manufactured and transported, directly reducing the gap between approvals and construction that can otherwise erode the schedule benefits of offsite delivery. As with other jurisdictions, building officials reviewing projects with prefabricated components may draw on the Canadian Standards Association's A277 Certification as a reference framework for factory-certified components. This certification is discussed further in Section 2.

! Fast-track Development Applications that Implement Policy Priorities

Port Moody's development permit process currently treats all applications through the same review pathway regardless of their tenure, construction method, or alignment with OCP growth objectives. Establishing a prioritized or expedited stream for applications that meet defined criteria, such as purpose-built rental housing or projects that incorporate a minimum threshold of offsite-constructed content, would accelerate delivery of the housing types the City wishes to prioritize. This approach requires no bylaw amendment and could be implemented as an administrative policy decision by senior staff, making it an accessible near-term action with direct benefits for both housing delivery and offsite construction uptake.

City of Port Moody Development Approval Framework

Concurrent Rezoning & Development Permit Application



Above: This process diagram illustrates a summary of the City of Port Moody's concurrent Rezoning and Development Permit review process and Building Permit process based on public information on the City's website and a meeting with staff. It shows a streamlined process that assumes complete applications. It does not include applicant revisions. Unique to the City is the Land Use Committee, which is comprised of Council members and community volunteers. The City also has a practice of issuing Building Permits in phases.

Phased Building Permit Release

Port Moody already has an established practice of releasing building permits in phases, separating demolition, excavation, and foundation-to-grade work. This positions the City well to support offsite construction; enabling site preparation to begin while components are being manufactured and transported is a schedule advantage.

Lessons-Learned From Port Moody

Port Moody has created policy foundations for accommodating growth in their newly adopted OCP. However, proactive implementation of the OCP vision has not yet been advanced. The City's reliance on site-specific Comprehensive Development zones means that each apartment project is negotiated individually, producing a design process that remains in flux until final development approval. For offsite construction, which requires a level of design certainty early in the development lifecycle to schedule factory production, this variability is a real barrier. Transitioning toward standardized zoning in designated growth areas, supported by OCP policy, would create predictable development conditions for prefabricated housing.

Development Permit Area guidelines present a similar tension between bespoke urban design objectives and the practical requirements of panelized construction. Direction for individual balconies, discouragement of design repetition between buildings, and upper-storey stepback requirements introduce structural complexity and cost that can work against panelized construction.

Port Moody's building permitting process offers strengths to capitalize on. The City's existing practice of phasing building permit release, separating demolition, excavation, and foundation-to-grade work, is compatible with the manufacturing and transportation timelines of prefabricated construction. This is a clear advantage over the requirement of a full submission before any review begins.

As in the District of North Vancouver, the community engagement process offers an opportunity to consider what elements of design are appropriate for project-level input where the broader planning vision has already been established. Focusing community input toward elements such as public realm design, while treating height and building articulation as set by design standards, would reduce the risk of late-stage design changes that erode the efficiencies offsite construction is intended to deliver. A staff-led review pathway for projects meeting clear OCP determined guidelines is worth exploring as a complement to this approach.

Taken together, Port Moody's experience reinforces a finding consistent across the municipalities examined in this report: targeted, incremental changes to zoning, design guidelines, and review processes can begin a transformative shift in planning and regulatory systems.

Port Moody's practice of phasing building permit release, separating demolition, excavation, and foundation-to-grade work, facilitates the manufacturing and transportation timelines of prefabricated construction.

In Conclusion

The case study of Port Moody reveals a municipality with foundational policies to increase housing supply, yet there are opportunities within procedural areas to fully unlock the potential of wood-frame, offsite construction.

What is Working Well: Port Moody already implements promising practices that can accelerate off-site construction methods. Concurrent rezoning and development permit process and the City's practice of releasing building permits in phases is a significant asset for offsite construction scheduling.

Opportunity Areas: Currently, the regulatory framework is largely designed for traditional, site-by-site development approvals. Guidelines requiring projecting balconies and substantial facade articulation interrupt the standardized building envelope, which can inadvertently hinder off-site construction implementation. Further, the reliance on highly variable, negotiated Comprehensive Development (CD) zones limits the pipeline predictability that landowners and manufacturers need to be efficient and cost-effective.

Project Precedent: 330 Goldstream Avenue, Victoria BC



330 Goldstream Avenue is a 102-unit affordable housing in greater Victoria that makes use of light-wood frame prefabricated panels. Image credits: James Jones Photography, courtesy of Cascadia Architects





The City of Richmond is located on the traditional and unceded territories of the xʷməθkʷəy̓əm (Musqueam) People.

City of Richmond

Community Statistics At-a-glance

Geographic Size: 129.74 square kilometres

Population: 209,937 (2021 Census)

SkyTrain Stations: 6

Housing Statistics:

- 5-Year Housing Demand: 15,527 units
- 20-Year Housing Demand: 51,981 units
- Vacancy Rate: 0.2% (2023) – below the healthy 3–5% range
- Ownership Rate: 71%
- Renter Rate: 29%

Other Key Metrics:
New housing capacity modelled under OCP 2050 accommodates up to 95,000 additional dwelling units

Physical Context

Richmond is situated on the Fraser River delta between two estuarine distributaries with the City of Vancouver located to the north, the cities of Surrey and Delta to the south and east, and the Strait of Georgia to the west. Richmond encompasses almost all of LuLu Island, Sea Island, and several smaller islands. Richmond also enjoys a prominent waterfront along the North Arm of the Fraser River.

While the physical characteristics of Richmond's geography are well suited for agricultural uses, these same conditions also impose significant constraints on urban development. The low lying, flat terrain and alluvial soil of the delta are optimal for the agricultural uses that occupy almost 40% of Richmond's land area and are protected by the Agricultural Land Reserve which precludes most other types of development. Moreover, the soil conditions create liquefaction risks in the event of seismic activity; the high-water table limits excavation depths for basements and underground parkades; and the flood risk created by the near sea level elevation mandate strict adherence to Flood Construction Level (FCL) requirements.

Another factor limiting urban development is the location of Vancouver International Airport (YVR) on Sea Island. YVR is a major economic engine for the region and the province that generates over 126,000 jobs in airport operations, cargo, trade, and tourism. However its location northwest of Richmond's City Centre presents challenges as significant swaths this of area lie within the federal airport overlay zone, which limits restrict maximum building heights and controls land uses to protect airspace and runway approaches from incompatible development.

Nevertheless, the flat topography does offer an advantage for modern construction methods which benefit from standardized building envelopes that can be applied consistently across multiple sites free from slope-driven design complexity.

Housing Trends

The City of Richmond's 2024 Interim Housing Needs Report highlights the supply and affordability issues driving the municipality's housing strategy. According to the report, Richmond faces a projected 20-year housing need of 51,981 new units by 2041, requiring an average delivery of 2,600 units annually to address both anticipated population growth and existing market pressures. Affordability remains a critical local challenge, with 35% of all Richmond households currently spending more than 30% of their gross income on shelter costs. This cost burden is exacerbated by a constrained rental market where the vacancy rate dropped to 0.2% in 2023, which drove a 39% increase in median market rents over just a five-year period. Furthermore, as the average household size continues to decline in the city, more homes are required simply to house the same population, with the report estimating that half of all new housing built will need to be studio and one-bedroom units.

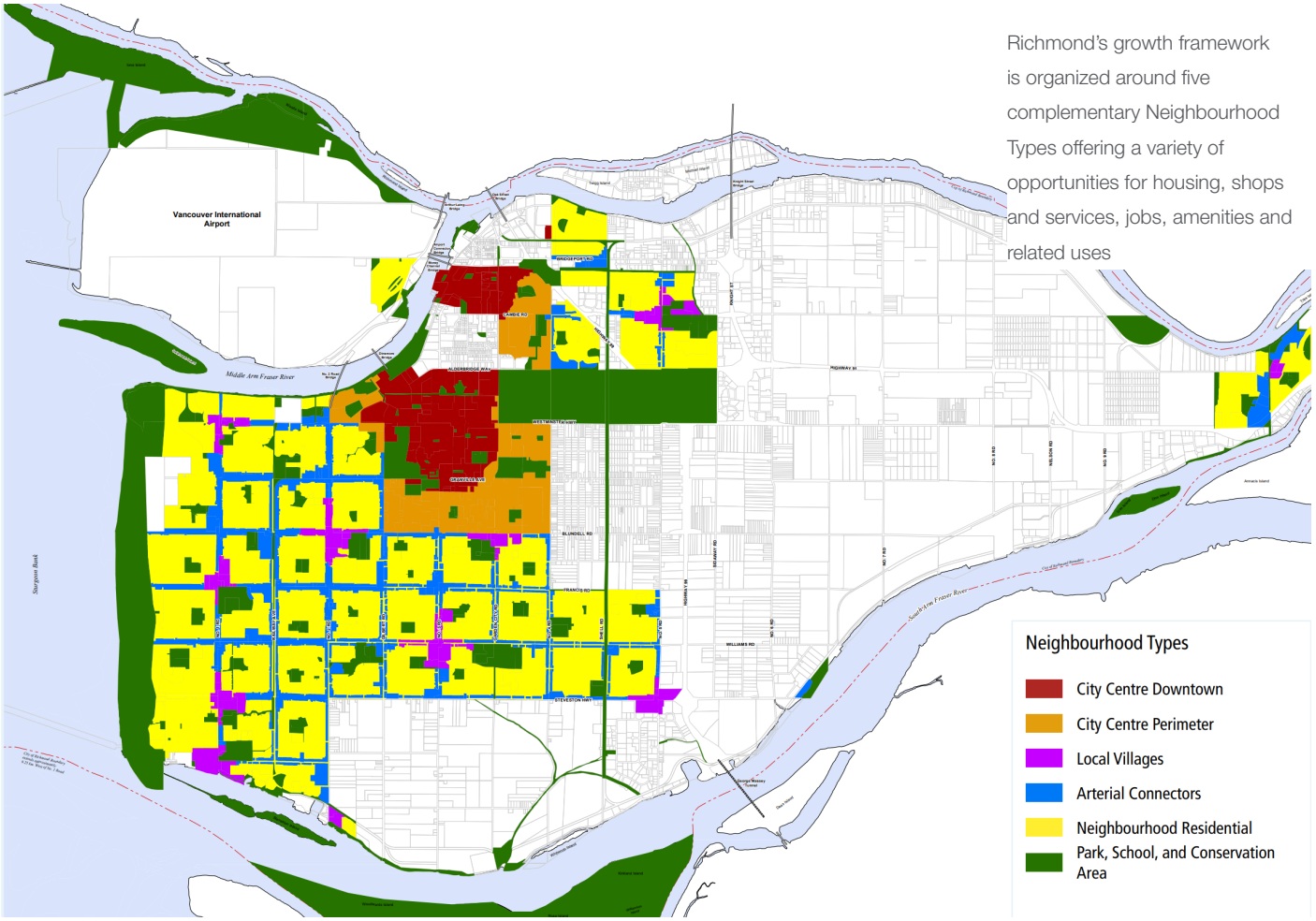
Richmond's OCP, adopted in 2026, contains several policies aimed at addressing this housing shortfall. In 2025, Richmond launched its Getting Ready for Pre-Fab study, focused specifically on enabling faster delivery of 4–6 storey housing through prefabrication and rapid onsite assembly, demonstrating the City's commitment to using offsite construction as an approach to closing the housing supply gap. As a starting point, Council directed staff to gain initial community feedback regarding the development of affordable housing of four City-owned sites. The overall goal to make each site eligible for funding from Build Canada Homes. Consistent with Build Canada Homes objectives, the goal is to commit to building the 470 units across the five sites using modern methods of construction. Activities in 2027 include further detailed public engagement for each site and advancing the sites for rezoning to meet Build Canada Homes' 'shovel-ready' requirements.

Policy Environment

Land Use and Zoning Direction for Low-rise Apartments

Richmond's OCP 2050, adopted in January 2026, provides a robust and forward-looking policy framework for housing delivery. The OCP sends a clear signal that the City will use regulatory tools and available resources to secure a diverse mix of housing types and tenures, including alternative ownership and rental housing models, to deliver more housing choices that more households can afford. Increasing the supply of market and non-market rental units is identified as an immediate priority.

Under previous plans, development was directed to City Centre to build on the SkyTrain subway introduced for the 2010 Winter Games; under this framing, 70% of growth occurred. The 2026 OCP retains Richmond's City Centre as a growth centre but has notably created growth opportunities outside of the City Centre using lower-cost, low-rise apartments in newly defined local villages and arterial connectors, which effectively create a more balanced growth scenario. These areas offer convenient access to amenities, services, and public transit. Low-rise apartments are also envisioned on large lots within the Neighbourhood Residential land use category.



Richmond's growth framework is organized around five complementary Neighbourhood Types offering a variety of opportunities for housing, shops and services, jobs, amenities and related uses

Applicable Official Community Plan Designations to DASH

City Centre Downtown Tier 3

- Typical Density: 3.0 Floor Area Ratio
- Location: Within a 10-minute walk (800 m) of a transit station
- Storeys: Up to 8
- Predominant Use: Mixed-use

City Centre Perimeter Tier 2

- Typical Density: 1.2 Floor Area Ratio
- Location: Oval Village, McLennan North and South, Moffatt, St, Albans, Alexandra
- Storeys: Up to 4
- Predominant Use: Townhouse; Apartment

Local Villages Tier 1

- Typical Density: 1.2 Floor Area Ratio + commercial
- Location: Properties fronting designated Local Village high streets
- Storeys: Up to 4
- Predominant Use: Mixed-use (apartment)

Arterial Connectors Tier 1

- Typical Density: 0.8
- Location: Within a 10- to 20-minute walk (800 to 1 km) of a Local Village high street
- Storeys: Up to 4
- Predominant Use: Townhouse and rowhouse
- Other uses: Rental-only apartment

The OCP includes a suite of policies directly relevant to enabling offsite construction at scale organized under its first objective: building more housing for new and existing residents. Key among these are explicit commitments to pre-zone land for apartment housing, streamline approvals, and adopt a form-based zoning approach to provide

An OCP That Names Offsite Construction

Richmond's OCP 2050 includes an explicit policy commitment to accelerate the delivery of homes by incorporating elements of provincial and Metro Vancouver home building models into local design guidelines. It is notable that the OCP identifies offsite construction delivery as a policy direction, and positions Richmond as a leader among Metro Vancouver municipalities.

An OCP Policy Suite Built for Predictability

The OCP's first objective, building more housing for new and existing residents, includes explicit direction to pre-zone land for apartment housing, streamline approvals, and adopt form-based zoning. Taken together, these commitments lay the regulatory groundwork for the design certainty and approvals predictability that offsite construction methods require.

Regional Coordination as an Impact Multiplier

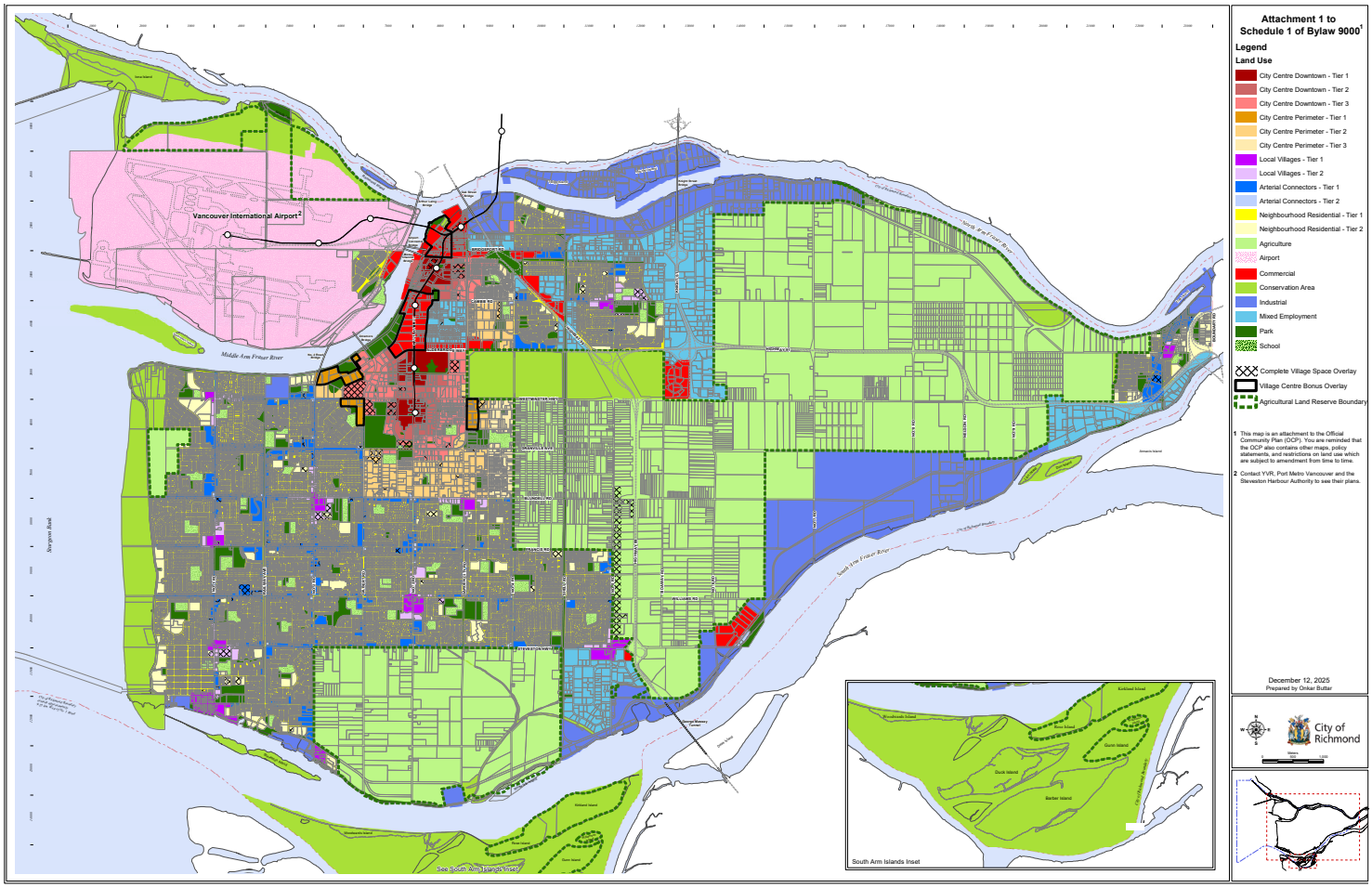
The OCP's commitment to collaborate with other levels of government and Crown corporations to streamline assessment and construction processes serves as a strong example for other municipalities. Coordinating on shared design standards, approval processes, and building official training across Metro Vancouver municipalities would amplify the impact of Richmond's local leadership and create the regional consistency that makes factory production at scale economically viable.

greater clarity on housing and urban design outcomes. Together, these policies point toward the kind of predictable regulatory environment that makes investment in innovative construction methods an appealing choice for the development industry.

The OCP also signals direct alignment with DASH through a policy commitment to accelerate the delivery of efficient and scalable homes by incorporating elements of provincial and Metro Vancouver home building models that are suitable to the Richmond context into design guidelines. This is a notable statement of intent for a municipal OCP, and one that positions Richmond as an early mover in translating regional offsite construction initiatives into local policy. Richmond's OCP goes further by acknowledging the

Getting Ready for Prefab

Richmond's Getting Ready for Pre-Fab study to review Modern Methods of Construction (MMC) approval opportunities on City-owned sites was intentionally undertaken to inform short- to medium-term policy changes, including design and technical guidance referencing CSA A277 certification. The City is already aware that many private developers are using MMC approaches (e.g., 2D panelization) without such guidance, but anticipate that well-defined policy and, more importantly, well-designed fast approval pathways will promote broader adoption of MMC across all building sectors.



Multi-family homes are distributed in the City Centre, City Centre Perimeter, Local Village and Arterial Connector land use designations.

broader ecosystem of actors involved in housing delivery. Policies committing the City to provide design and technical support through its website and engagement channels, and to collaborate with other levels of government and Crown corporations to streamline assessment and construction processes, acknowledges that accelerating housing construction requires coordination beyond municipal boundaries.

With this policy foundation in place, Richmond is now moving to implementation, including an initiative to prepare City staff for the review and approval of prefabricated four-to-six storey housing. The engagement conducted as part of that program has informed the recommendations included in this document. The outcome of that work will be recommendations on enhanced development review, and building permitting and inspection processes for rapid mid-rise housing in Richmond. As the City advances OCP implementation, its experience will offer a model and set of lessons for other jurisdictions working toward similar goals.

Development Approvals and Permitting

In the City of Richmond, most new low-rise apartment developments require a rezoning application. The City allows the Rezoning and Development Permit process to run concurrently, but Council cannot approve and issue the Development Permit until rezoning has been given final adoption. Applicants are encouraged to begin with a pre-application meeting with City staff to discuss the application contents and understand the review process before a formal submission is made.

Once a rezoning application is submitted, City staff review and provide consolidated comments to the applicant. Public engagement is also conducted at this stage, led by either the applicant or City staff, to gauge community interest and support for the proposed development. The rezoning application is then revised in response to staff and community feedback before being submitted to Richmond's Planning Committee.

The Planning Committee is a committee of City Council comprised of councillors. It reviews and deliberates on land use decisions, development applications, and long-range planning policies before they proceed to full Council for final ratification. Typically, the Committee recommends the 1st, 2nd, and 3rd reading of the Bylaws. 4th reading is brought back for Council consideration once all rezoning considerations have been addressed, including obligations such as fees, covenants, and servicing requirements. Applicants often move quickly to the Development Permit application given the level of detail addressed through the rezoning process.

City staff review the Development Permit Application and provide a summary of the requirements to proceed. The applicant is then required to present their proposal to the Advisory Design Panel, an independent body appointed by City Council comprising nine representatives from professional associations. The Panel considers the design, landscaping, and site planning of the proposal and makes recommendations to staff. The applicant revises their application in response to both staff and Advisory Design Panel comments. The application is then forwarded to the Development Permit Panel, comprised of senior city staff.

The Development Permit Panel submits a recommendation on the application to City Council. Where requirements are met and Council accepts the Panel's recommendation, Council formally adopts the Development Permit, which is then issued and executed by the Mayor and City Clerk. Where requirements are met and Council accepts the Panel's recommendation, Council formally adopts the Development Permit, which is then issued and executed by the Mayor and City Clerk. For concurrent applications, rezoning must be adopted before a Development Permit is approved.

As with the other municipalities examined in this report, this process raises considerations for DASH-ready approvals. The Advisory Design Panel introduces a review stage that may not account for the design considerations of panelized systems. If design feedback requires changes to building geometry, cladding, or balcony configuration, it has the potential to undermine the standardization that offsite construction depends on. Establishing clear parameters for what is and is not subject to Panel feedback, and ensuring that Panel members are briefed on the design logic of prefabricated systems before reviewing relevant applications, would reduce this risk. Where a proposed development aligns with the growth vision established through the OCP, a staff-led review pathway for qualifying projects is also worth exploring as a longer-term alternative to the current Panel model.

Richmond's Fast-Track Development Permit Program

Richmond has established a fast-track development permit stream for qualifying applications, reducing processing times for projects that meet pre-defined criteria. This demonstrates that administrative differentiation between application types is both feasible and effective, and offers a replicable model for other municipalities looking to prioritize housing delivery without requiring bylaw amendments.

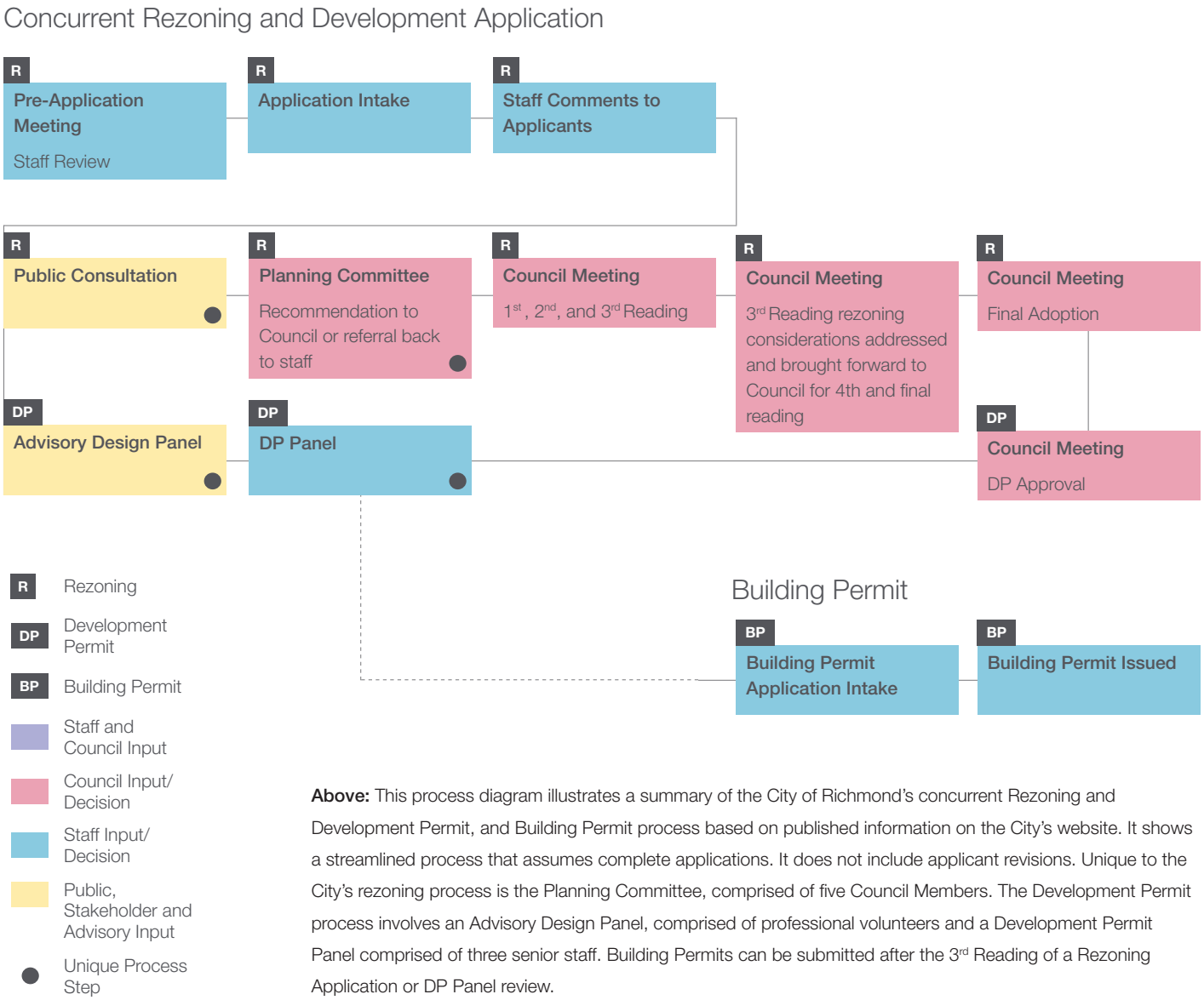
Building Official Open to Expedited Permit Issuance for Qualifying Offsite Projects

During the Getting Ready for Pre-Fab study, inclusive of DASH considerations and the City's automated plan review developed with CMHC Housing Accelerator funding, Richmond's Chief Building Official indicated that, for a well-prepared application with satisfactory assurances in place, Building Permit approval could potentially be issued in as little as four weeks compared with the months that applicants currently experience. The conditions for this include: the applicant has its error detection, quality control, and Code compliance processes clearly documented, and submittals are compatible with the City's automated plan review system. This represents a significant potential acceleration for offsite construction projects, which depend on building permit certainty before factory production can begin.

Partial Building Permit Pathway Under Active Exploration

Richmond staff and the project team are actively exploring the conditions under which a Partial Building Permit could be issued — allowing offsite prefabrication of components to proceed ahead of the full site construction phase, based on an approved structural design and site plan. This mirrors the phased permit approach that Port Moody has demonstrated as a meaningful scheduling advantage for offsite construction. A defined pathway for partial permitting in Richmond would formalize what is currently an exploratory conversation, giving applicants and manufacturers the certainty they need to begin procurement and factory production on a defined schedule.

City of Richmond Development Approval Framework



Above: This process diagram illustrates a summary of the City of Richmond's concurrent Rezoning and Development Permit, and Building Permit process based on published information on the City's website. It shows a streamlined process that assumes complete applications. It does not include applicant revisions. Unique to the City's rezoning process is the Planning Committee, comprised of five Council Members. The Development Permit process involves an Advisory Design Panel, comprised of professional volunteers and a Development Permit Panel comprised of three senior staff. Building Permits can be submitted after the 3rd Reading of a Rezoning Application or DP Panel review.

Lessons-Learned From the City of Richmond

Richmond is an established a leader in modern construction methods through its Getting Ready for Pre-Fab process. Further, the OCP 2050 identifies prefabrication as a delivery mechanism, commits the City to pre-zoning, form-based zoning, streamlined approvals, and directs collaboration with other levels of government to accelerate construction processes. The Getting Ready for Pre-Fab study, coupled with Council direction to bring forward rezoning applications for four City-owned sites to make them eligible for funding application submissions to Build Canada Homes, translates policy intent into active staff preparation. This work, as a whole, represents Richmond's commitment to efficient delivery of housing overall. The lessons generated through Richmond's experience is directly relevant to the broader recommendations in this report, and to the many Metro Vancouver jurisdictions ready to undertake similar transformational work in the years ahead.

Richmond has already assembled many of the building blocks necessary to be DASH ready. OCP 2050 provides explicit policy support for prefabricated construction, pre-zoning, and form-based zoning, offering a strong policy foundation.

Richmond's transformation is underway. The Getting Ready for Pre-Fab study launched a staff capacity building process that identified subsequent policy/approval that will be undertaken in the years ahead. Observations from this report note there may be merit in Richmond staff examining both the rezoning process and the Advisory Design Panel's role in reducing discretionary changes to form of development that do not correspond to standardization dimensions and specifications of panelized systems.

Richmond staff are currently working to align these and other regulatory processes with its progressive OCP policies. Specific regulatory and process recommendations are described in the Action Framework in Section 2.

In Conclusion

The City of Richmond has become a leader in offsite readiness by aligning its policies, regulations and processes with modernized construction methods. Its OCP explicitly names prefabrication as a housing delivery mechanism, and its Getting Ready for Pre-Fab process demonstrates that the City is actively working to deliver the necessary changes.

What is Working Well: Richmond has assembled many of the building blocks of a genuinely offsite-ready municipality. OCP 2050 provides explicit policy support for prefabricated construction, pre-zoning, and form-based zoning, offering a strong policy foundation. The Getting Ready for Pre-Fab process represents a proactive investment in staff capacity and process readiness that is directly relevant to DASH delivery. Richmond's flat topography allows standardized building envelopes to be applied consistently across growth areas, and staff engagement through this program has demonstrated openness to compressed permitting timelines and phased permit release for qualifying applications.

Opportunity Areas: The next opportunity areas are in regulatory implementation and permitting. Pre-zoning has been committed to in policy but not yet operationalized. Design guidelines that require facade articulation and per-unit balconies remain in force, which can create friction for standardized panel systems. The Advisory Design Panel will need to be educated about the design requirements of panelized construction. Formalizing a briefing process for Panel members on the design logic of prefabricated systems, and establishing clear parameters for Panel feedback would meaningfully reduce this risk. Publishing plain-language guidance on the City's approach to approving projects with prefabricated components would further signal to the development and manufacturing sectors that Richmond is open for offsite construction business. Further, allowing phased building permits will support the manufacture and transportation of prefabricated components while site works occur.

Project Precedent: University of the Fraser Valley, Abbotsford BC









Construction of student housing at the University of the Fraser Valley. The project, designed by DIALOG and Group2 uses mass timber and light wood frame prefabricated panels. Image credit: University of the Fraser Valley IPD Team

5. Conclusion

British Columbia's housing crisis will not be solved by any single policy change, construction method, or level of government acting alone. But it can be meaningfully addressed by coordinated action across policy, and regulatory systems, transformed to respond to new modernized construction methods and materials that enable the full range of tools available for offsite construction.

This report set out to answer a practical question: what can individual municipalities do to become ready for DASH projects and for offsite construction? The three case studies examined here, the District of North Vancouver, the City of Port Moody, and the City of Richmond, offer a collective answer that is both specific and widely applicable.

Across all three jurisdictions, the analysis points to a consistent pattern. Barriers to offsite construction arise from long established regulations, processes, and systems that were designed for a different era of housing delivery: systems built around site-by-site negotiation, discretionary design review, and sequential permitting processes that assume construction begins on site. Panelized construction, which requires design certainty early, factory production on a fixed schedule, and phased site activity, does not fit neatly into that model. The result is friction at multiple stages, from zoning to development permit to building permit, that erodes the schedule and cost advantages offsite construction is meant to deliver.

The good news is that this friction can be eliminated. The recommendations in this report are organized as a phased action framework, beginning with actions senior staff can take today without bylaw changes or council approvals, and building toward the structural regulatory transformation that will deliver results. No single action is sufficient on its own, but each one removes a specific barrier and sends a signal to the development and manufacturing sectors that the municipality has prepared for modern construction methods.

Across the planning and approvals system, several themes recur. Pre-zoning and standardized zoning district schedules create predictability. Objective design standards lay the groundwork for digital permitting. Familiarity with CSA A277 certification, and the formal acceptance of factory certification in lieu of inspections of the factory, are foundational to building approval procedures that can process offsite projects efficiently. And phased building permits, allowing site preparation to proceed while components are manufactured and transported, unlock the schedule benefits that make offsite construction cost-competitive.

Richmond's experience is instructive in this regard. A municipality with an OCP that explicitly names offsite construction, a proactive staff work program to identify and make necessary changes, and Building Officials open to adopting change demonstrates that operational readiness and policy ambition can move together.

DASH represents a genuine opportunity. Its demonstration projects in the District of North Vancouver, the City of Port Moody, and the City of Richmond are opportunities to pilot a new form of housing construction. The lessons generated through those pilots, when shared, can inform the next wave of municipalities preparing to receive similar projects.

Whether that potential is realized will depend on what happens next. Municipalities that act on the immediate and short-term recommendations in this report will be better positioned to embrace DASH projects. Those that pursue the longer-term structural changes will be positioned to support offsite construction not as an exception, but as a routine and competitive pathway for housing delivery. And if the Province and BC Housing take up the amplifying actions identified throughout, the cumulative effect could shift the regional regulatory environment in ways that no single municipality could achieve alone.

The distance from today's approvals environment to a future of standardized, digitally-enabled, offsite-ready housing delivery is real. But it is a distance that can be covered in stages, with each step delivering value independently. This report is an invitation to take the first step.

Weston Williamson + Partners | Getting to DASH

WW+P

www.westonwilliamson.com

Vancouver
Suite 300
7 East 6th Avenue
Vancouver, British Columbia, CA
V5T 1J3
T: +1 604 558 6956

Toronto
1100 Adelaide Street East
Toronto, Ontario, CA
M5C 1K9
T: +1 416 562 2269

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Olivia Halper, Senior Planner, Regional Planning and Housing Services

Date: September 4, 2026 Meeting Date: October 8, 2026

Subject: **Metro Vancouver 2025 Industrial Lands Inventory**

RECOMMENDATION

THAT the MVRD Board:

a) receive for information the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory";
b) request that the Board Chair forward a copy of the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory" to member jurisdictions with an offer of a presentation to Council upon request;
c) request that the Board Chair forward a copy of the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory" to the Provincial Minister of Jobs and Economic Growth; and
d) direct staff to forward a copy of the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory" to the Port of Vancouver, TransLink, the Urban Development Institute, NAIOP, Vancouver Airport Authority, and Squamish Lillooet and Fraser Valley Regional Districts.

EXECUTIVE SUMMARY

The 2025 Metro Vancouver Industrial Lands Inventory has been compiled and identifies approximately 12,000 hectares of industrial land across the region. Updated every five years, the Inventory tracks the region's industrial land supply and provides data to support planning, policy development, and business investment decisions aimed at protecting and enhancing industrial capacity.

Key findings include:

- Industrial lands remain a critical regional asset, supporting jobs, businesses, and international trade.
- Most industrial lands are protected for long-term industrial use, and there has been a modest increase of 2% in industrial land area since 2020.
- Industrial uses continue to face pressure and displacement due to:
    - The removal of developed industrial parcels from the Inventory.
    - The continued presence of retail and commercial uses on lands intended for industrial activities.
- Industrial lands are increasingly shifting away from Urban Centres, where they provide accessible jobs and city-servicing uses to locations farther from major population centres and less accessible by transit, potentially increasing transportation costs and greenhouse gas emissions associated with worker and goods movement.

PURPOSE

To share the results of the Metro Vancouver 2025 Industrial Lands Inventory with the Regional Planning Committee and MVRD Board.

BACKGROUND

Metro 2050 Policy 2.2.1 and the *Regional Industrial Lands Strategy* identify a key action for Metro Vancouver to monitor the supply and utilization of industrial land to support efforts to protect the region's limited supply. Monitoring the change in the region's Industrial and Employment designated land areas that are developed and vacant is also a *Metro 2050* Performance Monitoring measure. To support these objectives, as well as provide key data for member jurisdictions, industry, academia, and other audiences, Metro Vancouver has prepared an Industrial Lands Inventory ('Inventory') every five years since 2005. This report presents the latest data, with a timestamp of July 1, 2025. Following a process to compile and analyze data and engage with all member jurisdictions, the Inventory is now completed and ready to be shared.

ABOUT THE INVENTORY

Purpose

The Inventory provides a comprehensive picture of the region's industrial lands, including their size and location, what they are used for, who owns them, how they are protected by policy, and changes since the previous Inventory (2020).

The Inventory is intended to inform regional and municipal planning work to protect and encourage efficient use of industrial lands, as well as work by agencies and the private sector, such as:

- Land use plans and policies;
- Zoning bylaw updates;
- Economic strategies and employment projections; and
- Investments in infrastructure and development of Industrial lands.

Scope

The Inventory includes all lands that were locally designated industrial (in Official Community Plans, area plans, or equivalent), plus lands that were locally zoned industrial and in industrial, retail or commercial use, as of July 1, 2025. Industrial lands meeting this definition are found across 16 of the region's 23 member jurisdictions.

The Inventory includes parcel-level information on land use, site size, ownership, tenure, zoning, and local and regional land use designations, compiled through engagement with member jurisdictions and a range of data sources.

While the Inventory provides important information on the supply, distribution and key characteristics of industrial lands, additional analysis would be needed to assess whether the current supply is sufficient to accommodate projected demand, as well as the timing, feasibility, and constraints associated with bringing individual sites into industrial use.

How to access the Inventory

The Inventory report (**Attachment 1**) summarizes key data and trends in the region's Industrial lands with jurisdiction-level data tables and maps presented in Appendices. A public-facing Executive Summary is also provided (**Attachment 2**).

The full Inventory dataset is available as a public interactive map (Reference 1, QR code) and on Metro Vancouver's Open Data Portal, where users can create maps online or download the data for use in GIS (Reference 2).

View the interactive map

FINDINGS

Industrial lands in 2025

- **Total industrial lands:** As of July 1, 2025, there were ~12,000 hectares of lands in the Inventory. More than half of lands were in Surrey, Delta, and Richmond.
- **Industrial land uses:** 9,000 hectares (77%) of Inventory lands were in industrial use. Major functions include warehousing and distribution, manufacturing, the Port, and utilities.
- **Vacant lands:** 2,000 hectares (17%) of Inventory lands were vacant or had other uses that could potentially convert to industrial use in future, such as residential or resource extraction. Vacant lands are mostly in the southern and eastern parts of the region, and include some newly designated Industrial lands intended for future industrial development.
- **Other land uses:** 720 hectares (6%) of Inventory lands were in retail or commercial use. These uses are unlikely to convert to industrial uses, and put pressure on limited Industrial lands.
- **Protection through land use designations:** Most lands in the Inventory were intended for long-term industrial use, with 87% regionally designated Industrial or Employment, and 97% locally designated industrial. The rate of local industrial designation drops to 79% for lands in Urban Centres (which make up 5% of total Inventory).

Change since 2020

- **Modest net increase and sub-regional variation:** The industrial land base grew slightly between 2020 and 2025, by 195 hectares (2%) - equivalent to around 20 large warehouse sites. Some jurisdictions, such as Surrey, Maple Ridge and Delta, saw net increases in Industrial lands. Other jurisdictions, including Burnaby and Vancouver, saw net decreases.
- **Newly added parcels for long-term capacity**: New parcels totaling 238 ha were added to the Inventory. These lands were largely vacant (40%) or in residential use (40%) and were added to the Inventory because they were locally designated industrial, supporting the region's long-term industrial capacity.
- **Loss of developed industrial parcels**: Parcels totaling 83 ha were removed from the Inventory, mostly due to local policy changes. 65% of removed parcel lands had an industrial land use classification in 2020. Removed lands were proportionally more likely to be in the region's Urban Centres.
- **Industrial development in the past five years:** Net absorption (lands going from vacant to developed) was 379 ha. Around half of lands were developed for Distribution/Warehouse use. Combined with other Inventory changes since 2020, this increased the amount of developed industrial land by 3% and reduced the supply of vacant or potentially developable industrial land by 4%.

Key takeaways

- **Metro Vancouver's industrial land base expanded slightly and remains largely protected for long-term industrial use.** Newly added lands may provide opportunities to accommodate future industrial growth, including trade-oriented and logistics uses. Continuing to protect and expand industrial capacity is essential to meet the needs of a growing region.
- **Industrial uses are facing pressure and displacement**, as evidenced by the removal of developed industrial parcels from the Inventory, and the continued presence of retail and commercial uses on lands intended for industrial use.
- **Industrial lands are shifting away from Urban Centres**. Lands removed from the Inventory were more likely to be located in Urban Centres with strong transportation and transit accessibility, while some newly added lands are in less accessible locations. Industrial lands in Urban Centres play an important role in enabling access to diverse jobs and services for residents and to a large labour pool

and customers for businesses. Loss of these lands could increase distances, costs, and greenhouse gas emissions associated with commuting and goods movement.

NEXT STEPS

Metro Vancouver will use the Inventory in its ongoing work to protect the supply and enhance the efficient use of industrial land, and support member jurisdictions with data and resources to support local policy development. This includes policy reviews, identification of future research or implementation guidance needs, advocacy, and engagement with member jurisdictions, partners and other agencies and stakeholders.

ALTERNATIVES

1. THAT the MVRD Board:
   a) receive for information the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory"; and
   b) request that the Board Chair forward a copy of the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory" to member jurisdictions with an offer of a presentation to Council upon request; and
   c) request that the Board Chair forward a copy of the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory" to the Provincial Minister of Jobs and Economic Growth.
   d) direct staff to forward a copy of the report dated September 4, 2026, titled "Metro Vancouver 2025 Industrial Lands Inventory" to the Port of Vancouver, TransLink, the Urban Development Institute, NAIOP, Vancouver Airport Authority, and Squamish Lillooet and Fraser Valley Regional Districts.

2. THAT the Regional Planning Committee receive for information the report dated September 4, 2026, titled "Metro Vancouver 2025 Regional Industrial Lands Inventory".

FINANCIAL IMPLICATIONS

The project was delivered as part of Regional Planning's 2025-2026 Board-approved Regional Planning budget and work program. The project was completed through a combination of in-house staff and consulting support for a total of $25,000 in consulting fees. The process also focused on developing methodologies and processes to deliver future Inventories fully in-house.

OTHER IMPLICATIONS

The Metro Vancouver 2025 Industrial Lands Inventory was presented to the Regional Planning Advisory Committee (RPAC) for information and discussion on September 11, 2026. Members provided the following feedback:

- While the slight increase in industrial lands between 2020-2025 is a step in the right direction, it is essential to continue to protect and further expand the region's industrial land base.
- Industrial lands in Urban Centres play a critical role in providing local jobs and city-serving uses that are accessible by transit, and must be protected against displacement by residential or other uses.
- An additional challenge is the prevalence of commercial uses in industrial areas.
- A mix of industrial uses is required in the region, including more and less employment-dense uses.
- Members are interested in further work on industrial lands, including the changing nature of industrial and employment uses and how to direct, define, and measure industrial and employment growth in this context.

CONCLUSION

The Metro Vancouver 2025 Industrial Lands Inventory provides a comprehensive picture of the region's Industrial lands and changes since 2020. While the industrial land base expanded slightly and remains largely protected for long-term industrial use, industrial uses continue to face pressure and displacement. The Inventory also identifies a shift in Industrial lands away from Urban Centres, with potential impacts on travel distances, costs, and greenhouse gas emissions associated with industrial activities. It is recommended that staff distribute the report for information to member jurisdictions and other relevant stakeholders to support work to protect the supply and enhance the efficient use of industrial land.

ATTACHMENTS

1. Metro Vancouver 2025 Industrial Lands Inventory Summary Report and Appendices, September 2026.
2. Metro Vancouver 2025 Industrial Lands Inventory Executive Summary, September 2026.

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Metro Vancouver 2025 Industrial Lands Inventory: Summary Report

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Executive Summary

Metro Vancouver compiles an Industrial Lands Inventory ('Inventory') every five years to provide a comprehensive picture of the region's Industrial lands, including their size and location, what they are used for, who owns them, how they are protected by policy, and changes over time[1].

Metro Vancouver's Industrial lands are critical to providing jobs for residents, supporting the region's businesses, and enabling international trade. Although they account for just 4% of the land base, Industrial lands host about 22% of Metro Vancouver's jobs, generate 30% of GDP, and contribute approximately $8 billion in tax revenues to various levels of government[2]. Meeting the needs of a growing regional economy and gateway for trade requires an adequate and growing supply of Industrial lands.

Industrial lands as of 2025

- **Total industrial lands:** As of July 1, 2025, there were ~12,000 ha (30,000 acres) of lands in the Inventory. This comprises all lands that were locally designated industrial, plus lands that were locally zoned industrial and developed for industrial, retail or commercial use. More than half of lands were in Surrey, Delta, and Richmond.
- **Land uses:** Industrial lands have a range of industrial and non-industrial land uses. 77% (9,277 ha) were in industrial use and 17% (2,028 ha) were vacant or had uses that could potentially convert to industrial in future. 6% (763 ha) were in retail or commercial use, which are unlikely to convert to industrial, and put pressure on Industrial lands.
- **Major industrial uses:** The largest land use category, making up 40% of land, was Building-Intensive Industrial, which comprises General Industrial, Mixed Industrial/Commercial, Manufacturing/Production, and Distribution/Warehouse uses. This was followed by Large-Scale Infrastructure/Transportation (27% of land), reflecting the significance of the Port and Airport.

Change since 2020

- **Net increase and sub-regional variation:** There was a 2% net increase (195 ha) in industrial Inventory lands since 2020 (similar to the 250 ha increase in 2015-2020). This land area is equivalent to around 20 large warehouse sites. Some jurisdictions, such as Surrey, Maple Ridge and Delta, saw net increases in Industrial lands. Other jurisdictions, including Burnaby and Vancouver, saw net decreases.
- **Newly added parcels for long-term capacity:** New parcels totalling 238 ha were added to the Inventory. These lands were largely vacant (40%) or in residential use (40%) and were added to the Inventory because they were locally designated industrial, supporting the region's long-term industrial capacity. The Inventory does not assess the timeline or any constraints associated with these lands being developed for industrial uses.
- **Loss of developed industrial parcels:** Parcels totalling 83 ha were removed from the Inventory, mostly due to local policy changes. 65% of removed parcel lands had an industrial land use

[1] Due to changes in methodology in 2020 onwards, comparison over time focuses on change over the last five years.
[2] Source: Economic Impact of Industrial Lands in Metro Vancouver, InterVISTAS, 2024.
https://metrovancouver.org/services/regional-planning/Documents/economic-impact-of-industrial-lands-in-metro-vancouver.pdf

classification in 2020. Removed lands were proportionally more likely to be in the region's Urban Centres.

- **Industrial development in the past five years:** Net absorption (lands going from vacant to developed) was 379 ha. Around half of lands were developed for Distribution/Warehouse use. Key areas where lands were absorbed were in Surrey (Campbell Heights), Burnaby (Big Bend), and Pitt Meadows. Together, absorption and changes to lands in the Inventory increased Developed Inventory lands by 3% and reduced Inventory lands that were vacant or had uses that could potentially convert to industrial by 4% since 2020.

Looking forward

- **Protection through Land Use Designations:**
    - Most lands in the Inventory were intended for long-term industrial use, with 87% regionally designated Industrial or Employment, and 97% locally designated industrial.
    - 3% of lands were locally zoned but not designated industrial, indicating that industrial uses are expected to be replaced with non-industrial uses in the long-term.
- **Pressure on Urban Industrial Lands:** The rate of local industrial designation drops to 79% for lands in Urban Centres (5% of the total Inventory). These lands, which play an important role in the regional economy, may face greater pressure to redevelop to housing or higher density employment uses.
- **Future potential for industrial development:** Lands that are vacant or have other uses that could convert to Industrial lands in future were mostly located in the southern and eastern parts of the region, with varying proximity to major transportation infrastructure. 60% were completely vacant, 14% were in residential use, 10% were being used for resource extraction, and 8% for agriculture. The potential for redevelopment to industrial uses depends largely on site-specific factors that are outside of the scope of the Inventory.

Conclusions

Overall, Metro Vancouver's industrial land base increased between 2020 and 2025 and remains largely protected for long-term industrial use. In the short- to medium-term, there could be displacement of industrial activities located on lands that were removed from the Inventory, whereas most added lands were vacant or in residential use and intended for future industrial development.

The Inventory suggests a potential shift in the geographic distribution of industrial lands away from highly accessible Urban Centres and towards areas with varying accessibility, with potential impacts on costs and greenhouse gas emissions associated with commuting and goods movement.

Most lands with potential for future industrial development are in the southern and eastern parts of the region and may provide opportunities to accommodate future industrial growth, including trade-oriented and logistics uses.

While the Inventory provides important information on the supply and distribution of industrial lands, additional analysis would be needed to assess whether the current supply is sufficient to accommodate projected employment growth and evolving industrial space needs through 2051, and the timing, feasibility, and constraints associated with bringing new lands into industrial use.

1 Introduction

1.1 Overview and Objectives

The Metro Vancouver 2025 Industrial Lands Inventory ('Inventory') provides a comprehensive picture of the region's Industrial lands, including their size and location, what they are used for, who owns them, how they are protected by policy, and changes since the 2020 Inventory.

The Inventory is intended to inform regional and local planning work, as well as work by agencies and the private sector, such as:

- Development of land use plans and policies, including those protecting and encouraging the development and intensification of Industrial lands;
- Updates to local zoning bylaws;
- Development of economic strategies and employment projections;
- Investments in infrastructure and development of Industrial lands.

1.2 Context

The Inventory is an important part of Metro Vancouver's ongoing work to protect and promote appropriate use of the region's limited industrial and employment lands, guided by the regional growth strategy, *Metro 2050*, Strategy 2.2 and the Regional Industrial Lands Strategy.

The region's Industrial lands are critical to supporting a diverse, resilient economy – providing jobs for residents and supporting businesses, while limiting the costs and environmental impacts that arise from commuting and transportation of goods over longer distances. While accounting for just 4% of land area, Industrial lands host 22% of jobs in Metro Vancouver, and jobs on Industrial lands pay 14% higher on average than other jobs[3]. The availability of Industrial lands is also key to international trade through the Port of Vancouver, Canada's busiest port, and Vancouver International Airport. Meeting the needs of a growing regional economy and gateway for trade requires an adequate supply of Industrial lands.

1.3 How to use this report

This report summarizes key data and trends in the region's Industrial lands. The body report presents key findings for the region as a whole and broken down into sub-regions. Jurisdictional data tables and additional maps can be found in the Appendix.

The full dataset can be explored spatially online and downloaded for use in GIS via Metro Vancouver's Open Data Portal.

[3] Source: Economic Impact of Industrial Lands in Metro Vancouver, InterVISTAS, 2024. https://metrovancouver.org/services/regional-planning/Documents/economic-impact-of-industrial-lands-in-metro-vancouver.pdf

2 Scope and Definitions

2.1 Lands Included in the Inventory

The Inventory has an effective date of July 1, 2025 and includes **all lands that were locally designated industrial in Official Community Plans (OCPs), area plans, or equivalent**. The Inventory also reviewed lands that were locally zoned industrial (or zoned as comprehensive development with industrial uses allowed[4]) but not designated industrial. Whether these lands are included in the Inventory depends on their land use:

- **Developed lands that were zoned industrial are included in the Inventory**. Developed lands are defined as those with industrial and quasi-industrial uses. They also include lands with some non-industrial uses that are building intensive and not likely to redevelop to industrial uses, such as stand-alone retail and office, education/training, and recreation. Lands with construction activity are also classified as Developed.
- **Other/Vacant lands that were zoned industrial are excluded, unless they were locally designated industrial** (and therefore likely to redevelop into industrial uses in future). Other/Vacant lands are defined as those that are totally vacant or have non-industrial uses such as agriculture, residential or resource extraction. It's important to note that vacant land is distinct from a vacant building; if an industrial site has been developed, but is currently vacant of tenants, it would be classified as Developed.

Table 1 summarizes the lands included in the Inventory. Refer to Section 2.3 for a complete list of land uses in the Developed and Other/Vacant groups.

Note that there may also be smaller-scale industrial activities occurring on lands not included in the Inventory - for example, an industrial business located on lands that are designated and zoned for commercial use.

Table 1: Lands Included in the Industrial Lands Inventory

Land Use and Zoning		Local Land Use Designation	
		Designated Industrial	Designated Non-Industrial
Developed lands	Zoned Industrial	**Included**	**Included**
	Zoned Non-Industrial	**Included**	**Not included**
Other/Vacant lands	Zoned Industrial	**Included**	**Not included**
	Zoned Non-Industrial	**Included**	**Not included**

[4] Mixed use parcels allowing residential uses were excluded from the Inventory.

2.2 Geographic Scope

The Inventory includes Industrial lands across 16 of Metro Vancouver's 23 member jurisdictions (the remainder were assessed and do not have Industrial lands as defined in this report[5]). The Inventory uses nine sub-regions to report results (Table 2).

Table 2: Geographic Sub-Regions and Member Jurisdictions with Industrial lands

Sub-Region	Jurisdictions with Industrial lands
Burnaby/New Westminster	City of Burnaby, City of New Westminster
Delta/Tsawwassen First Nation	City of Delta, Tsawwassen First Nation
Langleys	City of Langley, Township of Langley
North Shore	City of North Vancouver, District of North Vancouver
Northeast Sector	City of Port Moody, City of Coquitlam, City of Port Coquitlam
Ridge Meadows	City of Maple Ridge, City of Pitt Meadows
Richmond	City of Richmond (including Vancouver International Airport, YVR)
Surrey	City of Surrey
Vancouver	City of Vancouver

All airport and port lands were included within their respective local host jurisdiction. Known Industrial lands on First Nation Reserves were included within the adjacent jurisdiction.

2.3 Land Uses

The Inventory presents the actual use of lands (on July 1, 2025) by seven land use categories and 30 detailed land use classifications (summarized in Table 3, detailed in Appendix 1). The distinction between Developed and Other/Vacant lands is used for analysis, as well as determining whether lands are included in the Inventory (as described in Section 2.1).

[5] While Bowen Island has a small number of parcels that meet the definition of Industrial lands, the jurisdiction was not included in the Inventory due to the very small scale of Industrial lands and their more local, rather than regional, function.

Table 3: Inventory Land Uses

Group	Land Use Category	Detailed Land Use Classifications
DEVELOPED LANDS	Building-Intensive Industrial	1. General Industrial 2. Mixed Industrial/Commercial 3. Manufacturing/Production 4. Distribution/Warehouse
	Land-Intensive Industrial	5. Processing/Handling of Natural Resources 6. Outdoor Storage 7. Maintenance Yards/Operations Services
	Large-Scale Infrastructure/Transportation	8. Utilities 9. Oil Tank Farm 10. Rail Yards 11. YVR Airside/Groundside Developed 12. Airport Developed (excluding YVR) 13. Port Terminal Developed
	Transportation Operations/Parking	14. Transportation Operations 15. Parking
	Retail (non-industrial)	16. Retail (big box) 17. Retail (small or medium-scale) 18. Retail (vehicle dealerships)
	Commercial (non-industrial)	19. Office 20. Media Production 21. Banquet Hall/Assembly 22. Education/Training 23. Recreation
OTHER/VACANT LANDS	Other/Vacant	24. Agriculture 25. Residential 26. Resource Extraction 27. YVR Airside/Groundside Vacant 28. Airport Vacant (excluding YVR) 29. Port Terminal Vacant 30. Vacant Land

2.4 Other Site Data

In addition to land use, the Inventory includes information on site size, ownership, tenure, zoning, and land use designations, analysis of which is presented in this report.

2.5 Inventory Data Sources

The Inventory was developed through engagement with member jurisdiction planning staff, YVR and Port representatives, and industrial brokerages. It brings together information from a range of sources, including:

- Parcel Map BC
- BC Assessment Authority property information
- Business Licenses
- Local Zoning and OCP Designations and Metro Vancouver regional land use designations
- Orthophoto image
- Google Earth orthographic image

2.6 Notes for Users

It is important to note the following when reviewing the Inventory data:

- **Parcels:** The Inventory is created at the parcel level, and most Inventory sites represent individual parcels. Where multiple legal parcels are in the same ownership, land use and have the same zoning, they were combined into a single 'site' for analysis purposes. Also, in a few exceptional circumstances, legal parcels were split into two sites (e.g. sites with a split local designation).
- **Land uses:** Sites may include multiple or overlapping uses; classifications are based on the primary or predominant use of the site. Developed lands may be partially utilized and have additional development capacity.
- **Site areas:** All references to land areas are gross calculations – net developable areas will be smaller.
- **Intended use:** This Inventory and report should not be relied upon to make site specific planning or development decisions or investments. It does not comment on constraints or characteristics of sites (such as tenure, location, presence of environmental hazards, etc.) that may affect suitability for certain types of industrial development.

2.7 Limitations

While data has been cross-referenced across multiple sources, accuracy cannot be confirmed in all cases due to some remaining data gaps and data sources dating from different periods. Where there are multiple uses on a single site, conflicting data, or between different types of uses, classification is based on the professional judgement of staff.

The 2025 Inventory was developed to enable comparison with the 2020 Inventory. Changes in the interpretation of local policies limit the ability to compare with the earlier 2005, 2010, and 2015 Inventories.

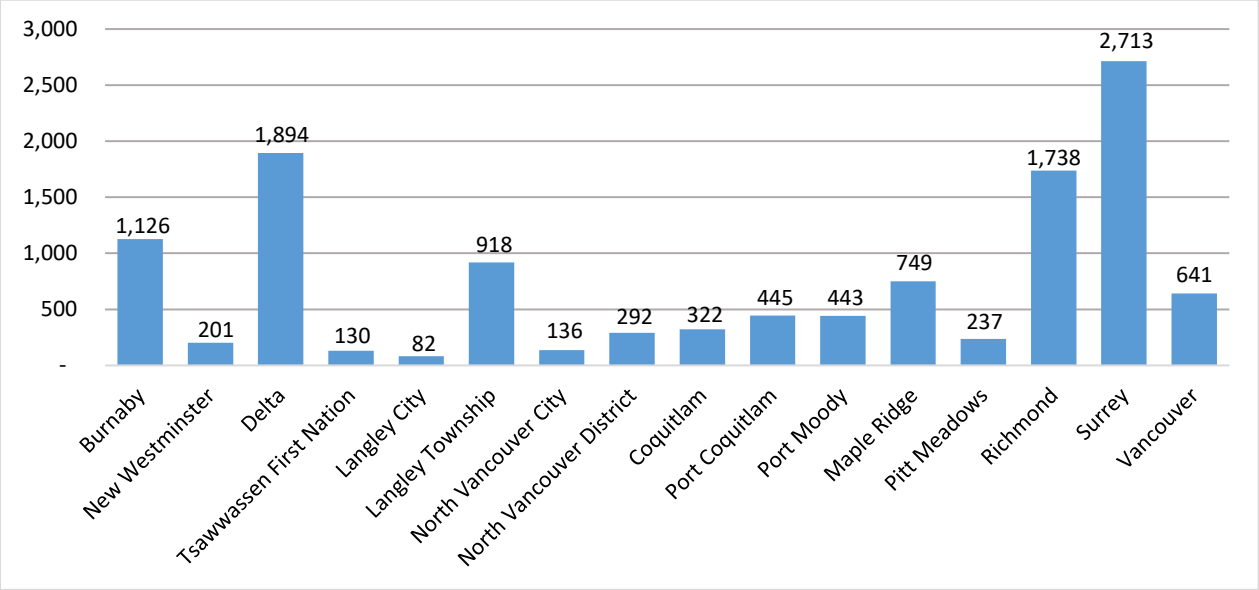
3 Industrial Lands in 2025

The total Inventory consists of 12,067 hectares (29,819 acres) of land. This section summarizes the Inventory and its characteristics, including geographic distribution across the region, land uses, ownership, tenure, and site sizes.

3.1 Geographic Distribution

More than half of the lands in the Inventory (54%) were located in the southern and eastern parts of the region: 22% in Surrey, 17% in Delta/Tsawwassen First Nation, and 14% in Richmond (Figure 1).

Figure 1: Inventory Land Area by Jurisdiction (Ha)



3.2 Land Uses

Of the 12,067 hectares of land in the Inventory, 77% (9,277 ha) of lands were in Industrial use. The largest land use category was Building Intensive Industrial (40% of total Inventory), followed by Large Scale Infrastructure/Transportation (27%) (Figure 2, Figure 4).

Considering detailed land use classifications, the major land uses in the region were:

- General Industrial – 14% of lands (1,702 ha)
- Distribution/Warehouse – 13% of lands (1,552 ha)
- Transportation Infrastructure – Port Terminal Developed – 9% of lands (1,132 ha).

Approximately 6% (763 ha) of Inventory lands were used for Retail and Commercial (3% each) rather than industrial activities, which puts further pressure on the limited industrial land base. Industrial areas with the highest proportions of Retail and Commercial land use include Grandview/Boundary in Vancouver (61% of lands in the industrial area), Burrard Slopes in Vancouver (58% of lands), and Cambie in Richmond (52% of lands).

17% (2,028 ha) of the Inventory was Other/Vacant – either totally vacant or with non-industrial uses that may convert to industrial uses in future. The characteristics of these lands are detailed further in Section 7.

The profile of industrial land uses varies by sub-region, as shown in

Figure 3 and detailed in the sub-regional profiles (Section 4).

Figure 2: Inventory by Land Use Category (Land Area, Ha)

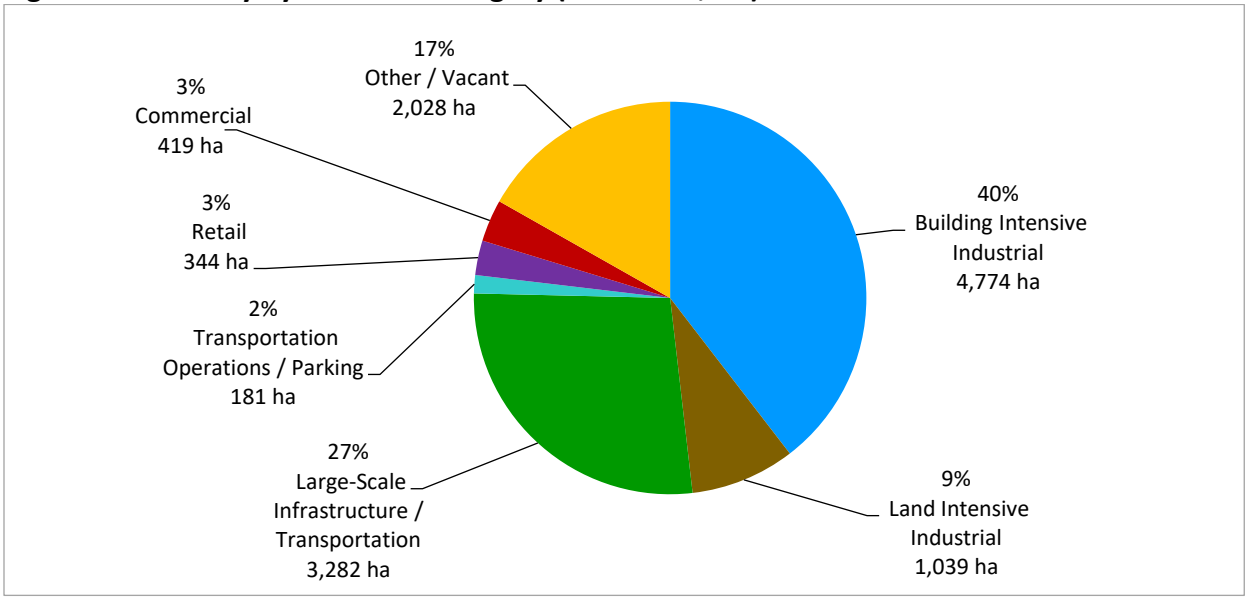


Figure 3: Land Use Categories by Sub-Region (Land Area, Ha)

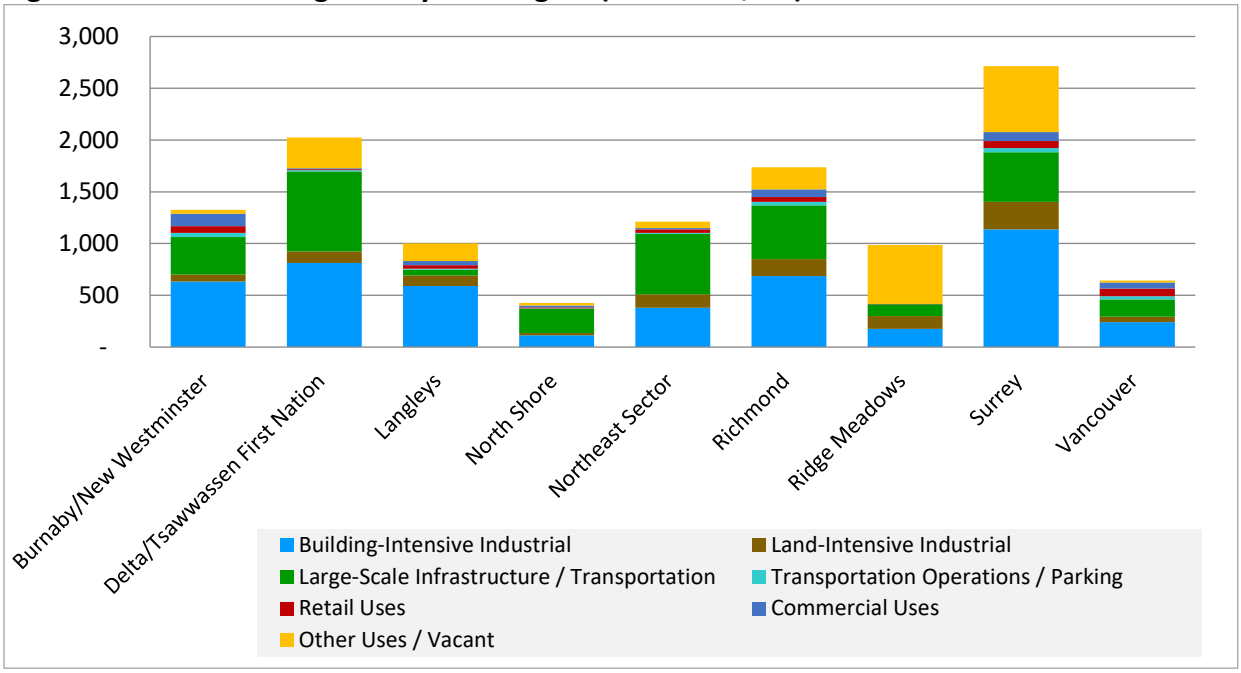
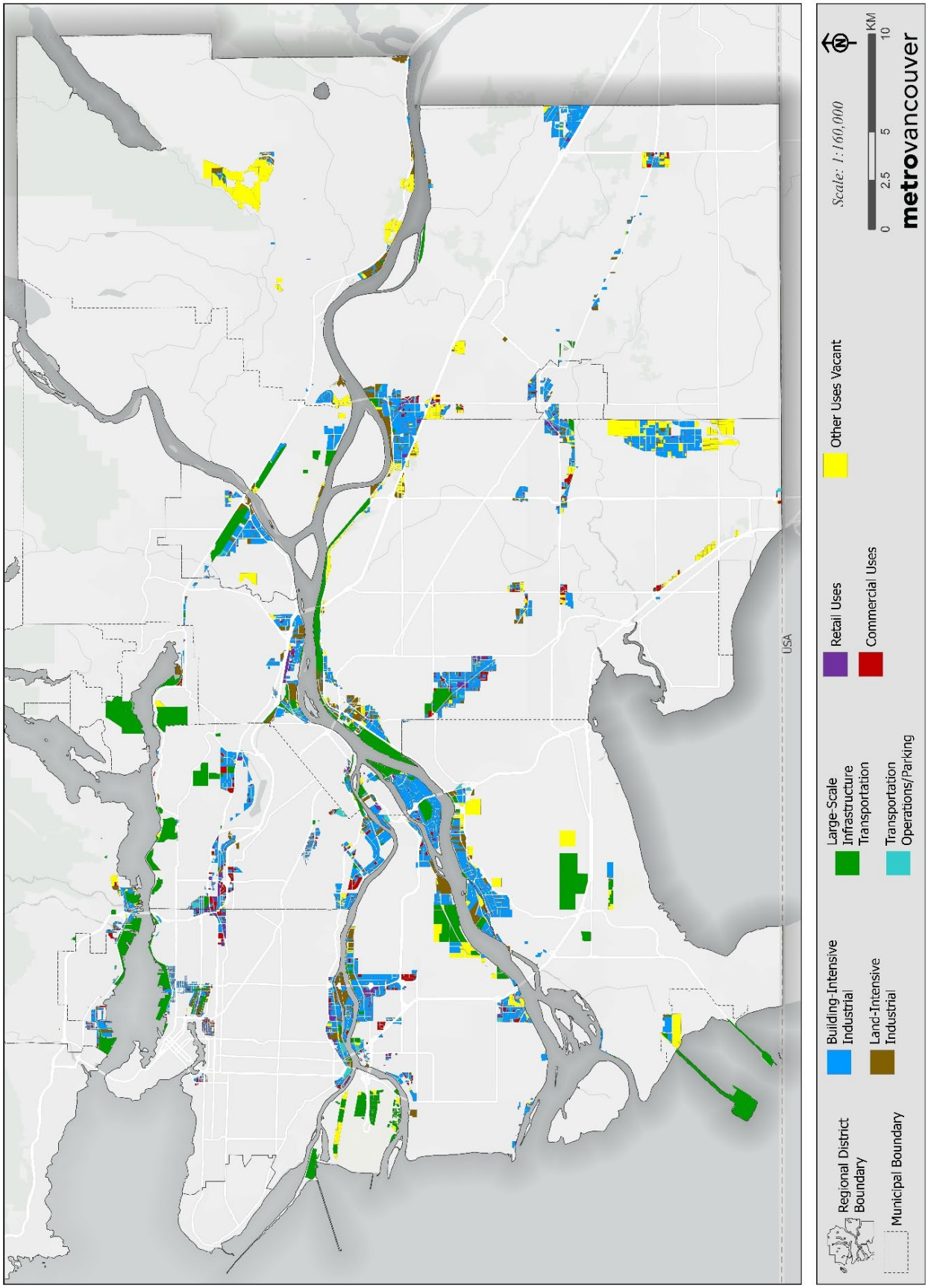


Figure 4: Map of Inventory by Land Use Category



3.3 Land Ownership

Around two-thirds (68%) of the lands in the Inventory were privately owned, with an additional 4% owned by railways. The balance of lands (28%) were owned by various levels of government (Figure 5).

Land ownership is linked to land use. Higher proportions of Large-Scale Infrastructure/Transportation lands (58%) and Transportation Operations/Parking lands (51%) were in federal or local government ownership. Notably, this includes federal government-owned port and airport lands. Over 90% of lands in Building-Intensive Industrial, Retail, and Commercial Uses were privately owned.

Accordingly, land ownership varies across the region (Figure 6). The sub-regions with the highest proportion of public lands were North Shore (55%), Richmond (42%), and Delta/Tsawwassen First Nation (38%), connected with the port and airport. By contrast, private (excluding railway) land ownership was highest in Langleys (94%) and Burnaby/New Westminster (86%).

Figure 5: Inventory by Ownership Type (Land Area, Ha)

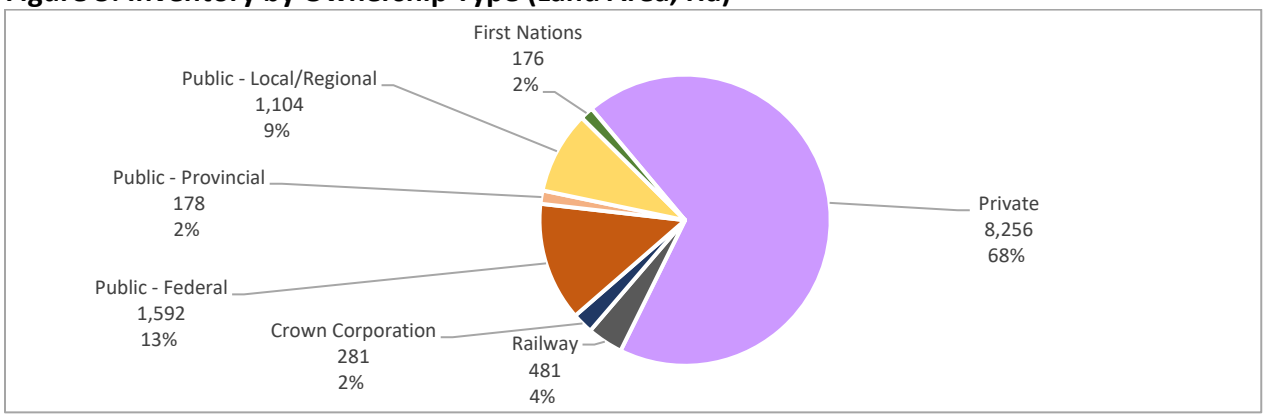
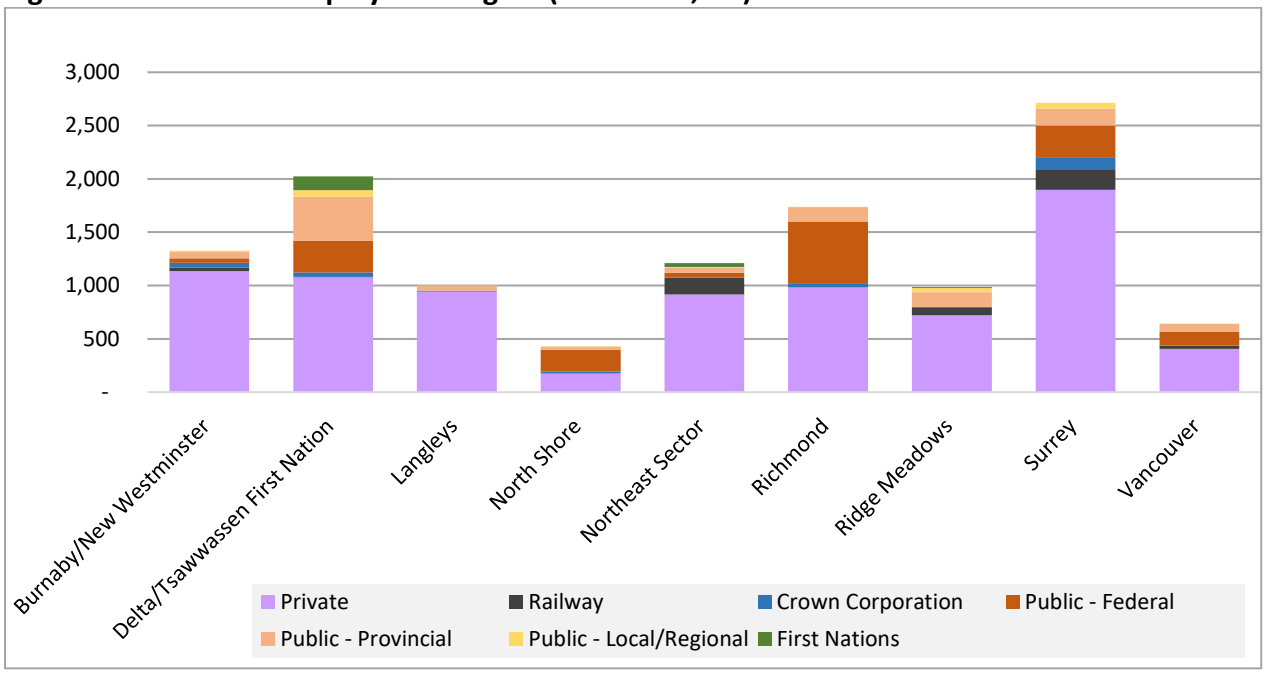


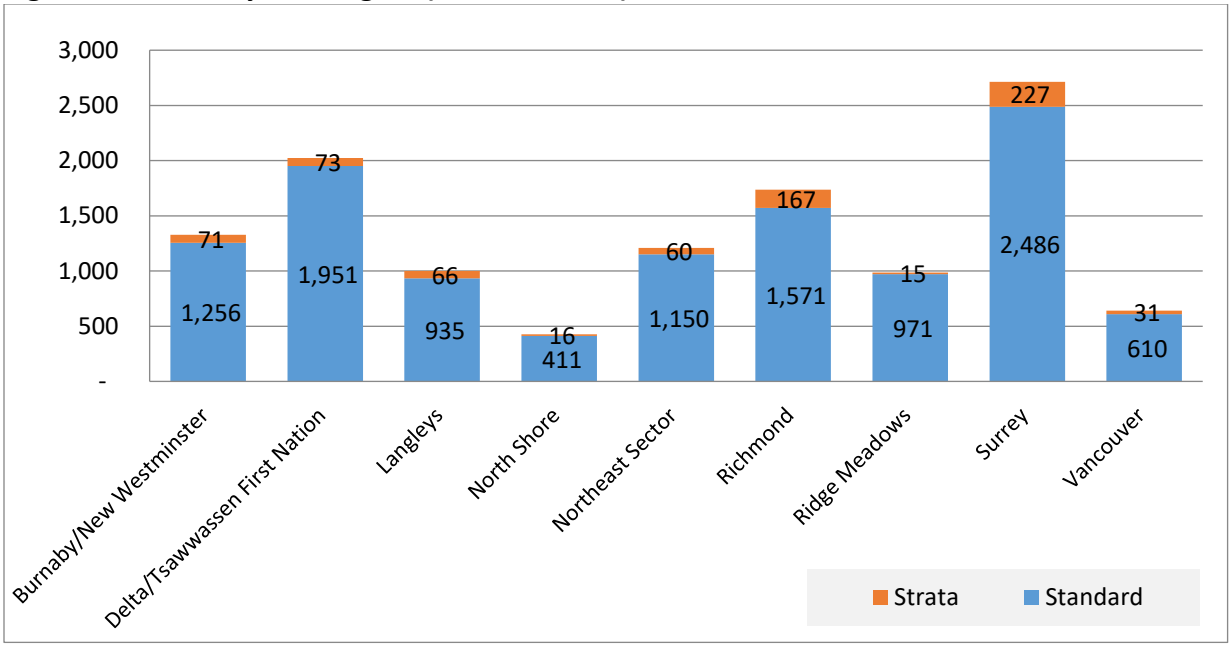
Figure 6: Land Ownership by Sub-Region (Land Area, Ha)



3.4 Tenure

Most Industrial lands (94%) were 'standard' tenure – either fee simple or leased. Strata tenure, which can constrain future redevelopment potential of sites, accounted for 6% (726 ha) of lands, most of which were in Building-Intensive Industrial uses. Sub-regions where strata lands made up a higher-than average share of Industrial lands were Richmond (10%), Surrey (8%), and Langleys (7%) (Figure 7).

Figure 7: Tenure by Sub-Region (Land Area, Ha)



3.5 Site Sizes

The size of industrial parcels is a key determinant of the types of uses they can accommodate. In some cases, abutting sites could be consolidated to create larger developable sites to accommodate larger industrial users.

The Inventory average parcel is 1.4 ha (3.5 acres), but there is a wide range of parcel sizes (Figure 8):

- 17% of lands were within small sites under 1 ha (total of 6,154 sites), which typically accommodate small-scale, local-serving urban industrial uses.
- 35% of lands were within medium sites of 1 – 4.9 ha (total of 2,099 sites), which can typically accommodate standard light industrial uses, such as distribution and flexible multi-tenant bays.
- 47% of lands were within large sites above 5 ha (total of 355 sites), which may be suitable for larger manufacturing, logistics, infrastructure and other uses.

Region-wide, Large-Scale Infrastructure/Transportation uses have the largest average size (7.6 ha), while Retail and Commercial (non-industrial uses) have the smallest average site size (< 1 ha).

Sites of different sizes are distributed across the region as follows:

- Around half of the small-site inventory is located in Surrey (25%), Burnaby/New West (14%), and Richmond (14%).
- Of the medium-site inventory, 27% is in Surrey, and Richmond, Burnaby/New West, Delta/Tsawwassen First Nation, and Langleys each have around 15% of lands.
- Of the large-site inventory, 22% of lands are within Delta/Tsawwassen First Nation and 18% are in Surrey. Northeast Sector, Richmond, and Ridge Meadows each had 13-14% of large-site lands. The largest industrial sites (over 20 ha) were concentrated in Delta/Tsawwassen First Nation (27%), Northeast Sector (20%), Surrey (14%), Ridge Meadows (13%), and Richmond (10%).

At the sub-regional level, the mix of parcel sizes varies (Figure 9), along with average parcel size, ranging from 0.4 ha in Vancouver to 3.2 ha in Ridge Meadows.

Figure 8: Inventory by Parcel Size

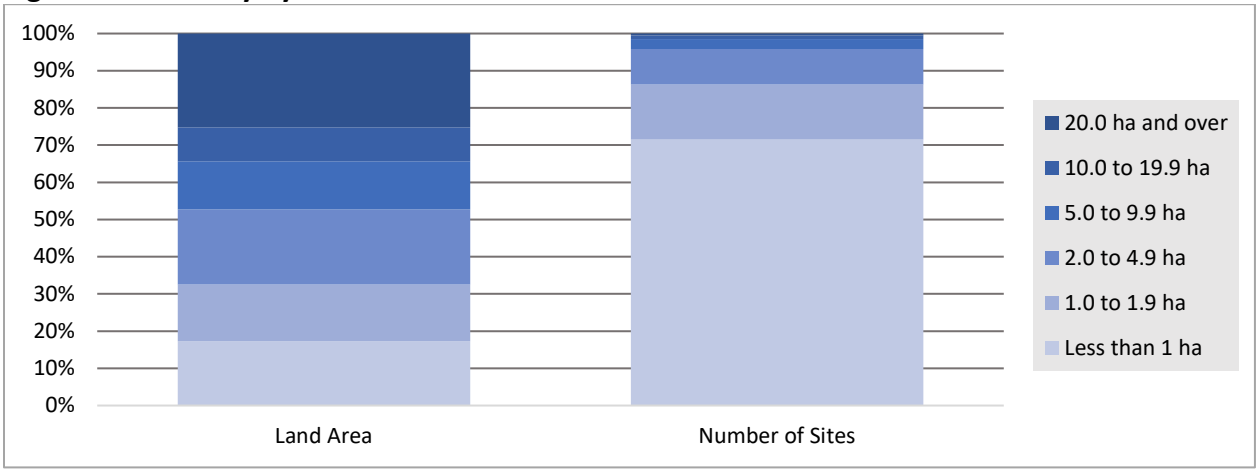
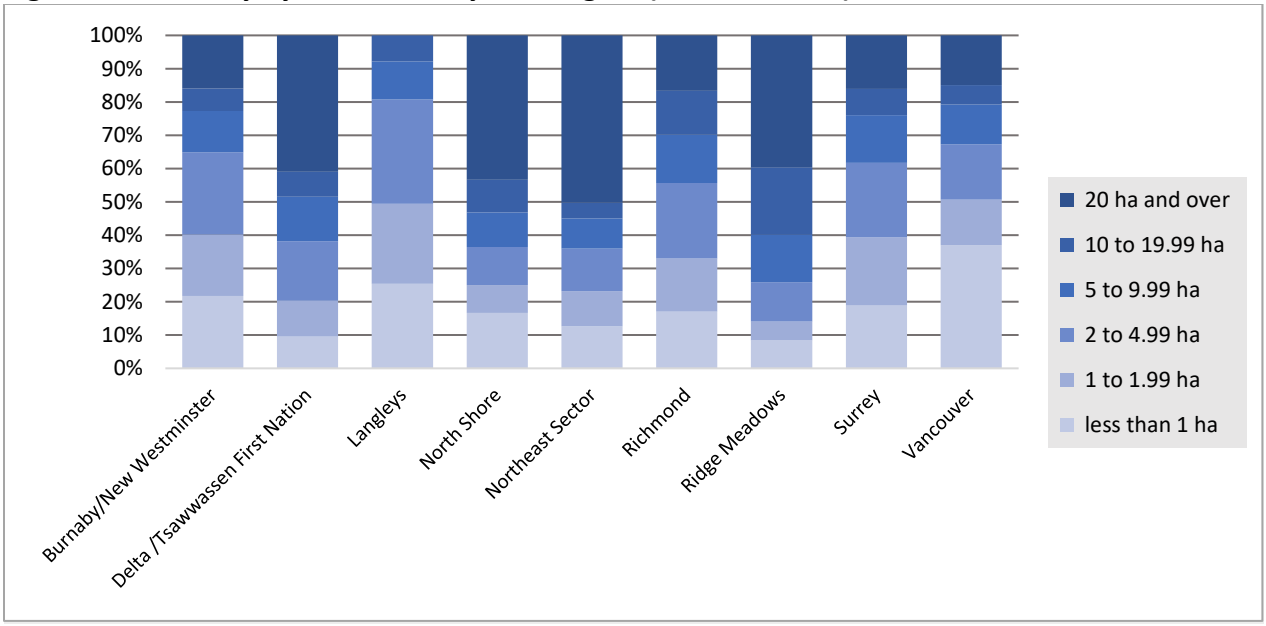


Figure 9: Inventory by Parcel Size by Sub-Region (Land Area, Ha)



4 Sub-Regional Profiles

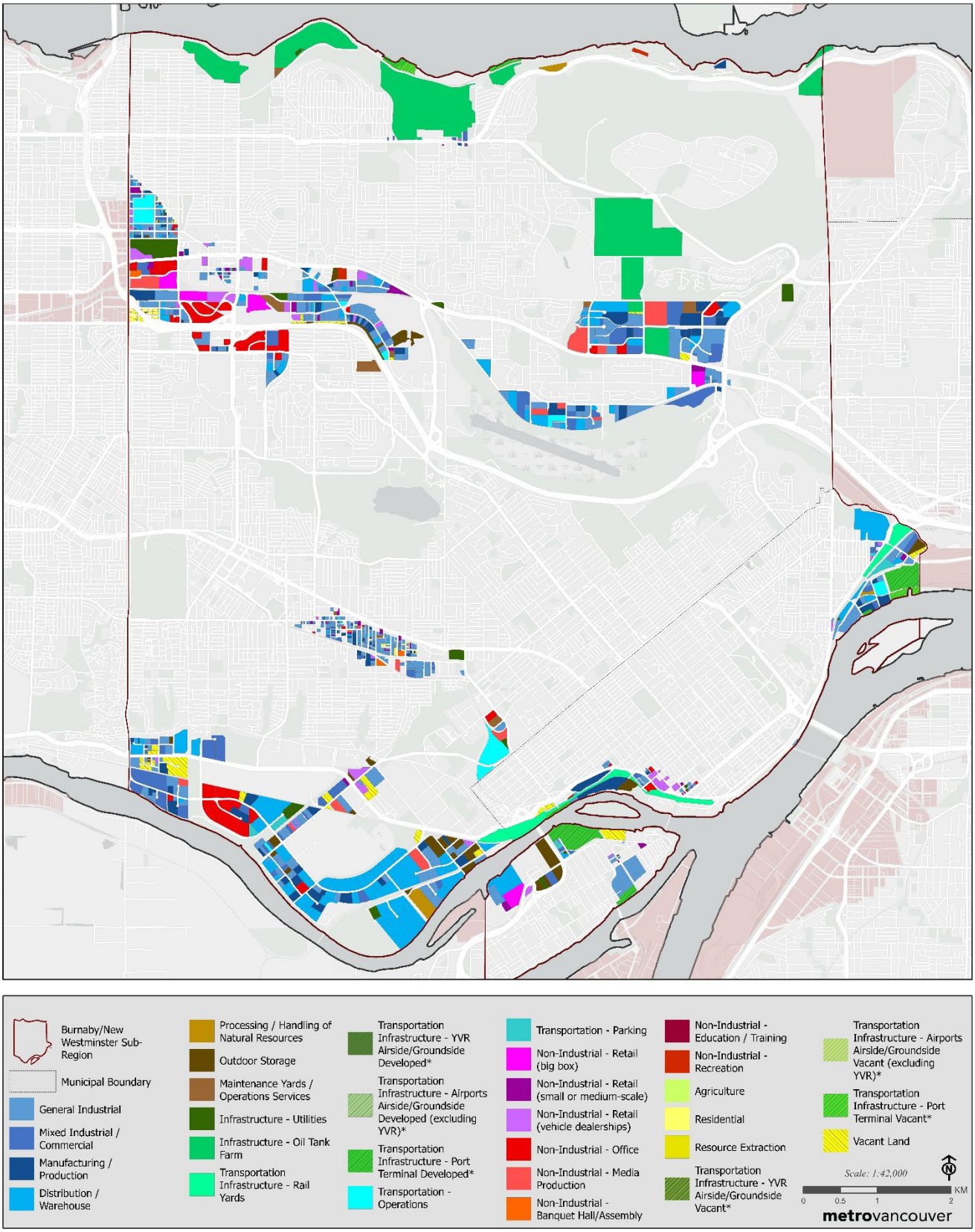
The following sections present summary information and land use maps for each sub-region. Jurisdiction-level data tables can be found in Appendix 3.

4.1 Burnaby/New Westminster

Total Inventory size	1,327 ha / 3,279 acres (11% of the regional Inventory)
Largest industrial areas	• Big Bend, Burnaby (338 ha / 835 acres) • Still Creek, Burnaby (249 ha / 616 acres) • Lake City, Burnaby (232 ha / 573 acres)
Land uses	• Top land use classifications (by land area): Oil Tank Farm (261 ha), General Industrial (229 ha), Distribution/Warehouse (207 ha) • This sub-region has the largest share of the region's Transportation Operations lands (25%) • Compared to the region as a whole, a small proportion of lands in the Other/Vacant category and a larger proportion in Commercial and Retail categories
Land ownership	86% private / 2% railway / 12% government
Land tenure	5% strata

Site sizes	• Average parcel size 1 ha (smaller than regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 22% under 1ha
	  ○ 43% 1-4.9 ha
	  ○ 35% 5 ha+

Figure 10: Map of Burnaby/New Westminster Sub-Region Inventory by Land Use Classification

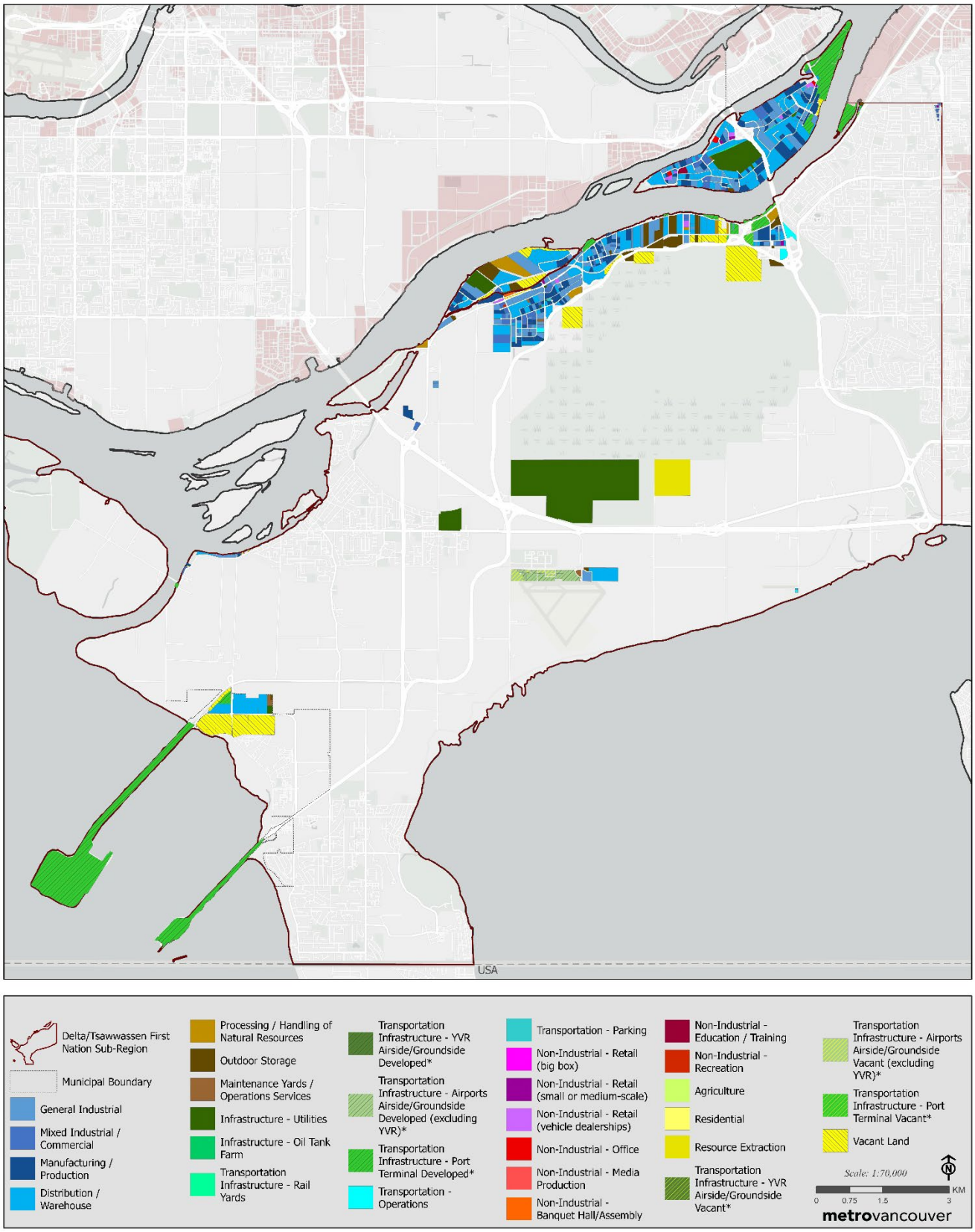


4.2 Delta/Tsawwassen First Nation

Total Inventory size	2,024 ha / 5,002 acres (17% of the regional Inventory)
Largest industrial areas	• Boundary Bay Airport (455 ha / 1,124 acres) • Annacis Island (451 ha / 1,114 acres) • Tilbury (447 ha / 1,105 acres) • Nordel (273 ha / 676 acres) • Deltaport (243 ha / 600 acres)
Land uses	• Top land use classifications (by land area): Infrastructure – Utilities (402 ha), Distribution/Warehouse (388 ha), Port Terminal Developed (Roberts Bank) (344 ha) • This sub-region has the largest shares of the region's Developed Port lands (30%), Distribution/Warehouse lands (25%), and Manufacturing/Production lands (20%) • Compared to the region as a whole, a higher proportion of lands in the Large-Scale Infrastructure/Transportation category, and lower proportion of Retail and Commercial
Land ownership	53% private / 47% governments
Land tenure	4% strata

Site sizes	• Average parcel size 2.8 ha (larger than regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 10% under 1ha
	  ○ 29% 1-4.9 ha
	  ○ 62% 5 ha+

Figure 11: Map of Delta/Tsawwassen Sub-Region Inventory by Land Use Classification

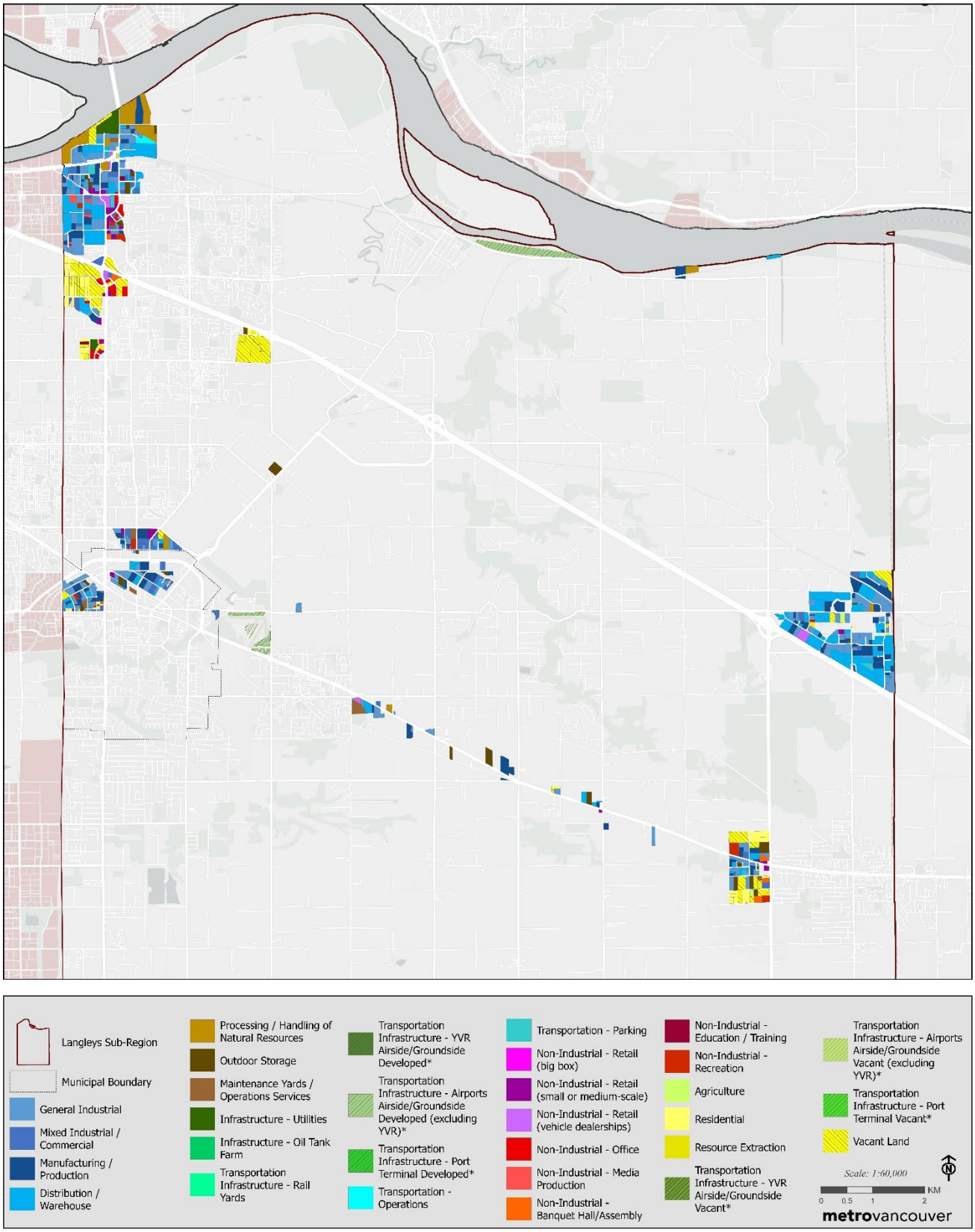


4.3 Langleys (Langley City, Langley Township)

Total Inventory size	1,000 ha / 2,472 acres (8% of the regional Inventory)
Largest industrial areas	• Port Kells, Langley Township (317 ha / 784 acres) • Gloucester, Langley Township (237 ha / 586 acres)
Land uses	• Top land use classifications (by land area): Distribution/Warehouse (212 ha), General Industrial (198 ha), Manufacturing/Production (133 ha) • The largest proportion of lands in the Building-Intensive Industrial category out of all sub-regions • Compared to the region as a whole, a smaller proportion of lands in the Large-Scale Infrastructure/Transportation category, and a larger proportion in the Commercial category
Land ownership	94% private / 6% governments
Land tenure	7% strata

Site sizes	• Average parcel size 1.2 ha (similar to regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 25% under 1ha
	  ○ 55% 1-4.9 ha
	  ○ 19% 5 ha+

Figure 12: Map of Langleys Sub-Region Inventory by Land Use Classification

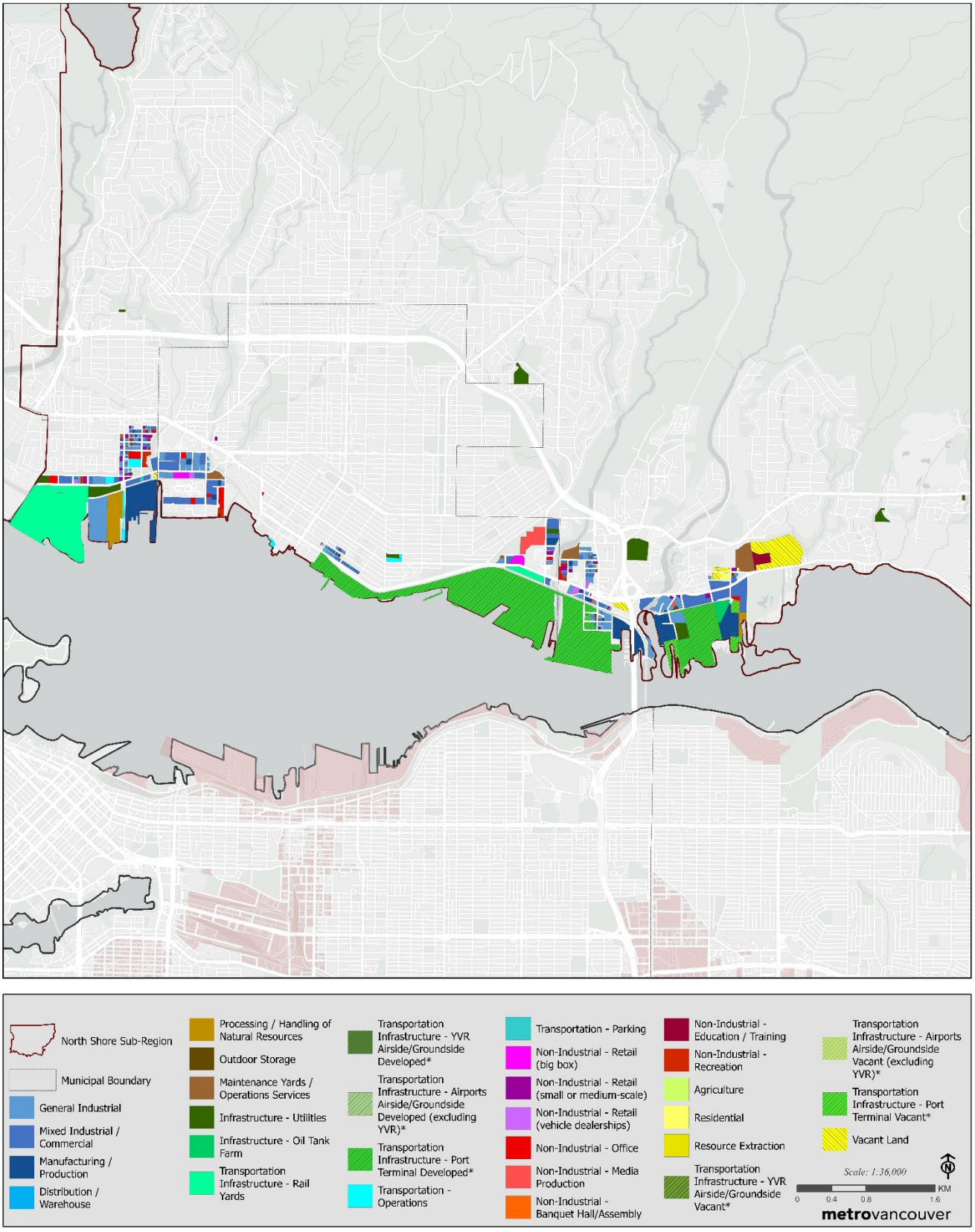


4.4 North Shore (North Vancouver City, North Vancouver District)

Total Inventory size	427 ha / 1,056 acres (4% of the regional Inventory)
Largest industrial areas	Port Terminals on the Burrard Inlet
Land uses	• Top land use classifications (by land area): Port Terminal Developed (155 ha), Rail Yards (56 ha), Mixed Industrial/Commercial (40 ha) • Compared to other sub-regions, the largest proportion of lands in the Large-Scale Infrastructure/Transportation category • Compared to the region as a whole, a lower proportion of lands in the Building-Intensive Industrial and Other/Vacant Lands categories
Land ownership	41% private / 1% railway / 59% governments
Land tenure	4% strata

Site sizes	• Average parcel size 1 ha (smaller than regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 17% under 1ha
	  ○ 20% 1-4.9 ha
	  ○ 64% 5ha+

Figure 13: Map of North Shore Sub-Region Inventory by Land Use Classification

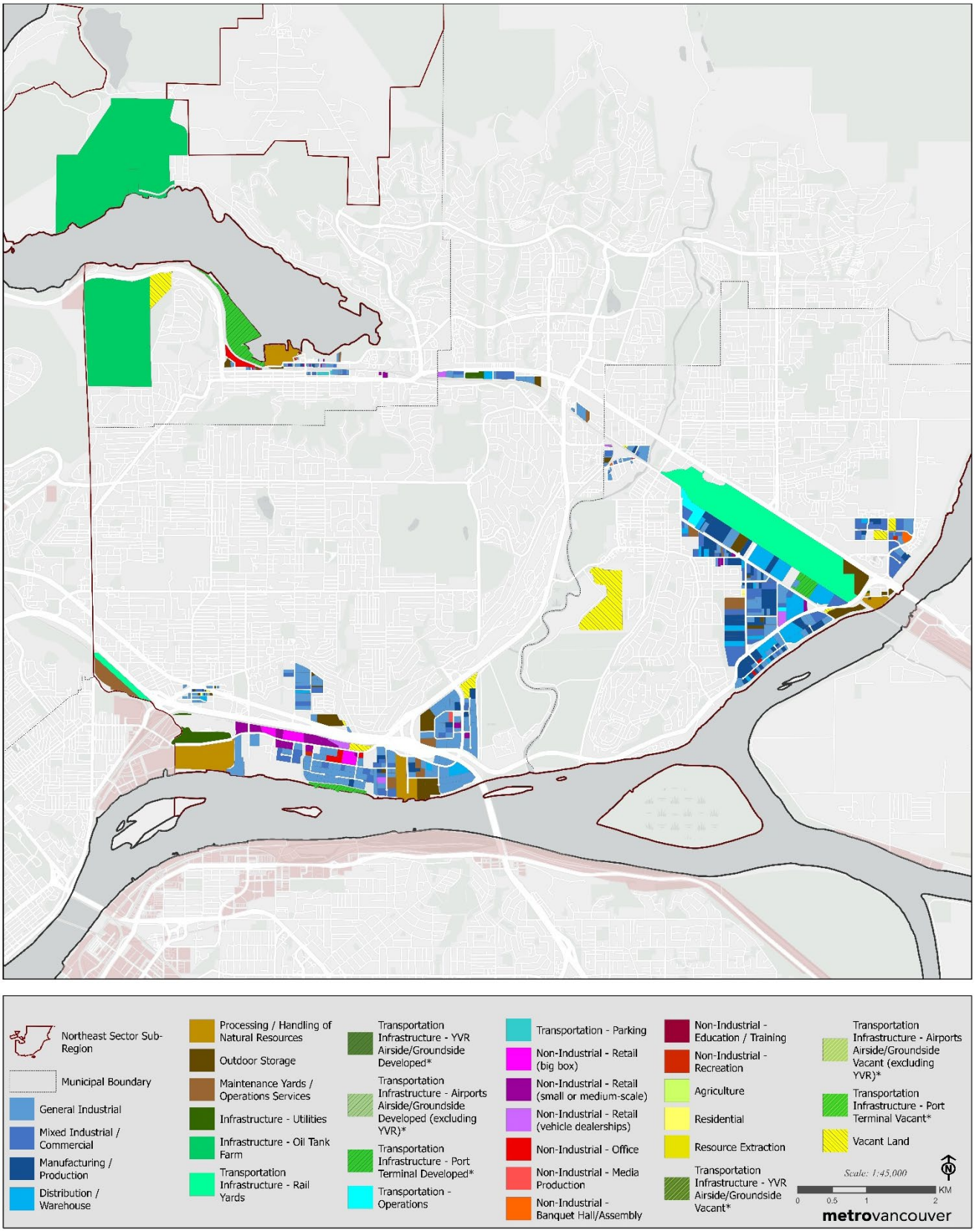


4.5 Northeast Sector (Coquitlam, Port Coquitlam, Port Moody)

Total Inventory size	1,210 ha / 2,990 acres (10% of the regional Inventory)
Largest industrial areas	• Mary Hill, Port Coquitlam (396 ha / 979 acres) • Pacific Reach/Cape Horn, Coquitlam (305 ha / 754 acres) • Ioco, Port Moody (230 ha / 569 acres) • St John's/Barnett Highway, Port Moody (212 ha / 525 acres)
Land uses	• Top land use classifications (by land area): Oil Tank Farm (376 ha), General Industrial (176 ha), Rail Yards (150 ha) • Compared to the region as a whole, a higher proportion of lands in the Large-Scale Infrastructure/Transportation and Land-Intensive Industrial categories, and a low proportion of Other/Vacant lands
Land ownership	76% private / 13% railway / 11% governments
Land tenure	5% strata

Site sizes	• Average parcel size 2.1 ha (larger than regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 13% under 1ha
	  ○ 23% 1-4.9 ha
	  ○ 64% 5 ha+

Figure 14: Map of Northeast Sector Sub-Region Inventory by Land Use Classification



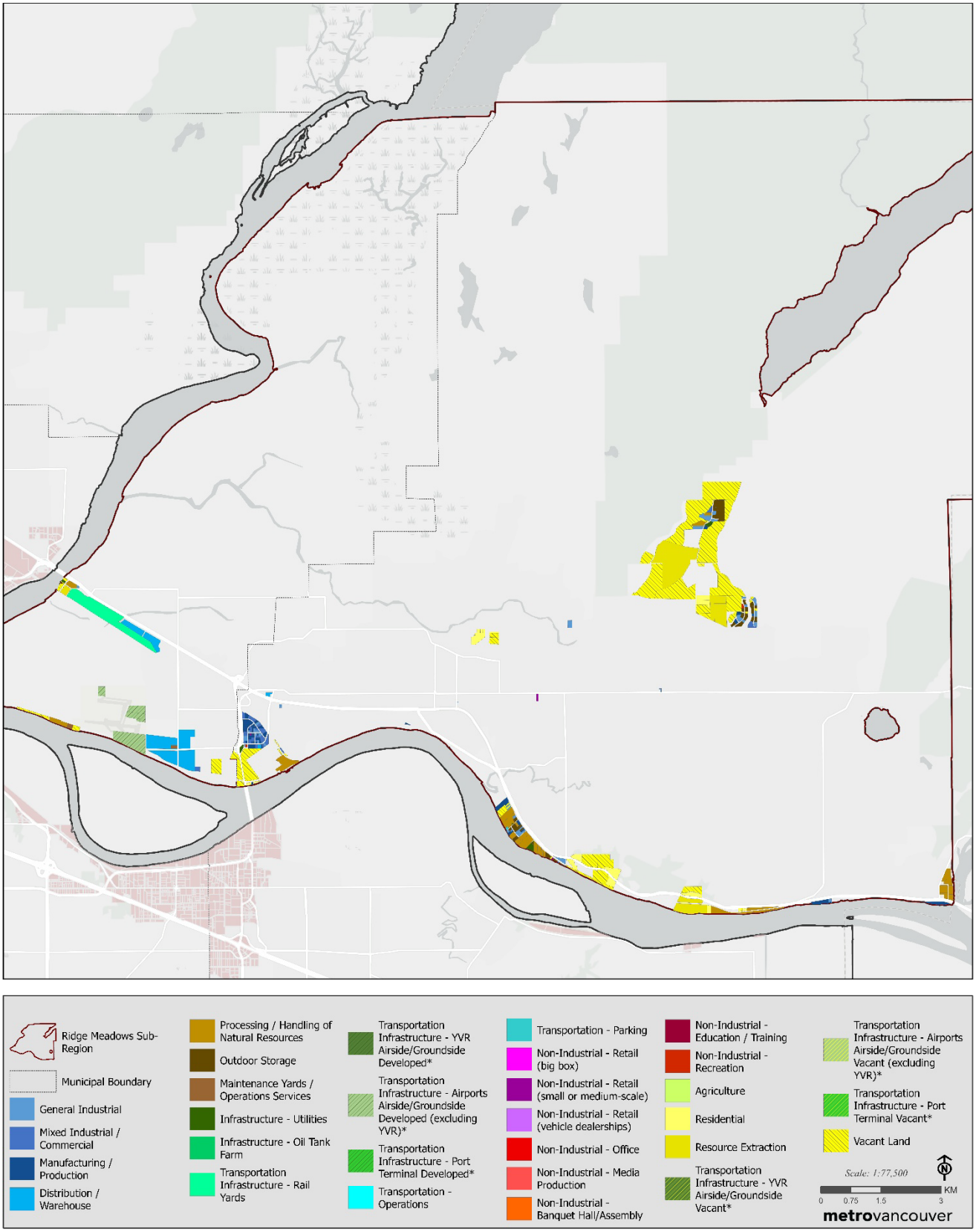
4.6 Ridge Meadows (Maple Ridge, Pitt Meadows)

Total Inventory size	986 ha / 2,436 acres (8% of the regional Inventory)
Largest industrial areas	• 256 Street, Maple Ridge (442 ha / 1,093 acres) • Southeast Maple Ridge Waterfront (200 ha / 493 acres) • Pitt Meadows Airport (147 ha / 364 acres)
Land uses	• Top land uses classifications (by land area): Vacant Land (388 ha), Resource Extraction (135 ha), Distribution/Warehouse (93 ha) • Highest proportion of Other/Vacant category lands in the region, at 58% of lands (compared to regional average of 17% of lands). This forms the second largest share of the region's Vacant lands (28%)[6] • The remainder of lands are mostly in Building-Intensive Industrial, Large-Scale Infrastructure/Transportation, and Land-Intensive Industrial use categories
Land ownership	73% private / 7% railway / 19% governments
Land tenure	2% strata (lowest in the region)

Site sizes	• Average parcel size 3.2 ha (largest in the region)
	• Land distributed by parcel size as follows:
	  ○ 8% under 1ha
	  ○ 18% 1-4.9 ha
	  ○ 74% 5ha+

[6] The amount of Other/Vacant industrial lands in Maple Ridge has increased since the Inventory date of July 1, 2025, with the designation of significant new industrial lands at North 256 Street.

Figure 15: Map of Ridge Meadows Sub-Region Inventory by Land Use Classification

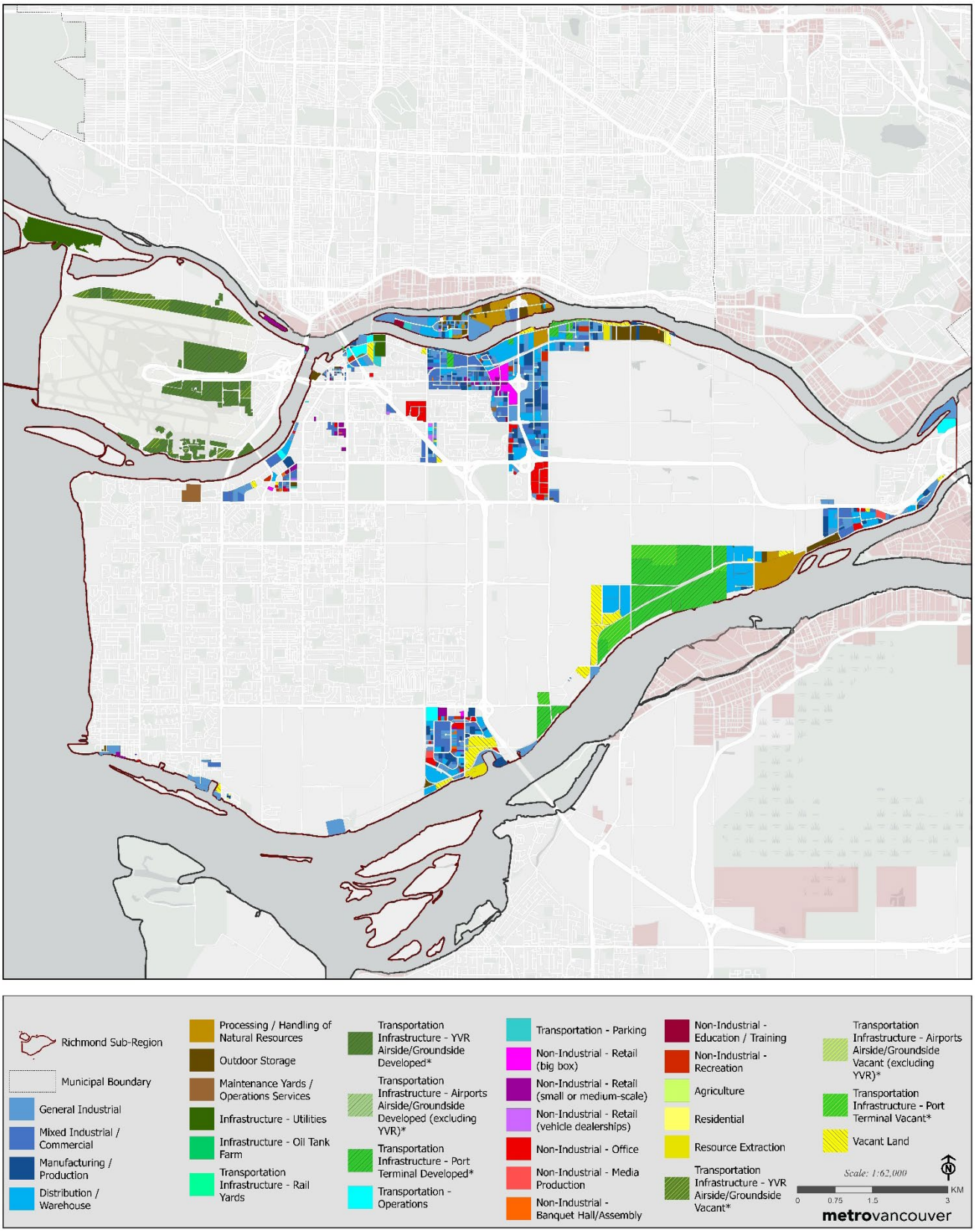


4.7 Richmond (including YVR Sea Island)

Total Inventory size	1,738 ha / 4,295 acres (14% of the regional Inventory)
Largest industrial areas	• Fraser Port (471 ha / 1,164 acres) • YVR (320 ha / 790 acres) • Bridgeport (268 ha / 663 acres)
Land uses	• Top land use classifications (by land area): Port Terminal Developed (249 ha), General Industrial (239 ha), Distribution/Warehouse (213 ha), YVR Airside/Groundside Developed (203 ha) • Of all the sub-regions, Richmond's mix of uses is most similar to the region as a whole, though there is a slightly higher proportion of lands in the Commercial category and lower proportion of lands in the Other/Vacant category
Land ownership	56% private / 44% governments
Land tenure	10% strata (highest in the region)

Site sizes	• Average parcel size 1.6 ha (similar to regional average 1.4 ha)
	• Land distributed by parcel size as follows:
	  ○ 17% under 1ha
	  ○ 39% 1-4.9 ha
	  ○ 44% 5 ha+

Figure 16: Map of Richmond Sub-Region Inventory by Land Use Classification

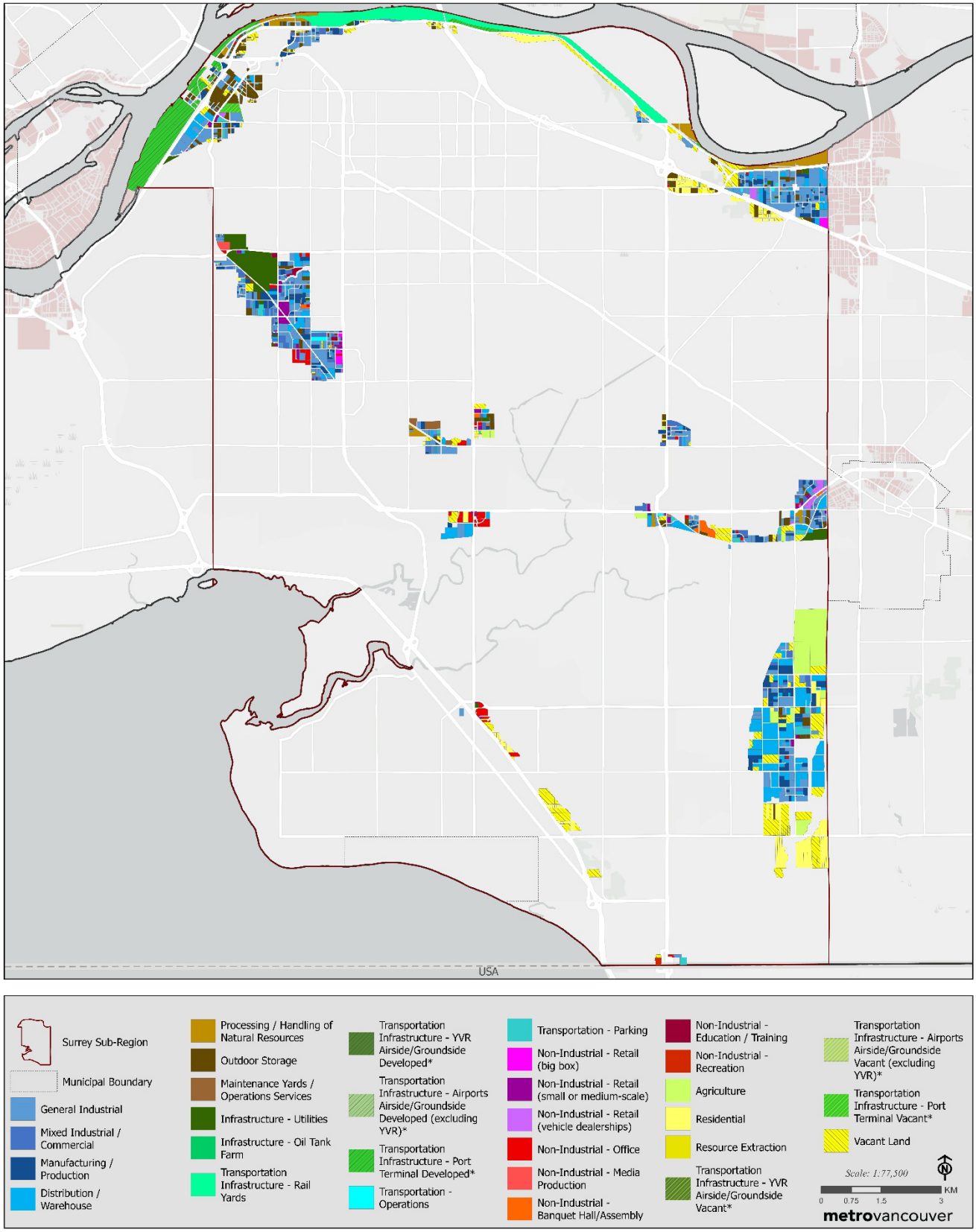


4.8 Surrey

Total Inventory size	2,713 ha / 6,704 acres (22% of the regional Inventory, largest in the region)
Largest industrial areas	• Campbell Heights (770 ha / 1,902 acres) • Newton (449 ha / 1,110 acres) • Bridgeview (343 ha / 847 acres) • South Westminster (341 ha / 842 acres)
Land uses	• Top land use classifications (by land area): General Industrial (493 ha), Distribution/Warehouse (347 ha), Vacant Land (285 ha) • This sub-region has the largest share of the region's Vacant lands (31%), with over half at the growing Campbell Heights industrial area, and Outdoor Storage lands (38%) • Compared to the region as a whole, a larger proportion of lands in the Other/Vacant category and a smaller proportion of Large-Scale Infrastructure/Transportation
Land ownership	70% private / 7% railway / 23% governments
Land tenure	8% strata (second highest in the region)

Site sizes	• Average parcel size 1.4 ha (same as regional average)
	• Land distributed by parcel size as follows:
	  ○ 19% under 1ha
	  ○ 43% 1-4.9 ha
	  ○ 38% 5ha+

Figure 17: Map of Surrey Sub-Region Inventory by Land Use Classification

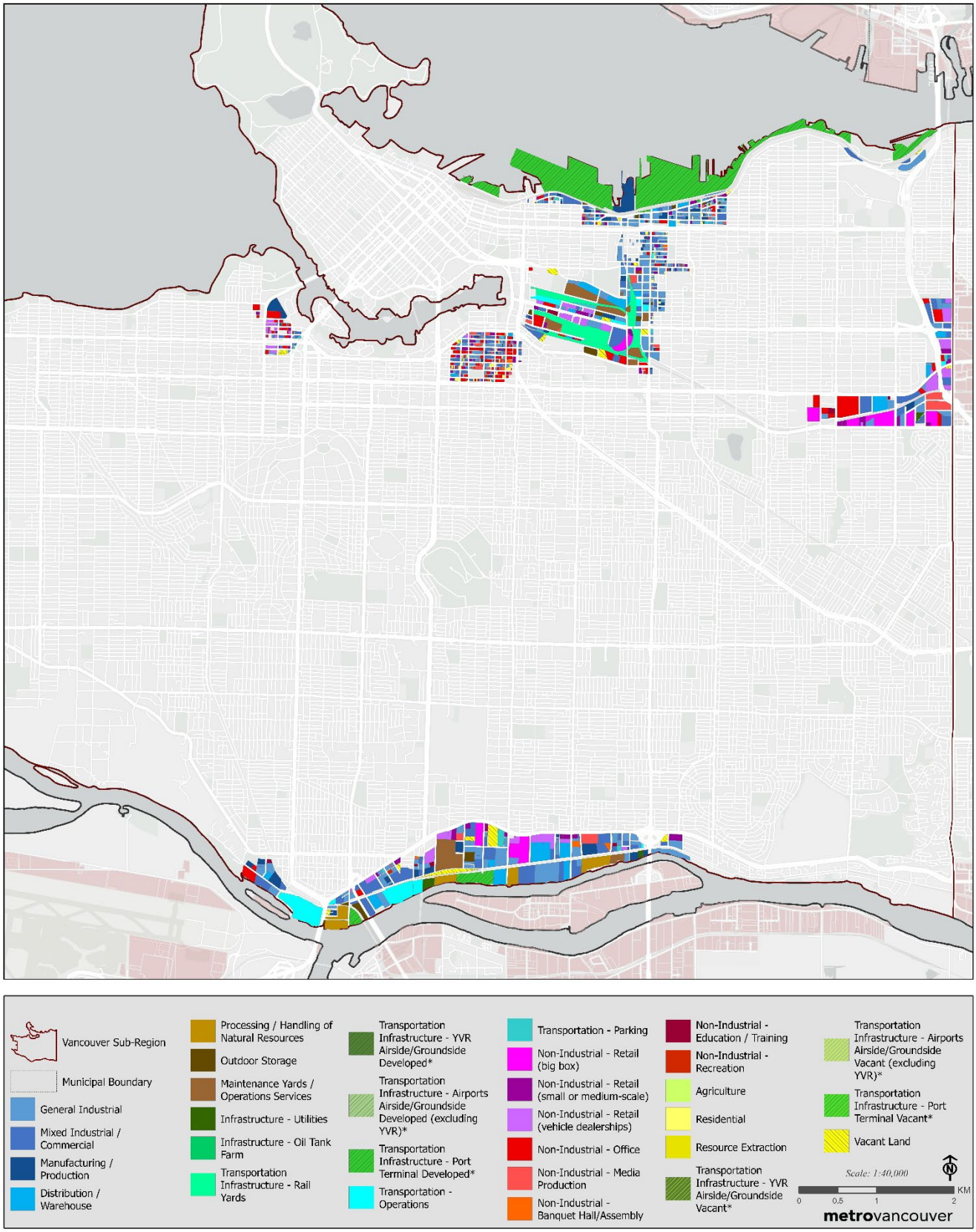


4.9 Vancouver

Total Inventory	641 ha / 1,585 acres (5% of the regional Inventory)
Largest industrial areas	• Marine Drive – South Vancouver (220 ha / 544 acres) • Vancouver Waterfront (125 ha / 309 acres) • False Creek Flats (99 ha / 245 acres) • Grandview/Boundary (79 ha / 194 acres)
Land uses	• Top land use classifications (by land area): Port Terminal Developed (127 ha), General Industrial (99 ha), Mixed Industrial/Commercial (78 ha) • Compared to the region as a whole, the highest proportion of lands in the Retail and Commercial (non-industrial) categories, a higher than average proportion of land in the Transportation Operations/Parking land use category • Lowest proportion of Other/Vacant lands in the region
Land ownership	63% private / 5% railway / 32% governments
Land tenure	5% strata

Site sizes	• Smallest average parcel size in the region (0.4 ha)
	• Land made up of different parcel sizes as follows:
	  ○ 37% under 1ha
	  ○ 30% 1-4.9 ha
	  ○ 33% 5 ha+

Figure 18: Map of Vancouver Sub-Region Inventory by Land Use Classification



5 Industrial Lands Change Over Time

This section summarizes changes from the 2020 Inventory. Although detailed comparison with earlier Inventories is limited due to changes in methodology, some high-level trends are identified.

5.1 Inventory Net Change

Between the 2020 and 2025, there was a net increase of 195 ha / 481 acres (2%) of Inventory land area (continuing a trend of net increase of ~250 ha in 2015-2020). Within this, some jurisdictions saw net increases and some saw net decreases (Table 4). As a result, Delta's share of regional Industrial lands increased (from 13% in 2020 to 16% in 2025), while Burnaby, Richmond, and Vancouver's decreased (by 1 percentage point each).

Table 4: Change in Industrial Lands by Jurisdiction, 2020-2025[7]

Jurisdiction	Lands 2020 (Ha)	Lands 2025 (Ha)	Net Change (Ha)	% Change
Surrey	2,534	2,713	179	7%
Maple Ridge	735	749	15	2%
Delta	1,881	1,894	13	1%
North Vancouver District	284	292	7	3%
Langley Township	912	918	7	1%
Port Coquitlam	439	445	6	1%
Tsawwassen First Nation	128	130	3	2%
New Westminster	198	201	2	1%
North Vancouver City	136	136	0	0%
Port Moody	444	443	-2	0%
Richmond	1,740	1,738	-2	0%
Langley City	85	82	-2	-3%
Pitt Meadows	239	237	-2	-1%
Coquitlam	326	322	-3	-1%
Vancouver	649	641	-8	-1%
Burnaby	1,144	1,126	-18	-2%
Total	**11,873**	**12,067**	**195**	**2%**

[7] Note that the 2020 land areas reported in this chapter differ slightly from those reported in the published 2020 Inventory, as they have been corrected for errors discovered during the preparation of the 2025 Inventory.

5.2 Lands Added to the Inventory

Since 2020, a total of 238 ha / 589 acres of new Industrial parcels were added to the Inventory.

As of July 1, 2025, 40% of this new land area was in Residential use, 40% was Vacant, 10% was in Industrial use, and 5% was in Agricultural use (Table 5). These lands were added to the Inventory because their local designation (OCP, area plan, or equivalent) changed to Industrial, signalling a long-term intention for the lands to be redeveloped for industrial use.

Most new parcels were in the south and east of the region (consistent with the location of major additions between 2010-2020). Major additions were in Campbell Heights (154 ha of new parcels), located in the south-east of Surrey. Other notable additions were in Delta (Tilbury, 22 ha) and Maple Ridge (Yennadon, 16 ha) (Table 6).

Table 5: Parcels Added to the 2025 Inventory by Land Use Classification

Land Use Classification (2025)	Land Use Category	Land Area (Ha)	% of added parcel land area
Residential	Other/Vacant	96.5	40%
Vacant Land	Other/Vacant	94.2	40%
Outdoor Storage	Land-Intensive Industrial	14.8	6%
Agriculture	Other/Vacant	11.5	5%
Maintenance Yards/Operations Services	Land-Intensive Industrial	5.8	2%
Retail (small or medium-scale)	Retail Uses	4.8	2%
Education/Training	Commercial Uses	2.6	1%
Port Terminal Developed	Large-Scale Infrastructure/Transportation	2.1	1%
Office	Commercial Uses	1.8	1%
Recreation	Commercial Uses	1.1	<1%
Utilities	Large-Scale Infrastructure/Transportation	1.0	<1%
General Industrial	Building-Intensive Industrial	0.8	<1%
Retail (big box)	Retail Uses	0.7	<1%
Parking	Transportation Operations/Parking	0.5	<1%
Retail (vehicle dealerships)	Retail Uses	0.1	<1%
Total		**238.4**	**100%**

Table 6: Notable Industrial Parcel Additions by Industrial Area, 2020-2025 (>5 ha)

Industrial Area	Jurisdiction	Parcels Added (Ha)
Campbell Heights	Surrey	154.4
Tilbury	Delta	22.3
Yennadon	Maple Ridge	16.0
North Shore	North Vancouver District	8.6
Still Creek	Burnaby	7.0
Bridgeview	Surrey	6.4

5.3 Lands Removed from the Inventory

Since 2020, a total of 83 ha / 205 acres of parcels were removed from the Inventory. This was mostly due to local policy changes (92%) (Table 7). Key characteristics of removed lands are:

- Parcels removed from the Inventory were proportionally more likely to be in the Other/Vacant land use category (23% of removed parcel area, compared to 18% of the overall Inventory in 2020).
- 65% of removed parcel area had been developed for industrial use in 2020. The top industrial land use classifications of removed parcels were Manufacturing/Production (19ha), Infrastructure – Utilities (11ha), General Industrial (9ha), and Parking (7ha) (Table 8).
- 59% of the lands removed from the Inventory were regionally designated as General Urban and therefore might be expected to turnover to a non-industrial use in the future. However, 28% of the removed lands were regionally designated Industrial and Employment, which were identified for industrial uses.
- A higher proportion of removed lands was in Urban Centres compared to the Inventory overall (28% of removed parcel area was in Urban Centres, while only 5% of the 2020 Inventory was in Urban Centres).

Notable removals from the Inventory were Winston and Still Creek areas in Burnaby, Steveston in Richmond, False Creek Flats in Vancouver, and South Westminster in Surrey (Table 9).

Table 7: Reasons for Industrial Lands Removals, 2020-2025

Reason for Removal	Number of Parcels	Land Area (Ha)	Land Area (Ac)
Local Policy - Zoning Change	36	30.8	76.1
Local Policy - Zoning and OCP Change	24	24.9	61.5
Local Policy - OCP Change	27	20.1	49.6
Road Right-of-Way	4	4.8	11.8
Local Policy - OCP Change AND Change in Use - Developed to Other/Vacant	3	1.2	3.0
Change in Use - Developed to Other/Vacant	5	1.0	2.6
Total	**99**	**82.8**	**204.6**

Table 8: Removed Lands by Land Use (2020)

Land Use Classification (2020)	Land Area (Ha)
Manufacturing / Production	18.97
Vacant Land	15.67
Infrastructure - Utilities	11.27
General industrial	8.52
Transportation - Parking	7.11
Non-Industrial - Recreation	4.10
Distribution / Warehouse	3.90
Non-Industrial - Retail (vehicle dealerships)	3.25
Non-Industrial - Retail (big box)	1.80
Outdoor Storage	1.77
Transportation - Operations	1.68
Transportation Infrastructure - Port Terminal Vacant*	1.54
Residential	1.47
Non-Industrial - Retail (small or medium-scale)	0.94
Maintenance Yards / Operations Services	0.57
Non-Industrial - Media Production	0.15
Mixed Industrial / Commercial	0.11
Total	**82.81**

Table 9: Notable Industrial Land Removals by Major Industrial Area, 2020-2025 (>5 ha)

Industrial Area	Jurisdiction	Parcels Removed (Ha)
Winston	Burnaby	17.4
Steveston	Richmond	9.9
Still Creek	Burnaby	9.6
False Creek Flats	Vancouver	7.3
South Westminster	Surrey	6.7

5.4 Land Development and Absorption

Absorption refers to lands within the Inventory changing from Vacant to Developed, or vice versa, between 2020 and 2025.

Net absorption was 379 ha (935 acres), equating to an average annual absorption of 76 ha (187 ha). Net absorption includes:

- Gross positive land absorption (land that changed from Other/Vacant in 2020 to Developed in 2025) - 438 ha / 1,081 acres
- Gross negative land absorption (land that changed from Developed in 2020 to Other/Vacant in 2025) - 59 ha / 146 acres.

Net absorption in 2020-2025 was lower than 2015-2020 (97 ha per year) and 2005-2010 (93 ha per year), but in line with absorption in 2010-2015 (76 ha per year).

Absorbed lands are distributed throughout the region, most notably in Surrey (Campbell Heights), Burnaby (Big Bend), and Pitt Meadows.

Approximately half of lands developed over 2020-2025 were in Distribution/Warehouse use. Other notable land uses were Port Terminal and Outdoor Storage (Table 10).

Table 10: Lands Developed over the 2020-2025 Period by Land Use Classification (as of 2025)

Land Use Classification (2025)	Land Area (Ha)	% of land absorbed 2020-2025
Distribution/Warehouse	214.4	49%
Port Terminal Developed	57.9	13%
Outdoor Storage	44.5	10%
Transportation Infrastructure - Airports Airside/Groundside Developed	19.9	5%
Mixed Industrial/Commercial	19.8	5%
Manufacturing/Production	15.7	4%
General Industrial	11.5	3%
YVR Airside/Groundside Developed	11.3	3%
Parking	10.0	2%
Transportation Operations	9.9	2%
Non-Industrial - Banquet Hall/Assembly	9.4	2%
Utilities	4.5	1%
Maintenance Yards/Operations Services	2.5	1%
Office	2.4	1%
Retail (vehicle dealerships)	1.5	0%
Education/Training	1.0	0%
Retail (small or medium-scale)	0.7	0%
Processing/Handling of Natural Resources	0.5	0%
Media Production	0.0	0%
Retail (big box)	0.0	0%
Recreation	0.0	0%
Oil Tank Farm	0.0	0%
Rail Yards	0.0	0%
Total	**437.5**	**100%**

5.5 Changes in Inventory Land Use

Overall between 2020 and 2025, there was a 3% increase in Developed lands and a 4% decrease in Other/Vacant lands (Table 11). This arose from:

- **Net change in Industrial lands**: Developed and Other/Vacant Lands being added to or removed from the Inventory (as noted in Sections 5.1, 5.2, 5.3 above).
- **Net absorption:** Lands within the Inventory changing status (becoming Developed or 'Other/Vacant', noted in Section 5.4 above).

The reduction in area of Other/Vacant lands might reduce the amount of land with future industrial development potential, but assessing this depends on qualitative factors beyond the scope of the Inventory. If some of the Other/Vacant lands removed from the Inventory were less suited for industrial development, while the Other/Vacant lands added were more suitable, there could have been an increase in developable land.

There was not a significant change in the share of Industrial lands by land use categories. Building-Intensive Industrial remained the largest land use (40% in both 2020 and 2025), followed by Large-Scale Infrastructure/Transportation (25% in 2020, 27% in 2025), and Other/Vacant (18% in 2020, 17% in 2025).

Table 11: Net Change in Inventories Between 2020 and 2025

	2020 (Ha)	2025 (Ha)	Net Change (Ha)	% Change
Developed lands	9,759	10,040	281	3%
Other/Vacant lands	2,114	2,028	-86	-4%
Total	11,873	12,067	195	2%

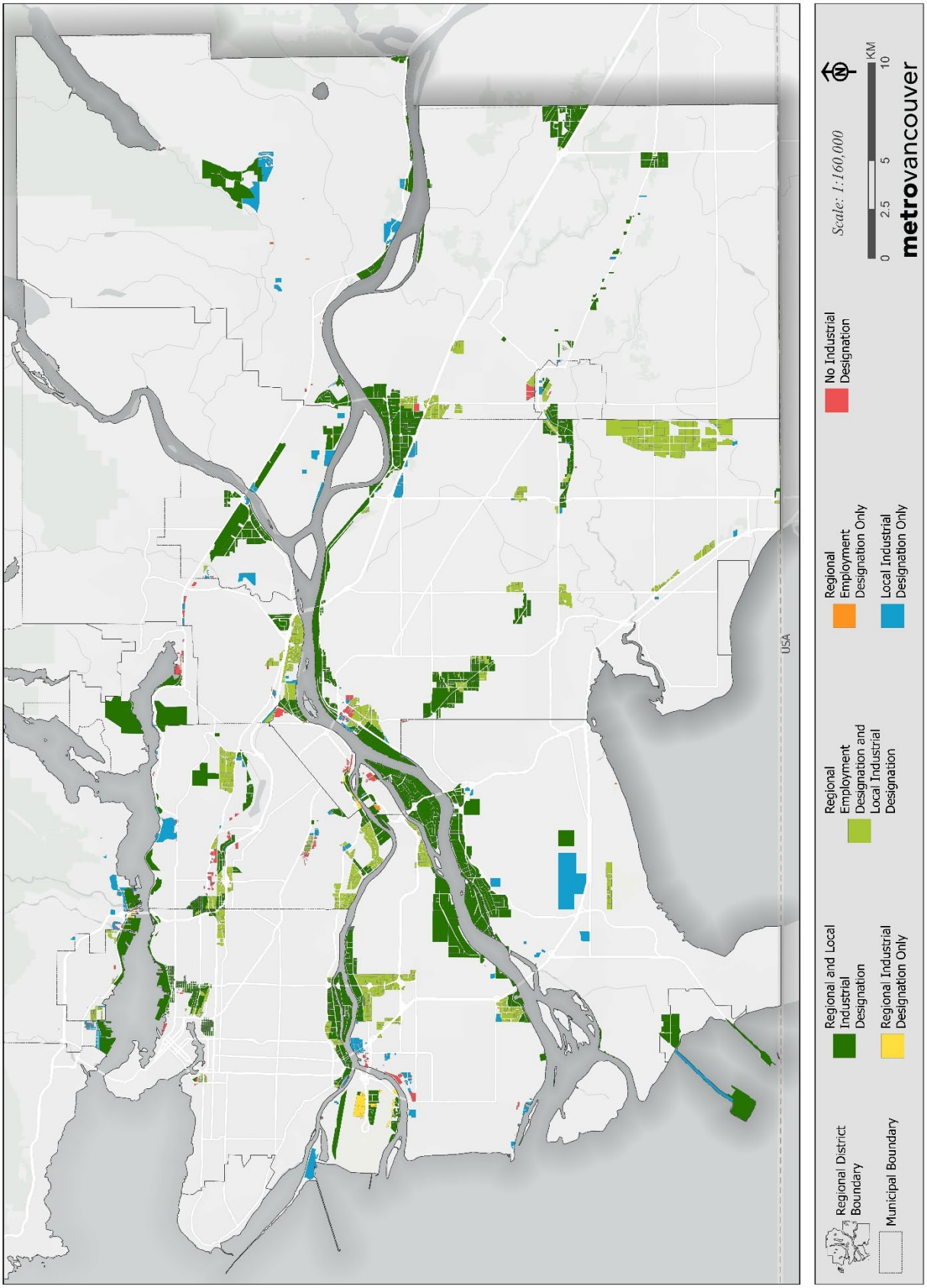
6 Policy Protection and Future Intent for Industrial Lands

Properties have different land use designations and zones for a variety of reasons, some reflecting historical or current uses and others reflecting forward-looking policy intent. Zoning generally reflects current land use, whereas designations generally reflect intended long-term/future land use.

Industrial lands that are designated as Industrial in the Regional Growth Strategy and in local plans (OCP, area plan, or equivalent) and that are also locally zoned industrial have the greatest policy 'protection' and are most likely to remain industrial for the long-term. Lands that are designated Employment are also protected, but these lands may accommodate a greater mix of uses, some non-industrial. Lands that are zoned industrial and currently used for industry but designated for another use are more likely and/or are intended to redevelop to a non-industrial use in the future.

The next sections provide details of the types of policy protection for the region's Industrial lands, summarized in Figure 19.

Figure 19: Map of Inventory Policy Protection



6.1 Regional Land Use Designations

87% of lands in the Inventory were regionally designated either Industrial (64%) or Employment (23%). Both designations provide protection for industrial uses. However, since the Employment designation permits a broader range of uses than Industrial, industrial uses on these lands face competition from commercial uses. Compared with the 2020 Inventory, the amount of land with regional Industrial and Employment designations has increased by 213 ha (2% increase).

Industrial lands designated General Urban, which comprised 7% of the Inventory, may be at higher risk of converting to other uses over the long-term (depending on the local policy designation, see Section 6.2).

There is some sub-regional variation. In the Vancouver, Delta/Tsawwassen First Nation, Langleys and Northeast Sector sub-regions, more than 70% of Industrial lands were regionally designated Industrial. On the other hand, 43% of Surrey's Industrial lands were Employment designated. The sub-region with the highest proportion of General Urban-designated Industrial lands was the North Shore (26%). Ridge Meadows and Delta/Tsawwassen First Nation have the highest proportions of Industrial lands designated Rural, Agricultural, or Conservation Recreation (Table 12).

Table 12: Regional Designation by Sub-Region (% of Industrial Inventory lands)

Sub-Region	Industrial	Employment	General Urban	Rural/Agricultural/Conservation Recreation
Burnaby/New Westminster	46%	36%	17%	1%
Delta/Tsawwassen First Nation	76%	3%	2%	19%
Langleys	73%	22%	5%	1%
North Shore	65%	9%	26%	0%
Northeast Sector	72%	19%	6%	3%
Richmond	63%	24%	9%	4%
Ridge Meadows	68%	0%	10%	22%
Surrey	52%	43%	4%	0%
Vancouver	78%	20%	2%	0%
Metro Vancouver	**64%**	**23%**	**7%**	**6%**

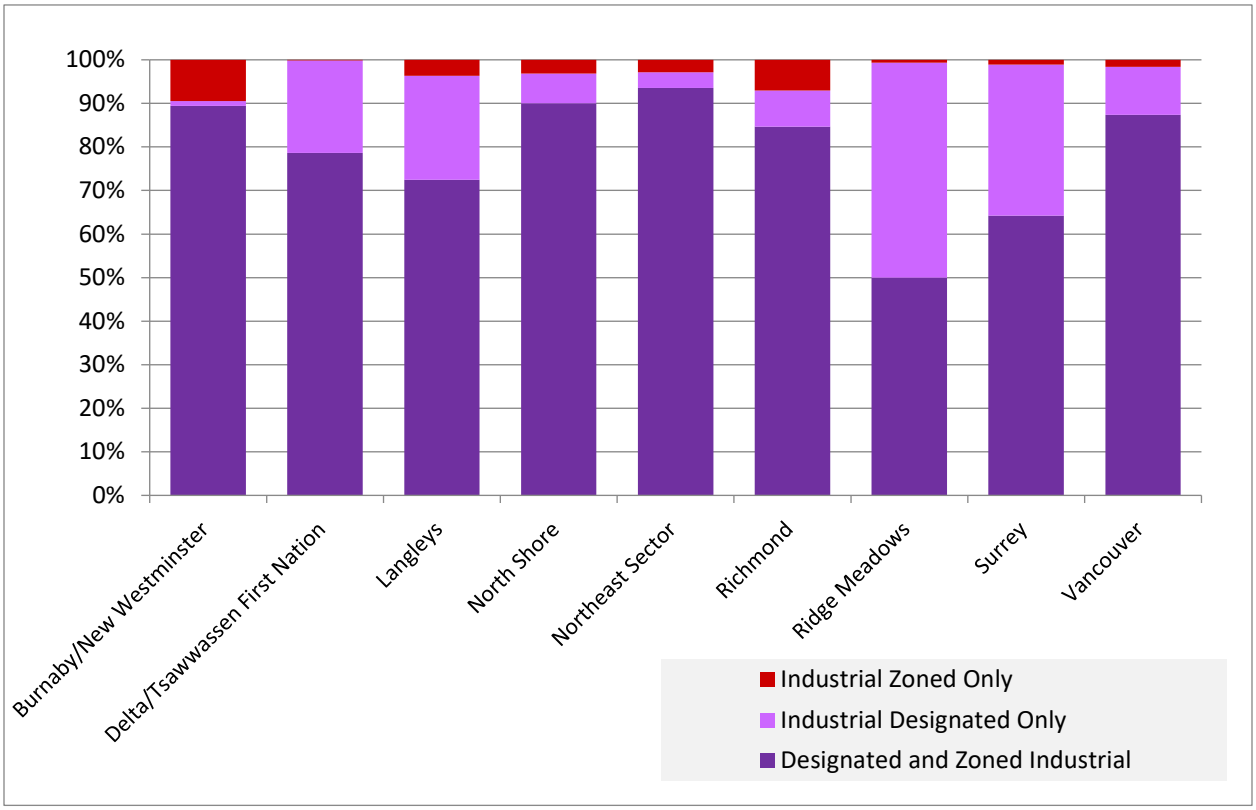
6.2 Local Land Use Designations and Zoning

97% of lands in the Inventory were locally designated industrial (in OCP or equivalent), securing the use of land for industrial activities in the long-term. 77% of all lands were designated and zoned industrial, while 20% were designated but not zoned industrial.

3% of lands were zoned industrial but not locally designated industrial, indicating that industrial uses are expected to be replaced with non-industrial uses in the long-term. 170 ha of these lands were in Building-Intensive Industrial use, 110 ha in Large-Scale Infrastructure/Transportation use, and 50 ha in Land-Intensive Industrial use.

Sub-regions with higher proportions of non-designated Industrial lands were Burnaby/New Westminster (9% of lands) and Richmond (7% of lands) (Figure 20).

Figure 20: Local Designation and Zoning by Sub-Region



6.3 Industrial Lands in Urban Centres

5% of the Inventory is located within Urban Centres, which are identified in *Metro 2050*, the regional growth strategy, as compact, transit-oriented areas intended to accommodate concentrated growth and development, including housing and employment. Although forming a small proportion of the regional total, Industrial lands in Urban Centres play an important role in enabling access to diverse jobs for residents and to a large labour pool and customers for businesses, and shorter commuting and goods movement that reduce costs and greenhouse gas emissions. These lands may face greater pressure to redevelop to deliver housing or commercial uses with higher job densities.

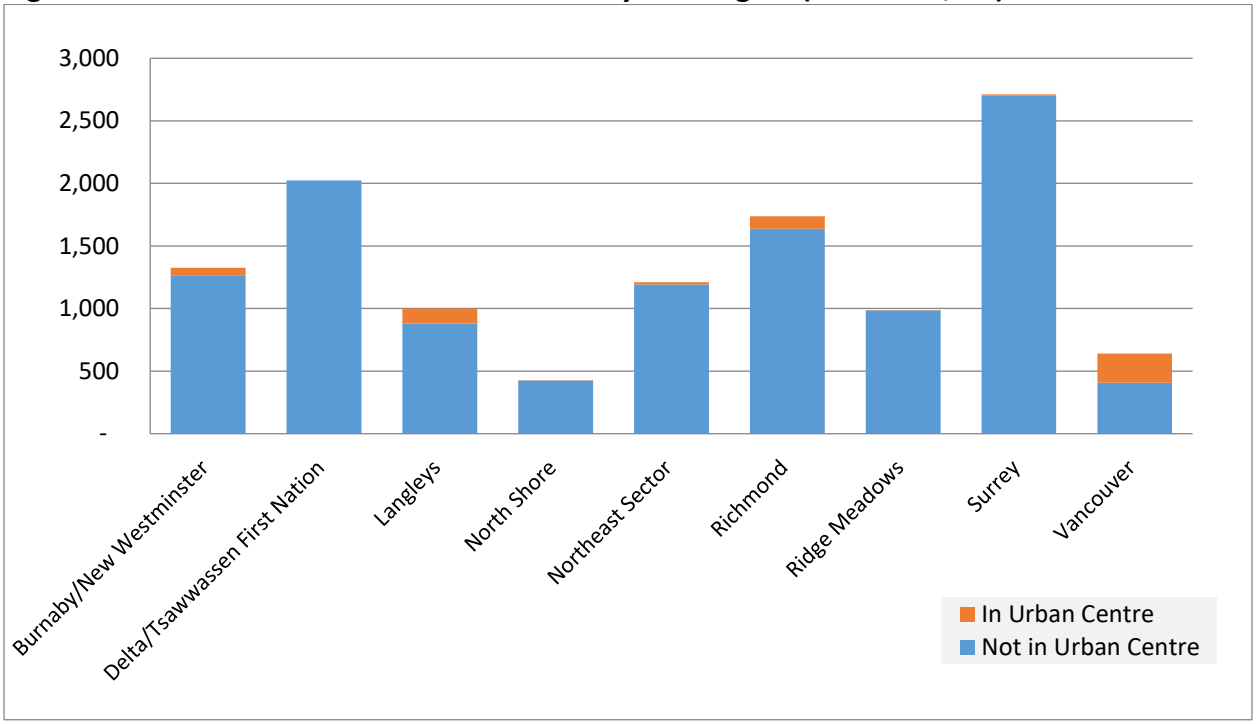
Vancouver had the highest proportion of its Industrial lands located in Urban Centres (36%), followed by Langleys (12%) (Figure 21).

Key characteristics of Industrial lands located in Urban Centres are:

- A lower proportion are Regionally Designated Industrial or Employment (62%, compared with 87% for the overall Inventory), with 38% Regionally Designated General Urban.
- A lower proportion are locally designated industrial (79% compared with 97% for the overall Inventory).

- A higher proportion are in Building-Intensive Industrial use (48%) and Retail or Commercial use (16%) and a lower proportion are Other/Vacant (3%). The inventory-wide land use shares are: Building-Intensive Industrial 40%, Retail or Commercial 6%, Other/Vacant 17%.

Figure 21: Industrial Land and Urban Centres by Sub-Region (Land Area, Ha)



7 Land with Future Industrial Development Potential

As noted in Section 3.2, 17% of the Inventory (2,028 ha) is Other/Vacant lands – either totally vacant or with non-industrial uses with the potential to redevelop to industrial uses. This section reviews their characteristics in detail.

7.1 Geographic Distribution of Other/Vacant Lands

The distribution of Other/Vacant lands by sub-region varies greatly, with few in Vancouver and the North Shore, and more in the southern and eastern parts of the region (Figure 22, Figure 23). Major Other/Vacant lands include:

- Tsawwassen First Nation lands that abut the Roberts Bank Terminal and that are accessible by the South Fraser Perimeter Road
- Campbell Heights in south-east Surrey
- North-east Maple Ridge.

The lands vary in their proximity major transportation infrastructure, such as port terminals, highway interchanges, and airports, which affects their suitability for industrial activities. Less than 1% of Other/Vacant lands are located in Urban Centres (compared to 5% of Developed Lands).

Figure 22: Other/Vacant Lands Distribution by Sub-Region (Ha)

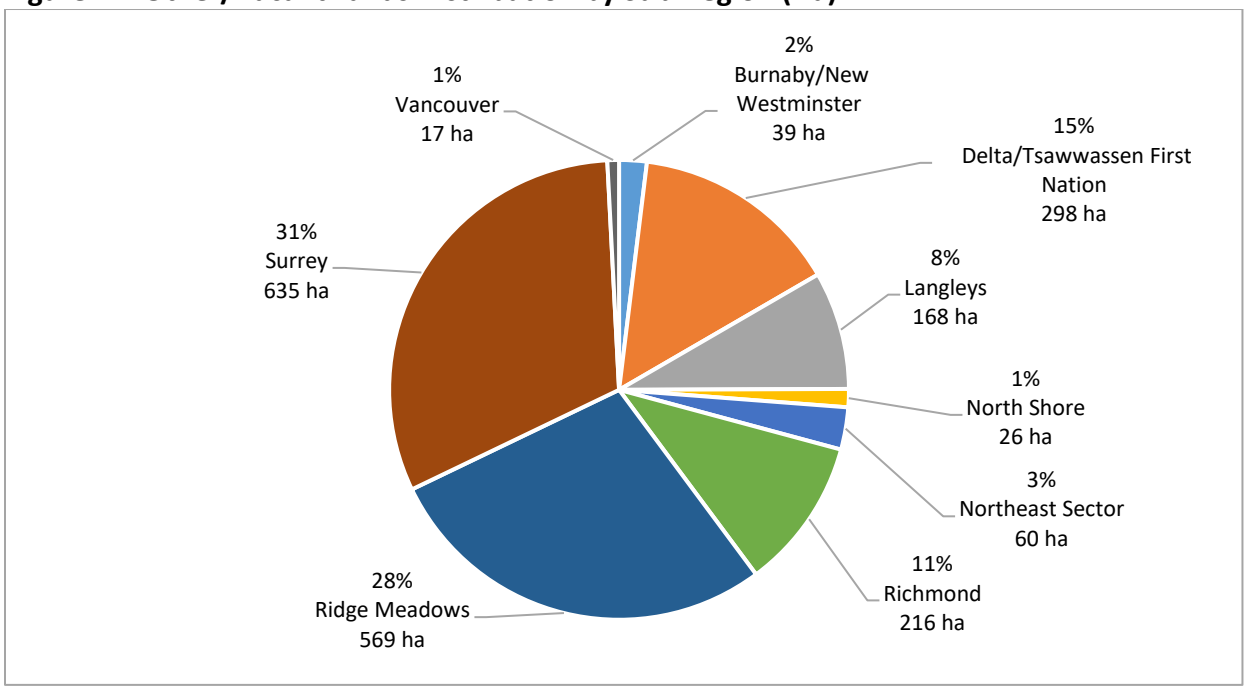
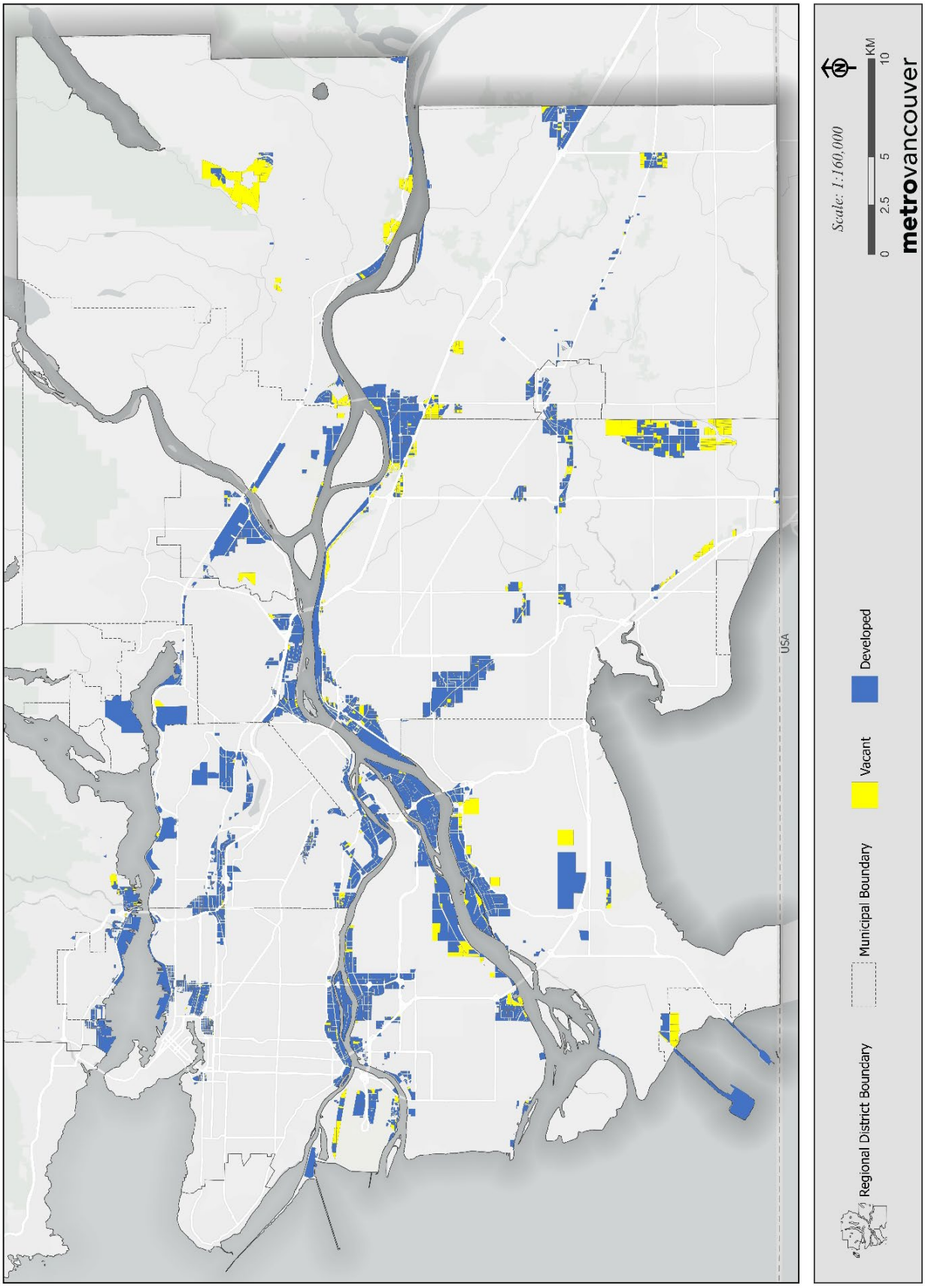


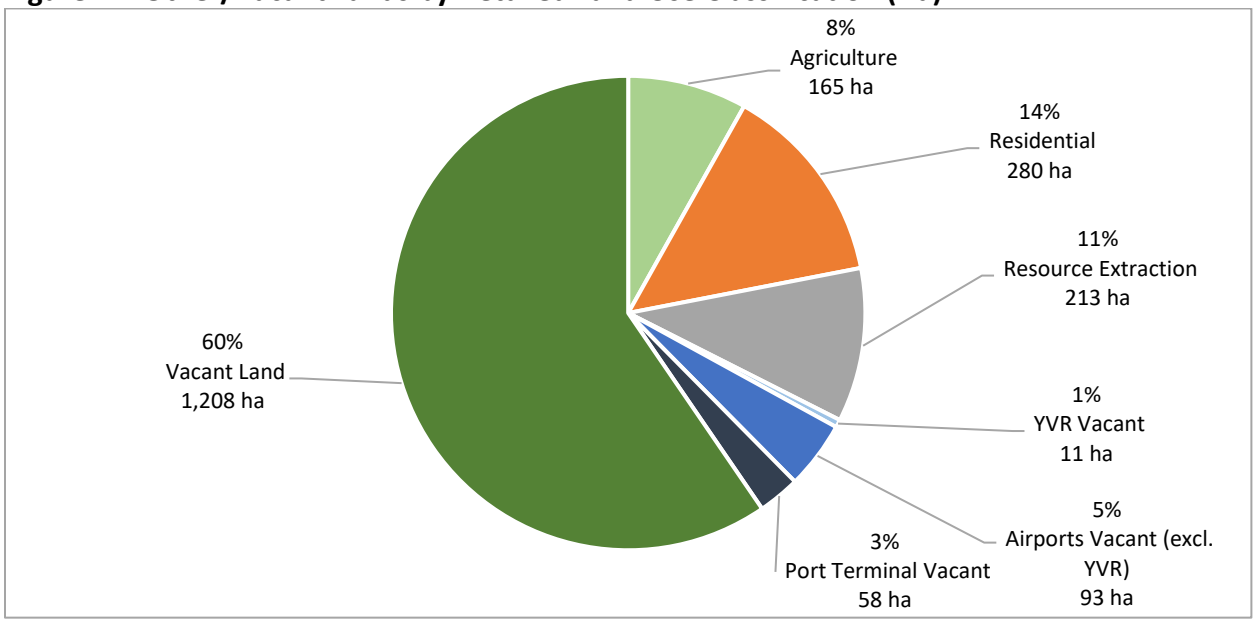
Figure 23: Map of Inventory by Developed and Vacant Status



7.2 Uses on Other/Vacant Lands

Other/Vacant lands comprise six land use categories: 60% were completely vacant, 14% 'Residential', 10% 'Resource Extraction', and 8% 'Agriculture' (Figure 24). All Other/Vacant lands are intended for long-term industrial use, with local industrial designations, though the scope for redevelopment of existing land uses to industrial uses depends largely on site-specific factors that are outside of the scope of the Inventory.

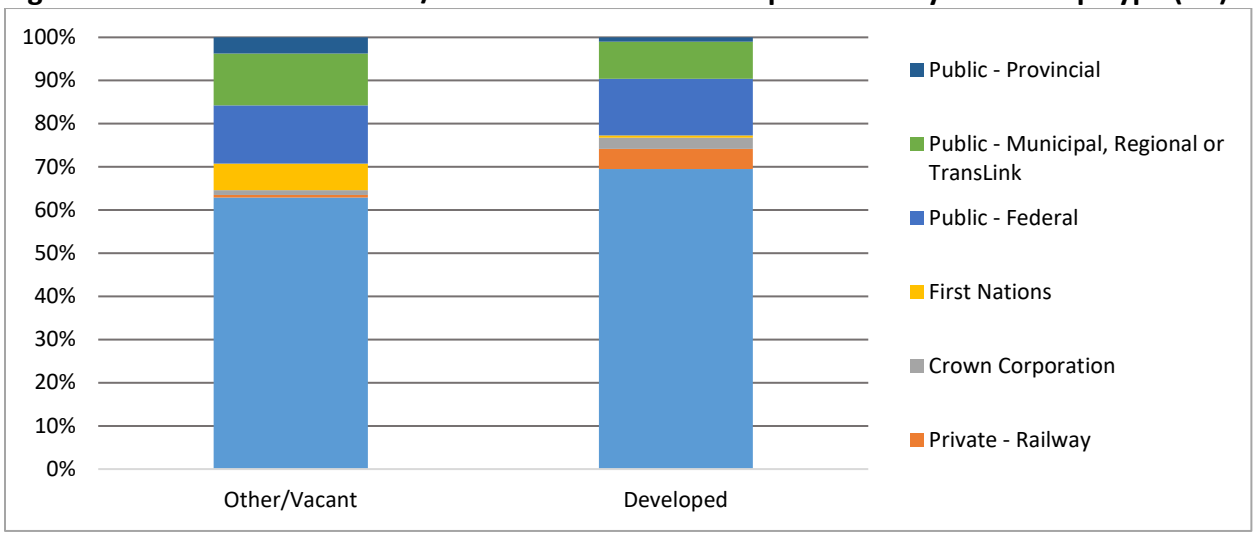
Figure 24: Other/Vacant Lands by Detailed Land Use Classification (Ha)



7.3 Other/Vacant Land Ownership

63% of Other/Vacant lands were privately owned, 35% were owned by various levels of government, and 1% were private railway lands (Figure 25). Compared to Developed lands, more Other/Vacant lands were in public ownership.

Figure 25: Distribution of Other/Vacant Lands and Developed Lands by Ownership Type (Ha)



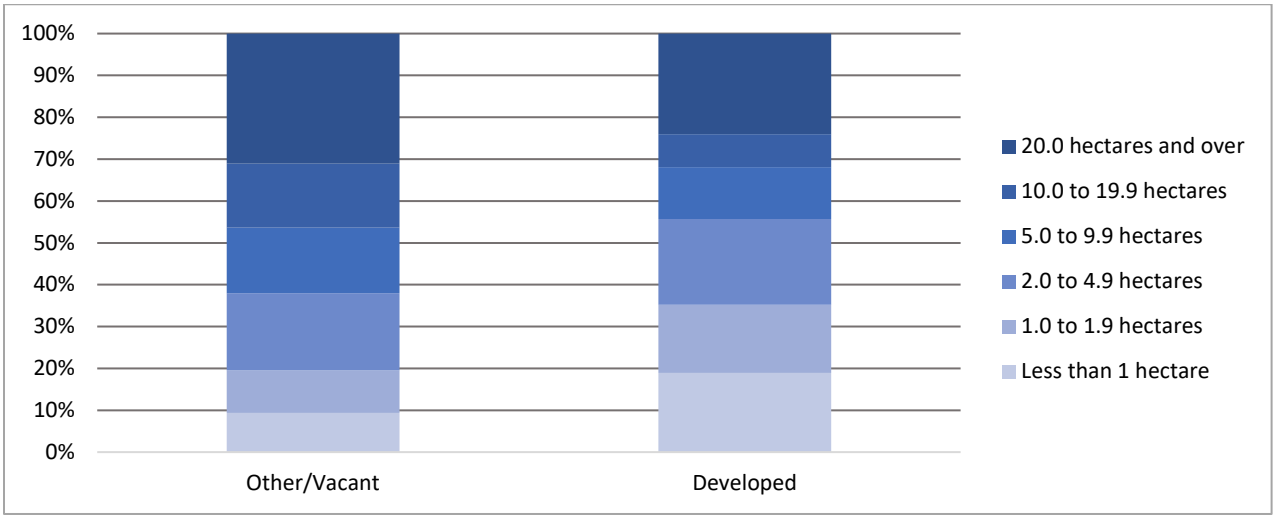
7.4 Other/Vacant Site Sizes

Other/Vacant lands tend to be larger than Developed sites, as follows (Figure 26):

- 9% of Other/Vacant lands were within small sites under 1 ha (total of 709 sites), compared with 19% of Developed lands.
- 29% of Other/Vacant lands were within medium sites of 1-4.9 ha (total of 260 sites), compared with 37% of Developed lands.
- 62% of Other/Vacant lands were within large sites above 5 ha (total of 79 sites), compared with 44% of Developed lands.

Larger Other/Vacant sites may be suitable for strategic, trade-oriented industrial uses when they are located in areas with good accessibility, such as those in Delta/Tsawwassen First Nation and Surrey.

Figure 26: Distribution of Other/Vacant Lands and Developed Lands by Site Size (Ha)



7.5 Policy Protection for Other/Vacant Lands

Other/Vacant lands are included in the Inventory only if they are locally designated industrial. Regarding the other policy protections for Other/Vacant lands:

- 81% of Other/Vacant lands are regionally designated either Industrial or Employment. While most benefit from regional protection, this is slightly lower than for Developed lands (88%).
- 68% of Other/Vacant lands are not zoned for industrial use, which aligns with the fact that these lands are not currently in industrial use, but have been designated for future industrial use. A rezoning would be required to bring forward industrial development on these sites.
- 32% of Other/Vacant lands are zoned for industrial use. Development of industrial uses may have been planned but not commenced at the time of the Inventory, or could be stalled due to site-specific factors (for example, site or market conditions).

8 Conclusion

The 2025 Industrial Lands Inventory shows that Metro Vancouver's industrial land base increased between 2020 and 2025 and remains largely protected for long-term industrial use through local and regional land use designations. Industrial lands play a critical role in supporting the region's economic growth, employment base, local businesses, and trade gateway functions associated with the Port and Airport. While the Inventory provides important information on the supply and distribution of industrial lands, additional analysis would be needed to assess whether the current supply is sufficient to accommodate projected employment growth and evolving industrial space needs through 2051.

While the Inventory shows a net increase in industrial land supply, the implications for short- and medium-term industrial capacity are less clear. Most lands removed from the Inventory had been developed for industrial use, indicating some displacement of existing industrial activities. In contrast, most lands added to the Inventory were vacant or in residential use and are intended to support future industrial development. The Inventory does not assess the timing, feasibility, or constraints associated with bringing these lands into industrial use.

The Inventory also suggests a potential shift in the geographic distribution of industrial lands. Lands removed from the Inventory were more likely to be located in Urban Centres with strong transportation and transit accessibility, while some newly added lands are located in less accessible areas. If these trends continue, they could affect worker access, goods movement efficiency, transportation costs, and greenhouse gas emissions associated with longer travel distances. The location and accessibility of industrial lands may be as important as the overall quantity of land available, particularly for industries that depend on access to labour, transportation networks, the Port, and the Airport.

Finally, lands with potential for future industrial development are concentrated in the southern and eastern parts of the region and include a relatively high proportion of large sites compared with the Inventory overall. These lands may provide opportunities to accommodate future industrial growth, including trade-oriented and logistics uses. However, their suitability and timing for development depend on site-specific conditions that are outside the scope of the Inventory.

Metro Vancouver 2025 Industrial Lands Inventory: Appendices

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

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Appendix 1: Land Use Classification Definitions

Land use classification definitions are for the current primary or predominant use of the site (independent of policy designations).

Land Use Category	Detailed Land Uses and Definitions
Building-Intensive Industrial	• **General Industrial**: Heavy and light industrial uses including repair activities (excluding those defined in the other land use classifications), and limited accessory uses, such as retail and office. • **Mixed Industrial/Commercial**: A property with multiple units such as flex space, with numerous and varied industrial, quasi-industrial, and commercial uses (includes self-storage facilities). • **Manufacturing/Production**: Conversion/transformation of raw materials or parts into finished goods (excluding processing/handling of natural resources). • **Distribution/Warehouse**: Specialized buildings that stock and handle goods to be redistributed, forming part of the logistics/supply network.
Land-Intensive Industrial	• **Processing/Handling of Natural Resources**: Activities such as lumber and saw mills, aggregates, and asphalt/concrete facilities (excluding uses that fall under Manufacturing/Production above). • **Outdoor Storage**: Ongoing and temporary land-intensive outdoor storage of materials, solid waste/recyclable goods, auto-wreckers/vehicle parts, truck/chassis storage, shipping containers, construction materials, and heavy equipment/machinery with no or limited buildings (excludes Port Terminal related storage/stockpiling). • **Maintenance Yards/Operations Services**: Works and laydown yards for storage and maintenance of road, construction, and maintenance equipment and supplies, and ambulance/fire truck/police stations.
Large-Scale Infrastructure/Transportation	• **Utilities**: Electricity, natural gas, telephone, cable, communication towers, power sub-stations, liquid and solid waste management facilities, data centres, and related functions. • **Oil Tank Farm:** Petroleum products transportation, storage, or processing, including refineries, and associated Hazard separation setback areas. • **Rail Yards**: Rail intermodal terminals and yards (excluding individual rail lines/corridors; rail spurs located on properties are classified as per the primary use of that property). • **Airside/Groundside Developed Lands (YVR and non-YVR)***: Airside lands are developed and reserved exclusively for airport-related activities (e.g. airplane maintenance and storage) requiring immediate access to runways and taxiways. Groundside lands are restricted Industrial lands that are developed and permit uses that are 'airport compatible' (e.g. couriers). Lands available for general market industrial use are not included in this classification. Runways and airfields are not included in the inventory. • **Port Terminal Developed Lands***: Developed lands forming part of the Vancouver Fraser Port Authority Land Use Plan.

Transportation Operations/Parking	• **Operations**: Parking/storage/maintenance of transit operations (including TransLink depots, bus loops/exchanges), tow truck facilities, and large taxi/coach operations located on Inventory lands. • **Parking**: Properties that are used exclusively for parking of vehicles without another primary use, in the form of either surface parking lots or structured parking facilities, where ownership is not associated with adjacent properties/businesses (excludes lands used for the temporary storage of newly imported vehicles, which is classified as 'Port Terminal Developed')
Retail (non-industrial)	• **Big Box**: Major stand-alone retail or wholesale units (chain stores or stores over 50,000 sq ft building sizes) and other commercial activities, and associated parking. • **Small or medium-scale**: Individual or multiple retail uses (under 50,000 sq ft building sizes) and associated parking. • **Vehicle dealerships:** New and used vehicle sales lots and business operations for showing, storing, and selling of vehicles (e.g. auto, trailer, boats) (excludes lands used for the temporary storage of newly imported vehicles, which is classified as 'Port Terminal Developed' and vehicle maintenance facilities which are 'General Industrial').
Commercial (non-industrial)	• **Office**: Stand-alone office building and associated parking, which may include retail uses on the ground level, and live-work units. • **Media Production**: Facilities used for production or broadcast of film/movies/videos, such as filming/recording studios, soundstages, equipment storage/rental (excludes software production offices). • **Banquet Hall/Assembly**: Assembly and accommodation facilities and associated parking, used for religious or non-religious large-scale assembly/gathering activities and events, short stay/temporary accommodation such as hotels, hostels and shelters. • **Education/Training**: Training, vocational school or other educational related facilities, which may or may not include a classroom component. • **Recreation**: Indoor or outdoor recreational uses, such as fitness facilities, racket clubs, and other recreational activities.
Other/Vacant	• **Agriculture**: Agricultural or farming relates uses (independent of Agricultural Land Reserve designation or BCAA Farm Class status), as a possible holding use for future conversion. • **Residential**: Residential use, typically older single detached houses, as a possible holding use for future conversion to industrial. In some cases other forms of residential that may limit the potential to redevelop the lands to industrial uses. • **Resource Extraction**: Earth extraction uses, such as aggregates/gravel/sand pits, and peat. • **Airside/Groundside Vacant (YVR and non-YVR)***: Undeveloped lands that otherwise match the descriptions of airside/groundside uses above. • **Port Terminal Vacant***: Undeveloped lands forming part of the Vancouver Fraser Port Authority Land Use Plan. • **Vacant land**: Lands that do not have any identified improvements or uses of any sort (either industrial or non-industrial).

*** Note on Airport and Port Lands:**

Airports

For the airports in the region (YVR, Pitt Meadows, Delta, and Langley), the runways and airfields are not included in the Inventory, nor are the terminal buildings/lands. Airside and groundside Industrial lands (Developed or Other/Vacant) are included in the Inventory. Most of the developed Industrial lands are used for airport maintenance and storage Hangers.

For YVR Vancouver Airport Authority on Sea Island, it is important to note that these lands are distinct in terms of ownership, use, and development potential. YVR is a federal jurisdiction and lands are not subject to municipal planning regulations or zoning. Development of land on Sea Island is subject to the YVR Land Use Plan (approved by the Minister of Transport), based on a land use hierarchy which prioritizes and safeguards land required for airport operations over the long term. It cannot be assumed that vacant sites on Sea Island are suitable, or will come forward, for industrial development, as they are subject to aeronautical zoning (which restricts the height of development in and around an active airport) and YVR's federal lease.

Ports

Port lands include a variety of different types of industrial and quasi-industrial uses and marine related activities, as well as lands owned by the port and leased to tenants with port-associated activities. The Port of Vancouver Land Use Plan indicates how these lands are to be used.

For the various port facilities fronting the ocean and river, the port terminal and docks are included in the Inventory as 'Transportation Infrastructure – Port Terminal', either Developed or 'Vacant'. Surrounding non-port lands are classified according to their predominate use. Water lots do not Have any land use classification and are not included in the Inventory.

Appendix 2: Maps

Figure 1 Inventory Sub-Regions and Major Industrial Areas

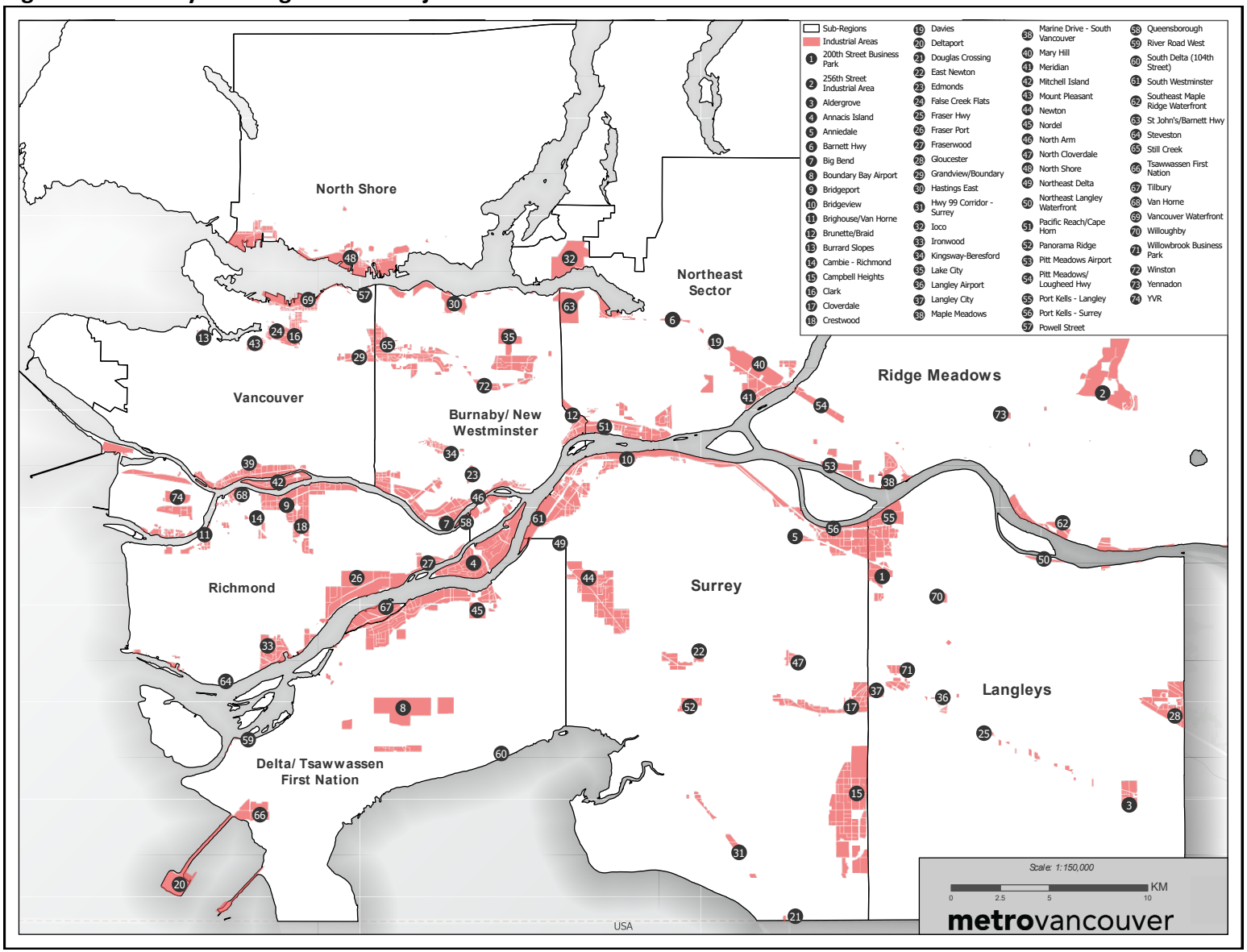


Figure 2 Inventory by Developed and Vacant Status

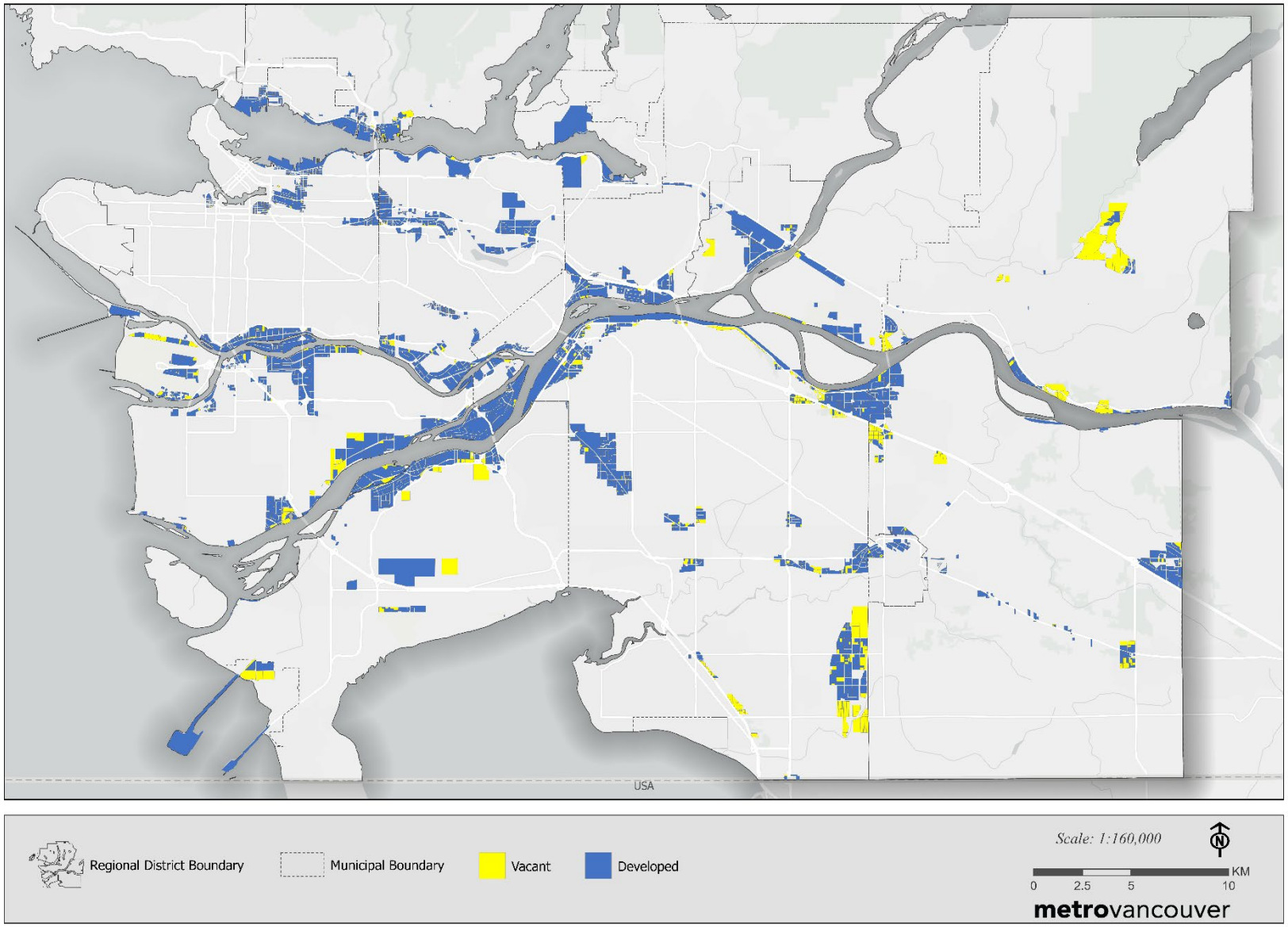


Figure 3 Inventory with Retail or Commercial Land Use

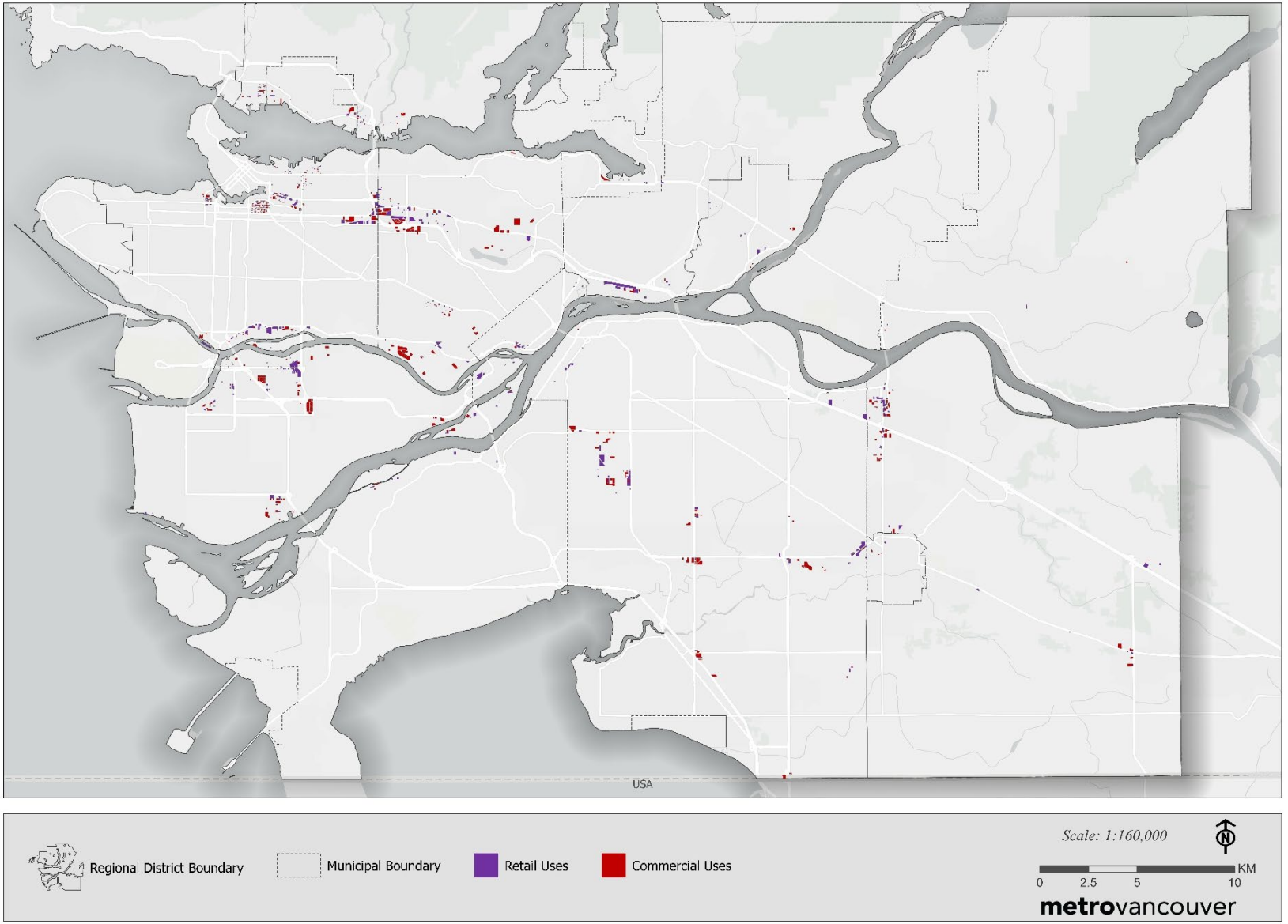


Figure 4 Inventory by Land Ownership

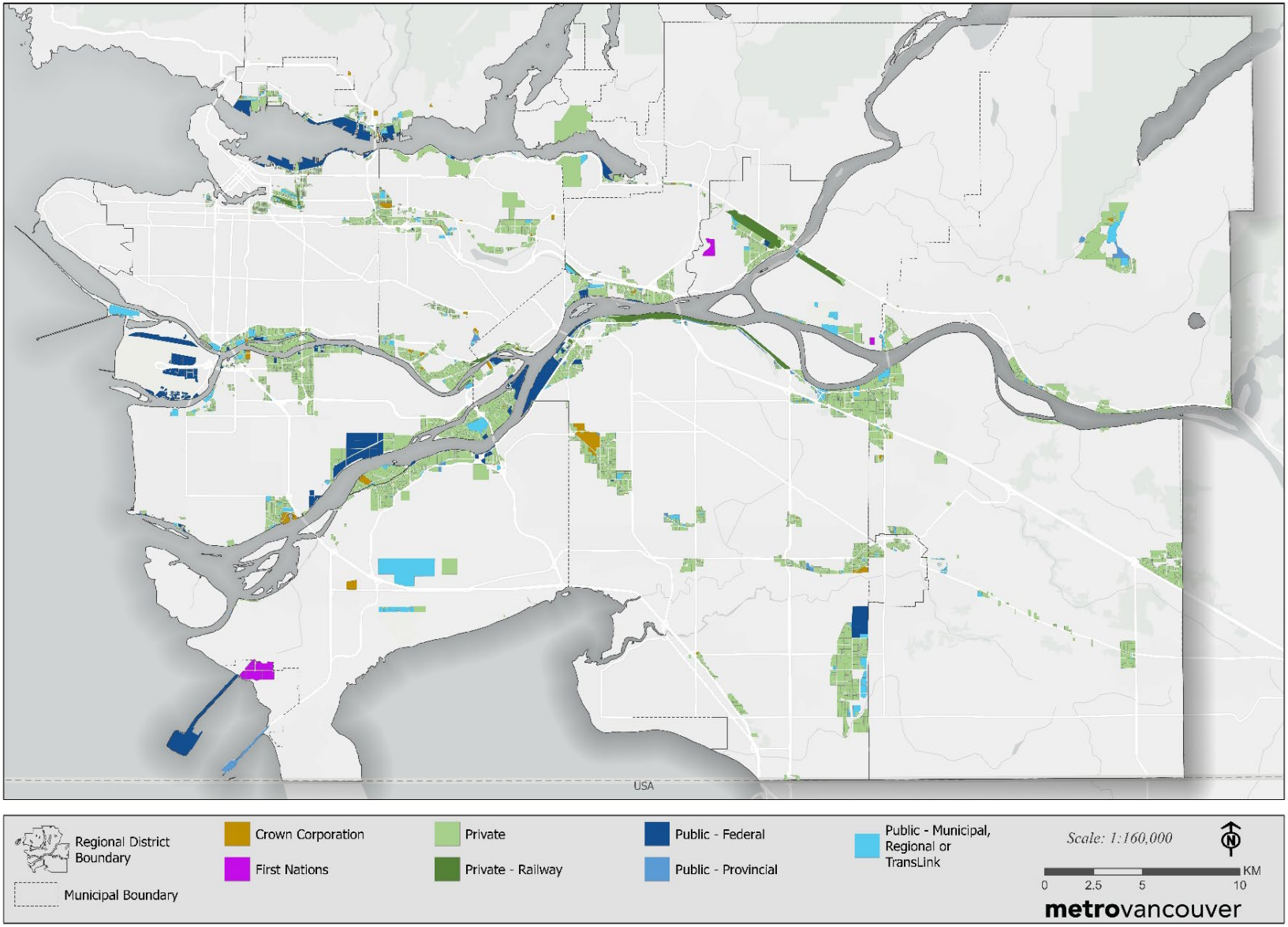


Figure 5 Inventory by Tenure

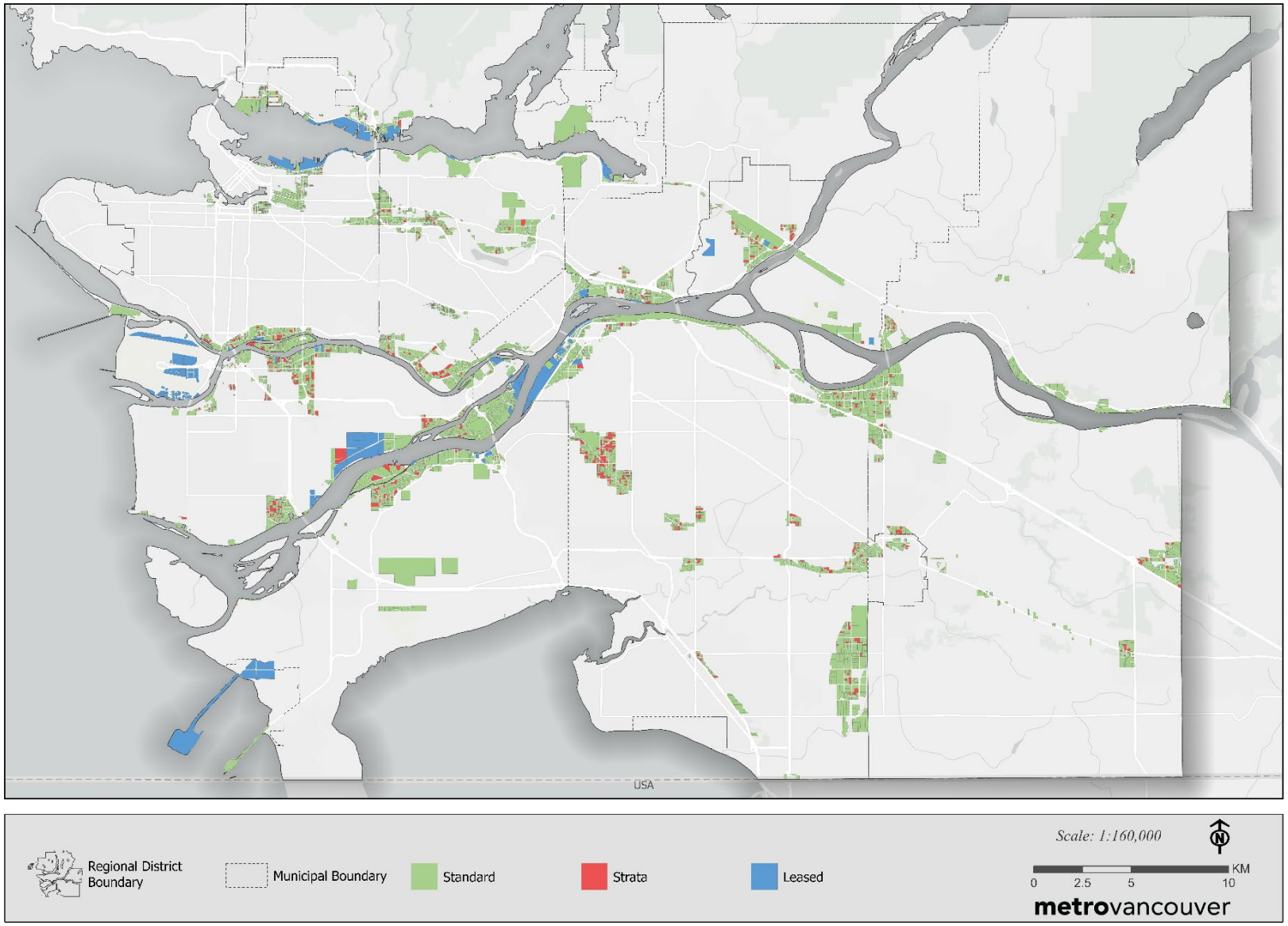


Figure 6 Inventory Lands Added and Removed, 2020-2025

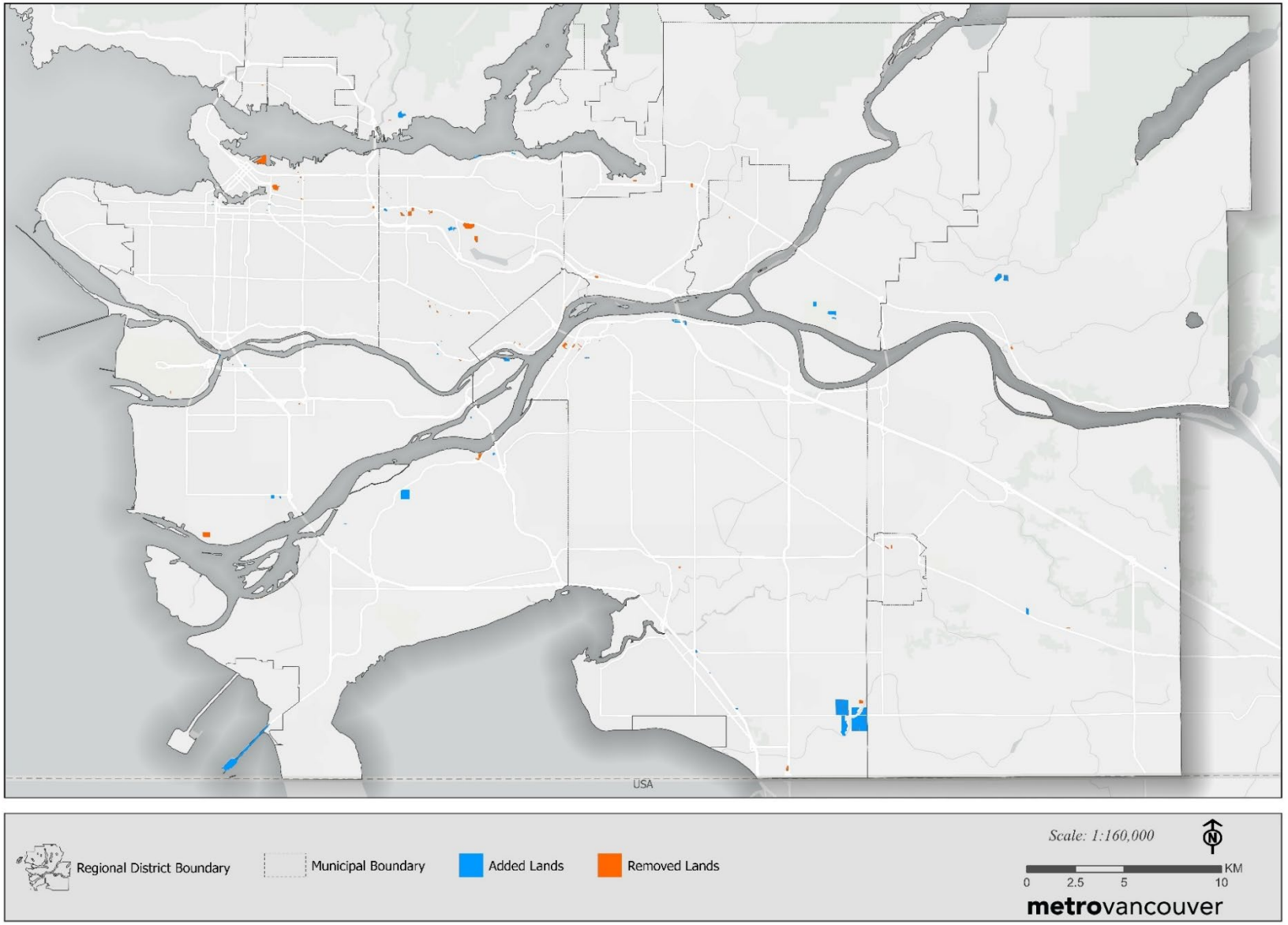


Figure 7 Industrial Land Absorption, 2020-2025

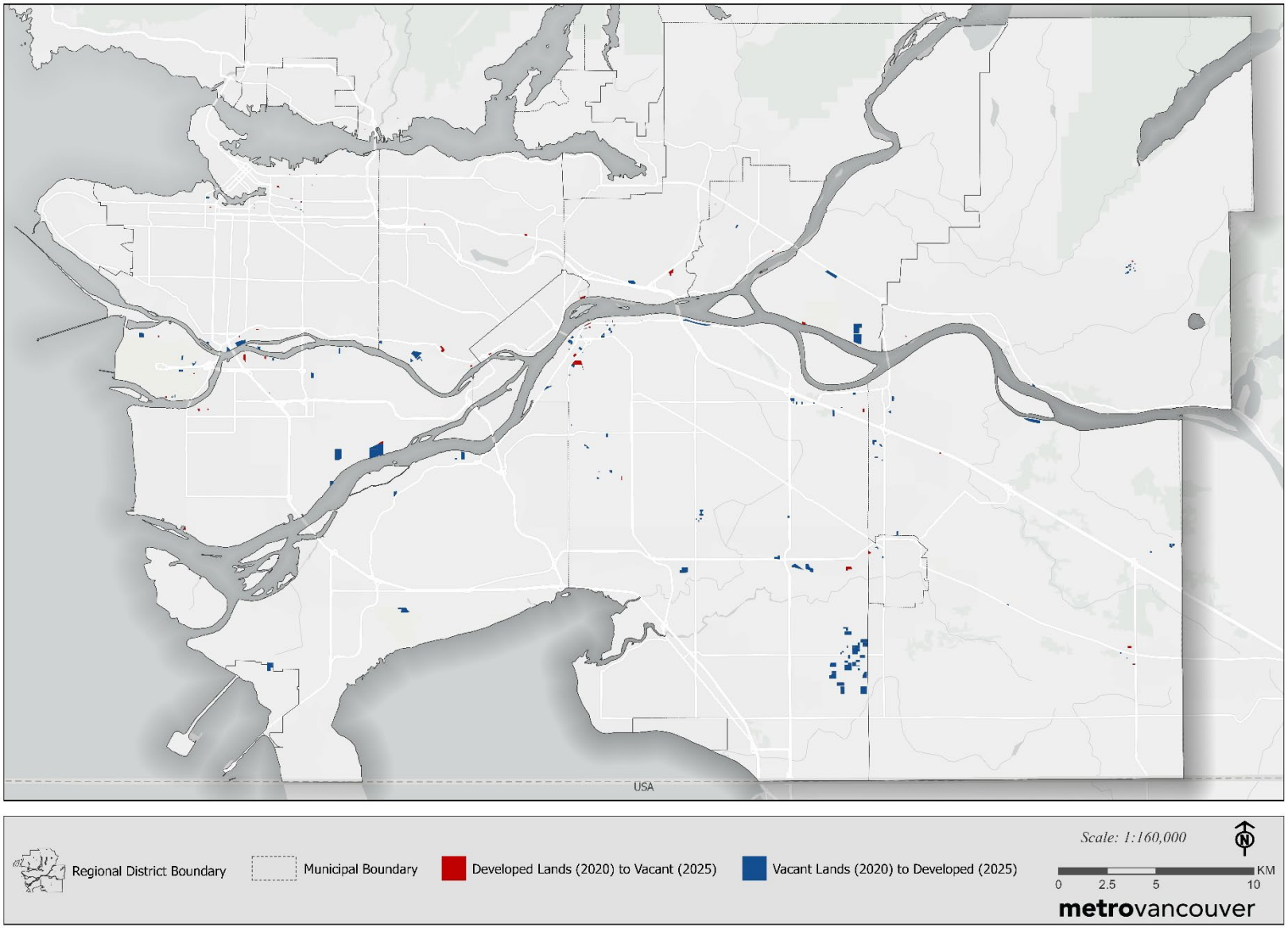


Figure 8 Inventory within Urban Centres

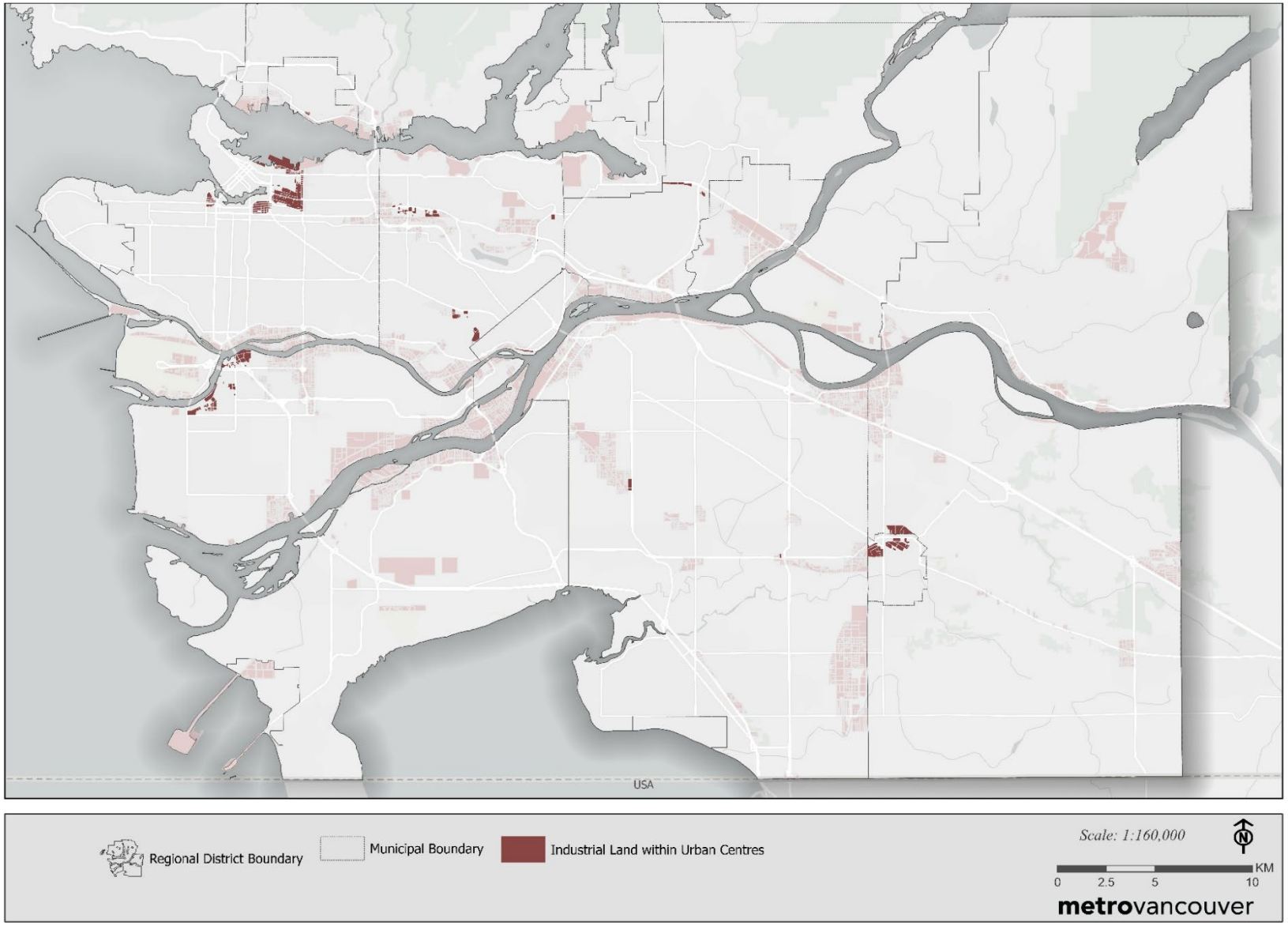


Figure 9 Inventory Land Use Categories within Urban Centres – Burnaby/New Westminster

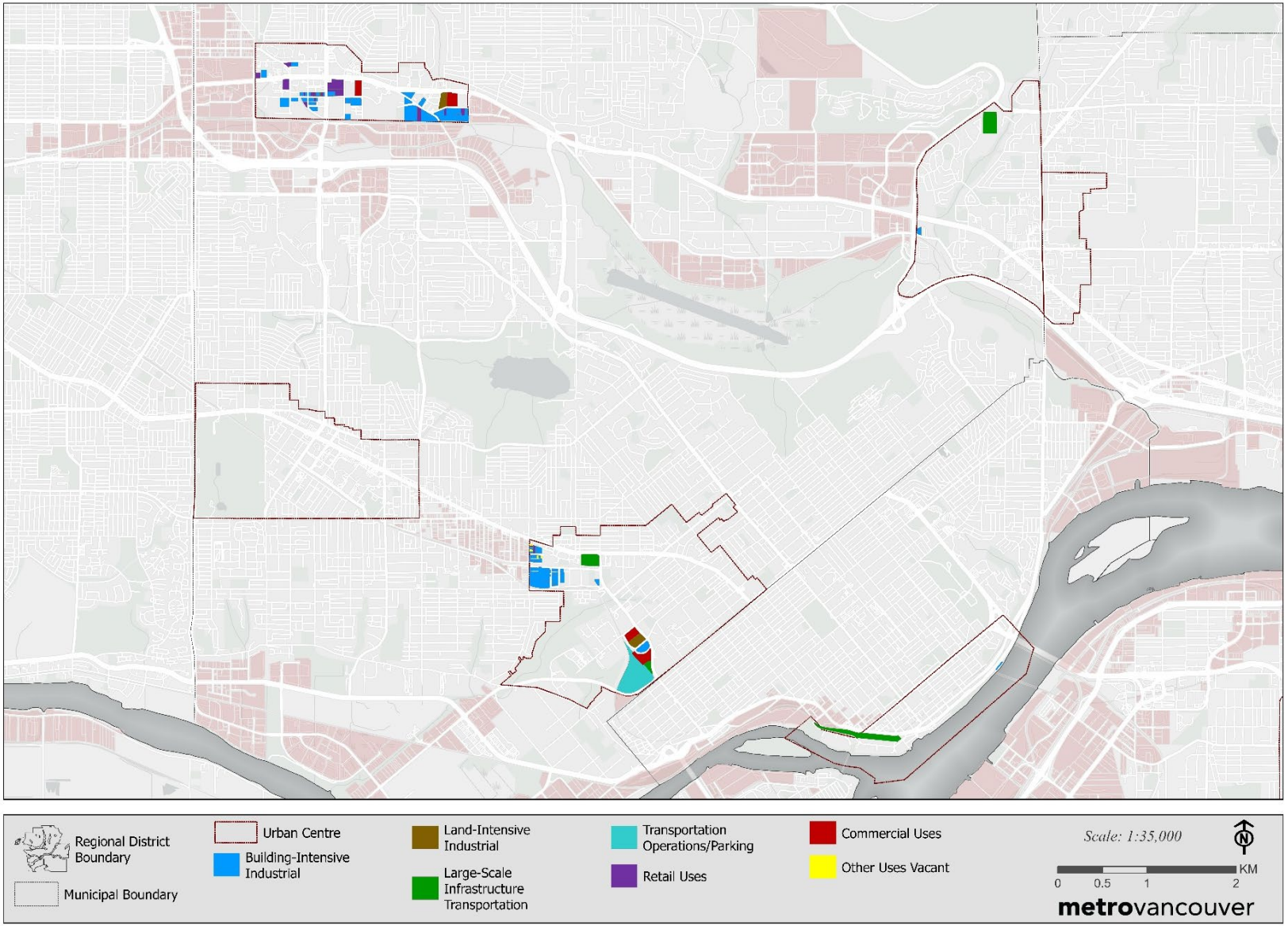


Figure 10 Inventory Land Use Categories within Urban Centres – Langleys and Surrey

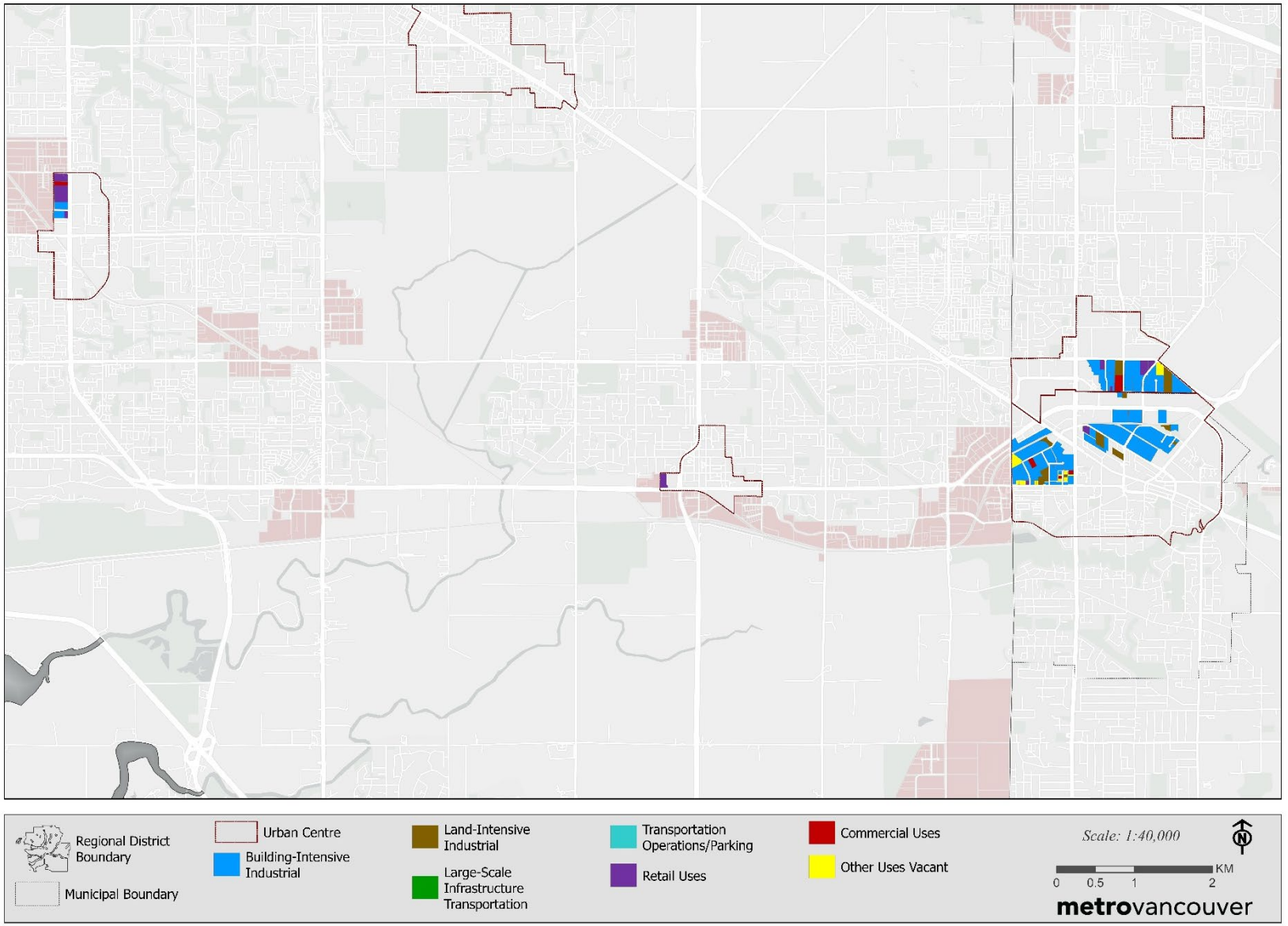


Figure 11 Inventory Land Use Categories within Urban Centres – North Shore and Vancouver

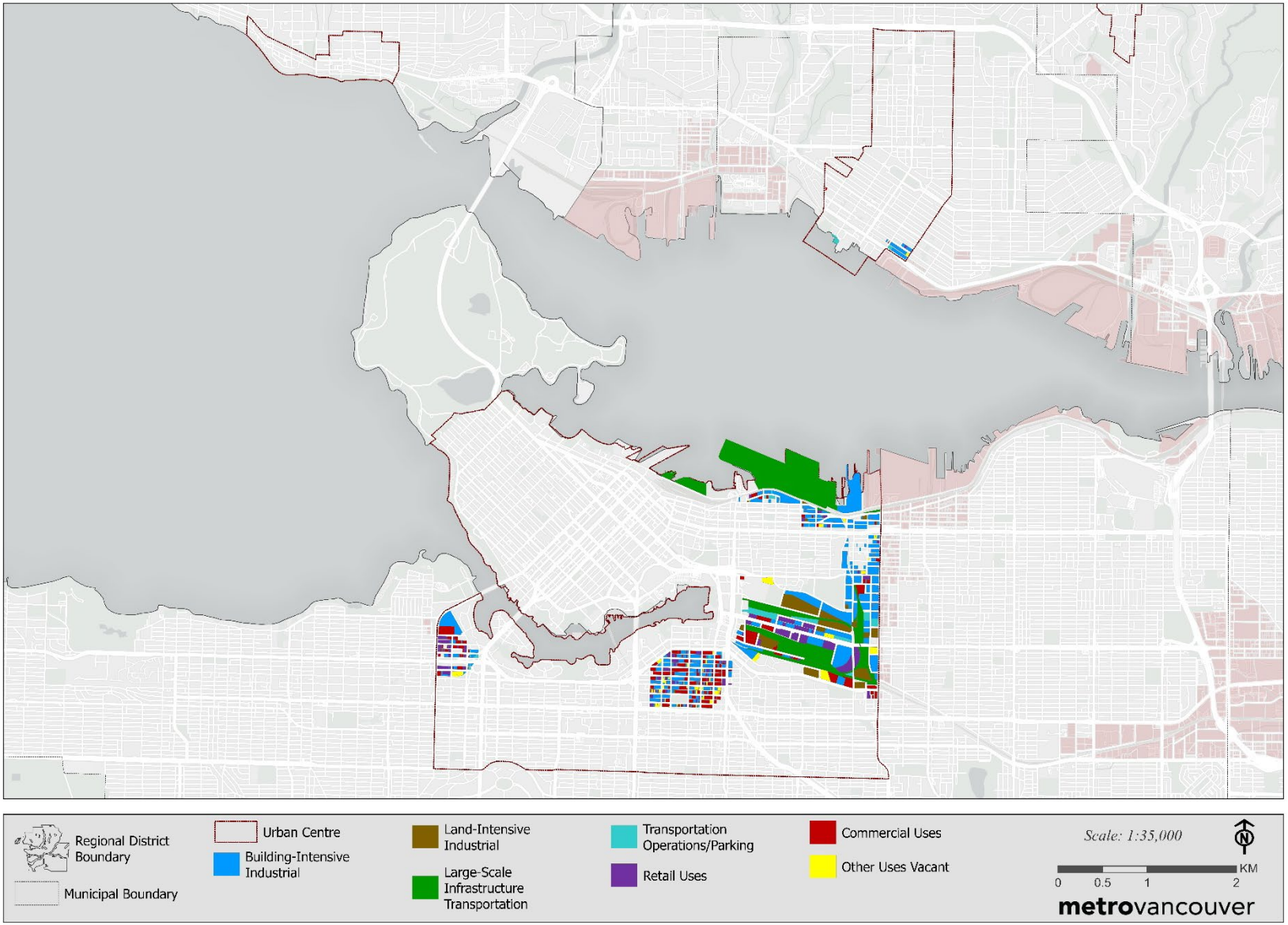


Figure 12 Inventory Land Use Categories within Urban Centres – Northeast Sector

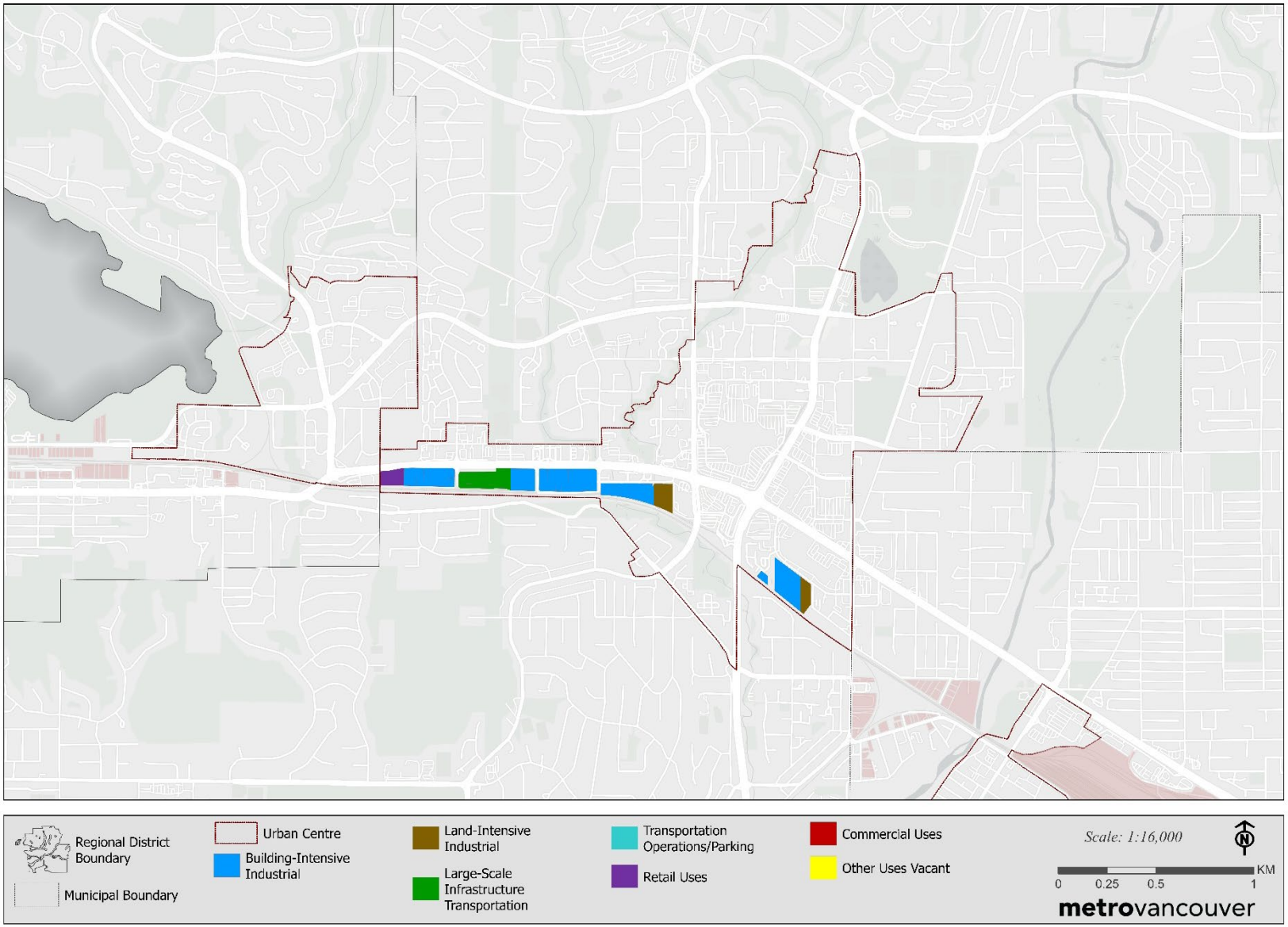
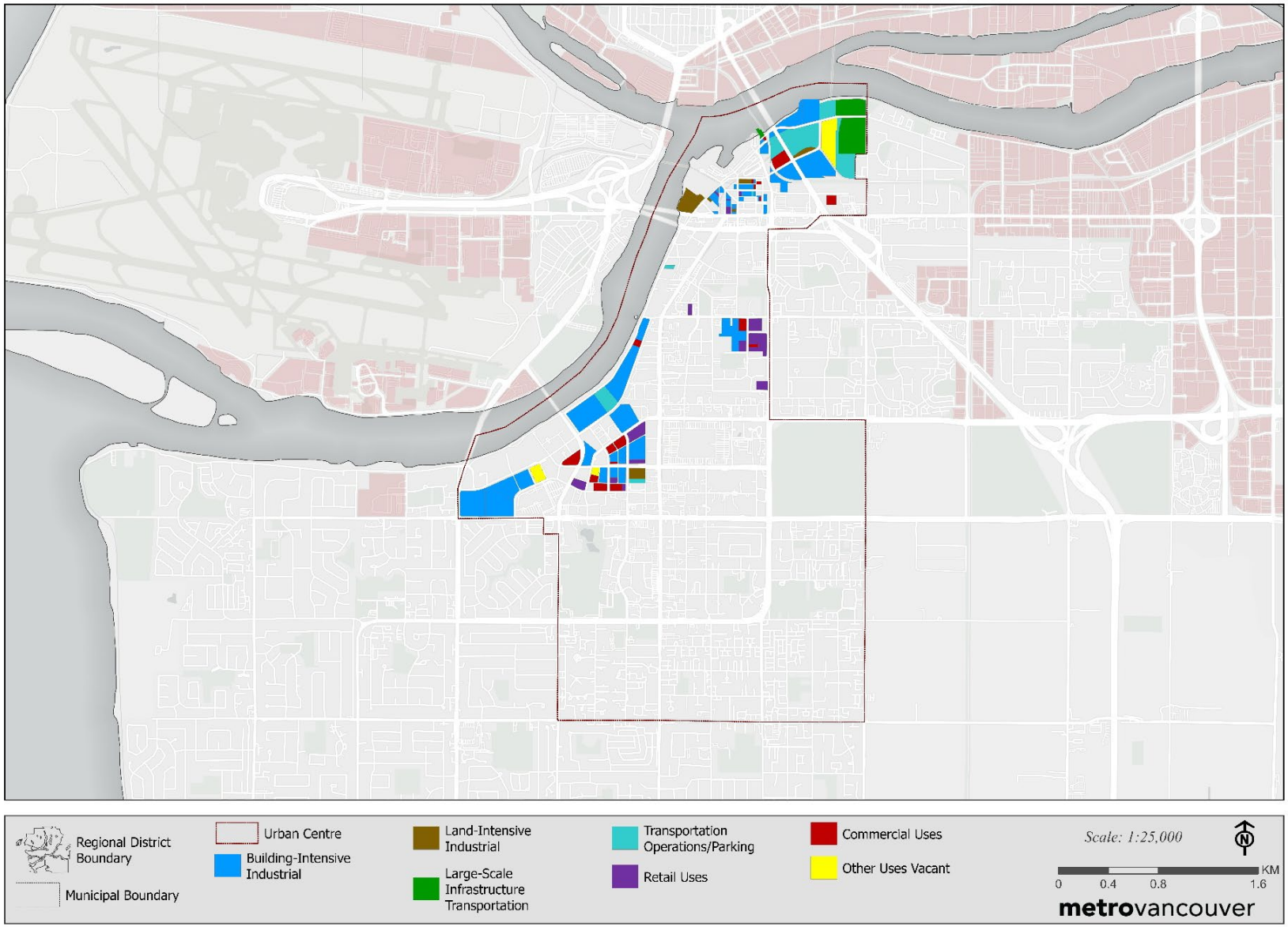


Figure 13 Inventory Land Use Categories within Urban Centres - Richmond



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Figure 14 Other Uses/Vacant Inventory by Land Use Classification

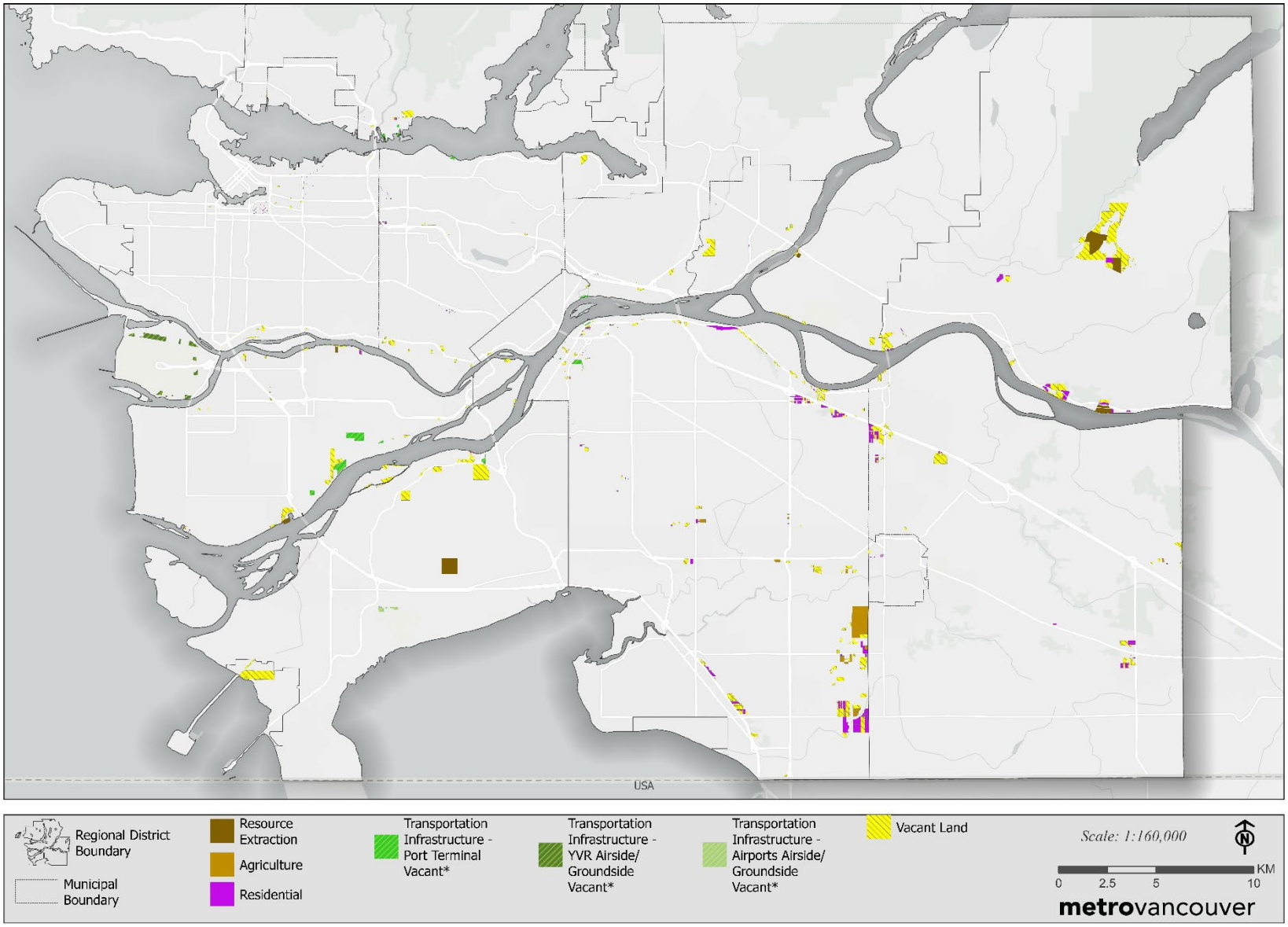
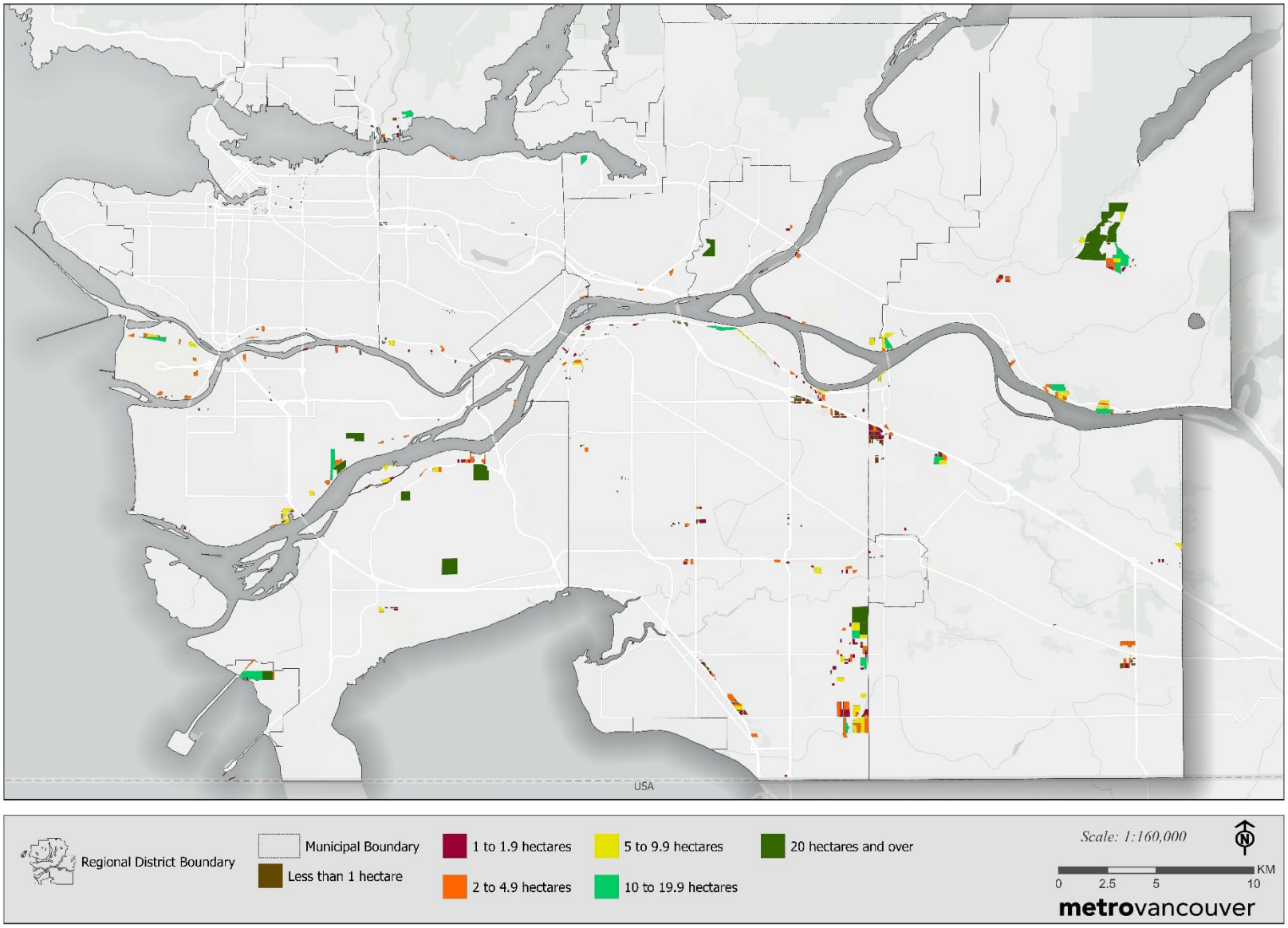


Figure 15 Other Uses/Vacant Inventory by Site Size Category



Appendix 3: Jurisdiction-level Data

Table 1 Land Use by Jurisdiction

Land Use Category and Classification	Land Area (Hectares) by Jurisdiction															
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Building-Intensive Industrial	**545**	**167**	**773**	**69**	**522**	**83**	**88**	**27**	**87**	**93**	**206**	**6**	**685**	**1138**	**40**	**241**
Distribution / Warehouse	176	8	348	10	202	2	31	0	0	91	50		213	347	40	32
General Industrial	196	127	203	29	169	28	34	8	30	0	44	5	239	493		99
Manufacturing / Production	72	8	166	21	112	34	16	2	35		59	1	88	202		32
Mixed Industrial / Commercial	101	25	56	10	39	18	8	17	23	2	53	1	145	96		78
Land-Intensive Industrial	**51**	**85**	**108**	**7**	**94**	**112**	**16**	**2**	**20**	**11**	**32**	**14**	**165**	**266**	**3**	**53**
Maintenance Yards / Operations Services	15	19	3	3	10			2	8	3	7	0	14	13	3	29
Outdoor Storage	26	22	70	5	30	33	16		1		20	2	57	178	1	7
Processing / Handling of Natural Resources	10	44	35		55	79	1		11	8	5	12	93	75		17
Large-Scale Infrastructure / Transportation	**299**	**28**	**764**		**54**	**5**	**64**	**93**	**140**	**110**	**150**	**405**	**519**	**479**	**7**	**164**
Infrastructure - Oil Tank Farm	261								3			376				
Infrastructure - Utilities	29	15	400		17	5	1	1	18	1	0		67	123	2	3
Airports Airside / Groundside Developed			24		36					49						
Port Terminal Developed	4	5	339				34	88	66		7	29	249	177	5	127
Rail Yards	5	8	2				29	3	53	61	143			178		34
YVR Airside / Groundside Developed													203			
Transportation Operations / Parking	**30**	**0**	**11**		**12**	**0**	**7**	**2**	**4**		**8**	**1**	**33**	**40**		**34**
Transportation Operations	27		10		4		3	1	3		8		26	6		28
Parking	4	0	1		8	0	4	0	0			1	6	34		6
Retail Uses	**53**	**31**	**12**	**1**	**31**	**1**	**14**	**4**	**5**		**4**	**1**	**45**	**68**		**74**
Retail (big box)	18	10					5	3					19	11		27
Retail (small or medium-scale)	11	17	3	1	19	1	3	1	4		2	1	23	38		19
Retail (vehicle dealerships)	24	4	9		12		6	0	1		3	0	3	18		28
Commercial Uses	**118**	**5**	**7**	**1**	**40**	**1**	**2**	**9**	**9**		**3**	**4**	**74**	**87**		**58**
Banquet Hall / Assembly	3		1	0	7						2	0	2	16		2
Education / Training			2		2		0		3				3	7		3
Media Production	39	1			4			6	0				5	6		14
Office	73	3	3	0	15		2	3	4		1	4	52	55		38
Recreation	3	1	0	1	13	1		1	2		0		12	3		1
Other Uses / Vacant	**30**	**7**	**218**	**3**	**165**	**547**	**10**	**0**	**26**	**22**	**42**	**11**	**216**	**635**	**80**	**17**
Agriculture					3									162		
Residential	4	0	1	2	44	46		0	1		0		3	174		4
Resource Extraction			66			131				4			12			
Airports Airside / Groundside Vacant			11													
Port Terminal Vacant	3		6				3		6				63	13		
YVR Airside / Groundside Vacant													58			
Vacant Land	23	7	135	2	118	370	7		19	18	41	11	80	285	80	13
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 2 Land Ownership by Jurisdiction

Ownership	Land Area (Hectares) by Jurisdiction															
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Crown Corporation	39	5	42	1	6	4	7	2	14		1		35	120		4
First Nations										9	36				130	
Private	1008	277	1080	78	866	625	127	44	130	97	238	401	981	1899		407
Private - Railway	9	8	1				24	3		73	150			184		30
Public - Federal	6	5	296				37	84	119		7	29	584	297		128
Public - Municipal, Regional or TransLink	53	23	416	3	44	81	6	2	28	57	12	12	135	161		71
Public - Provincial	12	5	59		2	40	0		1		2	1	2	53		2
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 3 Tenure by Jurisdiction

Tenure	Land Area (Hectares) by Jurisdiction															
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Standard	1047	297	1530	76	859	736	163	46	201	226	363	413	999	2318		487
Leased	9	5	291				37	84	80	9	43	29	572	169	130	123
Strata	70	21	73	6	59	13	1	5	11	2	39	0	168	227		31
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 4 Site Size by Jurisdiction

Site size	Land Area (Hectares) by Jurisdiction															
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Less than 1 hectare	251	78	190	36	218	79	37	27	44	3	64	11	297	512	3	238
1.0 to 1.9 hectares	222	79	216	27	214	46	24	13	22	10	50		276	554	2	87
2.0 to 4.9 hectares	260	61	346	19	294	103	67	11	38	13	89	4	395	609	16	107
5.0 to 9.9 hectares	131	38	240		115	93	34	6	39	47	63	7	252	388	31	76
10.0 to 19.9 hectares	50	36	95		78	151	40		42	50		23	228	215	55	37
20.0 hectares and over	212	31	807			277		79	107	113	179	398	290	435	23	96
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 5 Regional Land Use Designation by Jurisdiction

Regional Land Use Designation	Land Area (Hectares) by Jurisdiction															
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Agricultural			30		2	0					36		2	6		
Conservation Recreation	7		361				1			4		1	60	5		0
Employment	476	227	60	23	194		6	40			5		425	1164		129
General Urban	178	42	35	13	35	23	48	4	107	77	10	20	154	118		11
Industrial	465	53	1409	47	682	515	146	91	185	155	393	422	1098	1419	130	501
Rural					4	211										
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

Table 6 Local Policy and Zoning Status by Jurisdiction

Local Policy and Zoning Status	Land Area (Hectares) by Jurisdiction															
	Burnaby	Coquitlam	Delta	Langley City	Langley Township	Maple Ridge	New Westminster	North Vancouver City	North Vancouver District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Tsawwassen First Nation	Vancouver
Industrial Designated and Zoned	1055	302	1554	78	647	271	132	133	251	222	408	422	1471	1742	37	560
Industrial Designated Only	14	8	337	3	236	473	1		29	14	36		144	941	93	71
Industrial Zoned Only	58	12	3	1	35	5	68	2	11	1	1	21	123	30		10
Total	**1126**	**322**	**1894**	**82**	**918**	**749**	**201**	**136**	**292**	**237**	**445**	**443**	**1738**	**2713**	**130**	**641**

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Industrial Lands Inventory 2025

EXECUTIVE SUMMARY

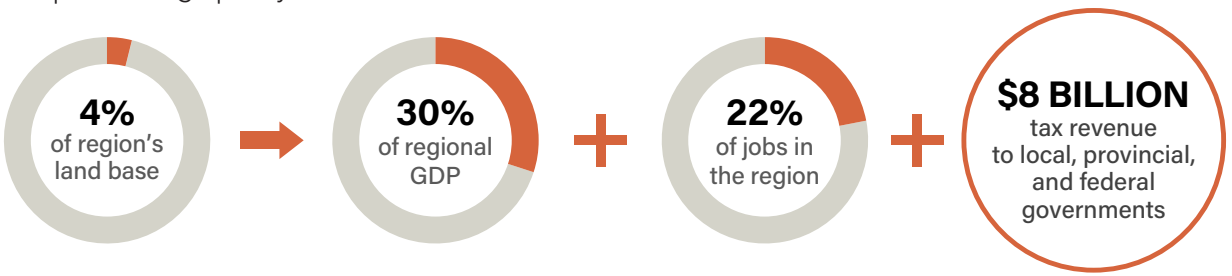
Tracking the Region's Industrial Lands

Updated every five years, the inventory provides critical data for planners, policymakers, and businesses working to protect and enhance industrial capacity.

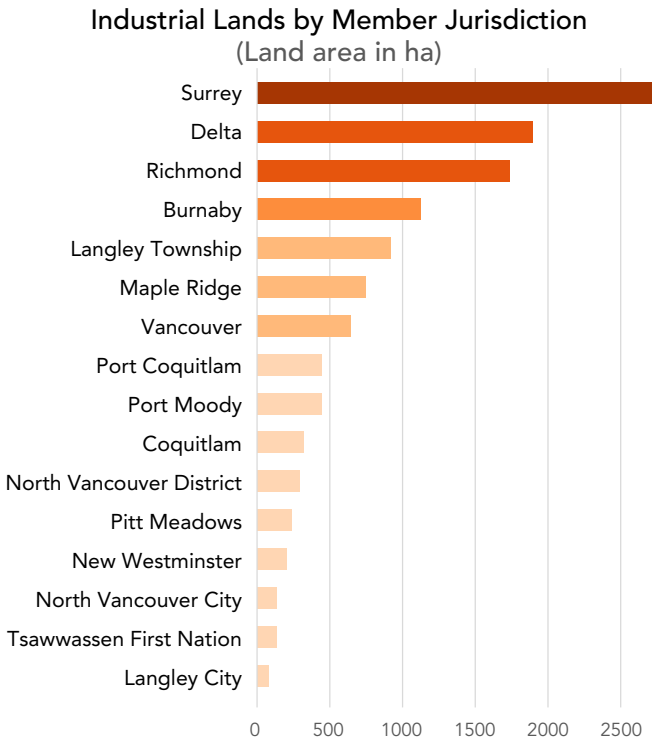
Industrial lands are essential to the region's economy

Industrial lands support jobs, local businesses, transportation, utilities, and manufacturing, as well as enabling international trade. The region has ~12,000 hectares of industrial lands, of which 9,000 ha are currently in industrial use.

Despite making up only 4% of the total land base, industrial lands account for:







Most industrial lands are in the south and east areas of the region

Over 50% of all industrial lands are in Surrey, Delta, and Richmond. Maple Ridge, Surrey, and Delta have the most vacant land designated for future industrial development.

Industrial lands grew slightly between 2020 and 2025

The industrial land base increased by 195 ha (2%) — equivalent to about 20 large warehouse sites. Despite this modest growth, continued efforts to protect and expand industrial capacity are necessary to meet the needs of a growing region.

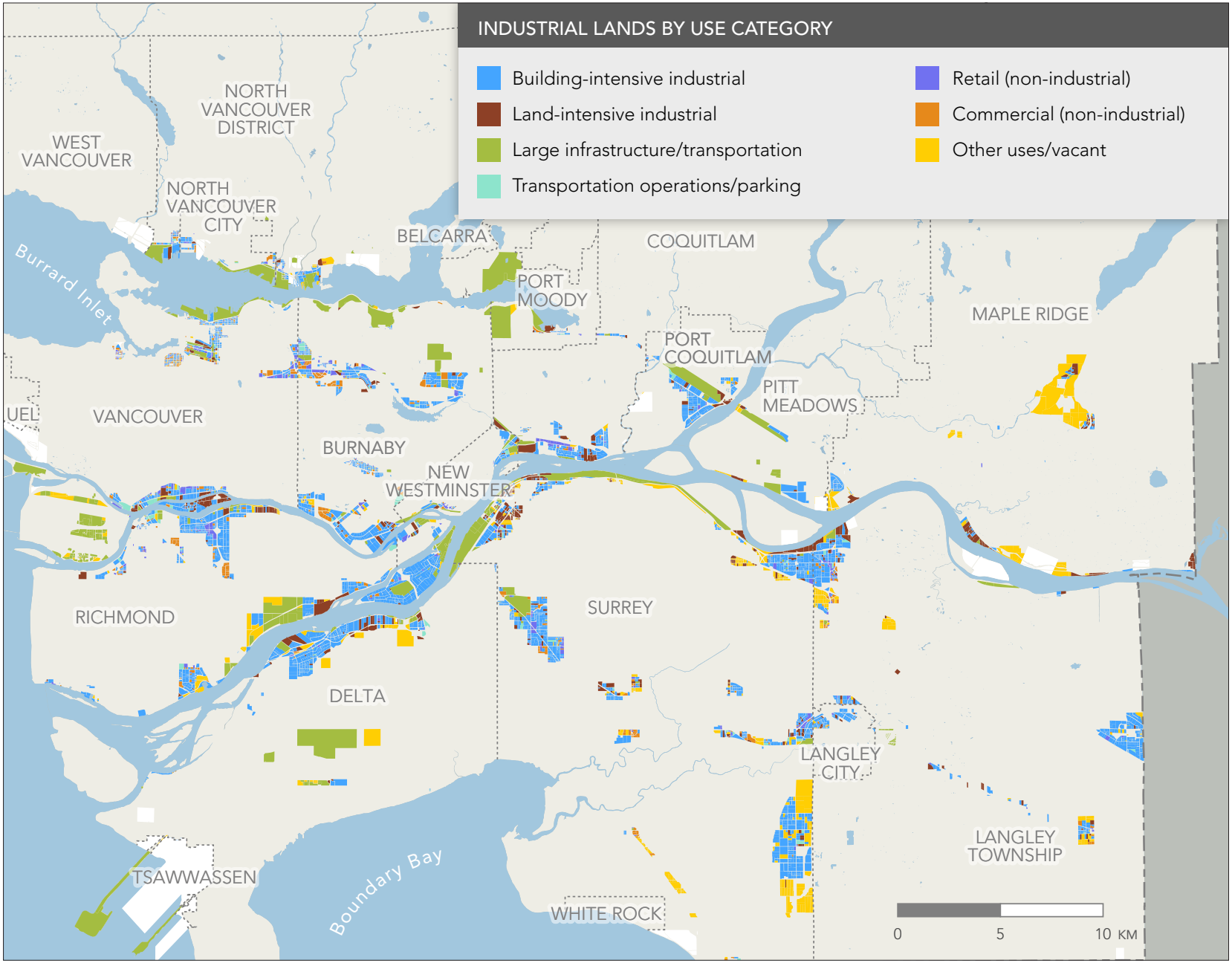
Industrial uses are facing pressure and displacement

Since 2020, 65% of lands removed from the inventory had an industrial use, indicating that businesses operating on these sites may be displaced. Commercial and retail uses make up 6% of industrial lands, reducing capacity for industrial activities.

Industrial uses are shifting away from Urban Centres

Industrial lands within Urban Centres continue to face redevelopment pressure for housing and other uses.

At the same time, new industrial lands tend to be further from major population centres and less accessible by transit. Longer travel distances for workers and goods may increase transportation costs and greenhouse gas emissions.



FIND OUT MORE
Read the 2025 Industrial Lands Inventory Report
Use the interactive map

Questions? Contact us:
regionalplanning@metrovancouver.org

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To: Air Quality Committee

From: Nicki Casley, Air Quality Planner, Air Quality and Climate Action Services
Derek Jennejohn, Lead Senior Engineer, Air Quality and Climate Action Services

Date: September 1, 2026 Meeting Date: October 9, 2026

Subject: **Emissions Mapping Toolkit – Updated Application to the Regional District Sustainability Innovation Fund**

RECOMMENDATION

THAT the MVRD Board approve the project titled "Emissions Mapping Toolkit", to be funded from the Regional District Sustainability Innovation Fund Reserve in the amount of $120,000, as described in the report dated September 1, 2026, titled "Emissions Mapping Toolkit – Updated Application to the Regional District Sustainability Innovation Fund".

EXECUTIVE SUMMARY

This report seeks MVRD Board approval for the *Emissions Mapping Toolkit* project, with funding of $120,000 from the Regional District Sustainability Innovation Fund (SIF) Reserve.

The proposed project was previously presented to the Air Quality Committee on June 12, 2026. Following discussion, the Committee referred the item back to staff and requested additional information regarding Metro Vancouver's air quality data resources, the potential value and applications of the toolkit for member jurisdictions and partners, and opportunities for collaboration with external organizations. This report responds to those requests and provides the additional information requested by the Committee. Specifically, feedback from staff representatives from seven member jurisdictions, the Health Authorities, and academic researchers indicated broad support for the proposed project. Responses highlighted the toolkit's potential to provide air quality information that supports public engagement, land use and community planning, targeted health interventions, and future air quality research.

The additional information provides further context regarding the potential application and benefits of the proposed project. The *Emissions Mapping Toolkit* would enhance Metro Vancouver's existing emissions inventory by translating regional-scale data into interactive, easy-to-use, neighbourhood-scale maps that show where air contaminants are emitted and how emission sources relate to where people live, work, and play. Guided by an interagency advisory committee, the toolkit would initially support Metro Vancouver's internal planning, policy, regulatory, and operational decision-making, while providing member jurisdictions and partners with new neighbourhood-scale information to support community planning, public engagement, and local air quality initiatives. The project would help target actions where they can have the greatest impact, strengthen regional collaboration, and create a foundation for potential future expansion to broader regional use.

PURPOSE

To seek approval from the MVRD Board to fund the project titled *Emissions Mapping Toolkit* from the Regional District Sustainability Innovation Fund (SIF) Reserve.

BACKGROUND

Metro Vancouver's SIF (Reference 1) supports sustainability and drives continuous improvement in the delivery of regional services by reducing emissions, protecting the environment, and enhancing resilience. Projects funded wholly or in part by the SIF program have been undertaken by Metro Vancouver in coordination with project partners since 2015. Annually, Metro Vancouver staff submit applications for project funding, which are considered by the respective Standing Committees and Boards. The amount disbursed from the SIF in any given year is at the discretion of the Boards based on the merit of proposals submitted. Additionally, many projects amplify the SIF financial contributions with external involvement or funding from partners such as the region's academic institutions.

At its meeting on February 21, 2025, the MVRD Board re-affirmed support for the SIF program for 2025 and 2026. The Air Quality Committee is responsible for reviewing Regional District SIF applications that fall within the Terms of Reference of the Committee and making recommendations to the MVRD Board.

The proposed *Emissions Mapping Toolkit* project was presented to the Air Quality Committee at its meeting on June 12, 2026. Arising from discussion, the Committee requested clarification on air quality datasets collected by Metro Vancouver, and further engagement with member jurisdictions and partners to substantiate specific use cases, potential partnerships, and value to member jurisdictions and partners. This report includes a summary of the requested information, with further details presented in **Attachment 1**.

EMISSIONS MAPPING TOOLKIT PROJECT

Metro Vancouver uses several complementary sources of information to understand and manage air quality. **Emissions inventories** help identify where air contaminants come from, while **air quality monitoring** measures the air that people are breathing at specific locations and times.

Metro Vancouver currently estimates emissions of air contaminants that affect human health using the Lower Fraser Valley (LFV) airshed emissions inventory. This inventory identifies major emission sources and tracks how they change over time. However, it reports emissions only at the municipal and regional scales, which can make it difficult to understand how emissions are distributed across neighbourhoods or identify local emissions hotspots. Meanwhile, AirMap and Metro Vancouver's air quality monitoring network measure what is in the air that people are breathing at a specific location and time, but do not indicate which emissions sources contribute to that air quality.

The *Emissions Mapping Toolkit* project would help to bridge this gap by translating non-spatial emissions inventory data into detailed, easy-to-use maps (**Attachment 2**). These maps will show where air emissions occur at a neighbourhood scale, from sources such as roads, railways, industrial facilities, buildings, and agriculture. Users will be able to identify emissions hotspots, compare different sources of air contaminants, and explore where emissions occur relative to homes, schools, hospitals, and community facilities.

The requested funding will be used to develop the toolkit, beginning with a methodology to convert the existing emissions inventory into geospatial data layers that represent sources of emissions across the region. For example, industrial facilities could be mapped as points, while transportation sources like road and railways could be represented as lines. The *Emissions Mapping Toolkit* will also provide an interactive interface that allows users to view, filter, and explore different types of emission sources, and to zoom into different communities. The toolkit will be designed so that it can be readily updated to incorporate new emissions data and improved methods for representing emissions sources.

The toolkit's development would be guided by an interagency advisory committee. Initially, the toolkit would be for Metro Vancouver's internal use, while outputs could also be shared with member jurisdictions and partners for specific initiatives and requests. In future phases, the toolkit could be expanded for use directly by member jurisdictions and others.

VALUE AND APPLICATION FOR MEMBER JURISDICTIONS AND PARTNERS

The objective of the project is to help decision-makers better understand where air contaminants are emitted and use that information to support more targeted planning, policy, and investment decisions. By providing a neighbourhood-scale picture of emissions across the region, the toolkit could help identify opportunities to reduce emissions, limit exposure, and improve community health outcomes.

Following the Committee's direction in June, staff engaged further with member jurisdictions and partners. Feedback from staff representatives from member jurisdictions and the Health Authorities indicated support for the project.

Metro Vancouver presented a summary of the project to the Regional Engineers Advisory Committee – Climate Protection Subcommittee (REAC-CPS) and followed up with a questionnaire and direct outreach to staff from member jurisdictions. Municipal staff indicated the toolkit could support public engagement and air quality discussions by providing accessible, location-specific information that is currently not available. Staff identified potential applications in land use, neighbourhood, and community planning and noted that residents respond positively when provided with background information that supports policies and decisions. Emissions mapping may also complement other municipal planning and engagement tools, such as those related to extreme heat, tree canopy, and hazard mapping, and help inform community planning and development decisions that reduce residents' exposure to air contaminants.

Similarly, staff from the Health Authorities indicated that the toolkit could help guide targeted efforts in areas with higher exposure to harmful air contaminants. UBC and SFU researchers indicated that the toolkit could fill emissions data gaps and enable future leading-edge air quality research, for example, to answer questions about the localized impact of air quality on health, as well as provide opportunities for leveraging additional funding.

ALIGNMENT WITH SUSTAINABILITY INNOVATION FUND OBJECTIVES AND CRITERIA

Connection to Regional Management Plans

The project aligns with the *Clean Air Plan*'s goal of continually improving air quality to protect human health and the environment. Specifically, it supports Strategy 6.1: "Implement Leading Management Practices to Continually Improve Regional Air Quality and Reduce Greenhouse Gas Emissions", by enhancing Metro Vancouver's ability to understand, communicate, and act on emissions data. By translating a regional emissions inventory into neighbourhood-scale insights, the toolkit will support evidence-based policy development, regulatory decision-making, and collaboration with member jurisdictions on actions to reduce emissions and human exposure to air contaminants.

Innovation and Continuous Improvement

The primary innovation of this project is its ability to transform a complex regional emissions inventory into an accessible decision-support tool that reveals how emissions vary across neighbourhoods and communities. While Metro Vancouver currently reports emissions at regional and municipal scales, the toolkit will provide a more detailed view of local emissions patterns and hotspots, helping users quickly understand which sources contribute most in different communities.

The *Emissions Mapping Toolkit* could support a wide range of Metro Vancouver and member jurisdiction activities. For example, it could help inform community planning, transportation planning, air quality monitoring, permit reviews, environmental assessments, and responses to air quality complaints. It could also help identify locations for more detailed studies and support discussions about measures to reduce emissions and exposure.

The toolkit represents a significant enhancement to how Metro Vancouver communicates and applies emissions information. By making complex technical data more accessible and actionable, it can improve transparency, strengthen public understanding of air quality issues, and reinforce Metro Vancouver's role as a trusted source of science-based information and decision support.

Prioritizing a Regional Approach

Because air pollution sources and impacts often cross municipal boundaries, a regional approach can provide insights that could be difficult and costly for individual municipalities to develop independently. The toolkit could enable the development of a consistent methodology and shared evidence base that can support future decision-making across multiple jurisdictions. Member jurisdictions and research institutions will have opportunities to help shape the toolkit through a project working group, ensuring it addresses local needs and priorities. The resulting resource could provide a common foundation for discussions related to community planning, transportation, growth management, and environmental health across the region.

ALTERNATIVES

1. THAT the MVRD Board approve the project titled “Emissions Mapping Toolkit”, to be funded from the Regional District Sustainability Innovation Fund Reserve in the amount of $120,000, as described in the report dated September 1, 2026, titled “Emissions Mapping Toolkit – Updated Application to the Regional District Sustainability Innovation Fund”.

2. THAT the MVRD Board receive for information the report dated September 1, 2026, titled “Emissions Mapping Toolkit – Updated Application to the Regional District Sustainability Innovation Fund”.

FINANCIAL IMPLICATIONS

Under Alternative 1, up to $120,000 will be disbursed from the Regional District Sustainability Innovation Fund Reserve to fund the *Emissions Mapping Toolkit* project through the 2027 budget process. This project, if not approved, would not proceed and funds would remain in the SIF Reserve.

CONCLUSION

The proposed *Emissions Mapping Toolkit* project would transform Metro Vancouver’s existing emissions inventory into an accessible neighbourhood-scale tool that shows where air contaminant emissions occur across the region. By helping identify local emissions sources and understand how they relate to communities, the toolkit would support more informed planning, policy, and regulatory decisions, strengthen public understanding of air quality issues, and help target actions to reduce emissions and protect public health.

ATTACHMENTS

1. Responses to Air Quality Committee Discussions on *Emissions Mapping Toolkit* Project.
2. Regional District Sustainability Innovation Fund: 2026 Application Executive Summary.

REFERENCE

1. Metro Vancouver. (2026). *Sustainability Innovation Fund*. https://metrovancouver.org/about-us/sustainability-innovation-fund

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RESPONSES TO AIR QUALITY COMMITTEE DISCUSSION ON EMISSIONS MAPPING TOOLKIT PROJECT

At its June 12, 2026 meeting, the Air Quality Committee discussed the *Emissions Mapping Toolkit* project and requested clarification on air quality datasets collected by Metro Vancouver, uses by and engagement with member jurisdictions and partners, and potential partnerships. This Attachment provides additional information in response to the Committee's requests.

EMISSIONS MAPPING VS. MONITORING

Metro Vancouver collects and uses complementary sources of air quality information to understand and manage air quality. In simple terms, **emissions inventories** and **air quality monitoring** each provide a different piece of the puzzle. Emissions inventories help us understand where air emissions originate, and monitoring tells us what air quality people are experiencing at specific locations. Used together, these tools support more effective air quality management and informed local decision-making.

Metro Vancouver currently estimates emissions of air contaminants that affect human health using the Lower Fraser Valley (LFV) airshed **emissions inventory**. This inventory identifies major emission sources and tracks how they change over time and helps answer the question: "Where are air contaminants coming from?" However, it reports emissions only at the municipal and regional scales, which can make it difficult to understand how emissions are distributed across neighbourhoods or identify local emissions hotspots.

Air quality monitoring answers a different question: "What is the air quality here, right now?" Metro Vancouver's monitoring stations directly measure air contaminant concentrations in the air, and report concentrations on the AirMap.ca website. These measurements reflect the combined influence of emissions from many sources, weather conditions, atmospheric processes, and pollution transported from outside the region (e.g., wildfire smoke). AirMap and Metro Vancouver's air quality monitoring network measure what is in the air that people are breathing at a specific location and time, but do not indicate which emissions sources are contributing to the air quality.

Another useful tool for assessing air quality is **dispersion modelling**. Dispersion modelling combines emission information with meteorological and topographical data to estimate pollutant concentrations across an area and help understand how emissions move within the region. Looking ahead, the *Emissions Mapping Toolkit* could provide valuable input data for dispersion modelling. While accurate dispersion modelling can be resource intensive, both UBC and SFU have expressed interest in partnering on future modelling projects.

VALUE AND APPLICATION FOR MEMBER JURISDICTIONS AND PARTNERS

The objective of the project is to help decision-makers better understand where air contaminants are emitted and use that information to support more targeted planning, policy, and investment decisions. By providing a neighbourhood-scale picture of emissions across the region, the toolkit could help identify opportunities to reduce emissions, limit exposure, and improve community health outcomes. Following the Committee's direction in June, staff conducted additional engagement with member jurisdictions and partners. Firstly, Metro Vancouver presented a summary of the project to the Regional Engineers Advisory Committee – Climate Protection Subcommittee (REAC-CPS). A questionnaire was then shared with REAC-CPS, followed by discussions with staff from member jurisdictions to better understand their interest in and potential applications of the proposed mapping project. Feedback from seven jurisdictions and the Health Authorities indicated support for the project.

Municipal staff indicated the toolkit could support public engagement and air quality discussions by providing accessible, location-specific information that is currently not available. Staff identified potential applications in land use, neighbourhood, and community planning.

Municipal staff noted that residents respond positively when provided with easy to understand, background information that supports policies and decisions. The *Emissions Mapping Toolkit* will provide useful output and maps to support public engagement. Emissions mapping may also complement other municipal planning and engagement tools, such as those related to extreme heat, tree canopy, and hazard mapping, and help inform community planning and development decisions that reduce residents' exposure to air contaminants.

Similarly, staff from the Health Authorities indicated that the toolkit could help guide targeted efforts in areas with higher exposure to harmful air contaminants, such as the work currently underway in the State of Washington to focus public engagement and air quality reporting in identified overburden communities. UBC and SFU researchers indicated that the toolkit could fill emissions data gaps and enable future leading-edge air quality research, for example, to answer questions about localized impact of air quality on health, as well as provide opportunities for leveraging additional funding.

In summary, staff from member jurisdictions who provided feedback were interested to see the *Emissions Mapping Toolkit* project move forward and saw that the project could open up conversations and discussions around air quality.

Staff from the health authorities see that the toolkit could help guide targeted efforts in areas where exposure to harmful air contaminants poses a greater risk to human health, similar to innovative approaches underway elsewhere (e.g., Washington State Department of Ecology).

LEVERAGING PARTNERSHIPS

UBC and SFU are undertaking complementary air emissions and air quality projects across Metro Vancouver. While these projects are distinct from the proposed *Emissions Mapping Toolkit*, there are mutually beneficial synergies. For example, staff from UBC noted that there is a lack of a standardized, spatially disaggregated emissions dataset across the region, and that the *Emissions Mapping Toolkit* would help to fill this data gap. Staff from UBC see that the *Emissions Mapping Toolkit* could act as an enabler for future air quality modelling and assessment in the region, for example, to study the localized impact air quality on health. Metro Vancouver will leverage its existing relationships with these academic institutions and experts to promote consistency in methodologies, share technical expertise, and improve overall project efficiency.

With support from the Sustainability Innovation Fund (SIF), and in collaboration with UBC and SFU, there are opportunities to leverage additional funding. In addition, SFU, UBC, and the local Health Authorities have offered their technical input and subject matter expertise to support the project.

Regional District Sustainability Innovation Fund
2026 Application Executive Summary

Project Name: Emissions Mapping Toolkit

Funding Requested: $120,000

Estimated Duration: 2 Years

Purpose
To create a map of air contaminant emissions across Metro Vancouver using the existing Lower Fraser Valley (LFV) emissions inventory. These maps will form a toolkit that will be used as a planning tool to inform focused planning and policy decision-making at the municipality and community scale.

Project Objectives
Metro Vancouver currently estimates air contaminant emissions on a municipal and regional scale in the LFV emissions inventory. The main objective of this project is to use the emissions inventory to create a map of air contaminant emissions across Metro Vancouver. Health-harming air contaminants have an impact on a local level. Mapping emissions will enhance our understanding of where emissions occur relative to the location of schools, hospitals, and other vulnerable populations.

The intent of this project is to develop a planning toolkit that allows the user to turn emission sources on and off, and to zoom into different communities. The toolkit will be designed so that it can be readily updated with future emissions data and refinement of source representation.

Contributions to Regional Sustainability
This project has links to all three areas of sustainability. There is a direct link to human health and the environment as this project focuses on quantifying and improving our understanding of air contaminant emissions in the region. The toolkit may have indirect benefits to the environment as it will aim to guide policy and planning to reduce emissions.

The toolkit may lead to future work to quantify risk from air quality and identify communities most impacted by air contaminant emissions. Use of these maps as planning tools can indirectly benefit vulnerable and impacted communities through targeted policy and education programs that reduce emissions.

The use of this toolkit may also have financial and economic benefits. By better understanding the spatial distribution of emissions, Metro Vancouver can develop more targeted policies for specific sources and/or specific areas with enhanced consideration of potential economic impacts and benefits.

Innovation Element

The main innovative element of this project is that it will increase the spatial resolution of air contaminant emissions data across Metro Vancouver. The current LFV emissions inventory estimates emissions on a regional and municipal level. This project will map emissions across Metro Vancouver to improve our understanding of the spatial distribution of emissions on a sub-municipality level. The toolkit will allow sources to be turned on and off, to gain insight on the relative contributions of different sources of emissions across Metro Vancouver communities.

Tangible Benefits and Outcomes

The main benefit of this project will be the development of emissions maps to be used as a planning toolkit. Air contaminants have a local impact; therefore it is beneficial to compare the location of emissions with where people live, work and play. This toolkit has numerous potential uses, such as to help focus policy and programs on sub-municipality areas and sources, to provide insight into the spatial pattern of air emissions across Metro Vancouver, to support development of the air quality monitoring network, and to provide cumulative impact information for permit applications and environmental impact assessments.

Project Partners

Where possible, Metro Vancouver will collaborate with partners to share methodologies, data, and learnings. From early discussions, Vancouver Coastal Health (VCH) and University of British Columbia (UBC) have both shown interest in the project. The project will establish an ad hoc working group with VCH, UBC, and any other parties interested in the project, likely Fraser Health (FH), the First Nations Health Authority, Simon Fraser University (SFU), and municipalities. These partnerships will be beneficial to the success of the project, and we will explore all opportunities for partnership and collaboration as they arise.

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To: Air Quality Committee

From: Geoff Doerksen, Air Quality Planner, Air Quality and Climate Action Services
Ken Reid, Superintendent Environmental Sampling and Monitoring, Air Quality and Climate Action Services

Date: September 21, 2026 Meeting Date: October 9, 2026

Subject: **2026 Air Quality Warning Season**

RECOMMENDATION

THAT the MVRD Board receive for information the report dated September 21, 2026, titled "2026 Air Quality Warning Season".

EXECUTIVE SUMMARY

Metro Vancouver operates a comprehensive Air Quality Warning program for the Lower Fraser Valley airshed, including both Metro Vancouver and the Fraser Valley Regional District, to help protect public health during periods of degraded air quality. Delivered in partnership with federal, provincial, regional, and health authority partners, the program combines real-time air quality monitoring, forecasting, public notification, and health-risk communications to provide timely information that residents and organizations can use to reduce exposure to air pollution and make informed decisions. This summer, the program delivered more than 123,000 warning notifications to over 6,000 public subscribers and media outlets, while warning information was also shared with local governments, schools, childcare facilities, community sports organizations, and health authorities. The notifications supported actions to protect residents, such as modifying or postponing outdoor activities, relocating activities indoors, setting up cleaner indoor air spaces, and implementing air quality response plans during smoke and smog events.

British Columbia experienced an active wildfire season in 2026, particularly in the southern part of the province, resulting in several periods of smoke impacts in the Lower Fraser Valley. Metro Vancouver issued Air Quality Warnings on 15 days during six warning periods in July and August due to elevated concentrations of fine particulate matter ($PM_{2.5}$) associated with wildfire smoke from fires near Boston Bar, the South Cariboo, and the Southern Interior. In addition, ground-level ozone warnings were issued on three days in eastern parts of Metro Vancouver and the Fraser Valley due to a combination of local emissions, hot sunny weather, and the influence of wildfire smoke.

The 2026 season marked the introduction of a new colour-coded warning system, with yellow warnings indicating high health risk and orange warnings indicating very high health risk. The new system was implemented collaboratively with provincial, federal, and health partners to improve public understanding of air quality risks and associated protective actions.

The report summarizes the 2026 air quality warning season, reviews long-term warning trends, and highlights the growing influence of climate change on regional air quality. While Metro Vancouver has made significant progress reducing air pollution from local sources, wildfire smoke is becoming an increasingly important driver of poor air quality across the region.

PURPOSE

To provide information about Air Quality Warnings issued by Metro Vancouver during the summer of 2026, historical trends, and implications of climate change for future air quality.

BACKGROUND

The Air Quality Committee 2026 Work Plan includes a report on the 2026 air quality warning season. The air quality warning program is operated under Metro Vancouver's delegated authority to manage air quality in the Metro Vancouver region and through a shared service agreement with the Fraser Valley Regional District (FVRD).

METRO VANCOUVER WARNING PROGRAM IN 2026

Metro Vancouver's comprehensive air quality warning program issues Air Quality Warnings for the entire Lower Fraser Valley airshed, including Metro Vancouver and the FVRD, when air quality is degraded or expected to degrade. The program is delivered in coordination with Environment and Climate Change Canada, the BC Ministry of Environment and Parks, FVRD, Vancouver Coastal Health Authority, Fraser Health Authority, First Nations Health Authority, and the BC Centre for Disease Control.

Real-time data from Metro Vancouver's air quality monitoring network is available on AirMap.ca (Reference 1) and informs the warning program. The Air Quality Health Index (AQHI) is also available in real time and is updated hourly to reflect the current health risk. During wildfire smoke events, the AQHI may differ from the warning at times due to rapidly changing smoke conditions. Air contaminants of primary concern are those with greatest potential to reach levels in the region that may be harmful to human health:

- **ground-level ozone**, or smog, is produced by a chemical reaction between nitrogen oxides and volatile organic compounds on hot and sunny days, and
- **fine particulate matter**, from sources including wildfire smoke, residential wood smoke, vehicle exhaust, industrial processes, and chemical reactions.

These contaminants are measured against Metro Vancouver's ambient air quality objectives, which are benchmarks for acceptable air quality.

NEW COLOUR-CODED WARNING SYSTEM

This season was the first to use a new two-tier colour-coded warning system. Warnings were issued as yellow (high health risk) and orange (very high health risk) to convey the level of risk to the public and actions they should take to protect their health. The change to the new system was coordinated between Metro Vancouver, provincial and federal partners, and health authorities to improve public understanding and communication of Air Quality Warnings.

Metro Vancouver uses social media and webpages to provide residents with information to help reduce their exposure to air contaminants and protect health during an Air Quality Warning. Social media posts along with information on Metro Vancouver's webpages provided early notification of the change to yellow and orange warnings.

Air Quality Warnings are used to inform decision making in the region to protect vulnerable populations, especially at schools, daycares and within sports organizations. For example, school districts may adjust activities by moving outdoor activities indoors, while sports associations might cancel practices or games to reduce exposure.

2026 AIR QUALITY WARNINGS

Air Quality Warnings were issued on 15 days during six periods in the summer of 2026:

July 6 – A yellow Air Quality Warning for fine particulate matter ($PM_{2.5}$) was issued for the Eastern Fraser Valley due to smoke from the Brunswick Creek wildfire near Boston Bar in the Fraser Canyon.

July 20 to 22 – A yellow Air Quality Warning for $PM_{2.5}$ was initially issued for the Eastern Fraser Valley on July 20 and 21 and expanded to the entire region on July 22. Elevated $PM_{2.5}$ levels were caused by smoke from British Columbia wildfires, including the Brunswick Complex near Boston Bar and fires in the Southern Interior. Yellow ground-level ozone warnings were also issued on July 21 and 22 for eastern parts of Metro Vancouver and in the Fraser Valley due to a combination of local emissions, hot sunny weather, and wildfire smoke.

August 3 to 6 – A yellow Air Quality Warning was issued for Eastern Fraser Valley on August 3, upgraded to orange on August 4, and expanded on August 5 to include yellow warnings in all of Metro Vancouver and the Central Fraser Valley. On August 6, the warning ended for Metro Vancouver Southwest, while an orange warning remained in effect for the Eastern Fraser Valley and yellow warnings remained in effect across the remainder of Metro Vancouver and the Central Fraser Valley. Elevated $PM_{2.5}$ levels were caused by smoke from wildfires in the South Cariboo, Southern Interior, and near Boston Bar. A yellow ground-level ozone warning was also issued on August 6 for eastern parts of Metro Vancouver and the Fraser Valley due to local emissions, hot sunny weather, and wildfire smoke.

August 12 to 15 – Air Quality Warnings were issued for four consecutive days in the Eastern Fraser Valley due to wildfire smoke. A yellow warning was issued on August 12 and upgraded to an orange warning from August 13 to 15. Elevated $PM_{2.5}$ levels were caused by smoke from wildfires in the South Cariboo and near Boston Bar.

August 21 – An orange Air Quality Warning was issued in the Eastern Fraser Valley due to smoke from wildfires in the South Cariboo and near Boston Bar.

August 24 to 25 – Yellow Air Quality Warnings were issued on August 24 for the Eastern Fraser Valley and expanded to Central Fraser Valley on August 25. The warnings were issued due to smoke from wildfires in British Columbia, including the complex of wildfires near Boston Bar and Manning Park, as well as wildfires in Washington and Oregon.

2026 OUTREACH STATISTICS

Metro Vancouver maintains a subscription list of media outlets, key stakeholders, and members of the public who have subscribed to receive information about Air Quality Warnings and air quality updates. Air quality updates are posted to Metro Vancouver's website (Reference 2) to inform the public of air quality conditions during warnings and outside of warning times as air quality conditions change. Table 1 shows outreach statistics that supported the air quality warning program during the 2026 season. Table 2 includes a count of the number of local media stories related to the Air Quality Warnings, wildfires in general, and ground-level ozone.

The Air Quality Warning program reaches thousands of residents and stakeholders each year through direct subscriptions, media outreach, social media, and Metro Vancouver webpages. The program's reach extends well beyond direct subscribers, as warning information is routinely amplified by news media, local governments, schools, health authorities, and community organizations. The statistics below demonstrate the scale of engagement with the program during the 2026 warning season and

illustrate the growing demand for timely air quality and health information during wildfire smoke and smog events.

Table 1: Air quality warning outreach statistics (April 1 to September 21, 2026)

Air quality updates	29
Air quality update subscribers	2492
Air quality update emails sent	72,268
Media warning subscribers	275
Public warning subscribers	6092
Warning media releases issued	19
Warning emails sent	123,158
Media interviews conducted by warning program staff	12
Social media posts	85

Table 2: Count of local media stories, including radio and television broadcast, related to air quality and wildfires (April 1 to September 21, 2026)

Air Quality Warnings	1158
Wildfires	1064
Ground-Level Ozone	61

AIR QUALITY WARNING TRENDS

In the last twenty years, the number of days on which Air Quality Warnings were in effect in the Lower Fraser Valley has ranged from zero to twenty-two days annually (Figure 1). This figure also indicates the reason for the warning being issued: wildfire smoke (elevated fine particulate matter) or local emissions (elevated ground-level ozone and/or elevated fine particulate matter). Metro Vancouver has a performance indicator that aims for zero warning days due to local emissions (sources located within the Lower Fraser Valley airshed). In the last 5 years there have been on average 3.6 days with such warnings each year. Actions to reduce local emissions that contribute to ground-level ozone are outlined in the Regional Ground-Level Ozone Strategy which is currently undergoing an update.

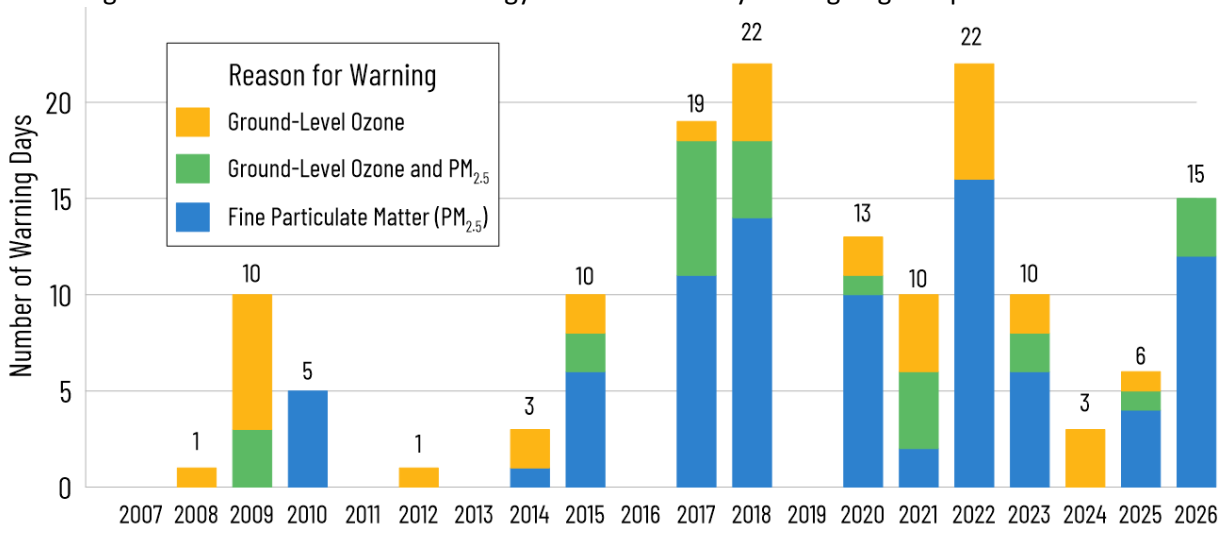


Figure 1: Number of air quality warning days in the Lower Fraser Valley airshed (as of September 21, 2026)

Note: Criteria levels for warnings have changed over the years; care must be taken when interpreting warning trends.

2026 WILDFIRE SEASON AND REGIONAL SMOKE IMPACTS

As of September 1, 2026, Canada has experienced one of its ten worst wildfire seasons on record in terms of area burned. According to Natural Resources Canada, each of the past four wildfire seasons ranks among the ten most severe since 1972. The most extreme year was 2023, when approximately 17.3 million hectares burned. In comparison, 9.0 million hectares burned in 2025, while 4.5 million hectares have burned so far in 2026.

The majority of fires in BC occurred in the three closest fire regions, including Cariboo, Kamloops and Coastal. The BC Wildfire Service reported there have been 1,356 wildfires started and 475,967 hectares burned in BC (as of September 1, 2026).

Fires burning near Boston Bar were the largest significant fires near our region and were responsible for most of the Air Quality Warnings issued this summer. The complex included two wildfires of note (as defined by the BC Wildfire service), Brunswick Creek and Ainslie Creek, which burned more than 9,000 and 67,000 hectares, respectively. Smoke from these fires was transported down the Fraser Canyon and over surrounding mountain ranges into Metro Vancouver and the Fraser Valley, resulting in prolonged periods of elevated fine particulate matter and reduced visibility across the region.

Additional wildfires of note that produced smoke that travelled to our region included:

- The Pear Lake wildfire in South Cariboo, which was responsible for the evacuation of the village of Clinton.
- The Bald Range wildfire in the Okanagan, which threatened the community of Summerland.

CLIMATE CHANGE IMPLICATIONS FOR FUTURE AIR QUALITY

Air quality in the region is already being degraded by the impacts of climate change, and poor air quality causes a wide range of adverse health effects and associated costs.

Climate patterns such as El Niño can also influence wildfire risk and air quality in British Columbia. Meteorologists are forecasting a potentially strong El Niño for the remainder of 2026 and into 2027. The expected outcome is a warmer-than-normal winter and spring and below-normal precipitation for much of the province, including Metro Vancouver. These conditions can contribute to reduced snowpacks and earlier spring snowmelt, increasing the potential for drought and drying of forests and vegetation. If dry conditions persist into spring and summer 2027, the risk of wildfire activity and associated smoke impacts may increase next year.

Public awareness of air quality and health is growing as the public becomes more impacted by wildfire smoke and smog. Metro Vancouver continues to work with local health authorities, BC Centre for Disease Control, Health Canada, BC Ministry of Environment and Parks, FVRD and experts from outside BC to improve public outreach on smog and wildfire smoke health impacts and how residents can protect themselves.

The *Clean Air Plan* outlines strategies for continuous improvement in regional air quality, including actions underway to:

- provide better protection against wildfire smoke (such as public clean air spaces);
- develop resources to help residents and businesses manage indoor air quality; and
- provide high quality information to the public during Air Quality Warnings.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Staff time for the air quality warning program is included in annual operating budgets.

OTHER IMPLICATIONS

The air quality warning program provides notification about changing air quality that member jurisdictions and First Nations can use in preparing and implementing air quality readiness plans.

CONCLUSION

Southern British Columbia experienced an active wildfire season with smoke impacting communities throughout the summer. In 2026, Metro Vancouver issued Air Quality Warnings on 15 days. Local emissions combined with hot and sunny weather in July and August resulted in smog warnings on three days in eastern parts of Metro Vancouver and the Fraser Valley. Wildfire smoke resulted in fine particulate matter warnings on 15 days also in July and August. Throughout the summer, Metro Vancouver kept residents informed of air quality conditions and staff actively provided outreach material, through social media, email and on Metro Vancouver's webpages, which included preparedness information to help reduce exposure to air contaminants during Air Quality Warnings. Collaboration with local health authorities and other partners ensures ongoing improvement to the air quality warning program to protect public health. As Metro Vancouver experiences increasing climate impacts it is important to continue to accelerate actions to reduce greenhouse gas emissions, adapt to a changing climate, and improve regional air quality.

REFERENCES

1. Metro Vancouver. (2026). Air Map. Accessed 2026, October 2. Retrieved from: https://gis.metrovancouver.org/maps/Air
2. Metro Vancouver. (2026). Air Quality Data and Warnings. Accessed 2026, October 2. Retrieved from: https://metrovancouver.org/services/air-quality-climate-action/air-quality-data-and-advisories

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metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Electoral Area Committee

From: Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics
Regional Planning and Housing Services

Date: September 18, 2026 Meeting Date: October 9, 2026

Subject: **Development Variance Permit – 2 Strachan Point Road**

RECOMMENDATION

THAT the MVRD Board authorize the issuance of a development variance permit at 2 Strachan Point Road (PID: 003-721-345) that varies the *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011* by:

a) increasing the maximum accessory building height allowed in Section 314(2) from 4.5 metres to 7.5 metres; and
b) reducing the setback from the natural boundary of the sea required in Section 212(2) from 7.5 metres to 4.5 metres for roof eaves and roof support posts, subject to approval by the Ministry of Transportation and Transit.

EXECUTIVE SUMMARY

The MVRD Board is the local planning and building inspection authority for approximately 500 properties in the rural portions of Electoral Area A.

The property owners at 2 Strachan Point Road, in the Howe Sound mainland community of Strachan Point, have applied for a development variance permit related to adding a second story to the existing detached garage (accessory building) and renovating the existing home on the property. The proposed variances would vary the *Electoral Area A Zoning Bylaw* to allow for a taller accessory building (7.5 m instead of 4.5 m) and reduce the setback from the sea by 3 m to allow the home's roof eaves and support posts to be located in the setback area. Strachan Point Estates Ltd. (community association) and several community residents have submitted comments citing no objection and support for the application. Staff have no concerns about the application.

As the property is located within 800 m of a controlled access highway, the Ministry of Transportation and Transit must approve the permit before issuance. Staff recommend that the MVRD Board authorize issuance of the development variance permit subject to Ministry approval.

PURPOSE

To provide the Electoral Area Committee and MVRD Board the opportunity to consider authorizing the issuance of a development variance permit at 2 Strachan Point Road in Electoral Area A.

BACKGROUND

The new owners of 2 Strachan Point Road are in the process of applying for a building permit to renovate the existing single family home and to add a second story to the existing garage (accessory building). Metro Vancouver staff have reviewed the *Electoral Area A Zoning Bylaw* (Reference 1) and determined that the variances described in this report were required to approve the proposed construction. The owners submitted a development variance permit application on September 3, 2026 (**Attachment 1**), paid the required $1000 fee, and staff have provided notice to property owners within

200m of the site, in accordance with the requirements of the Electoral Area A Zoning Bylaw. The application is now ready for Electoral Area Committee and MVRD Board consideration.

SITE INFORMATION
Address: 2 Strachan Point Road
Parcel Identifier (PID): 003-721-345
Legal Description: LOT 2 DISTRICT LOTS 1746 5383 AND 5699 PLAN 20787
Registered Owners: James Thomas Farrar and Leslie Christine Farrar
Agent: Jeff Keate of N.J. Keate Home Design Inc.

The property is located in Strachan Point, a waterfront community of 15 homes located along the Sea to Sky Highway between the District of West Vancouver and Village of Lions Bay. The Strachan Point community is zoned RS-3 (Strachan Point Residential Zone), which generally allows for single residential dwellings and accessory buildings.

PROPOSED VARIANCES
A site plan showing the proposed construction with highlighted areas of where the variances are required is provided in **Attachment 2**.

Detached Garage (Accessory Building)
The proposed variance to the existing accessory building (single story garage) would allow the owners to add a second story studio/flex space with a washroom. Section 314(2) of the Electoral Area A Zoning Bylaw has a height maximum of 4.5 m for accessory buildings and structures. Increasing this maximum to 7.5 metres is necessary to allow for the second story. The owners note in their application that, given the relatively steep grade of the area, "the proposed height of [the] two-story garage will not impede sight lines and should, in fact, help bridge the height difference between our properties."

See Figure 1 in **Attachment 3** for a drawing of this proposed variance.

House Roof Support Posts and Roof Eaves
The proposed variance to the existing single residential dwelling is for roof support posts and roof eaves that provide sun cover to the western, waterfront facing side of the house. Section 212(2) of the Electoral Area A Zoning Bylaw requires a setback of not less than 7.5 m of the natural boundary of the sea for buildings and structures. The proposed roof support posts are located 5.95 m from the natural boundary of the sea and the proposed roof eaves are located 4.5 m from it. Reducing the setback from the natural boundary of the sea from 7.5 m to 4.5 m would enable both the roof eaves and roof support posts to be located in this setback area. (Note that the calculation for the roof eaves setback provided in application form is incorrect. Staff have confirmed with the owners that the setbacks presented in this report are correct.)

See Figure 2 in **Attachment 3** for a drawing of this proposed variance.

Community Feedback
The owners solicited feedback on their proposed building project from community members and from Strachan Point Estates Ltd (**Attachment 4**). The feedback indicates no objections and support for the application.

Staff provided a notice by mail to property owners within 200 m, in accordance with Electoral Area A Zoning Bylaw requirements.

NEXT STEPS

If the MVRD Board authorizes the issuance of the development variance permit, it will be forwarded to the Ministry of Transportation and Infrastructure, as they must approve the permit before issuance because the property is located within 800m of a controlled access highway (Sea-to-Sky).

ALTERNATIVES

1. THAT the MVRD Board authorize the issuance of a development variance permit at 2 Strachan Point Road (PID: 003-721-345) that varies the *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011* by:
   a) increasing the maximum accessory building height allowed in Section 314(2) from 4.5 metres to 7.5 metres; and
   b) reducing the setback from the natural boundary of the sea required in Section 212(2) from 7.5 metres to 4.5 metres for roof eaves and roof support posts, subject to approval by the Ministry of Transportation and Transit.

2. THAT the MVRD Board amend and authorize the issuance of a development variance permit in relation to 2 Strachan Point Road (PID: 003-721-345) that varies the *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011* by _____, subject to approval by the Ministry of Transportation and Infrastructure.

3. THAT the MVRD Board refuse to authorize the issuance of a development variance permit in relation to 2 Strachan Point Road (PID: 003-721-345).

FINANCIAL IMPLICATIONS

The applicant has paid the $1000 development variance permit application fee in order to consider this application. There are no other anticipated costs associated with this report.

CONCLUSION

New owners at 2 Strachan Point Road in Electoral Area A have applied for a development variance permit to add a second story to an existing detached garage and for roof support posts and roof eaves to be located within the setback from the sea. Community feedback is generally supportive and staff have no concerns about the application. Staff recommend Alternative 1.

ATTACHMENTS

1. Development variance permit application form.
2. Site plan highlighting the proposed variances.
3. Drawings of the proposed variances.
4. Community feedback provided by the owners.

REFERENCES

1. Metro Vancouver. (2026, February). *Electoral Area A Zoning Bylaw*. https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1144_Consolidated.pdf

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metrovancouver | ELECTORAL AREA A

ELECTORAL AREA A ZONING BYLAW APPLICATION FORM

This application form is intended to be used for Electoral Area A Zoning Bylaw permits and amendments.

Property Information

Civic Address 2 Strachan Point Road
Parcel Identifier (PID) / Tax Assessment Roll / Folio #
Legal Description (Lot, Block, Section, Township, Range, District Lot, Land District, Plan)

Type of Application *(check all that apply)*

☐	Rezoning
☒	Development Variance Permit
☒	Other: Building Variance

Application Description

Please describe what you are applying to do (e.g. vary the maximum height or minimum setback, rezone the property, etc.). You may be asked to submit additional information (e.g. site plan or survey) once staff have reviewed your application.

Variance Request 1 – West Side Support Posts and Sunroof
Our home has an existing non-conforming sun cover (with 4 posts) that extends to the edge of the patio. It has been there for many (~15+/-) years. We propose removing this structure as part of renovations, but we wish to maintain some of the sun protection for the west facing side, integrated into the home's architecture as part of the main roof.

Roof Post Location: We are seeking a variance of approximately 1.1-1.6m (from the allowable 7.5m building setback) for the location of 3 relatively minimal roof support posts (shown as wine bottles in the photo below). This will replace the four black existing roof support posts, which currently extend 2.9m into setbacks.

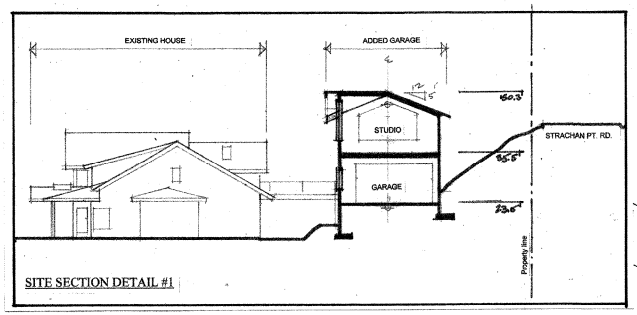
Roof Eaves: We are seeking a variance of 0.7-1.3m for roof eaves (from the allowable 5.8 sun cover setback) providing sun cover from the west. This will replace the existing roof structure, which would otherwise have required a variance of 2.9m.

Variance Request 2 – Height of Detached Garage

- Permitted height: 4.5 m
- Proposed height: 7.5 m
- Requested variance: 3 m

The current zoning permits a maximum height of 4.5m (single storey) for an accessory building. We are seeking a variance of 3m to add a second story above the garage, to be used as a studio/flex space with a washroom. This is consistent with many other accessory buildings in our neighbourhood.

The southeast corner of our property is very low compared to the road and closest neighbour (#3 Strachan Point), demonstrated by an existing 19'/5.85m concrete retaining wall extending above our property's grade to retain #3. As such, the proposed height of our two-story garage will not impede sight lines and should, in fact, help bridge the height difference between our properties.



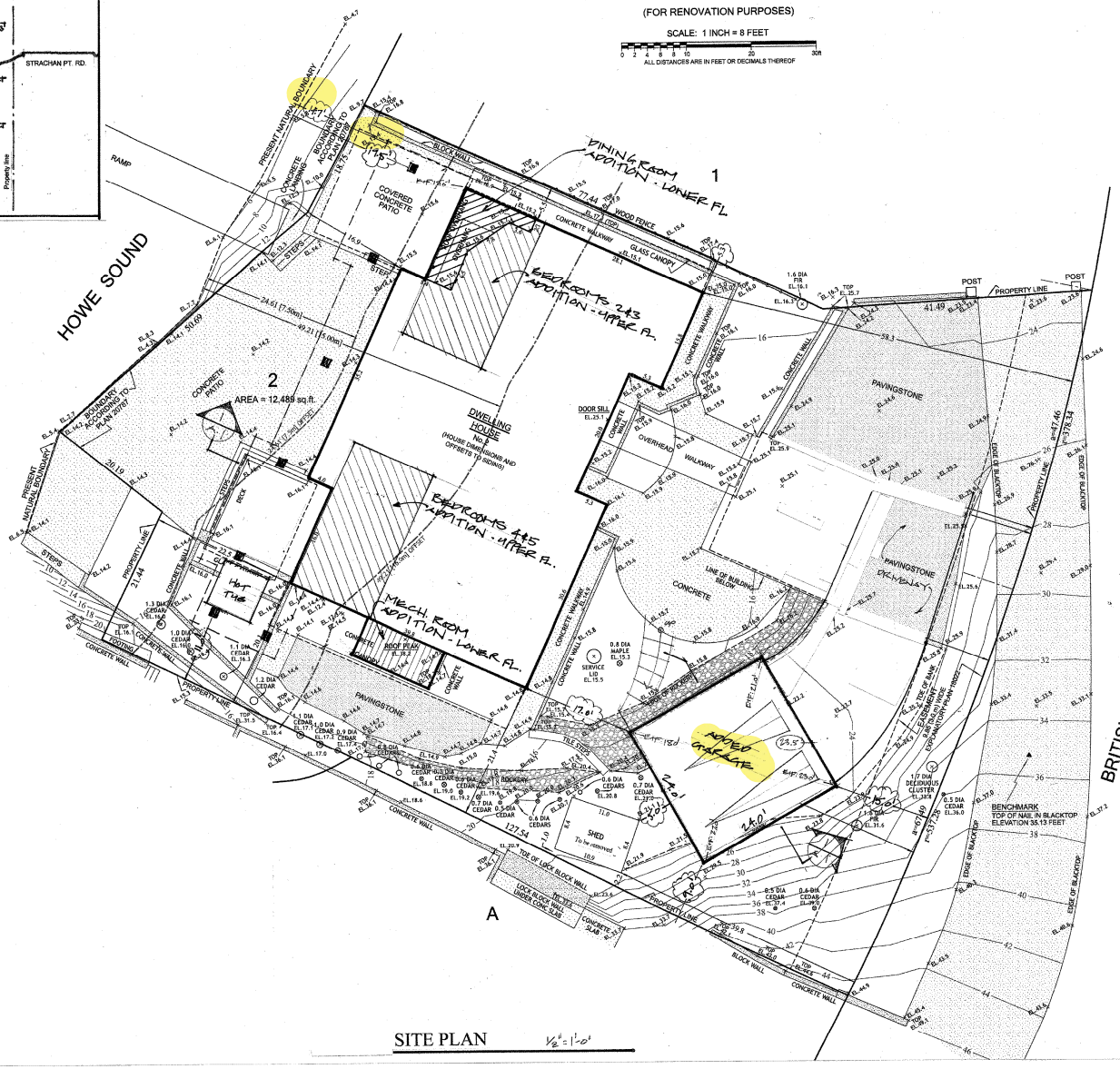
TOPOGRAPHIC SURVEY PLAN OF LOT 2, DISTRICT LOTS 1746, 5383 AND 5699, PLAN 20787

P.I.D. 003-721-345

(FOR RENOVATION PURPOSES)

SCALE: 1 INCH = 8 FEET

ALL DISTANCES ARE IN FEET OR DECIMALS THEREOF



SITE PLAN 1/8"=1'-0"

PROPOSED SITE DATA

SITE COVERAGE (35% allowed)

Lot Area:	12,489sf
Existing House Footprint:	2,964sf
Additions to Footprint (Dining & Mech)	198sf
SUBTOTAL HOUSE FOOTPRINT	**2,762sf**
Existing Change Room & Storage	400sf
Revised/Reduced Covered Areas	***617sf***
Added Garage	***578sf***
ENTIRE SITE COVERAGE	**4,358sf (34.8%)**

HOUSE SETBACKS

Front (East side):	58.3' (existing)
Side (North side)	5.3' (existing)
Side (South side):	11.0'
Covered Patio Posts to Nat. Boundary:	**19.5' (5.94m)***

** Therefore, a variance of 5.1' (1.56m) is requested

HOUSE HEIGHT (9.14m allowed)

Existing and Proposed Height:	25.5' (7.77m)

GARAGE SETBACKS

Front (East side):	15.0'
Side (South side):	9.0'
Garage to House:	17.0'+/-

GARAGE HEIGHT (4.5m allowed)

Added Garage Average Grade:	22.25'
(18'+27'+23'+21') divided by 4 = 22.25'	
Added Garage Mid Point:	46.94'
Added Garage Building Height =	**24.69' (7.5m)****
46.94 - 22.25 = 24.69'	

** Therefore, a variance of 9.84' (3m) is requested

REVISIONS	BY

N.J. KEATE HOME DESIGN

N.J. Keate Home Design
425 East 4th Street
North Vancouver, BC
V7L 1J4
Tel: 604.986.7343
Fax: 604.986.7540
jet@keatedesign.com
www.keatedesign.com

HOUSE RENOVATION & ADDITION & NEW DETATCHED TWO STOREY GARAGE

#2 Strachan Point Rd, West Vancouver, B.C.

Date 9/3/26
Scale 1/8"=1'-0"
Drawn NJK
Job 26002
Sheet A-1
Of Sheets

2 Strachan Point – Development Variance Permit Application

Figure 1: House Roof Support Posts and Roof Eaves

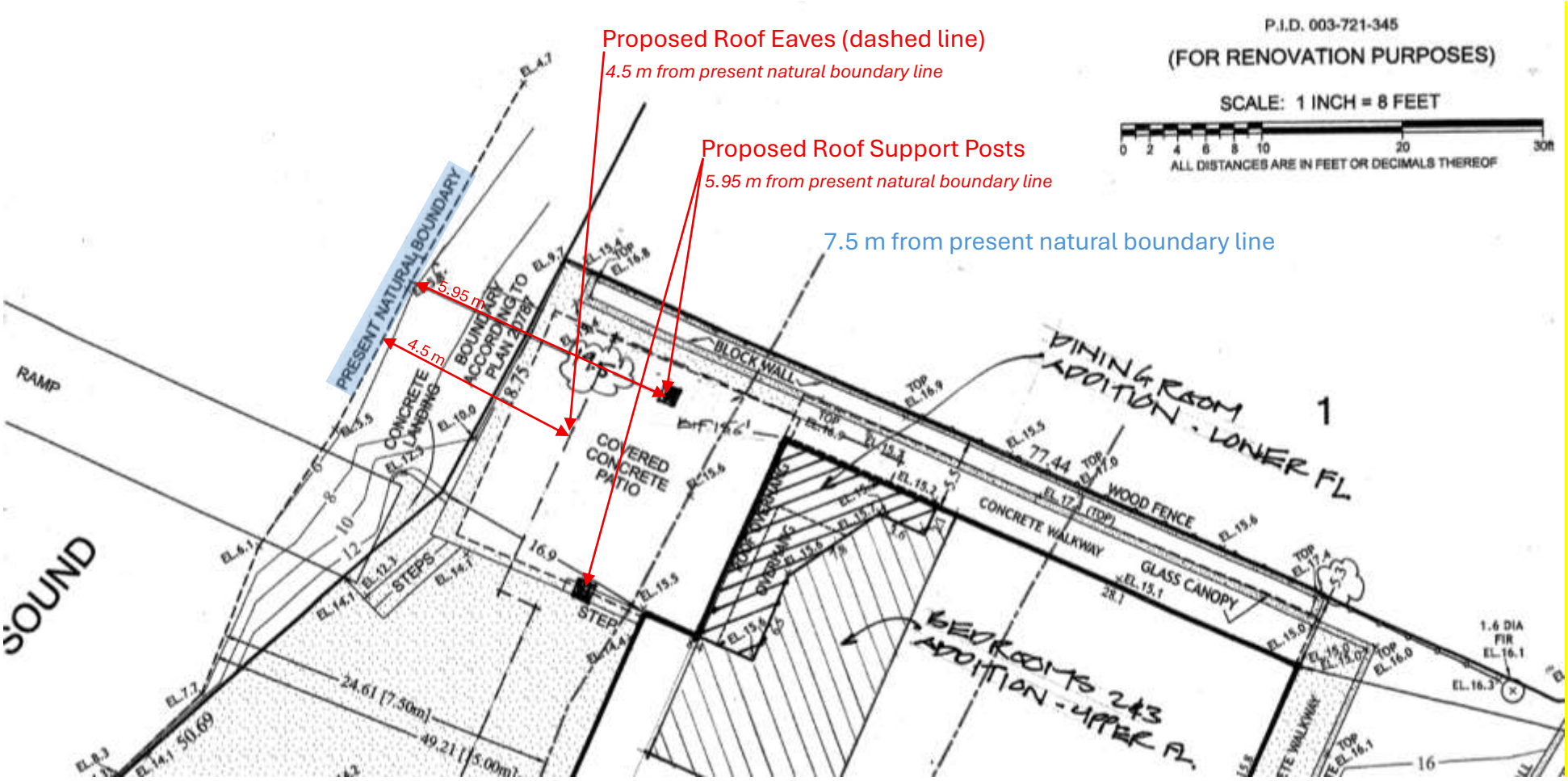
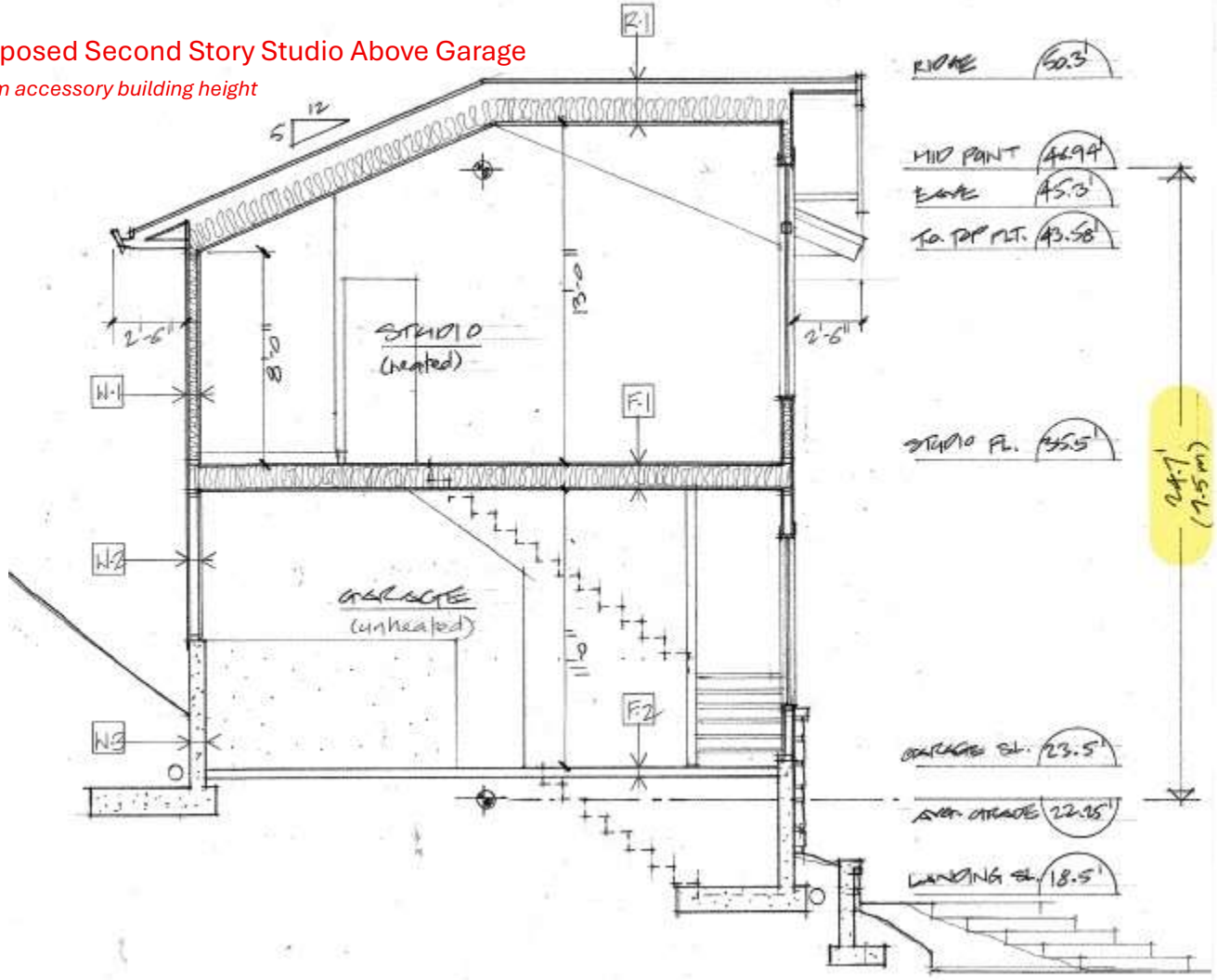


Figure 2: Second Story Addition to Existing Detached Garage (Accessory Building)

Proposed Second Story Studio Above Garage

7.5 m accessory building height



2 Strachan Point Variance Applications: Neighbour Comments/Support

On our Street (1-7 Strachan Point Road):

1 Strachan Point Road, June and Jack Sun

We have reviewed the two proposed variance requests for 2 Strachan Point Road, including the proposed height of the detached garage and the proposed west-facing three posts and sunroof.
We have no objection to the requested variances and are pleased to support your application for these two proposed changes.

Warmly,
June and Jack
(received September 4, 2026)

3 Strachan Point Road, Justin and Anna Lui

i support the renovations your doing. I do think you should keep in mind we want some level of privacy between the properties, but i leave that to your discretion. I will not oppose any renovations or changes you choose to do.

Justin
(received September 3, 2026)
*Note- the middle sentence was in relation to another topic of conversation (regarding property line privacy plans/fencing) that we had at the same time as explaining both variances.

4 Strachan Point Road, Geoge Haddow

Thanks for update on your renovation plans. We have reviewed the 2 proposed variance requests for 2 Strachan Point Road, including the proposed height of the detached garage and proposed west facing 3 posts and sunroof. We have no objection to the requested variances and do not believe the proposed changes will negatively affect our use and enjoyment of our property at No 4 Strachan.

It’s so nice to have proactive and positive neighbours like yourselves move into Strachan and contribute so much. I also have enjoyed meeting you recently. If you want me to send the note directly to Metro A, I can do that if you lmk email and persons name.

Best wishes
George Haddow
No 4
(received September 3, 2026)

5 Strachan Point Road

We have reviewed the 2 proposed variance requests for 2 Strachan Point Road, including the proposed height of the detached garage and proposed west facing 3 posts and sunroof. We have no objection to the requested variances and do not believe the proposed changes will negatively affect our use and enjoyment of our property.

Thanks, Brenda and Paul Ouimet
(received September 6, 2026)

6 Strachan Point Road, Adrienne Mackenzie and Erik Steverlynck

We have reviewed the plans and the 2 proposed variance requests for 2 Strachan Point Road, including the proposed height of the detached garage and proposed west facing 3 posts and sunroof and have no concerns or objections to the proposed changes.

Wishing you all the best with your renovation plans! It's going to look amazing!

Kind regards,
Adrienne and Erik
6 Strachan Point Road
(received September 3, 2026)

7 Strachan Point Road, Peter Spears

Thank you for advising us of your intended upcoming renovations.
I have reviewed your plans as attached and am happy to confirm that I have no objections regarding the 2 Variance requests that you are making regarding your property at 2 Strachan Point Road. I do not foresee any potential issues that would affect any neighbours.

Hopefully your application will be approved.
All the best,

Peter Spears
7 Strachan Point Road
(received September 3, 2026)

On the south side of our neightbourhood:

8 Strachan Point Road, Chris and Jeff Read

We have reviewed the 2 proposed variance requests for 2 Strachan Point Road, including the proposed 7m height of the detached garage and proposed west facing 3 posts and sunroof. We have no objection to the requested variances and do not believe the proposed changes will negatively affect our use and enjoyment of our property.

Looks like great plans to renovate your home! We have no doubt it will be a great addition to our neighborhood.

Thanks
Chris & Jeff Read
8 Strachan Pt Rd
(received September 5, 2026)

12 Strachan Point Road, Brittany and David Curby

We absolutely support you.

We have reviewed the 2 proposed variance requests for 2 Strachan Point Road, including the proposed height of the detached garage and proposed west facing 3 posts and sunroof. We have no objection to the requested variances and do not believe the proposed changes will negatively affect our use and enjoyment of our property.

Please let us know if you need any further assistance in this matter.

Thanks,
Brittany & David Curby
(received September 3, 2026)

13 Strachan Point Road, Bruce and Hettie McQuaid

Hettie and I went through all of the proposed variance requests for your property at number 2 Strachan Point Rd. and we have absolutely no problem at all with any of the variance requests. We cannot imagine how any of the variance requests would in any way negatively impact the street, the neighborhood, our small community or our property. In fact, your renovation should positively impact the neighborhood.

Sincerely, Bruce McQuaid
(received September 6, 2026)

15 Strachan Point, Chrisitna and Tom Culley

Christina will be reaching out to the MVRD directly to share her support for our variances, as well as to share the Corporation support requests for our building permits.

On September 17, 2026, Metro Vancouver staff received the following comments by email:
To confirm that community approval is given to the addition, renovation and variances (2) for #2 Strachan Point Road. Also to confirm we are ok with water availability for the changes.
Thank you. Christina Cully Pres, Strachan Point Estates Ltd

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Electoral Area Committee

From: Marcin Pachcinski, Division Manager, Electoral Area, Planning and Analytics, Regional Planning and Housing Services

Date: September 18, 2026 Meeting Date: October 9, 2026

Subject: **Howe Sound Biosphere Region – Memorandum of Understanding Renewal**

RECOMMENDATION

THAT the MVRD Board authorize the Acting Chief Administrative Officer and the Acting Corporate Officer to sign the updated Memorandum of Understanding with the Howe Sound Biosphere Region Initiative Society on behalf of Metro Vancouver Regional District and Electoral Area A.

EXECUTIVE SUMMARY

Metro Vancouver has been a participant in the bi-annual Howe Sound Community Forums since 2000 and signed the latest version of the Memorandum of Understanding (MOU) in 2022. The Howe Sound Biosphere Region Initiative Society is a registered non-profit that was created in 2017 to support the Forums and was the lead organization responsible for the designation of the Átl'ka7tsem/Howe Sound as a UNESCO biosphere region, which was granted in September 2021 with support from the MVRD Board.

The Society is requesting that the MVRD Board, as the local government for Electoral Area A, renew its support for the Howe Sound Community Forum Principles for Cooperation by signing an updated MOU that would commit Metro Vancouver to continuing to support and cooperate with the Society as it manages the biosphere, Forums and its sub-committees.

Signing the MOU would not commit Metro Vancouver to any funding, but each participant is expected to host one of the Forums. The last Forum that Metro Vancouver (Electoral Area A) co-hosted with the Village of Lions Bay was in 2026 and cost $2,500, which was funded from the Electoral Area Services budget. Future hosting costs would come from the same budget, so there are no regional financial implications associated with this MOU renewal.

PURPOSE

To provide the Electoral Area Committee and MVRD Board with the opportunity to consider renewing their support for the Howe Sound Community Forum Principles for Cooperation and signing an MOU with the Howe Sound Biosphere Region Initiative Society.

BACKGROUND

Metro Vancouver has been a participant in the bi-annual Howe Sound Community Forums since 2000 and signed the original Principles for Cooperation in 2002, as well as updated versions in 2014 and 2022 (**Attachment 1**).

In August 2026, Metro Vancouver received a letter (**Attachment 2**) from the Executive Director of the Howe Sound Biosphere Region Initiative Society requesting renewal of support from Metro Vancouver for the unchanged 2022 Principles for Cooperation (**Attachment 3**) by way of signing an updated MOU (**Attachment 4**).

HOWE SOUND COMMUNITY FORUM AND BIOSPHERE REGION INITIATIVE SOCIETY

The Howe Sound Community Forum is a bi-annual meeting that brings together representatives from government, First Nations and various stakeholder groups to discuss issues and projects of interest to Howe Sound communities.

The Howe Sound Biosphere Region Initiative Society is a non-profit organization formed in 2017 with the aim of strengthening collaboration and engagement in Átl'ka7tsem/Howe Sound. It led efforts to designate Átl'ka7tsem/Howe Sound as a UNESCO biosphere region, which was achieved in September 2021 with the support of Metro Vancouver and other government bodies and local First Nations. It is the main organization responsible for maintaining and implementing the UNESCO biosphere designation and goals.

UPDATED MEMORANDUM OF UNDERSTANDING

The updated 2026 MOU (**Attachment 4**) that the Howe Sound Biosphere Region Initiative Society is requesting that Metro Vancouver sign does not differ significantly from the MOU that was signed in 2022.

The stated purpose of the MOU is to establish "a collaborative framework between Metro Vancouver and the Howe Sound Biosphere Region Initiative Society to advance the shared goals of the Átl'ka7tsem/Howe Sound UNESCO Biosphere Region, including biodiversity conservation, sustainable development, reconciliation, education, and regional cooperation for the benefit of present and future generations."

The updated MOU includes the following main sections:

1. **The Átl'ka7tsem / Howe Sound UNESCO Biosphere Region:** description of the region's area and boundaries, which include portions of Electoral Area A, as well as those of three other MVRD member jurisdictions: Bowen Island Municipality, Village of Lions Bay, District of West Vancouver.
2. **Howe Sound Biosphere Region Initiative Society (HSBRIS):** description of the non-profit society and its role in strengthening collaboration through its programs and coordinating the Community Forums and its subcommittees.
3. **Electoral Area A:** references to Howe Sound in the Electoral Area A Official Community Plan.
4. **The Howe Sound Community Forum and the Principles of Cooperation:** history and purpose of the Forums and Metro Vancouver participation.
5. **It is understood:** Metro Vancouver (Electoral Area A) will support and cooperate the Howe Sound Biosphere Region Initiative Society by the following:
    - "Assign a staff liaison position as the main point of contact with HSBRIS.
    - Continue as active and engaged participants in the Howe Sound Community Forum. Budget for and co-host a Forum in Lions Bay on a rotating schedule. Electoral Area A's turn would be in 2031.
    - Contribute towards greater land and marine use planning coordination and building capacity and leadership in the region.
    - Support the Principles of Cooperation and the development and implementation of the Nchu'ú7mut/Unity Plan through contributions to projects of mutual benefit to Electoral Area A and the region.
    - Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan in policy and planning decisions and contribute to unified reporting on progress towards its goals.
    - Promote and reference with pride the UNESCO Biosphere Region designation.

- Consider and facilitate funding resources where possible for HSBRIS for educational opportunities and beneficial projects through grants and/or in-kind support."

ALTERNATIVES

1. THAT the MVRD Board authorize the Acting Chief Administrative Officer and the Acting Corporate Officer to sign the 2026 Memorandum of Understanding with the Howe Sound Biosphere Region Initiative Society on behalf of Metro Vancouver Regional District and Electoral Area A.

2. THAT the MVRD Board receive for information the report dated September 18, 2026, titled "Howe Sound Biosphere Region – Memorandum of Understanding Renewal".

FINANCIAL IMPLICATIONS

The MOU includes a commitment that Metro Vancouver will "budget for and co-host a Forum in Lions Bay on a rotating schedule. Electoral Area A's turn would be in 2031." The most recent Forum that Metro Vancouver co-hosted with Lions Bay was in 2026 and cost $2,500, which was funded from the Electoral Area Services budget. Future funding for co-hosting these Forums (expected in 2031) would come from the same budget and would be considered as part of the annual Board budget process. There are no regional financial implications associated with this MOU renewal.

CONCLUSION

The bi-annual Howe Sound Community Forums and the ongoing work of the Howe Sound Biosphere Region Initiative Society broadly align with the Electoral Area A Official Community Plan and Metro Vancouver's environmental, climate change, and reconciliation goals. The request made by the Society is intended to provide long-term support for their work and to implement UNESCO biosphere goals. Staff recommend Alternative 1.

ATTACHMENTS

1. 2022 Memorandum of Understanding.
2. In-coming correspondence titled "Ongoing support of Howe Sound Community Forums and Memorandum of Understanding" from the Howe Sound Biosphere Region Initiative Society, dated August 10, 2026.
3. 2022 Principles for Cooperation.
4. 2026 Memorandum of Understanding.

REFERENCES

1. Howe Sound Biosphere Region. (2026, September). https://www.howesoundbri.org/

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Átl'ka7tsem/Howe Sound Biosphere Region Initiative
Collaborating for a Sustainable Future

Memorandum of Understanding

between

Howe Sound Biosphere Region Initiative Society ("HSBRIS")

and

Metro Vancouver Regional District ("Metro Vancouver")

In this memorandum, these terms have the following meanings:

- UNESCO — United Nations Educational, Scientific and Cultural Organization
- AHSUBR — Átl'ka7tsem/Howe Sound UNESCO Biosphere Region
- HSBRIS — Howe Sound Biosphere Region Initiative Society
- AHSCF — Átl'ka7tsem/Howe Sound Community Forum

1) The Átl'ka7tsem/Howe Sound UNESCO Biosphere Region (AHSUBR)

AHSUBR is located in the territory of the Sḵwx̱wú7mesh Úxwumixw (Squamish Nation People). The In-SHUCK-ch, q̓íć əý (Katzie), Líl̓wat, xʷməθkʷəy̓əm (Musqueam), shíshálh (Sechelt), Stó:lō, səlilwətaɬ (Tsleil-Waututh) Nations, and First Nations within the St'at'imc Chiefs' Council (includes Lillooet Tribal Council Bands), and the Hul'qumi'num Treaty Group have claims in the region.

a) The AHSUBR boundary follows the partial watershed from the height of land to the bottom of the ocean and includes lands and communities within three regional districts – Metro Vancouver (West Vancouver, Bowen Island, Lions Bay and Electoral Area A), Sunshine Coast (Gibsons and Areas E, Elphinstone and F West Howe Sound) and Squamish-Lillooet (Furry Creek, Britannia Beach, Squamish and Brackendale).
b) The AHSUBR is 218,723 hectares, 84% terrestrial and 16% marine. 6% of the AHSUBR is Rural Regional District and Reserve Lands, 5% of the terrestrial is privately owned or "urban" and 89% of the terrestrial area is under the management and shared stewardship of the Province of BC and First Nations.

2) Howe Sound Biosphere Region Initiative Society (HSBRIS)

HSBRIS is a B.C. registered non-profit Society and is responsible for the management of the AHSUBR through the Nchu'ú7mut/Unity Plan; and for advancing the objectives of UNESCO Biosphere Regions (biodiversity conservation, sustainable development, reconciliation, model regions for learning, research and monitoring). UNESCO Biosphere Region organizations provide logistic support.

HSBRIS' priorities are to:

a) Advance Sustainable Development. Key partnerships and adequate supports, data and tools are in place for planning gaps across the region to be filled and the region's sustainability targets are defined and embedded with the UN's Sustainable Development Goals (SDGs) in the planning and decision-making processes.
b) Advance Biodiversity Conservation. Key partnerships work to further education, monitoring, and research, fill knowledge gaps, and increase stewardship and connection to place.
c) Advance Reconciliation, Equity & Inclusion. The AHSUBR roundtable and forums for convening in an ethical space are well established to further the relationships, dialogue and understanding in the context of all AHSUBR nations and communities.

HSBRIS provides logistic support through programs aimed at strengthening collaboration for a sustainable future. Programs include communications, convening and facilitating, advising and coordinating projects.

HSBRIS provides support to the Átl'ka7tsem/Howe Sound Community Forum and other subcommittees of the forum by planning, coordinating and reporting. HSBRIS maintains a trusted role.

3) Metro Vancouver Electoral Area A

Metro Vancouver has 23 members: 21 municipalities, one Treaty First Nation and one Electoral Area. Electoral Area A is the unincorporated area of the regional district.

Metro Vancouver acts as the local government for Electoral Area A, providing certain key services. Electoral Area A occupies approximately 818 Km^2 of land and includes the following communities and inhabited areas that are located within the Átl'ka7tsem/Howe Sound region boundary:

- Lands along Howe Sound, located between the District of West Vancouver and Squamish-Lillooet Regional District (excluding the Village of Lions Bay). This includes the communities of Ocean Point, Strachan Point and Montizambert Wynd.
- Bowyer and Passage Islands (in Howe Sound).

Metro Vancouver has developed an Official Community Plan (OCP) for parts of Electoral Area A, which was adopted in 2018 and follows the collective vision of *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy. The vision statement for Howe Sound communities of Electoral Area A in the OCP states:

> *Howe Sound is envisioned as a quiet and peaceful area to live and to access marine and mountain recreational opportunities. Residents feel protected against threats from fire, highway traffic and rail movement. New development is limited, as this area has servicing and access constraints, and falls beyond the urban containment boundary. Any activity causing disturbance to the natural environment considers the local waterfront / mountainside character and impacts on drinking water and highway access.*

4) The Átl'ka7tsem/Howe Sound Community Forum and the Principles of Cooperation

The purpose of the AHSCF is to provide a forum for local governments, regional districts and First Nations to have discussions on how to maintain and enhance the economic, environmental, cultural and social well-being of the Howe Sound for the benefit of present and future generations. The Principles of Cooperation is a document that all members, local governments, regional districts and First Nations, signed in 2002. The Principles of Cooperation state the need, scope, common vision, shared values and structure of the forums.

5) Relevant Background

In the late 1990s, the Greater Vancouver Regional District (now Metro Vancouver) funded a process that brought together the Squamish and Sechelt First Nations, the elected officials of the three Regional Districts, and the Islands Trust. Staff from Provincial and Federal Ministries and municipalities, societies such as the Fraser Basin Council, industry, environmentalists, recreational leaders and the public at large were also invited to discuss the possibility of a Howe Sound Regional District.

This resulted in the development of the Principles for Cooperation with the GVRD (now Metro Vancouver) being a signatory to in 2002. Metro Vancouver's Electoral Area A Director has been an active member of the Forums and its committees. Electoral Area A co-hosted a community forum in 2017.

The convening of the Howe Sound Community Forum has been conducted by Ruth Simons since 2014. Ruth Simons is now the Executive Director of the Howe Sound Biosphere Region Initiative Society.

Metro Vancouver supported the nomination of Átl'ka7tsem/Howe Sound as a UNESCO Biosphere Region in principle through Board resolution in July 2017. In November 2019, Metro Vancouver provided a letter of support that was included in the nomination package.

6) It is understood:

Metro Vancouver will support and cooperate with the HSBRIS as it manages the AHSUBR and the Howe Sound Community forums and sub-committees. In doing so Metro Vancouver will act as an ambassador for the UNESCO Biosphere Region through consideration of the following, as Metro Vancouver deems appropriate, and as further detailed in Appendix A to this memorandum:

- Assigning a staff liaison position to be the main point of contact with HSBRIS.
- Continue as active and engaged participants in the Átl'ka7tsem/Howe Sound Community Forum.
- Budget for and co-host or host a forum in the future.
- Support the Principles of Cooperation and the Nchu'ú7mut/Unity Plan through the contribution of information.
- Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan through the contribution of information.
- Promote and reference with pride the AHSUBR UNESCO Biosphere Region.
- Consider potential funding resources for HSBRIS for educational opportunities and beneficial projects through grants and/or in-kind support.

This memorandum is not legally binding. This memorandum represents a non-legally binding framework for collaboration between HSBRIS and Metro Vancouver.

It is also understood this memorandum of understanding will be reviewed every new Board term and may be amended at any time by mutual agreement.

On behalf of Metro Vancouver Regional District Initiative

Jerry W. Dobrovolny, P.Eng., MBA
Commissioner/Chief Administrative Officer

Date Signed: OCT 2 0 2022

On behalf of Howe Sound Biosphere Region Society

Ruth Simons
Executive Director

Date Signed: October 11, 2022

Chris Plagnol
Director/Corporate Officer

Date Signed: OCT 2 6 2022

ÁTL'KA7TSEM HOWE SOUND BIOSPHERE REGION

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Memorandum of Understanding
Appendix A

1. **Assigning a staff liaison position as the main point of contact with HSBRIS.**

   This role is intended to involve knowledge transfer by attending meetings on behalf of the local government, responding to requests from HSBRIS that fall within this memorandum of understanding, and communicating back to staff and the Board. The person appointed is intended to have and share knowledge, contribute perspectives, and be knowledgeable of the history and the principles of the Átl'ka7tsem/Howe Sound UNESCO Biosphere Region and the Nchu'ú7mut/Unity Plan. They would attend meetings and maintain relationships and good communications while respecting the policy direction of the local government.

2. **Continue as active and engaged participants in the Howe Sound Community Forum.**

   It is intended that representatives of the local government's Board and staff will attend the bi-annual forums and sub-committees and will report back to the Board. The local government will consider updates to the Principles for Cooperation as these may occur and as may be agreed upon by community forum members.

3. **Budget for and co-host or host a forum in the future.**

   The local government may offer to host a forum at any time. It is intended that forums will follow a rotating schedule of the members.

4. **Support the Principles of Cooperation and the Nchu'ú7mut/Unity Plan through the contribution of information.**

   Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan in Electoral Area A policy and planning decisions.

5. **Promote and reference with pride the AHSUBR UNESCO Biosphere Region designation.**

   The local government will work with HSBRIS communications and reference the AHSUBR UNESCO Biosphere Region designation on its website, signage, and

other communication, as the local government deems appropriate, and having regard to the branding guidelines of UNESCO and HSBRIS where appropriate.

6. **Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan in Electoral Area A policy and planning decisions**

UNESCO Biosphere Regions require a management plan that considers the land and marine use of the Biosphere Region. The management plan, referred to as Nchu'ú7mut/Unity Plan, serves as a guiding document.

7. **Consider potential funding resources for HSBRIS for educational opportunities and beneficial projects.**

This may include potential opportunities to support resources for secretariat services, educational opportunities, and beneficial projects through potential grants and/or in-kind support.

These potential opportunities may be in the form of:

- Additional fees on commercial filming permits
- Create a nature tax, or service area tax
- Grants in-aid
- An annual contribution for secretariat services
- Funding a portion of project costs or matching funds with other government or funding contributions
- In-kind time of staff resources
- Waiving costs of meeting rooms

August 10, 2026

Dear Chair Hurley,

Re: Ongoing support of Howe Sound Community Forums and Memorandum of Understanding.

As the 2022-2026 term closes, we thank you for your commitment to your communities and to the future of the Átl'ka7tsem/Howe Sound UNESCO Biosphere Region.

Following the 2022 local elections, we convened the **Future of Howe Sound Forum** to reaffirm the shared regional vision set out in our Nchu'ú7mut/Unity Plan: *A future where healthy land and marine ecosystems support thriving communities, a resilient economy, and a place where both nature and people flourish.*

While every community has faced significant challenges, we have also seen meaningful progress towards this vision. Over the past four years, we have worked with Gibsons, Whistler, Squamish, West Howe Sound/SCRD, Lions Bay, Electoral Area A, and Bowen Island to host community forums. We convened four Howe Sound Roundtable events, various network events and 16 Ocean Watch Action Committee meetings that brought together people from across sectors and the region to advance our shared goals. We launched the Biosphere 101 online course and worked with municipalities and others to recognize and register lands that contribute to 30 X 30 global goals. Summaries of all our work to date are available on our website.

As we celebrate five years since UNESCO designated the Átl'ka7tsem/Howe Sound Biosphere Region, continued collaboration is more important than ever. The next term will be critical as we prepare for our UNESCO periodic review in 2031 and build on the momentum achieved together. Electoral Area A's continued participation in the Howe Sound Community Forums and commitment to the goals of sustainable development, biodiversity conservation and reconciliation contribute to Átl'ka7tsem/Howe Sound being a model region.

Cont'd.

We warmly invite newly elected Area Directors and regional district representatives to join us on **Saturday, November 7** at Gleneagles Clubhouse in West Vancouver for the next **Future of Howe Sound Forum**, where we will share key indicators of regional progress and discuss priorities for the years ahead.

We also ask for your support in renewing the attached **Memorandum of Understanding**, reaffirming our shared commitment to a sustainable future for the region.

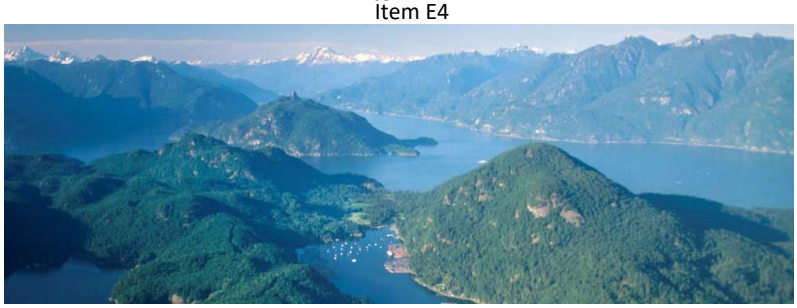
Thank you again for the valued leadership and partnership Metro Vancouver and Electoral Area A have provided. We wish you all the best in the future.

Sincerely,

Ruth Simons

Ruth Simons,
Executive Director,
Howe Sound Biosphere Region Initiative Society
www.howesoundbri.org ruthsimons@howesoundbri.org

Copy to: Jen McCutcheon, Director, Electoral Area A, Metro Vancouver *and* Heather McNell, Acting Chief Administrative Officer/Commissioner, Metro Vancouver



Principles for Cooperation
Átl'ka7tsem/Howe Sound Community Forum

To provide an overview of the need, purpose and structure for cooperative efforts by interested local governments and First Nations operating on the unceded territory of the Coast Salish Peoples in the Átl'ka7tsem Howe Sound region.

1. Statement of Purpose

To provide a forum for elected representatives of local governments, Regional Districts and First Nations as well as federal and provincial elected members to have discussions focused on how to maintain and enhance the economic, environmental, cultural and social well-being of the Átl'ka7tsem/Howe Sound (the Region) for the benefit of present and future generations.

2. Rationale (The Need)

The Átl'ka7tsem/Howe Sound Community Forum (the Forum) will enhance collective action among local governments, regional districts and First Nations by:

- Providing a common forum for dialogue
- Sharing knowledge and information to avoid duplication of effort and to enhance any single organization's capacity for action
- Promoting the use of transparent processes that encourage awareness and involvement.
- Providing a forum for gaining a better understanding of and from First Nations peoples in the Region.

3. Scope

The Átl'ka7tsem/Howe Sound region includes the marine waters and all the lands that drain into these waters, the surrounding airshed on the east side of the Salish Sea (Strait of Georgia) between Point Atkinson and Gower Point and interested adjacent communities.

4. Common Vision

The Forum envisions that communities within the Region can be healthy, productive, and sustainable by:

- understanding the use and occupancy of the region by the Squamish Nation/Sḵwx̱wú7mesh Úxwumixw, who have occupied and managed Átl'ka7tsem for many thousands of years;
- building appreciation for the spiritual and cultural values of the region;
- understanding, promoting and implementing best practices, including traditional practices;
- promoting compact and complete communities;
- encouraging safe and livable communities;
- encouraging an integrated transportation system;

- preserving a healthy and natural environment;
- nurturing cultural heritage;
- supporting sustainable use of resources;
- fostering a vibrant and dynamic economy;
- raising awareness about land use; and
- ensuring the public is informed and encouraged to be active.

5. Shared Values

The Forum will involve the collective efforts of First Nations and a wide variety of governments, non-government organizations, the private sector, educational institutions and individuals to pursue the following values and objectives. The Forum shares the following values and objectives.

Value…Recognition of Indigenous Rights and Titles

Objective – Respect and support of Aboriginal Rights and Title, traditional knowledge and sacred places….

Value...Spirit of Sharing

Objective - The many interests and organizations in the Region can strengthen the effectiveness of programs by openly sharing information and knowledge.

Value... Action Orientation

Objective - The Forum will encourage groups to take actions that produce positive observable results and public benefit to communities.

Value...Efforts towards Sustainability

Objective – The Forum members recognize the need to effectively manage and maintain a balanced relationship between community development and the protection of First Nations sacred places and cultural qualities, and the unique biophysical and environmental qualities of the Region.

Value.. The need for Cooperation and observing protocol

Objective -Governments, First Nations and organizations will be encouraged to work together.

Value...Stewardship

Objective - Voluntary action of individuals and organizations as a powerful and effective tool for achieving positive results.

Value... Transcending Jurisdictions

Objective - The Forum will encourage communities to work together for the greater good because jurisdictional lines on a map mean nothing in terms of sustainability.

Value...Focus and Transparency

Objective - Forum member programs will encourage clear objectives and use accountable processes that are available to Forum members and the public.

Value... Respect for Diversity

Objective - It is recognized that while every member of the Forum may have a different focus or interest, they are encouraged to acknowledge a shared interest in the sustainability of the Region.

6. Structure (The Members)

A hosting community from the membership will work cooperatively with the Howe Sound Biosphere Region Initiative Society (HSBRIS) as the convening organization.

The hosting community will rotate among the Forum members, and meetings will be held bi-annually, or more frequently, as requested by any member or as predicated by local issues.
Task forces or subforums may be established to focus on specific projects.
Charter members of the Átl'ka7tsem/Howe Sound Community Forum include elected representatives of the following communities:

Bowen Island Municipality	Squamish Nation/Skwxwú7mesh Úxwumixw
Gambier Island Local Trust Committee	Sunshine Coast Regional District
Town of Gibsons	Village of Lions Bay
Metro Vancouver Regional District	District of West Vancouver
District of Squamish	Resort Municipality of Whistler
Squamish-Lillooet Regional District	

West Vancouver/Sunshine Coast/Sea to Sky Member of Parliament
Powell River/Sunshine Coast Member of the Legislative Assembly
West Vancouver/Sea to Sky Member of the Legislative Assembly

6. Other Participants

Neighbouring communities, First Nations, organizations and members of society who have a shared interest in the region and support these Principles for Cooperation are welcome to participate in the forums as observers and/or presenters.

7. Activities (Action and Results)

The Forum members are not expected to make decisions as a body and will achieve its objectives through activities that build on the talents, knowledge, and actions of its individual members by:

- Facilitating information exchange about local or regional projects.
- Supporting members by sharing information, research, and best practices.
- Apprise the public of topical and important matters that affect us all.
- Identifying areas of public policy that require attention and projects that deserve the attention or support of the Forum members.
- Assessing progress through the benchmark, monitoring, and program assessments; and
- Promoting transparency and accessibility by the Forum members.

8. Logistics (Convening, organizing and facilitating)

The role of the Howe Sound Biosphere Region Initiative Society as the convening organization is to:

- Maintain and make publicly available a historical record of the past forums
- Work with future hosts and appointed host representative(s) to plan and organize future forums
- Maintain contact records of invitees and appointed representatives of the members
- Recommend topics and themes of relevant interest to the Forum members.
- Develop and maintain respectful interactions and communications
- Plan, organize and coordinate the logistics and technology for successful engagement and attendance
- Initiate, manage and maintain invitations, attendance and respond to requests
- M/C the event to ensure members and observers are participating respectfully
- Manage the recording of the event and items for follow-up.
- Negotiate costs, manage budget, bookkeeping, and prompt payments.

The role of the host community is to:

- Budget and fund the costs of hosting a forum which includes costs of:
    - Venue for up to 70 people
    - A/V equipment needs
    - Catering
    - HSBRIS convening costs
    - Negotiable extras such as transportation, post tour, honorariums
    - Appoint representatives to be the point of contact for planning and support before, during and after the event.

Therefore, unless explicitly expressed, all the Howe Sound Community Forum members commit to respecting the Principles for Cooperation.

It is understood the Principles for Cooperation may be amended from time to time and will be circulated to members and participants in advance of each Forum.

May 2022

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DATE:_____, 2026

Memorandum of Understanding

Átl'ḵa7tsem / Howe Sound Biosphere Region Initiative Society & Metro Vancouver Regional District

Collaborating for a Sustainable Future

Purpose: This Memorandum of Understanding describes a collaborative framework between Metro Vancouver Regional District (Metro Vancouver), on behalf of Electoral Area A, and the Howe Sound Biosphere Region Initiative Society to advance the shared goals of the Átl'ḵa7tsem/Howe Sound UNESCO Biosphere Region, including biodiversity conservation, sustainable development, reconciliation, education, and regional cooperation for the benefit of present and future generations.

Definitions:

UNESCO:	United Nations Educational, Scientific and Cultural Organization Átl'ḵa7tsem/Howe Sound UNESCO Biosphere Region
AHSUBR:	Átl'ḵa7tsem/Howe Sound UNESCO Biosphere Region
HSBRIS:	Howe Sound Biosphere Region Initiative Society
AHSCF:	Átl'ḵa7tsem/Howe Sound Community Forum
POC:	Principles of Cooperation
OCP:	Official Community Plan

1) The Átl'ḵa7tsem / Howe Sound UNESCO Biosphere Region

AHSUBR is located within the traditional territory of Sḵwx̱wú7mesh Úxwumixw (Squamish Nation).

HSBRIS advises that the Biosphere region is 218,723 hectares, 84% terrestrial and 16% marine. 6% is Rural Regional District and Reserve Lands; 5% of the terrestrial area is privately owned or "urban"; and 89% of the terrestrial area is under the management and shared stewardship of the Province of British Columbia and First Nations.

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The AHSUBR boundary follows the partial watershed from the height of land to the bottom of the ocean and includes lands and communities within Metro Vancouver Regional District (part of West Vancouver, Bowen Island, Lions Bay, and Electoral Area A), the Islands Trust area, Sunshine Coast Regional District (including Gibsons and Areas E, Elphinstone, and F West Howe Sound) and Squamish Lillooet Regional District (Squamish and Area D communities of Furry Creek and Britannia Beach).

2) **Howe Sound Biosphere Region Initiative Society (HSBRIS)**

HSBRIS is a B.C. registered charitable Society. HSBRIS advises that it is responsible for the management of the AHSUBR through the Nchu'ú7mut/Unity Plan, and for advancing the objectives of UNESCO Biosphere Regions (biodiversity conservation, sustainable development, reconciliation, model regions for learning, research and monitoring). HSBRIS invites and unites the region into meaningful dialogue and action to continue the recovery of Átl'ḵa7tsem/Howe Sound, where humanity and nature thrive.

HSBRIS provides logistical support through programs aimed at strengthening collaboration for a sustainable future. Programs include communications, convening and facilitating, advising, coordinating, and executing projects.

HSBRIS provides support to the Howe Sound Community Forum and other subcommittees of the forum by planning, coordinating and reporting. HSBRIS maintains a trusted role in this work.

HSBRIS' priorities align with municipal priorities and community interest. They are to:

a) **Advance Sustainable Development.** Key partnerships and adequate supports, data and tools are in place to help fill planning gaps across the region; and work to ensure the region's sustainability targets are defined and embedded with the UN's Sustainable Development Goals (SDGs) in the planning and decision-making processes.

b) **Advance Biodiversity Conservation.** Key partnerships work to further education, monitoring, and research, fill knowledge gaps, and increase stewardship and connection to place.

c) **Advance Reconciliation, Equity & Inclusion.** The AHSUBR roundtable and forums are well established to convene all levels of government, First Nations government and civil society in an ethical space to further the relationships, dialogue and understanding across the AHSUBR.

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3) Electoral Area A

Metro Vancouver has 23 members: 21 municipalities, one Treaty First Nation and one Electoral Area. Electoral Area A is the unincorporated area of the regional district. Metro Vancouver acts as the local government for Electoral Area A, providing certain key services. Electoral Area A occupies approximately 818 sq kms. of land and includes the following communities and inhabited areas that are located within the Átl'ka7tsem/Howe Sound region boundary:

- Lands along Howe Sound, located between the District of West Vancouver and Squamish-Lillooet Regional District (excluding the Village of Lions Bay). This includes the communities of Ocean Point, Strachan Point and Montizambert Wynd.
- Bowyer and Passage Islands (in Howe Sound).

Metro Vancouver's Official Community Plan (OCP) for parts of Electoral Area A, adopted in 2018, follows the collective vision of *Metro Vancouver 2050*, the regional growth strategy. The vision statement for Howe Sound communities of Electoral Area A in the OCP states:

Howe Sound is envisioned as a quiet and peaceful area to live and to access marine and mountain recreational opportunities. Residents feel protected against threats from fire, highway traffic and rail movement. New development is limited, as this area has servicing and access constraints, and falls beyond the urban containment boundary. Any activity causing disturbance to the natural environment considers the local waterfront and mountainside character and impacts on drinking water and highway access.

4) The Howe Sound Community Forum and the Principles of Cooperation

In the late 1990s, the Greater Vancouver Regional District (now Metro Vancouver Regional District) funded a process that brought together representatives from Squamish and Sechelt First Nations, elected officials of the Greater Vancouver Regional District, Sunshine Coast Regional District, Squamish Lillooet Regional District, and the Islands Trust. Staff from Provincial and Federal Ministries and municipalities, societies such as the Fraser Basin Council, industry, environmentalists, recreational leaders and the public at large were also invited to discuss the possibility of a Howe Sound Regional District. This resulted in the development of the Principles for Cooperation, with the then-GVRD (now Metro Vancouver Regional District) being a signatory in 2002.

The purpose is to provide a forum for local governments, Regional Districts and First Nations discussions to maintain and enhance the economic, environmental, cultural and social well-being of the Howe Sound for the benefit of present and future generations. The original Principles of

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Cooperation is a document that all participating members, local governments, regional districts and First Nations first signed in 2002. The Principles of Cooperation state the need, scope, common vision, shared values and structure of the forums.

Metro Vancouver's Electoral Area A Director has been an active member of the Forums and its committees. Electoral Area A, with the Village of Lions Bay, co-hosted a community forum in 2017 and 2026.

Metro Vancouver supported in principle the nomination of Átl'ka7tsem/Howe Sound as a UNESCO Biosphere Region through Board resolution in July 2017. In November 2019, Metro Vancouver provided a letter of support that was included in the nomination package.

5) It is understood:

Metro Vancouver, on behalf of Electoral Area A, will support and cooperate with HSBRIS as it manages the AHSUBR and the AHSCF and sub-committees. In doing so, Electoral Area A will act as an Ambassador for the UNESCO Biosphere Region (details in Appendix A):

- Assign a staff liaison position as the main point of contact with HSBRIS.
- Continue as active and engaged participants in the Howe Sound Community Forum. Budget for and co-host a forum in Lions Bay on a rotating schedule. It is anticipated that Electoral Area A's turn would be in 2031.
- Contribute towards greater land and marine use planning coordination and building capacity and leadership in the region.
- Support the Principles of Cooperation and the development and implementation of the Nchu'ú7mut/Unity Plan through contributions to projects of mutual benefit to Electoral Area A and the region.
- Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan in policy and planning decisions and contribute to unified reporting on progress towards its goals.
- Promote and reference with pride the UNESCO Biosphere Region designation.
- Consider and facilitate funding resources where possible for HSBRIS for educational opportunities and beneficial projects through grants and/or in-kind support.

This memorandum of understanding is not legally binding. This memorandum of understanding

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represents a non-legally binding framework for collaboration between the Howe Sound Biosphere Region Initiative Society and Metro Vancouver Regional District, on behalf of Electoral Area A.

It is also understood this memorandum of understanding will be reviewed every term and may be amended at any time by mutual agreement.

On behalf of Metro Vancouver Regional District	On behalf of Howe Sound Biosphere Region Initiative Society
_____	_____
Title: _____	Title _____
Date: _____	Date: _____

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Memorandum of Understanding Appendix A

1. **Assigning a staff liaison position as the main point of contact for Átl'ḵa7tsem/Howe Sound-related projects and planning.**

   The role involves knowledge transfer by attending meetings on behalf of Electoral Area A, responding to requests from HSBRIS that fall within the spirit of the MOU and communicating back to staff and the Board. The person appointed would have and share knowledge, contribute perspectives, and be knowledgeable of the history and the principles of the UNESCO Biosphere Region and Nchu'ú7mut/Unity Plan. They would attend meetings and maintain relationships and good communications while respecting the policy direction of the Electoral Area.

2. **Continue as active and engaged participants in the Howe Sound Community Forum.**

   Representatives of the Board and staff will attend the bi-annual forums and sub-committees and will report back to the Board. Updates to the Principles for Cooperation as may be agreed upon by the Forum members will be brought to the Board for consideration for continued support.

3. **Budget for and host a forum in the future.**

   The Local Government may offer to host a forum at any time. Forums are expected to follow a rotating schedule of the members.

4. **Support the Principles of Cooperation and the Nchu'ú7mut/Unity Plan through the contribution of information.**

   Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan in policy and planning decisions and contribute to unified reporting on progress towards its goals.

5. **Promote and reference with pride the UNESCO Biosphere Region designation so that more people understand what it means to live in a UNESCO Biosphere Region and how they can help.**

   Following the branding guidelines of UNESCO and HSBRIS, the Regional District will work with HSBRIS communications and reference the UNESCO designation on its website, through signage and other communications (annual report, social media campaigns, etc.).

   Help to connect HSBRIS with partners or developers to identify and enable locations for

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signage within Electoral Area A and encourage enrollment in the Biosphere 101 online course.

6. **Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan in policy and planning decisions.**

   Electoral Area A acknowledges the UNESCO Biosphere Region requires a management plan that considers the land and marine use of the Biosphere Region. The management plan, referred to as Nchu'ú7mut/Unity Plan, serves as a guiding document.

7. **Actively work with HSBRIS and members of the AHSCF to explore ways to support the long-term sustainability of HSBRIS through opportunities to facilitate funding resources for secretariat services, research, educational opportunities and beneficial projects through grants and/or in-kind support.**

   These opportunities may be in the form of:

   - Additional fees on commercial filming permits
   - Create a nature tax, or
   - Service area tax
   - An annual contribution for secretariat services
   - Funding a portion of project costs or matching funds with other government or funding contributions
   - In-kind time of staff resources
   - Waiving costs of meeting rooms

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To: MVRD Board of Directors

From: Heather McNell, Acting Commissioner / Chief Administrative Officer

Date: October 15, 2026 Meeting Date: October 30, 2026

Subject: **Board Orientation and Strategic Planning**

RECOMMENDATION
THAT the MVRD Board receive for information the report dated October 15, 2026, titled "Board Orientation and Strategic Planning."

BACKGROUND
At its October 15, 2026 meeting, the Governance Committee considered the attached report titled "Board Orientation and Strategic Planning", dated September 22, 2026 (**Attachment 1**) and provided feedback on proposed orientation and strategic planning, as outlined in this report to the MVRD Board. Staff gave a presentation titled "Board Orientation & Strategic Planning," introducing the proposed approach, implementation timeline, and potential strategies and cross-cutting issues.

The Governance Committee was asked:

1. **What would success look like**:
   - What outcomes should the Board orientation and strategic planning process deliver?
   - What would indicate the process had been successful?

2. **Feedback on the proposed approach**:
   - Is the proposed orientation and strategic planning approach on the right track?
   - Does the proposed structure, sequencing, and timing support the desired outcomes?
   - Based on your experience, what approaches, tactics, and engagement strategies have been most effective (or ineffective) in Board orientation and strategic planning processes?

3. **Strategic priorities for discussion**:
   - Do these cross-cutting issues capture the big ideas and decisions that should be addressed in the next Board Strategic Plan?
   - Are there any other important issues or emerging priorities, risks, or opportunities that will be important to discuss?

Committee members provided input and had thoughtful dialogue that will help inform the ongoing development of the 2027-2030 term Board Orientation and Strategic Planning.

This matter is now before the Board for its consideration.

ATTACHMENTS
1. "Board Orientation and Strategic Planning", dated September 22, 2026.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Governance Committee

From: Jonathan Cote, Acting General Manager, Regional Planning, Housing, and Air Quality Services
Amanda McCuaig, Director, External Relations

Date: September 22, 2026 Meeting Date: October 15, 2026

Subject: **Board Orientation and Strategic Planning**

RECOMMENDATION
THAT the MVRD Board receive for information the report dated September 22, 2026, titled "Board Orientation and Strategic Planning."

EXECUTIVE SUMMARY
The transition to a new Board term following the 2026 local government election presents an important opportunity to build a shared understanding of Metro Vancouver's role and responsibilities and to establish a clear strategic direction for the organization over the next four years. As a complex regional organization responsible for essential utility, planning, and regional services, Metro Vancouver operates in an environment characterized by significant infrastructure investment requirements, affordability pressures, evolving regional growth challenges, and ongoing discussions regarding the organization's mandate, governance, and priorities.

Planning for Board orientation and strategic planning is underway. Draft plans have been shaped by feedback received over the past year from the Governance Committee, the MVRD Board, and the 2025 and 2026 Deloitte reports on Board Governance. The proposed approach is intended to support the development of a Board-led 2027-2030 Board Strategic Plan by creating opportunities throughout the orientation and planning process for Directors to identify priorities, explore strategic issues, and help shape organizational direction for the upcoming term.

The objective of orientation is to help Directors to develop a common understanding of Metro Vancouver's policies, practices, services, major projects, opportunities, and challenges. The proposed Board Orientation and Strategic Planning Process will take place starting in November and continue through March, and will aim to build a shared understanding of Metro Vancouver's roles and responsibilities as the foundation for development of a Board-led Board Strategic Plan.

Staff are seeking Governance Committee and MVRD Board feedback on the proposed approach, areas of focus, desired outcomes, and key strategic questions. The process will continue to be refined through the fall, and will be updated following election of the incoming Board Chair and Vice Chair to ensure alignment with Board leadership expectations and priorities.

PURPOSE
The Board has previously approved the Board Orientation Program for November and December 2026; this report seeks input on the proposed approach for the January to March 2027 orientation activities and Board Strategic Planning process.

BACKGROUND

The 2025 Metro Vancouver Board Governance Review (Reference 1) identified several recommendations related to Board orientation, Director education, governance training, and strategic planning, including enhanced Director onboarding and education, strengthened governance training, and development of a Board-led Board Strategic Plan to establish shared priorities and organizational direction.

Responsibility for advancing these recommendations was assigned to the Governance Committee through its Terms of Reference and 2025-2026 Work Plan. Relevant work plan priorities include providing early input and direction into the development of the next Board Strategic Plan, recommending a Board education and orientation program for the 2027-2030 Board term, and supporting Board transition following the 2026 local government election.

At its November 13, 2025 meeting, the Committee received a report on the Draft Board Orientation Program for late 2026 and early 2027 (Reference 2). This initial draft focused on the proposed program structure and content of initial Board Orientation co-created by Metro Vancouver and the Local Government Leadership Academy (LGLA) and outlined high level ideas for strategic planning.

This direction was further reinforced through recommendations endorsed by the Governance Committee and MVRD Board at their July 2026 meetings:

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, utility 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.

PROPOSED BOARD ORIENTATION AND STRATEGIC PLANNING PROCESS

The program is organized into four phases, beginning with Board onboarding following the 2026 local government election and culminating in adoption of a new Board Strategic Plan in spring 2027. Opportunities for dialogue on services, challenges, and opportunities will be created throughout the program, which will help inform both content and process for the subsequent strategic planning discussions and development of the Board Strategic Plan.



PHASE 1: Initial Board Orientation (November–December 2026)

This phase introduces new and returning Directors to foundational aspects of Metro Vancouver, including the governance structure, the four legal entities, decision-making processes, and Board responsibilities. Key activities include:

- **Inaugural Board Meeting (November 2026):** The orientation process begins at the Inaugural Board Meeting with the election of the Chair, Vice Chair, and any alternate Board leadership positions. Directors will complete required onboarding activities, including oath and declaration requirements, conflict of interest obligations, and orientation to key governance policies such as the Code of Conduct, Freedom of Information, and privacy requirements. Staff will also provide an overview of Metro Vancouver's services, governance structure, meeting processes, and upcoming orientation and strategic planning activities.
- **Board Leadership Engagement (November 2026):** The newly elected Chair and Vice Chair will work with staff to confirm objectives, priorities, strategic questions, and desired outcomes for the orientation and strategic planning process. Discussions will include expectations around governance, advocacy, service delivery, regional leadership, and overall program design.
- **Board Orientation Program (December 3-4, 2026):** A two-day, in-person orientation session, delivered in partnership with the Local Government Leadership Academy, will support Directors in their new role by providing a common foundation in regional governance and Board responsibilities.

  Topics include:
  - Leading Beyond your Boundary / The Metro Mindset
  - Board and CAO roles, responsibilities, and decision-making
  - The Fine Art of Agreeing and Disagreeing: Responsible Conduct
  - Mentors' Panel on wellness, managing workload, public scrutiny
  - Meeting Procedures
  - Metro Vancouver Service Overview and Regional District Model
  - Financial Management and Processes
  - Asset Management, Capital Planning, and Major Project Management
  - Legal Responsibilities: Opportunities and Challenges of the Regional Model
  - Indigenous Relations
  - Media Relations

This Board approved orientation program (Reference 2) is intended to support Directors in their role by building a shared understanding of Metro Vancouver's governance structure, regional mandate, relationship with member jurisdictions, and the foundations for effective Board decision-making and collaboration.

PHASE 2: Early Director Input (December 2026)

A survey for Board Directors in early December will provide an opportunity to gather early input to inform subsequent orientation and strategic planning, including:

- Providing an opportunity for Directors to share perspectives about Metro Vancouver's mandate, future role, and strategic priorities before development of the Board Strategic Plan framework
- Determining areas where additional education or discussion may be beneficial
- Informing the design and content of in-depth services orientation, tours, and strategic planning sessions

PHASE 3: Service Area Orientation and Infrastructure Tours (January–February 2027)

This phase is intended to provide Directors with a deeper understanding of Metro Vancouver's utilities, regional services, capital program, and major projects. The orientation will also examine the major issues that will require Board direction over the coming term, helping Directors develop a shared understanding and context needed to address key strategic decisions and inform the development of the 2027-2030 Board Strategic Plan. In addition to service area education, the sessions will provide opportunities for Directors to explore Metro Vancouver's mandate, regional role, service delivery responsibilities, and evolving challenges, helping to inform subsequent strategic planning discussions and Board consideration of future priorities.

Orientation activities will include service area briefings, major project overviews, and infrastructure tours. Sessions will be designed to:

- Enhance understanding of Metro Vancouver's utilities and regional services
- Explore emerging challenges, opportunities, and trends that may affect the organization over the Board term
- Introduce key strategic issues and cross-cutting topics
- Support early discussion about Board priorities and areas of focus for the 2027-2030 Board Strategic Plan
- Foster discussion amongst and seek feedback from the Board on high priority topics or areas for more in-depth inquiry

PHASE 4: Strategic Planning (December 2026–April 2027)

Initial discussions with the Chair and Vice-Chair, input gathered through the Director survey, and engagement during orientation sessions will help establish a shared understanding of key opportunities, challenges, and priorities. Building on this foundation, an experienced external facilitator with a strong track record in Board governance and strategic planning will lead a series of strategic planning sessions focused on translating Board perspectives into a planning framework that identifies guiding principles, organizational values, and priority areas for the Board term. Key activities include:

- **Strategic Planning Workshop (March 2027):** In-person Board workshops will use facilitated discussions, information sessions, and interactive exercises to identify and refine the goals, priorities, and initiatives to be incorporated into the Strategic Plan.
- **Confirmation of Strategic Priorities (March/April 2027):** Drawing on the outcomes of the strategic planning workshop, the Boards will identify and confirm the key strategic directions, priorities, and areas of focus to be reflected in the 2027-2030 Board Strategic Plan. Discussions will focus on the significant strategic and cross-cutting issues facing the organization and provide an opportunity for the Boards to consider options, establish priorities, and provide direction on key policy, governance, service delivery, investment, and advocacy matters. This phase is intended to serve as the primary decision-making stage of the strategic planning process, resulting in Board direction that will guide preparation of the final Board Strategic Plan.
- **Board Strategic Plan (April / May 2027):** The process will culminate in Board review and consideration of the 2027-2030 Board Strategic Plan. The Strategic Plan will be a Board-owned document that establishes the organization's overarching strategic direction and priorities for the Board term. Drawing on the strategic directions confirmed by the Board, the plan will include mandate letter-style direction for each service area, identifying the key priorities, outcomes, and areas of focus that should guide work over the next four years. While not intended to serve as a detailed departmental work plan, the Board Strategic Plan would provide a clear mandate from the Board, helping to align departmental business planning, resource allocation, performance reporting, and organizational decision-making with Board priorities.

INITIAL STRATEGIC ISSUES FOR DISCUSSION

As part of the preliminary planning work undertaken to date, staff have identified cross-cutting and strategic issues that have arisen during this Board term and will need resolution during the next term. These issues have emerged from discussions / resolutions over the current Board term and reflect areas where future Board direction may be required.

The following issues have been identified as areas for future discussion:

- **Funding Critical Regional Infrastructure**: Determine preferred approaches to funding and financing major utility investments, including development cost charges, amortization terms, debt management, affordability considerations, intergovernmental funding strategies, and the relationship between regional and municipal funding requirements.
- **Sewerage Areas**: Assess moving from four sewerage areas to a single sewerage area, including governance, implementation, equity, cost allocation, and other considerations associated with a transition toward a Single Sewerage Area.
- **Major Capital Project Oversight**: Advance a Select Committee titled the Major Capital Projects Oversight Board and related approaches to governance, accountability, and oversight of major capital investments.
- **Regional Water Management**: Explore Metro Vancouver's role in regional water management to address water use. This may include regional coordination mechanisms, roles and responsibilities between Metro Vancouver and member jurisdictions, and other tools available to support effective water management strategies.
- **Board Governance**: In 2025 and 2026, the Boards implemented a number of governance reforms. The next term will enable completion of some reforms, particularly regarding Board size and structure and will enable the consideration of additional substantive governance changes.
- **Regional Growth Strategy**: consideration of the long-term implementation of *Metro 2050*, including opportunities to reaffirm, refine, or update the regional growth strategy in response to emerging regional challenges.
- **Invest Vancouver Governance:** The MVRD board will need to consider the appropriate governance structure, organizational and funding model, implementation approach, timing, and ongoing relationship between Invest Vancouver and Metro Vancouver.
- **Intergovernmental Relations and Advocacy**: Identify Metro Vancouver's priorities for engagement with the Provincial and Federal Governments during the 2026-2030 Board term.

The proposed approach is intended to remain flexible and responsive to emerging issues and Committee and Board feedback. Additional strategic issues and priorities can be identified as the orientation and strategic planning process progresses and added into the program.

AREAS FOR COMMITTEE DISCUSSION

Suggested areas for a Governance Committee discussion to provide feedback on the proposed plan include:

- **What will success look like?** What outcomes should the Board Orientation Program and Board Strategic Plan deliver over the next Board term?
- **Does the proposed program achieve those objectives?** Feedback on the proposed structure, timing, content, and overall approach to Board orientation and strategic planning.
- **What are some of the most important things for the next Board to understand?** Reflections on particularly difficult-to-understand or high-profile topics that would warrant additional time for orienting the new Board to.

- **What strategic issues should be explored through the process?** Feedback on the preliminary list of strategic and cross-cutting issues identified in this report, including whether there are additional priorities, emerging issues, risks, or opportunities that should be considered.
- **Are there lessons from previous Board terms that can inform this process?** Reflections on past orientation and strategic planning processes, including opportunities to strengthen Director onboarding, education, engagement, and strategic discussion.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Board orientation and strategic planning have associated costs such as hiring an external facilitator and guest speakers. These costs are budgeted within the Board Information Services budget each year.

CONCLUSION

The transition to a new Board term provides an important opportunity to strengthen Board understanding, alignment, and ownership of Metro Vancouver's strategic direction. Planning for Board onboarding has been underway including developing a broader orientation and strategic planning process intended to support informed decision-making, identify organizational priorities, and establish a clear Board-led Board Strategic Plan for the 2027-2030 term.

This report presents a preliminary roadmap for Board orientation and strategic planning, including the approach, timing, and key phases of the process, an initial assessment of significant strategic and cross-cutting issues that may require Board attention during the next term, and a series of questions intended to guide Committee discussion regarding desired outcomes, priorities, and measures of success.

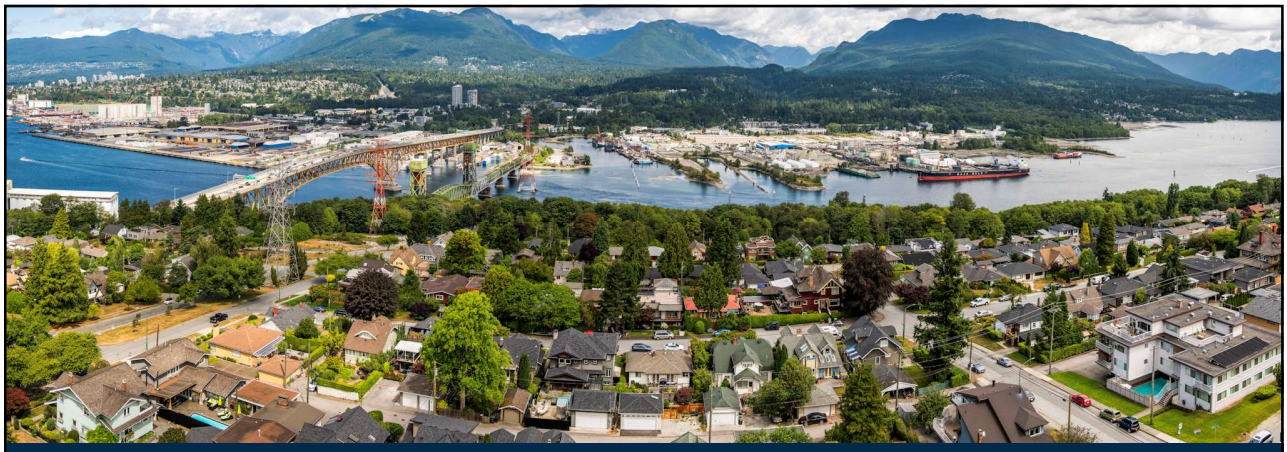
ATTACHMENTS

1. Presentation re: Board Orientation and Strategic Planning.

REFERENCES

1. Deloitte Canada. (2025, May). *Metro Vancouver Board Governance Review*. [MVRD Board report attachment dated May 20, 2025]. https://metrovancouver.org/boards/GVRD/RD-2025-05-23-AGE.pdf#page=31
2. McNell, H. (2025, November). *Draft Board Orientation Program for late 2026 – early 2027*. [staff report to the Governance Committee dated October 31, 2025]. https://metrovancouver.org/boards/GovernanceCommittee/GOV-2025-11-6-AGE.pdf#page=67

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Board Orientation & Strategic Planning

FOR GOVERNANCE COMMITTEE INPUT & FEEDBACK

Jonathan Cote
Acting General Manager, Regional Planning, Climate, and Housing Services

Amanda McCuaig, APR
Director, External Relations

October 15, 2026
Orbit Link: add when archiving presentation to Orbit

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BOARD ORIENTATION & STRATEGIC PLANNING

- Governance Review called for enhanced Board orientation, ongoing Director education, stronger governance training, and development of a Board-led Strategic Plan
- Orientation can do more than educate; it can prepare Directors for strategic decision-making
- Strategic planning should result in a Board-owned plan that provides clear direction to the organization

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2

WHAT DOES SUCCESS LOOK LIKE?

What outcomes should the Board orientation and strategic planning process deliver?

What would indicate the process has been successful?

3

PROPOSED APPROACH



- **Inaugural Board Meeting**
- **Engagement with Board Chair / Vice**

- **Initial Board Orientation 2-day session**
- **Survey to collect early input**

- **Overviews of service areas and capital projects**
- **Infrastructure tours**

- **Strategic Planning workshop session**
- **Confirm strategic priorities**
- **Draft Board Strategic Plan**

4

PROPOSED APPROACH

Is the proposed orientation and strategic planning approach on the right track?

Does the proposed structure, sequencing, and timing support the desired outcomes?

Based on your experience, what approaches, tactics, and engagement strategies have been most effective (or ineffective) in Board orientation and strategic planning processes?

5

POTENTIAL STRATEGIC & CROSS-CUTTING ISSUES

Board discussions to date have highlighted topics such as:

- Utility governance and service delivery
- Infrastructure investment and affordability
- Governance and organizational effectiveness
- Scope and approaches of regional district services
- Intergovernmental relations and advocacy

6

STRATEGIC PRIORITIES FOR DISCUSSION

Do these cross-cutting issues capture the big ideas and decisions that should be addressed in the next Board Strategic Plan?

Are there any other important issues or emerging priorities, risks, or opportunities that will be important to discuss?

7

ADDITIONAL FEEDBACK

Do you have any additional thoughts or feedback to share?

8



Thank You

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Performance and Audit Committee

From: Mark Seinen, Acting Division Manager, Regional Land Use Policy and Planning

Date: September 15, 2026 Meeting Date: October 15, 2026

Subject: **TransLink's 2026 Metro Vancouver Regional Fund Application**

RECOMMENDATION

THAT the MVRD Board approve $160.5 million in funding from the Metro Vancouver Regional Fund for 73 Articulated 60-foot electric trolleybuses with in-motion charging and notify TransLink of the decision.

EXECUTIVE SUMMARY

The MVRD Board has approval authority over TransLink requests for Metro Vancouver Regional Fund (MVRF) funding. While Metro Vancouver plays an important role in evaluating and approving projects, MVRF funds flow from the federal government to TransLink via the Union of BC Municipalities, and the program has no direct financial impact on Metro Vancouver.

For 2026, TransLink is seeking MVRD Board approval of funding for 73 Articulated 60-foot Electric Trolleybuses with In-Motion Charging to replace 73 existing trolleybuses that have reached the end of their useful life. The funding request totals $160.5 million and, if approved, would leave $79.1 million in available MVRF funds for future use.

Staff have evaluated TransLink's application (**Attachment 1**) using the MVRF Policy and MVRF Application Guide (Reference 1). The evaluation finds that the project meets program criteria, is consistent with TransLink's 2025 Investment Plan, and supports Metro Vancouver's growth management, transportation and climate objectives. Staff recommend that the MVRD Board approve TransLink's application.

PURPOSE

This report presents TransLink's application for funding from the MVRF for the MVRD Board's consideration.

BACKGROUND

The MVRD Board has approval authority over TransLink requests for MVRF funding. The Union of British Columbia Municipalities holds the funds, which are sourced from the federal Build Communities Strong Fund, and transfers the funds to TransLink upon formal notification by the MVRD Board of its approval of applications.

The Build Communities Strong Fund was formerly known as the Canada Community-Building Fund. The name change took effect in June 2026 and does not alter any provisions of the MVRF program.

Since the program began in 2005, TransLink has received $2.84 billion through the MVRF and previous iterations of the funding program to expand and modernize the region's transit network.

METRO VANCOUVER REGIONAL FUND POLICY REQUIREMENTS

The MVRF Policy and Application Guide set out the application process, information requirements, and evaluation criteria that are to be used to assess TransLink's funding requests. Project eligibility for MVRF funding is determined by the *Administrative Agreement on the Build Communities Strong Fund Community stream - British Columbia* (Reference 1). Public transit is an eligible project category, including expenditures associated with procurement, planning, design, construction, or renovation of capital assets.

At its July 26, 2024 meeting, the MVRD Board renewed the MVRF program (formerly known as the Greater Vancouver Regional Fund) for the period of 2024-2034. The revised program includes:

- Carrying forward the pooling of 95 percent of member jurisdictions' Build Communities Strong Fund funding for TransLink's use;
- A condition that the recipient(s) of any future increases in Build Communities Strong Fund distributions will be considered on a case-by-case basis;
- A provision that zero-emission transportation projects are preferred; and
- A scheduled five-year review of the MVRF Policy and Application Guide in 2029.

TRANSLINK'S FUNDING REQUEST

TransLink is seeking MVRD Board approval of MVRF funding for one new project. The requested funding is exclusively for electric transit infrastructure in the form of 73 articulated (i.e. 60-foot) trolleybuses to replace existing articulated electric trolleybuses that have reached the end of their useful life.

Although the project is a like-for-like replacement of existing transit fleet, the new trolleybuses feature In-Motion Charging technology, which allows trolleybuses to maintain a battery charge that enables extended off-wire operation. This allows trolleybuses to navigate disruptions and reroutes without the need to maintain a backup fleet of diesel buses.

There is currently a balance of $239.6 million available in the MVRF. The funding request totals $160.5 million and, if approved, would leave $79.1 million in available MVRF funds for future use. Detailed project information, including schedule, technology, location and financing, is contained in TransLink's application.

METRO VANCOUVER ANALYSIS

Two types of evaluation criteria are identified in the MVRF Application Guide:

- Four Screening Criteria, which are mandatory requirements for any project for which MVRF funding is requested (evaluated on a Pass / Fail scale); and
- Four Integrated Criteria, which allow for a qualitative assessment of proposed projects based on regional growth, transportation and climate objectives (evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale).

The proposed project passes all Screening Criteria and scores 12 out of 12 on the Integrated Criteria. A detailed assessment of the proposed project is contained in Table 1.

Table 1: Metro Vancouver Assessment of MVRF Project Evaluation Criteria

Criterion	Description	Assessment	MVRD Staff Comments
SCREENING CRITERIA			
Eligible Project Category	Project qualifies as one of the following categories, as set out in the Administrative Agreement (Schedule B): • Public transit – infrastructure which supports a shared passenger transport system which is available for public use; and • Local roads and bridges – roads, bridges and active transportation infrastructure	✓	The project is for public transit.
Eligible Expenditures	Project is an Eligible Expenditure, as set out in the Administrative Agreement (Schedule C).	✓	The expenditures are all eligible – i.e. "associated with acquiring, planning, designing, constructing or renewal and rehabilitation of a tangible capital asset."
Metro Vancouver Policy Consistency	Project must be consistent with Metro Vancouver's strategies: • *Metro 2050* • *Climate 2050*	✓	The project is consistent with the growth management, transportation and climate goals of *Metro 2050* and *Climate 2050.*
TransLink Policy Consistency	Project must be consistent with TransLink's current: • *Transport 2050* • 10-Year Priorities / Vision	✓	The project supports the transportation investments and policy objectives of *Transport 2050* and *Access for Everyone* (10-Year Priorities).
SCREENING CRITERIA SCORE	**Project must pass all four Screening Criteria.**	✓	
INTEGRATED CRITERIA			
TransLink Investment Plan Consistency	Project is included in TransLink's current 10-Year Investment Plan.	3/3	The project is included in the 2025 Investment Plan.
Centres and Corridors	Where applicable, the project is located in, or demonstrates tangible benefits to, the overall performance of Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors.	3/3	The project will serve numerous Priority Growth Areas within the existing trolley overhead network.

Criterion	Description	Assessment	MVRD Staff Comments
Transportation Benefits	Demonstrates tangible benefits to: • Transit level of service; • Transit passenger experience; • Accessibility; • Active transportation; • Transportation safety; • State of good repair; • Vehicle congestion; or • Goods movement.	3/3	Procuring new vehicles achieves state of good repair objectives while improving passenger experience. New trolleybuses are capable of automatically de-wiring, which eliminates the requirement for "pole-pullers" and reduces delays for passengers.
Quantifiable Emissions Impacts	Achieves quantifiable beneficial impacts on greenhouse gas and common air contaminant emissions relative to baseline transit vehicles, and lowers the emissions profile of the transit fleet. **Zero-emission transportation projects are preferred for funding.** The information requirement for this criterion is fulfilled as follows: 1. For each transit vehicle project, provide a comparison of the emissions of the project versus the baseline vehicle 2. For the application in aggregate, provide the: ○ Annualized transit fleet emissions in the current year; ○ Plus, incremental changes in transit fleet emissions with full deployment of any proposed expansion, modernized, or refurbished vehicles.	3/3	This project uses zero-emission technologies that will maintain low greenhouse gas and criteria air contaminant emissions. In-Motion Charging capabilities will provide modest additional GHG reduction benefits by allowing trolleybuses to work around disruptions and reroutes without the need to maintain a diesel backup fleet. The calculations and assumptions used to estimate GHG emissions impacts are clear and appear sound.
INTEGRATED CRITERIA SCORE	**Total score based on the four Integrated Criteria.**	**12 / 12**	

ALTERNATIVES

1. THAT the MVRD Board approve $160.5 million in funding from the Metro Vancouver Regional Fund for 73 Articulated 60-foot electric trolleybuses with in-motion charging and notify TransLink of the decision.

2. THAT the MVRD Board receive the report dated September 15, 2026, titled "TransLink's 2026 Metro Vancouver Regional Fund Application" and refer it to the Mayors' Council on Regional Transportation for comment prior to further consideration by the MVRD Board.

FINANCIAL IMPLICATIONS

The MVRF program has no direct financial impact on Metro Vancouver. While Metro Vancouver plays an important role in evaluating and approving projects, MVRF funds flow from the federal government to TransLink (via the UBCM).

If the MVRD Board chooses alternative one, the UBCM will be notified within seven business days of the Board's decision to approve $160.5 million in MVRF funding for the project in TransLink's application.

If the MVRD Board chooses alternative two, the Metro Vancouver staff report and any additional MVRD Board requests would be forwarded to the Mayors' Council for comment prior to further consideration by the MVRD Board.

CONCLUSION

TransLink is seeking MVRD Board approval of Metro Vancouver Regional Fund (MVRF) funding for 73 Articulated 60-foot Electric Trolleybuses with In-Motion Charging technology. The funding request totals $160.5 million and, if approved, would leave $79.1 million in available MVRF funds for future use.

Staff conclude that the project meets program criteria, is consistent with TransLink's 2025 Investment Plan, and supports Metro Vancouver's growth management, transportation and climate change objectives. Staff recommend that the MVRD Board approve TransLink's application.

ATTACHMENTS

1. TransLink. Report dated September 14, 2026, titled "2026 Application for Build Communities Strong Fund – Community Stream from the Metro Vancouver Regional Fund".

REFERENCES

1. Metro Vancouver. (2024, July 26). *Metro Vancouver Regional Fund Expenditures Policy and Application Guide*. https://metrovancouver.org/boards/Policies/metro-vancouver-regional-fund-expenditures.pdf
2. Government of Canada. (2024, April). *Administrative Agreement on the Build Communities Strong Fund Community stream - British Columbia*. https://housing-infrastructure.canada.ca/bcsf-fbcf/community-communautaire/agreements-ententes/bc-eng.html.

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To: Heather McNell, Acting Chief Administrative Officer, Metro Vancouver

From: Jenn Iten, Vice President, Financial Services, TransLink

Date: September 14, 2026

Subject: 2026 Application for Build Communities Strong Fund – Community Stream from the Metro Vancouver Regional Fund

PURPOSE

TransLink is requesting approval from the Metro Vancouver Regional District Board of $160.5 million from the Build Communities Strong Fund (BCSF) – Community Stream of the Metro Vancouver Regional Fund (MVRF). The funding is for one new project to replace 73 articulated electric trolleybuses (AETBs) with 73 new in-motion charged (IMC) capable AETBs. The replacement vehicles are critical to ensure TransLink's bus fleet remains in a state of good repair, and the reliability of the transit system is maintained.

This funding application supports TransLink's 2025 Investment Plan (2025 Plan) and Low Carbon Fleet Strategy (LCFS, 2021), approved by its Board of Directors (the Board) and the Mayors' Council. The 2025 Plan and LCFS advance the goals identified in TransLink's Regional Transportation Strategy Transport 2050 (T2050) and Climate Action Strategy and Plan (2022), and the goals identified in Metro Vancouver's Regional Growth Strategy, Climate 2050 strategy, and Clean Air Plan goals.

This application is the administrative process to access the funding outlined per the 2024-2034 Administrative Agreement and Metro Vancouver's *MVRF Policy*.

BACKGROUND

Since the MVRF program began in 2005, TransLink has received $2.84 billion in funding to expand and modernise the transit network. Interest earned on funds received as of June 30, 2026, which must be used for approved MVRF projects, totalled $46.5 million. As of June 30, 2026, there is $239.6 million in funds available to TransLink. After the proposed new project application funding of $160.5 million, the remaining funds total $79.1 million. A summary of the funds and usage is provided below:

Metro Vancouver Regional Fund	*($ millions)*
Funds Available for use as of December 31, 2025	**$139.0**
Add:	
2026 Program Allocation received in June 2026	81.2
Interest earned on funds received as of June 30, 2026	19.4
Funds Available for use	**239.6**
Less:	
Proposed new project application funding	(160.5)
Funds Remaining	**$79.1**

As required in this application process, Table 1 includes a summary of the 2025 Investment Plan, including the projects funded or anticipated to be funded by the MVRF.

Table 1: Projects funded by MVRF (Per TransLink 2025 Investment Plan)

A7E PROJECTS FUNDED BY METRO VANCOUVER REGIONAL FUND (MVRF)		
Project Group	**Program Year**	**Project name**
BUS FLEET	2019	2020 Conventional Bus Expansion
	2020	2021 HandyDART Vehicle Expansion
		2021 Conventional Bus Expansion
		2021 Community Shuttle Expansion
	2021	2023 Conventional Bus Replacement
		2022 Community Shuttle Replacements
	2022	2023 Community Shuttle Replacements
		2023 Conventional Bus Replacement
	2023	2024 Conventional Bus Replacement
		Conventional Trolleybus Replacement
	2024	2025 Conventional Bus Replacement
		2026 Conventional Bus Replacement
		2028 - 2029 Conventional Bus Replacement
	2025	2027 Conventional Bus Replacement
	2026	2028 Conventional Bus Replacement
	2027	2029 Conventional Vehicles Replacement
	2029	2031 Conventional Bus Replacement
	2030	2032 Conventional Bus Replacement
	2031	2033 Conventional Bus Replacement
	2032	2034 Conventional Bus Replacement
	2033	2035 Conventional Bus Replacement
Equipment Replacements & Upgrades	2021	BCRTC Elevating Devices ARPg
Facilities - Marpole	2018	CMBC Marpole Transit Centre
Infrastructure	2021	PTC Infrastructure to Support Battery Electric Buses
	2023	PTC Infrastructure to Support Battery Electric Buses - Phase 2
Rail Fleet	2020	Mark 1 500-800 Refurbishment
Seabus Vessel	2022	Next Generation SeaBus Design

PROPOSED PROJECT AND FUNDING

This application is requesting $160.5 million for one new project (see Table 2). The project is consistent with TransLink's 2025 Investment Plan.

The proposed project includes:

- **2028-2029 Conventional Bus Replacement:** purchase 73 60' articulated electric trolleybuses (AETBs) with In-Motion Charging (IMC) to replace 73 existing 60' AETBs that have reached the end of useful life.

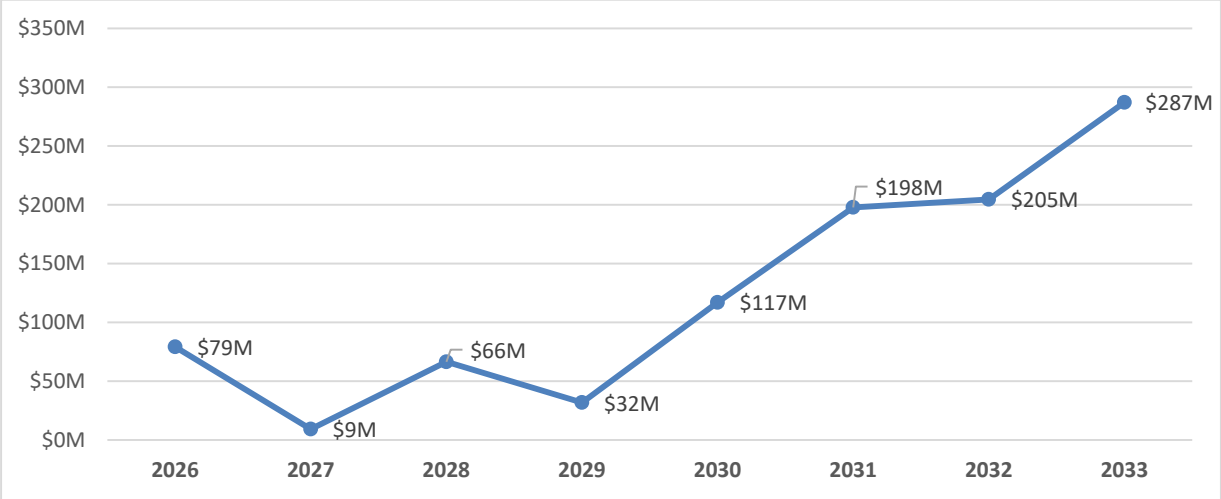
- **Deployment of Proposed Project**
  The 73 replacement trolleybuses will service Vancouver and will operate within the existing trolley overhead network.

Table 2: Summary of Project, Total Cost, and Building Communities Strong Fund Request (in $ millions)

Project	Scope	Total Project Budget	Total Eligible Cost	Previously Approved BCSF Funding	Requested BCSF Funding this application	Total BCSF Funding for Listed Projects
New Projects						
2028 – 2029 Conventional Bus Replacement	73 60' Trolleybuses with In-Motion Charging (IMC)	167.2	160.5	-	160.5	160.5
Total		**167.2**	**160.5**	**-**	**160.5**	**160.5**

Chart 1 shows the projected MVRF balance through 2033. During the period 2026-2033, TransLink anticipates allocations of $1.39 billion in funding from the Government of Canada into the MVRF. TransLink will utilize the entirety of the allocation. Priority is given to zero-emission transportation projects that are consistent with Metro Vancouver's Climate 2050 Framework, and those in accordance with the MVRF Policy and the associated Evaluation Criteria. Sequencing of the application submissions is determined by procurement and construction timelines, in order to have funding in place prior to vehicle costs being incurred on delivery.

Chart 1: Forecast of Annual MVRF Balance Available



BENEFITS

The replacement of 73 Articulated Electric Trolleybuses with In-Motion Charging (IMC) capability has the following benefits:

- Maintain low GHG, NOx and Particulate Matter emissions (see Table 4);
- Improve service quality, transit system reliability and customer comfort;
- Maintain transit fleet in state of good repair; and
- Contribute to meeting TransLink's, Metro Vancouver's and the Province of BC's climate and transportation goals and policy objectives.

Emissions Reduction

TransLink's estimated aggregate emissions from its revenue transit fleet in 2025 were:

- 70,948 tCO2e from buses and trains
- 64,967 tCO2e from internal combustion engine buses (diesel, gas, CNG)
- 38,885 tCO2e from diesel buses

As the replacement of 73 existing articulated electric trolly buses (AETBs) with 73 new in-motion charging (IMC)-capable AETBs replaces existing zero-emission vehicles with new zero-emission vehicles, it is not expected to result in incremental GHG emission reductions relative to TransLink's existing fleet. Accordingly, the estimated annual and lifecycle GHG reductions associated with this project maintains zero-emissions, as shown in Table 3.

Table 3: Emissions Reductions from Vehicles Relative to Baseline Diesel Projects

Project Description	Electric Buses Acquired	Diesel Retired	BEB Charging	Other/Notes	Annual GHG Reduction (tCO2e)	Lifecycle GHG Reduction (tCO2e)	Reudction (t NOx)	Reduction (t PM)
2028 – 2029 Electric Trolley Bus Replacement	73	-	-	In-Motion Charged Electric Trolley Buses	-	-	-	-
				Reductions Sub-Totals	0	0	0	0
				***All 2025 Revenue Diesel Bus Emissions** *	***38,885***	***NA***		
	* Total 2025 use of diesel from purchasing and fuelling records includes: 60', hybrid, double decker, and highway buses, and reflects renewable diesel use.							

RISKS

There are currently no major identified risk factors that could alter the project need, scope, budget or timeline for project delivery. The procurement is based on a fixed priced contract and a scheduled production date. TransLink procured a trolleybus to conduct pilot testing and evaluation for compatibility with TransLink's existing trolley network and did not encounter any major issues.

CONCLUSION

TransLink relies on the BCSF funding, made available through the MVRF on behalf of Metro Vancouver member jurisdictions, to construct key infrastructure and modernize vehicles that have reached the end of their useful life. This funding is vital to ensure TransLink's revenue vehicle fleet is in a state of good repair, avoiding increased maintenance costs and protecting the reliability of the transit system. This application is aligned with Metro Vancouver's *Metro 2050*, supporting Urban Centres and Frequent Transit Development Areas and encouraging transportation choices. Finally, BCSF funding from the MVRF is critical for TransLink to continue to maintain its reliable zero-emission (GHG and common air contaminant) AETB fleet, support *Transport 2050*, and *Metro 2050* goals and policy objectives.

APPLICATION FOR FUNDING FROM THE METRO VANCOUVER REGIONAL FUND

FOR THE BUILDING COMMUNITIES STRONG FUND – COMMUNITY STREAM

Project: 2028 – 2029 Conventional Bus Replacement – 73 60’ Articulated Electric Trolleybuses (Ref# 252088)

A. PROJECT DESCRIPTION

Please complete the following for each project proposed for expenditure from the MVRF.

1. Project Name

2028-2029 Conventional Bus Replacement – 73 60' Articulated Electric Trolleybuses (Ref# 252088)

2. Project Overview

The project will purchase seventy-three (73) 60-foot Articulated Electric Trolleybuses (AETBs) with In-Motion Charging (IMC) to replace seventy-three (73) existing 60-foot AETBs, commissioned between 2008 and 2009 and are now approaching the end of their 20-year service life.

Replacement is required to:

- Maintain a state of good repair and ensure reliable transit service;
- Maintain a right-sized fleet to support existing service levels; and
- Support regional environmental goals.

The trolleybus replacement project of 60' AETBs supports the 2025 Investment Plan (2025 Plan) approved by TransLink's Board of Directors (the Board) and the Mayors' Council. This bus replacement project supports the region's growth, transportation and environmental strategies, specifically:

- *Transport 2050 (T2050)* goal to bring reliable transportation choices to everyone by 2050:
  - Strategy 2.1 Make transit more reliable
  - Strategy 2.4 Maintain transportation infrastructure in a state of good repair
  - Strategy 5.1 Reduce the energy requirements of the transport system

- *Metro 2050* actions to advance transportation infrastructure that reduces energy consumption and greenhouse gas emissions and improves air quality:
  - Action 3.3.8 – That TransLink will support regional air quality objectives and greenhouse gas emission reduction targets by advancing policy and infrastructure to support the aggressive transition of the ground-based vehicle fleet to zero-emissions, and by transition the entire transit fleet to one that utilizes low-carbon fuels.

- Metro Vancouver's *Clean Air Plan* strategies:
  - Strategy 1.1: Reduce driving through active transportation and public transport.

The project also advances the region's greenhouse gas reduction (GHG) and air quality improvement goals identified in TransLink's Regional Transportation Strategy Transport 2050 (T2050), Metro Vancouver's Regional Growth Strategy, Climate 2050 strategy and Clean Air Plan goals.

3. Project Need

The objectives are to maintain high-quality customer service, reduce maintenance and operating costs while continuing to provide reliable, fully-accessible transit vehicles that are appropriate for routes on which they operate.

The criteria for achieving these objectives are:

- Avoidance of incremental maintenance and operating costs,
- Reduced vehicle breakdowns and vehicle downtime, and
- Improved accessibility.

4. Project Location

The new AETBs will operate out of the Vancouver Transit Centre (VTC) at 9149 Hudson St, Vancouver, BC. The new trolleybuses will service Vancouver with the existing trolleybus system.

5. Project Eligibility

- ✓ **Public transit** – infrastructure which supports a shared passenger transport system which is available for public use; or
- o **Local roads and bridges** – roads, bridges and active transportation infrastructure.

6. Project Purpose

- o **Expansion:** Expands the carrying capacity of people and/or goods movement.
- ✓ **State of Good Repair:** Replaces or modernizes assets to keep the regional transportation system in a state of good repair.
- o **Operational Efficiency/Effectiveness:** Improves the efficiency or effectiveness of the regional transportation system.
- o **Refurbishment:** Extend the useful life of assets to maximize the utility of the regional investment in the transportation system.
- o **Other (please specify): _____**

7. Project Type

- o **Growth**
- ✓ **Upgrade**
- o **Risk (Resilience)**
- ✓ **Maintenance**
- o **Opportunity**

8. Project Staging

Year(s) of Acquisition or Start of Construction	Year of Completion of Construction	Year of Service Initialization	Year(s) of Renewal	Year(s) of End of Service
2027	2029	2029	N/A	2049

9. Steps taken by TransLink to identify, evaluate, and prioritize the proposed project for inclusion in the Application.

The project was identified for MVRF funding in the 2025 Investment Plan (Appendix A, Table 7E). State of

good repair projects are prioritized through the annual capital planning process, and bus fleet replacement is aligned with service plans for inclusion in the Investment Plan and MVRF Applications.

10. Has the project previously received funding through the MVRF? If so, please explain.
No.

11. Was MVRF funding previously declined for the project? If so, please explain.
No.

12. Is the project anticipated to require additional future MVRF funding? If so, please explain.
No.

13. In the absence of MVRF funding, can the project proceed with other funding sources?
No. While TransLink receives funding from multiple sources, funding allocated to capital programs is allocated to specific projects and incorporated into the investment plan. MVRF funding is a critical part of TransLink's funding strategy for vehicle fleet expansion and replacement.

In the absence of MVRF funding for this project, TransLink would be required to seek alternative financing, including external borrowing, to fund these assets. Given current debt limit restrictions and debt affordability challenges, this is not considered a feasible option.

14. Budget and Expenditures

Budget	Expenditures to Date	Forecast to Complete	Final Forecasted Cost	Variance (Budget - Final Forecasted Cost)
$167,200,000	-	$167,200,000	$167,200,000	-

15. Project Funding

Prior Approved MVRF Funding	Current Year MVRF Funding Request	Other Funding – Specify source and whether confirmed/pending
-	$160,498,500	-

16. Project Budget Schedule

	2027	2028	2029	2030	Total
MVRF-funded Budget	$46,400,000	$90,330,000	$19,168,500	$4,600,000	$160,498,500
Total Project Budget	$47,635,690	$94,401,510	$19,904,010	$5,258,790	$167,200,000

17. What other corporate or external factors could alter the project need, scope, budget, or timeline for project delivery (e.g., changes in technology, investment, regulation, policies, interest rates, currency exchange rates)? Describe possible mitigation strategies to address these risks, if any.

There are no major identified factors that could alter the project need, scope, budget or timeline for project delivery. The procurement is based on a fixed priced contract and a scheduled production date. TransLink procured a pilot trolleybus, funded by MVRF, to conduct testing and evaluation for compatibility with TransLink's existing trolley network and did not encounter any major issues.

18. Describe how the project lowers the emissions profile of the transit fleet, for both greenhouse gas and common air contaminant emissions and advances the fleet towards the region's greenhouse gas emissions reduction targets.

The continued use of trolleybuses would continue support of zero emission service on existing AETBs. In addition, AETBs are equipped with lithium-ion traction batteries, and the in-motion charging (IMC) supports extended off-wire operation. IMC capability also allows AETBs to work around disruptions and reroutes without the need to maintain a "dieselization" backup fleet. New AETBs are capable of automatically de-wiring which reduces the requirement for Pole-Pullers.

19. Integrated Criteria

Explain how the project addresses each of the Integrated Criteria detailed in Table 1. The Integrated Criteria will be evaluated on a 1 (Poor) / 2 (Acceptable) / 3 (Excellent) scale for a maximum of 12 points.

Reference Table 1 for additional information about each criterion.

A. TransLink Investment Plan Consistency

This project is consistent with the 2025 Investment Plan, approved by TransLink's Board of Directors and the Mayors' Council on April 30, 2025.

B. Centres and Corridors

Upon completion of the 2028-2029 Conventional Bus Replacement Project, the 73 AETBs will operate out of the Vancouver Transit Centre (VTC) at 9149 Hudson St, Vancouver, BC, directly serving the City of Vancouver's major Urban Centres (Metro Core, Oakridge) as well as several Frequent Transit Development Areas (UBC) and Major Transit Growth Corridors.

C. Transportation Benefits

The Conventional Bus Replacement Program is a like-for-like fleet replacement initiative that ensures assets remain in a state of good repair, while maintaining existing transit service levels.

Replacing aging vehicles improves fleet reliability and availability, reducing service disruptions, breakdowns, and maintenance costs. The project will help maintain reliable access to employment, education, and community destinations across the region.

The new electric trolleybuses will also enhance the customer experience through reduced exterior and interior noise levels. With no tailpipe emissions, local air quality is maintained, supporting regional environmental objectives.

D. Quantifiable Emissions Impacts

As existing AETBs are already existing zero emission vehicles, replacing them with IMC-charged AETBs would not cause any direct impact on existing emission levels. Indirect emission reduction impacts include:

- Off-wire capabilities enable the AETBs to re-route around disruptions and construction sites, reducing the need to maintain a "diesel" backup fleet. If this backup diesel fleet could be eliminated, TransLink could avoid an estimated 58 tonnes of CO2e emissions annually.
- A renewed, reliable AETB fleet reduces on-route bus breakdowns and stalls, which decreases traffic congestion, and thereby further reducing light duty vehicle emissions in the region.

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Performance and Audit Committee

From: Mark Seinen, Acting Division Manager, Regional Land Use Policy and Planning

Date: September 15, 2026 Meeting Date: October 15, 2026

Subject: **TransLink's Metro Vancouver Regional Fund 2025 Annual Report**

RECOMMENDATION
THAT the MVRD Board receive for information the report dated September 15, 2025, titled "TransLink's Metro Vancouver Regional Fund 2025 Annual Report".

EXECUTIVE SUMMARY
TransLink has submitted its 2025 Annual Report (**Attachment 1**) containing budget and schedule information on active projects funded through the federal Build Communities Strong Fund via the Metro Vancouver Regional Fund (MVRF) as of December 31, 2025. The MVRF is the region's mechanism to pool municipal infrastructure funds, sourced from the Build Communities Strong Fund, toward regional transportation investments. The MVRF program is jointly administered by Metro Vancouver and the Union of British Columbia Municipalities (UBCM). Metro Vancouver provides oversight and project approvals, while UBCM holds the funds in trust and releases them to TransLink upon receiving Metro Vancouver's notification of project approvals.

Since TransLink's last Annual Report, three projects with MVRF funding have been completed and 22 remain active. Of the 22 active projects, eight were substantially completed by the end of 2025, five were on or ahead of schedule, and nine were experiencing delays. The majority of projects are forecasted to be completed on or under budget. Any unspent MVRF funds at project completion are returned to the MVRF for use on future projects.

At the end of 2025, there remained $139 million in available MVRF funds. Although not featured in TransLink's Annual Report, which is a snapshot as of December 31, 2025, the MVRF balance had grown to $239.6 million as of September 15, 2026 as a result of distributions from the Build Communities Strong Fund and interest earned.

PURPOSE
This report presents TransLink's 2025 Annual Report on active projects funded through the MVRF in accordance with the *Metro Vancouver Regional Fund Expenditures Policy* (Reference 1).

BACKGROUND
The *Metro Vancouver Regional Fund Expenditures Policy* requires that:

> "TransLink will provide to the MVRD Board annual reports on projects that have received funding through the MVRF as at December 31. Annual reports should be submitted no later than Q2 of the following year. At a minimum, the reports must include:
>
> - updates about variances in budgeted and actual costs;
> - expenditures to date;
> - distributions from the CCBF;
> - project progress;

- project schedules;
- risk assessment; and
- state of purchased assets."

Although the *Metro Vancouver Regional Fund Expenditures Policy* requires that TransLink submit Annual Reports by the end of Q2, the 2025 Annual Report was submitted in Q3 as a result of TransLink staffing constraints in the spring of 2026.

The Build Communities Strong Fund was formerly known as the Canada Community-Building Fund. The name change took effect in June 2026 and does not alter any provisions of the MVRF program.

2025 MVRF ANNUAL REPORT

TransLink's 2025 Annual Report summarizes budget and schedule information on active projects involving MVRF funding to the end of 2025. Since the MVRF program (previously known as the Federal Gas Tax Fund Program) began in 2005, TransLink has received $2.84 billion in funding. At the end of 2025, there remained $139 million in available MVRF funds. Although not featured in TransLink's Annual Report, which is a snapshot as of December 31, 2025, the MVRF balance had grown to $239.6 million as of September 15, 2026 as a result of distributions from the Build Communities Strong Fund plus interest earned.

Active Project Schedules

Since TransLink's last Annual Report, three projects with MVRF funding have been completed and 22 remain active. Of the 22 active projects, eight were substantially completed by the end of 2025, five were on or ahead of schedule, and nine were experiencing delays. Projects that are substantially completed are where purchased assets are currently in service but are still marked active due to outstanding charges and/or holdbacks.

TransLink cites the following three key reasons for the delays to active projects:

- supply chain shortages affecting vehicle deliveries;
- postponing projects to assess ridership capacity requirements following the COVID-19 pandemic; and
- complexities in project design and requirements.

The longest delay (i.e. 108 months) is associated with the Electric Battery Bus Purchases – Pilot project. The project was completed in 2019, but additional scope for charging infrastructure, which did not draw upon MVRF funding, was added in February 2024. Design work has been completed and construction is expected to finish by 2027.

Active Project Costs

The majority of projects funded by the MVRF are forecasted to be completed on or under budget. Any unspent MVRF funds at project completion are returned to the MVRF for use on future projects.

The 22 active projects have budgets totalling $1.977 billion, with $1.521 billion (77 percent) awarded through the MVRF and the remainder funded from other sources (such as fares and property taxes). Total expenditures to date on these projects as of December 31, 2025 were $548 million, of which $470 million was provided by the MVRF.

TransLink reports that the Marpole Transit Centre project has a negative cost variance (i.e. over budget) of $2.7 million as a result of tender-price escalation, schedule extension, and cost forecast revisions.

However, this is less than the $3.5 million negative cost variance reported as of December 31, 2024. No other project had an absolute cost variance in excess of $800,000.

Risk Assessment
TransLink's 2025 Annual Report provides an updated summary of known risks to the delivery of active projects. TransLink has identified foreign exchange rate and tariff volatility, labour resources, bus sub-system integration and commissioning, building permit delays, and supply chain impacts as the primary risks going forward.

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

FINANCIAL IMPLICATIONS
The MVRF program has no direct financial impact on Metro Vancouver. While Metro Vancouver plays an important role in evaluating and approving projects, MVRF funds flow from the federal government to TransLink (via the UBCM).

The processing of MVRF Annual Reports is part of Regional Planning staff's regular work program. Metro Vancouver does not have any financial risk associated with the projects funded by the MVRF, as TransLink manages these projects and is responsible for any cost overruns.

CONCLUSION
TransLink has submitted its 2025 Annual Report containing budget and schedule information on active projects funded through the Build Canada Strong Fund via the MVRF as at December 31, 2025. TransLink continues to deliver the majority of MVRF-funded projects on or under budget.

At the end of 2025, there was $139 million in available MVRF funds. As of September 15, 2026, the MVRF balance had grown to $239.6 million.

ATTACHMENTS
1. TransLink. Report dated September 14, 2026, titled "2025 Annual Report on funding from Build Communities Strong Fund – Community Stream received from the Metro Vancouver Regional Fund".

REFERENCES
1. Metro Vancouver. (2024, July 26). *Metro Vancouver Regional Fund Expenditures Policy and Application Guide*. https://metrovancouver.org/boards/Policies/metro-vancouver-regional-fund-expenditures.pdf

83190456

To: **Heather McNell, Acting Chief Administrative Officer, Metro Vancouver**

From: **Jenn Iten, Vice President Financial Services, TransLink**

Date: **September 14, 2026**

Subject: **2025 Annual Report on funding from Build Communities Strong Fund – Community Stream received from the Metro Vancouver Regional Fund (MVRF)**

Article I. PURPOSE

The "Metro Vancouver Regional Fund Expenditures Policy", approved by its Board of Directors of the Metro Vancouver Regional District (MVRD Board) on July 26, 2024, requires TransLink to report to Metro Vancouver on active projects that have received funding from the Metro Vancouver Regional Fund (MVRF).

The report frequency is annual and has the following reporting objectives:

A. Project budget to actual cost variances;
B. Project expenditures to date;
C. Distributions from the CCBF;
D. Project progress;
E. Project schedule and state of purchased assets; and
F. Overall risk assessment.

This report provides information on active projects with MVRF funding as at December 31, 2025.

Article II. BACKGROUND

Since the MVRF program began in 2005, TransLink has received $2.84 billion in funding to expand and modernise the transit network. In addition, there are MVRF funds in the amount of $112.0 million available from prior year Union of BC Municipalities (UBCM) program allocations, and interest earned in the amount of $27.1 million on funds received but not yet allocated to approved MVRF projects. The three amounts combine to a total of $2,982.1 million in MVRF funds, of which $139.0 million remains available for allocation to projects as at December 31, 2025. The unallocated balance is expected to be used for the 2026 MVRF application, pending Metro Vancouver Regional District Board approval.

Metro Vancouver Regional Fund *($ millions)*	
Total MVRF Funds as at December 31, 2025	**$ 2,982.1**
Funds applied to completed projects	(1,322.5)
Funds applied to active & approved in principle projects	(1,520.6)
Funds Available for use as at December 31, 2025	**$ 139.0**

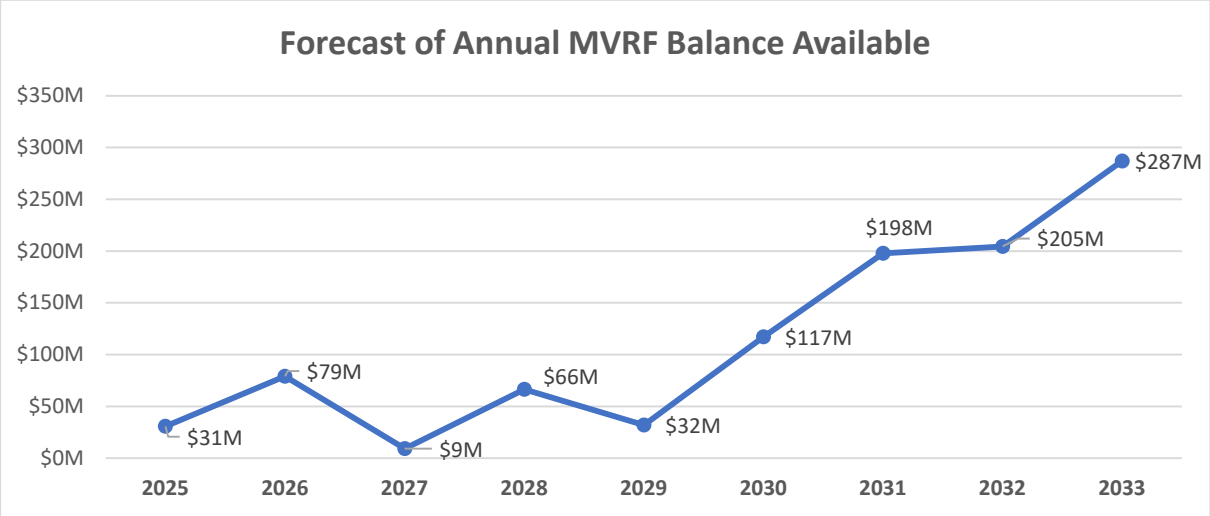
This table below summarizes the changes in the fund balance from the end of 2024 to the end of 2025. The increase in the funds available balance is attributed to the 2025 allocation from UBCM and the total interest earned on unspent funds received as at December 31, 2025.

Metro Vancouver Regional Fund Balance Reconciliation *($ millions)*	
MVRF Funds available as at December 31, 2024	**$420.0**
Add:	
2025 UBCM Program Allocation	162.4
Total interest earned on funds received	35.6
Less:	
2025 MVRF Application	(479.0)
Funds Available for use as at December 31, 2025	**$139.0**

2025-2033 Projected MVRF Balance

Chart 1 shows the projected MVRF balance through 2033. During the period 2025 to 2033, TransLink anticipates allocations of $1.6 billion in funding from the Government of Canada into the MVRF. TransLink will utilize the entirety of the allocation. Sequencing of the application submissions is determined by the procurement and construction timelines.

Chart 1: Forecast of Annual MVRF Balance Available



Project Status Classification

Projects are grouped into the following categories:

- **Active Projects** - Projects currently in design or implementation phase.
- **Substantially Completed Projects -** Projects with major project scope completed and assets in-service, with only minor activities remaining.
- **Completed Projects** - Projects closed out or will close out in the upcoming year.

Active Projects

As at December 31, 2025, there were 22 active projects funded by the MVRF, with a total budget of $1,896.5 million and approved MVRF funding of $1,520.6 million. Table 1 is a summary of the total project costs and funding as at December 31, 2025.

Table 1: Summary of total project costs and MVRF funding as at December 31, 2025 ($ millions)

	Budget	Final Forecast Cost	Variance
Total Project cost	$1,896.5	$1,972.3	($75.8)
Eligible MVRF Funding Approved to Date	(1,520.6)	(1,476.2)	(44.4)
Costs Ineligible for MVRF Funding[1]	$375.9	$496.1	($120.2)

Table 2 provides a detailed list of active projects with MVRF funding, including budget, expenditures-to-date as at December 31, 2025, and final forecasted cost. Included in the table are projects that are substantially complete (i.e. projects that have been implemented or are in-service) but remain active to reflect outstanding charges and holdbacks to be addressed prior to project close-out. All assets from substantially complete projects are currently in use in TransLink operations. Once the outstanding charges and/or holdbacks are released, the projects will be closed and unused MVRF funding will be returned to the funding pool.

Table 2: List of active projects funded by MVRF as at December 31, 2025 ($ millions)

Active Projects	Budget (A)	Expenditures to Dec 31, 2025	Final Forecasted Cost (B)	Budget to Forecast Variance (A-B)	Approved Funding	Funding spent to Dec 31, 2025	Total Forecast Funding
Electric Battery Bus Purchases - Pilot	10.0	9.3	9.6	0.4	6.9	6.9	6.9
2020 Community Shuttle Vehicles - Expansion	2.5	2.3	2.5	-	2.0	2.0	2.0
2021 Conventional Bus - Expansion	47.2	44.3	47.2	-	46.2	42.0	44.9
2021 HandyDART Vehicles – Expansion	3.0	1.2	3.0	-	1.6	1.2	1.6
2021 Community Shuttle Vehicles – Expansion	1.1	0.7	0.7	0.4	0.9	0.7	0.7
2022 Community Shuttle Vehicles – Replacement	16.9	16.3	16.3	0.6	15.3	15.1	15.1
2023 Conventional Bus Replacement	106.8	2.0	106.8	-	102.5	1.5	102.5
BCRTC Elevating Devices Elevators Replacement	18.1	1.6	17.8	0.3	15.0	0.8	14.8
BCRTC Elevating Devices Escalators Replacement	9.6	9.1	9.1	0.5	5.5	5.5	5.5

[1] Cost ineligible for MVRF funding represent expenditures that are not eligible to be claimed under MVRF and includes eligible costs that exceed the MVRF funding approved for the project. Examples of ineligible costs include internal labour, overhead, land, internal training, and maintenance costs.

Active Projects	Budget (A)	Expenditures to Dec 31, 2025	Final Forecasted Cost (B)	Budget to Forecast Variance (A-B)	Approved Funding	Funding spent to Dec 31, 2025	Total Forecast Funding
Port Coquitlam Transit Centre Infrastructure to Support BEBs	85.2	15.3	85.6	(0.4)	77.2	13.1	77.2
CMBC Marpole Transit Centre	848.3	294.9	928.3	(80.0)	493.3	243.9	493.3
2023 Community Shuttle Vehicles - Replacement	6.9	6.6	6.6	0.3	6.7	6.6	6.6
2023 Conventional Bus (CNG) - Replacement	44.3	43.6	43.6	0.7	44.4	41.5	41.5
2023 HandyDART Vehicles - Replacement	8.5	8.3	8.3	0.2	6.8	6.8	6.8
Next Generation SeaBus Design	2.7	0.1	2.4	0.3	2.5	-	2.4
Conventional Trolleybus Replacement[1]	381.0	7.7	380.2	0.8	400.6	3.2	365.7
2024 Conventional Bus Replacement (RNGs)	77.9	71.1	77.9	-	75.3	65.9	72.5
2025 Conventional Bus Replacement (BEBs)	13.1	10.3	13.1	-	12.6	10.3	12.3
2026 Conventional Bus Replacement	125.9	-	125.9	-	122.1	-	122.1
2027 Conventional Bus Replacement (BEBs)	60.4	-	60.4	-	58.5	-	58.5
PTC Infrastructure to Support BEBs – Phase 2	23.5	2.6	23.5	-	21.9	2.6	20.5
2028 - 2029 Conventional Bus Replacement (pilot trolley)	3.6	0.7	3.5	0.1	2.8	0.7	2.8
Total	**1,896.5**	**548.0**	**1,972.3**	**(75.8)**	**1,520.6**	**470.3**	**1,476.2**

A. Project Budget to Actual Costs Variance

Table 2 provides a detailed list of active projects and variances from current forecast and approved budget. The following provides details of projects with a budget to forecast variance greater than $1.0 million as at December 31, 2025:

- **Marpole Transit Centre**
  The $80 million budget to forecast variance includes tender-price escalation due to volatile market conditions, schedule extensions, and cost forecast revisions to upcoming bids. As well, during the enabling works phase of the project, significant costs were incurred from the disposal of contaminated materials and ground improvement works to meet an updated seismic code and updated floodplain elevation requirements for the project site. Permitting with the City of Vancouver also identified additional on-site and off-site improvements that were required for

[1] Subsequent to the MVRF funding approval, the project budget was revised from $414.6 million to $381.0 million as a result of the Electric Trolleybus RFP.

developing the site including new and upgraded off-site utilities. These costs are not reflected in the budget but have been included in TransLink's 2026 Capital Program.

B. Project Expenditures for Active Projects

Total actual project expenditures were $548.0 million as at December 31, 2025, of which $470.3 million were eligible for funding from MVRF. Table 3 is a summary of the total active project costs and MVRF funding eligibility as at December 31, 2025:

Table 3: Metro Vancouver Regional Fund ($ millions)

	As at December 31, 2025
Total Project Expenditures	$ 548.0
Costs Ineligible for MVRF Funding	(77.7)
Expenditure of MVRF Funding	$ 470.3

C. Distributions from Build Communities Strong Fund – Community Stream

The Union of BC Municipalities (UBCM) receives distributions from Build Communities Strong Fund - Community Stream (previously known as Canada Community-Building Fund) semi-annually, during the second and the fourth quarters. The 2025 distributions from the Canada Community-Building Fund to UBCM totals $162,464,031, which is currently held by UBCM.

D. Completed Projects

Table 4 provides a detailed breakdown of completed projects with MVRF funding, including budget, expenditures-to-date as at December 31, 2025, and final forecast cost. Any unspent funding from completed projects is released and made available for future MVRF applications.

Table 4: Projects completed since the 2024 report ($ millions)

Completed Projects with MVRF Funding	Budget (A)	Expenditures to Dec 31, 2025	Final Forecasted Cost (B)	Budget to Forecast Variance (A-B)	Approved Funding (C)	Total Funding Used (D)	Total Unused Funding (C-D)
2020 Conventional Bus Replacement	31.3	31.0	31.0	0.3	29.1	29.1	-
2020 Conventional Bus – Expansion	97.3	93.4	93.7	3.6	103.5	89.1	14.4
Mark 1 500-800 Refurbishment	4.1	4.1	4.1	-	9.9	3.7	6.2
Total	**132.7**	**128.5**	**128.8**	**3.9**	**142.5**	**121.9**	**20.6**

E. Current Project Schedule

Table 5 provides an update on the progress of approved projects and whether they proceeded as intended as at December 31, 2025. All projects require Specific Project Approval (SPA), during which they are reviewed by TransLink's Capital Management Committee to ensure fiscal responsibility and overall

alignment with the Regional Transportation Strategy. Projects are required to obtain SPA before any commitments are made to an external party.

In 2025, eight of the twenty-two active MVRF funded projects were substantially completed, with a combined budget of $134.3 million and MVRF funding of $120.2 million. This was primarily driven by progress in vehicle acceptance, enabling newly delivered vehicles to enter service and provide reliable transit services, and improved customer transit experience.

Table 5: Summary of project progress for active projects with MVRF funding

Project Schedule	Number of Projects	Forecast ($ millions)	MRVF Funding Spent ($ millions)
Delays greater than 3 months	9	$ 1,254.9	$ 335.9
On or ahead of schedule	5	583.1	14.2
Substantially completed projects	8	134.3	120.2
	22	$ 1,972.3	$ 470.3

Tables 6a, 6b and 6c summarize the schedules for the twenty-two active projects including updated in-service dates as at December 31, 2025, and variances from the original forecast. Schedule delays are primarily attributable to supply chain constraints affecting vehicle deliveries, project deferrals to reassess post-pandemic ridership capacity requirements, and complexities in project design and requirements. The tables below present active projects organized by the project schedule categories listed in Table 5.

Table 6a: Active Projects with Delays Greater than 3 Months Schedule Summary

Active Projects with MVRF Funding	Original In-service Date	Updated In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
Electric Battery Bus Purchases - Pilot	December 2018	December 2027	108	The original project scope to procure one pilot electric bus was completed as at September 2019. Additional scope for charging infrastructure was added in February 2024. Design work is completed, and the construction is expected to complete by 2027.	Yes, SPA approved in September 2017	14
2021 HandyDART Vehicles – Expansion	October 2021	September 2026	59	The project was delayed due to COVID-19 for an assessment of ridership recovery. The project was subsequently activated in Q1 2023. Seven Microbuses were accepted and in-service as at December 2024. Three Midibuses are further delayed due to a procurement issue and expected to be in-service in Q3 2026.	Yes, SPA approved in January 2023	7
Next Generation SeaBus Design	September 2023	June 2027	46	Consultants are engaged to support the technical specification solution of the project. The recommendation to pursue a design-build process for the project is currently being reviewed by	Yes, SPA approved in March 2024	30

Active Projects with MVRF Funding	Original In-service Date	Updated In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
				TransLink before the commencement of detailed design.		
Port Coquitlam Transit Centre Infrastructure to support BEBs - Phase 1	October 2023	June 2027	44	The project is delayed in the procurement stage due to complexity of negotiations with short-listed proponents and validating the technical solutions provided in their proposals. Design work is currently underway.	Yes, SPA approved in September 2022	30
2023 Conventional Bus (Electric) - Replacement	December 2023	June 2027	42	The project is delayed due to the procurement of infrastructure requirements to support Battery Electric Buses is longer than expected. Vendor notice of award was signed in May 2024. Production is currently underway.	Yes, SPA approved in September 2022	14
BCRTC Elevating Devices Elevators Replacement	April 2023	December 2026	44	The project was delayed due to lengthy processes to secure a new Master Service Agreement with vendors. Construction is expected to commence in Q1 2026.	Yes, SPA approved in April 2023	20
Marpole Transit Centre	July 2025	December 2028	41	The project is delayed due to complexities in project design and poor existing site conditions. Site preparations were substantially completed in 2024, and detailed design work is currently underway. Contract award of the full project scope is expected in Q2 2027.	Yes, SPA approved in October 2024	30
2024 Conventional Bus (RNG) - Replacement	October 2024	January 2026	15	The project was delayed due to the reduced capacity of painting subcontractor causing delays in delivery dates. Production commenced in 2024, and the majority of buses have been accepted. The remaining buses will be accepted in Q1 2026.	Yes, SPA approved in March 2023	17
PTC Infrastructure to Support BEBs - Phase 2	March 2027	March 2029	24	The award for the construction contract was delayed, and it was awarded in late 2025. Construction is expected to commence in September 2027.	Yes, SPA Approved in April 2024	30

Table 6b: On or Ahead of Schedule Active Project Schedule Summary

Active Projects with MVRF Funding	Original In-service Date	Updated In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
Conventional Trolley Bus - Replacement	November 2027	January 2028	1	The project is in the implementation phase with production of the pilot trolleybus scheduled for 2026 and remaining buses expected to be delivered in January 2028.	Yes, SPA approved in May 2023	20
2025 Conventional Bus Replacement (7 BEBs)	January 2027	January 2027	-	The project is in the procurement phase.	Yes, SPA Approved in March 2024	14
2026 Conventional Bus Replacement (64 BEBs)	November 2029	November 2029	-	The project is approved in principle and is pending activation in Q1 2026.	Project pending activation in Q1 2026	14
2027 Conventional Bus Replacement (31 BEBs)	April 2027	April 2027	-	This project is approved in principle and is pending activation in Q3 2026.	Project pending activation in Q3 2026	14
2028 - 2029 Conventional Bus Replacement (1 pilot trolley bus)	October 2026	October 2026	-	This project is for the production, supervision, inspection, testing and commissioning of the pilot vehicle and related systems, making way for the replacement of future trolleybuses in the 2026 application.	Yes, SPA Approved in April 2025	20

Table 6c: Substantially Completed Active Projects Schedule Summary

Substantially Complete Projects with MVRF Funding	Original In-service Date	Updated In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
2020 Community Shuttle Vehicles - Expansion	January 2021	March 2025	50	The project was delayed during COVID-19 for an assessment of ridership recovery. The community shuttles were accepted as at December 2024 and were put into service in March 2025. Project close out activities will occur in 2026.	Yes, SPA approved in November 2019	5
2021 Community Shuttle Vehicles – Expansion	November 2021	December 2024	37	The project was delayed due to COVID-19 for an assessment of ridership recovery. The project was subsequently activated in Q4 2022, and buses are in-service as at December 2024. Project close out activities will occur in 2026.	Yes, SPA approved in November 2022	5
2021 Conventional Bus - Expansion	November 2022	November 2025	36	The project was delayed during COVID-19 for an assessment of ridership recovery. The completed assessment reduced the project scope, for which a funding amendment had been previously	Yes, SPA approved in July 2022	17

Substantially Complete Projects with MVRF Funding	Original In-service Date	Updated In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
				submitted. All buses were accepted and in-service and project close out activities are expected in Q1 2027.		
2023 Community Shuttle Vehicles - Replacement	November 2023	December 2024	13	The project was delayed during COVID-19 for an assessment of ridership recovery. Buses were accepted and in-service as at December 2024. Project close out activities will occur in 2026.	Yes, SPA approved in June 2022	5
2022 Community Shuttle Vehicles - Replacement	December 2022	December 2024	23	The project was delayed due to COVID-19 for an assessment of ridership recovery. The project subsequently restarted in Q4 2022, and buses were accepted and in-service as at December 2024. Project close out activities will occur in 2026.	Yes, SPA approved in April 2021	5
2023 HandyDART Vehicles - Replacement	November 2023	October 2024	10	The project was delayed due to vendor supply chain shortages. Buses were accepted and in-service as at October 2024. Project close out activities will occur in 2026.	Yes, SPA approved in June 2022	7
2023 Conventional Bus (CNG) - Replacement	March 2024	April 2025	13	The project was delayed due to the reduced capacity of painting sub contractors causing delays in delivery dates. All Buses are in service as at April 2025. Project close out activities will occur in 2026.	Yes, SPA approved in February 2022	17
BCRTC Elevating Devices Escalators Replacement	April 2024	June 2025	13	Delay of in-service date a result project initiation behind schedule and supply chain issues causing a shift in the delivery of escalators. Manufacturing of the escalators is now substantially complete. Project close out activities will occur in 2026.	Yes, SPA approved in May 2021	25

Disposition of Assets

No MVRF funded assets were disposed of prior to the end of their useful life during 2025.

F. Overall Risk Assessment

TransLink follows standard project management practices and provides an internal oversight structure for each capital project, including projects receiving MVRF funding. The higher the project's risk profile (measured as a function of business value, size and complexity), the greater the degree of rigour that is applied to its governance model.

Specific project risks are identified prior to project initiation and listed in the project risk register. Monthly risk reports are provided to TransLink's Project Management Office (PMO). In addition, projects with increased complexity and/or elevated risk profile are also assigned a specific project steering committee. Table 7 lists of known risks and actions taken for active projects receiving MVRF funding.

Table 7: Projects Overall Risk Assessment

RISK TITLE	RISK DESCRIPTION (EVENT)	CAUSE OF RISK	ACTION TAKEN
Foreign Exchange Rate and Tariff	Deterioration of the Canadian/foreign currency exchange rate and unpredictable tariff changes may cause project costs to exceed project budget	Currency conversion volatility between the Canadian dollar and foreign currencies; Uncertainty in global trade policies	Exercise contract options as quickly as possible and build contingency into project budgets Diversify suppliers to reduce reliance on US-based vendors
Labour Resources	As a specialized skillset is needed for certain positions, the production may be slower than planned, impacting the completion date	Challenges with labour resource availability and staff turnover	Project managers monitor output, execute project focused training if required and provide for overtime as needed
Bus Sub-system Integration and Commissioning	Installation and integration issues between new bus type and bus sub-systems (electric and trolley buses)	New interfaces, new technology (electric)	Work with manufacturers to identify any potential issues prior to taking delivery of buses. Allow for extra inspection time.
Building Permits	Delays in obtaining permits from various municipalities required before construction can commence	Municipalities have jurisdiction over sites where construction is performed	Continuous engagement with municipalities to generate support. Hire consultants to manage process, if needed.
Supply Chain	Purchasing power and production timelines for zero-emission buses and supporting infrastructure extend project schedules	Zero-emission bus manufacturers are focusing on meeting California / USA demand driven by regulations	Continuous engagement with manufacturers to improve procurement timelines, procurement strategies, and long-term partnerships

Article III. CONCLUSION

TransLink successfully delivers projects funded via the MVRF according to project requirements and specifications. TransLink will continue to ensure that all active projects funded by MVRF will meet the requirements as defined by the "Metro Vancouver Regional Fund Expenditures Policy".

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Performance and Audit Committee

From: Linda Sabatini, Chief Financial Officer / General Manager, Financial Services

Date: October 2, 2026 Meeting Date: October 15, 2026

Subject: **Semi-Annual Report on Development Cost Charges for GVS&DD, GVWD and MVRD (Regional Parks Acquisition)**

RECOMMENDATION

THAT the MVRD/ GVWD/ GVS&DD Boards receive for information the report dated October 2, 2026, titled "Semi-Annual Report on Development Cost Charges for GVS&DD, GVWD and MVRD (Regional Parks Acquisition)".

EXECUTIVE SUMMARY

This report provides a semi-annual update on Development Cost Charge (DCC) revenues collected for the first half of 2026, and outlines total amounts received during the year. DCCs are a key funding source for growth-related infrastructure in the Liquid Waste, Water and Regional Parks systems; however, revenues are inherently volatile and influenced by development activity, rate changes, and provincial legislative changes.

Development Cost Charge (DCC) revenues for the first half of 2026 were $159.03 million ($81.15 million in new cash and $77.88 million in deferred DCCs), compared to $276.89 million during the same period in 2025. The decline is primarily driven by provincial legislation allowing developers to defer up to 75% of the DCC payments for four years, the impact of in-stream protection provisions that enabled developers to pay 2024 DCC rates until March 2026 and lower development activity in 2026. While residential development remained the largest component of activity, its share declined to 55% of total building permit values from 67% in 2025. Overall, building permit activity remained stable and permit values increased to $8.5 billion compared to $8.3 billion in the previous year.

Despite lower DCC revenues, DCC collections exceeded the 2026 projections by approximately $80 million. Future revenues will likely be affected by the Boards' decision to roll back the 2026 DCC rates to 2025 levels, as well as broader market uncertainty. Staff will continue to monitor these key trends and report back information to the Committee as part of the regular reporting cycle.

As of June 30, 2026, total DCCs funds available to fund growth related projects and related debt servicing costs, were $488.26 million ($293.58 million for GVS&DD, $191.56 million for GVWD and $3.12 million for Regional Parks).

PURPOSE

To report on the Development Cost Charge (DCC) revenues during the first half of 2026 and to identify any implications for the capacity of the DCC program to support growth related infrastructure, as required in Board policy.

BACKGROUND

Development Cost Charges (DCCs) for GVS&DD, GVWD and MVRD (Regional Parks Acquisition) are collected by member jurisdictions on behalf of Metro Vancouver, and remitted to Metro Vancouver twice a year, as set out in the Board approved DCC Bylaws. DCCs are used to fund growth-related capital expenditures and regional parkland acquisitions. Board policy requires that DCC revenues be reported to the Committee on a semi-annual basis. This is the first report on the 2026 DCCs and provides data as of June 2026. The annual DCC revenue report for 2026 will be presented to the Committee in April 2027, along with the year-end financial results.

Metro Vancouver completed a review of the Development Cost Charge (DCC) program, resulting in the implementation of DCCs for GVWD and MVRD (Regional Parks Acquisition), and updated rates for GVS&DD, effective January 1, 2025. At the April 15, 2026 Board Budget Workshop, to find ways to support the delivery of housing in this challenging economic market, the Boards directed staff to bring back amendment bylaws to roll back Metro Vancouver's 2026 development cost charge (DCC) rates to 2025 levels, lower the planned increase to 2027 DCC rates, and extend the move to growth fully paying for growth (a 1% assist factor) from 2027 to 2029. These DCC amendment bylaws were approved at the July 24, 2026 Board meetings. The revision to DCC rates is anticipated to reduce Metro Vancouver's revenues by $389M over the five-year plan.

DCC REVENUES

Total revenues for the first half of 2026, presented in **Table 1**, were $159.03 million ($81.15 million in new cash and $77.88 million in deferred DCCs), down from $276.89 million in the same period of 2025. Several factors contributed to the decline in DCC revenue, including changes to provincial legislation that allow developers to defer the payment of up to 75% of the DCC fees for a period of four years, as well as lower development activity in 2026 compared to 2025. In addition, in 2025, many developers took advantage of in-stream protection legislation which enabled them to pay DCC rates at 2024 levels until March 2026, resulting in higher activity in 2025. Residential development continues to account for the largest share of development activity, representing approximately 55% of total building permit values. However, this is down from 67% in 2025 reflecting a shift in the composition of development activity. Overall, building permit activity remained stable and permit values increased to $8.5 billion compared to $8.3 billion in the previous year.

Although current DCC revenue levels are lower than prior year, they have exceeded the 2026 projections by approximately $80 million. Several emerging factors, such as the Boards' decision to roll back the 2026 DCC rates to 2025 levels, as well as broader market volatility, may affect future DCC collections. Finance staff will continue to monitor these key trends and report back information to the Committee as part of the regular reporting cycle.

DCC revenue by both Legal Entity (GVS&DD/GVWD/MVRD) and Sewerage Area (GVS&DD) are as follows:

Table 1: DCC Revenue by Legal Entity and Sewerage Area

(in Millions $)	2025 Jan - June	2025 July - Dec	2025 Total	2026 Jan - June	2026 July - Dec	2026 Total
GVS&DD (Liquid Waste)						
Fraser Sewerage Area	$ 112.09	$ 21.39	**$ 133.48**	$ 54.62	$ -	**$ 54.62**
Lulu Island Sewerage Area	0.76	0.64	**1.40**	0.51	-	**$ 0.51**
North Shore Sewerage Area	1.21	2.67	**3.88**	0.90	-	**$ 0.90**
Vancouver Sewerage Area	17.46	11.92	**29.38**	16.67	-	**$ 16.67**
Total GVS&DD (Liquid Waste)	**$ 131.52**	**$ 36.62**	**$ 168.14**	**$ 72.70**	**$ -**	**$ 72.70**
GVWD (Water)	**143.17**	**42.50**	**185.67**	**84.93**	**-**	**$ 84.93**
MVRD (Regional Parks)	**2.20**	**1.00**	**3.20**	**1.40**	**-**	**$ 1.40**
Total DCC Revenue	**$ 276.89**	**$ 80.12**	**$ 357.01**	**$ 159.03**	**$ -**	**$ 159.03**
* July to Dec will be reported April 2027, along with annual financial results						

Each year, growth-related capital projects for Liquid Waste and Water services are funded through a combination of long-term debt and direct application of Development Cost Charge (DCC) revenues. A portion of the debt servicing costs, covering both principal and interest, are funded from DCCs and recorded as revenue in the operating budgets. DCCs for Regional Parks are allocated specifically for future parkland acquisitions.

Any DCC funds that are not immediately applied are held in deferred revenue until required. Total DCCs funds available on June 30th, 2026, were $488.26 million ($293.58 million for GVS&DD and $191.56 million for GVWD and $3.12 million for Regional Parks) as detailed below in **Table 2**. The 2026 financial plan estimates $253.8 million dollars of these funds will be applied to fund debt servicing and growth-related projects. In addition, amounts below do not include $176.49 million of DCCs outstanding to be received over a 4-year period. New 2025 legislative provisions allow developers the ability to defer up to three-quarters of the DCC amount with the full DCC amounts charged to be remitted over the 4-year period.

Table 2: DCC Cash Funds Balance, June 30, 2026

Entity	DCC Funds Available
GVS&DD	
Fraser Sewerage Area	$ 248.59 M
Lulu Island Sewerage Area	$ 5.97 M
North Shore Sewerage Area	$ 4.20 M
Vancouver Sewerage Area	$ 34.82 M
Total GVS&DD	**$ 293.58 M**
GVWD	**$ 191.56 M**
MVRD (Regional Parks)	**$3.12 M**
Total DCC Funds Available, June 30, 2026	**$ 488.26 M**

DCC Waivers and Reductions

During the first half of 2026, Metro Vancouver waived DCCs for 14 eligible not-for-profit rental housing projects, representing a total of 1,620 units. The cumulative value granted under the affordable housing DCC waivers was $30.8 million, equivalent to 19% of total DCC revenue for the first half of 2026. By comparison, affordable housing DCC waivers represented approximately 6.7% of total DCC revenues in 2025 and 6.4% in 2024. While 2026 figures remain preliminary and will be confirmed through annual reporting, waiver levels in the first half of 2026 have trended significantly higher than in previous years. Staff will continue to monitor uptake and financial impacts and report back to the Boards through regular reporting cycles. The Boards may consider reviewing Metro Vancouver DCC waiver policies should these trends continue.

During the first half of 2026, Metro Vancouver waived or reduced DCCs for 6 eligible agricultural development projects resulting in low environmental impact. The cumulative value of the agricultural waivers issued under the *GVS&DD DCC Waiver Bylaw No. 398, 2026*, *GVWD DCC Waiver Bylaw No. 264, 2025 (amended by GVWD DCC Waiver Reduction Bylaw No. 271, 2026), and MVRD DCC Waiver Bylaw No. 1418, 2025* (*amended by MVRD DCC Waiver Reduction Bylaw* No. 1455, 2026) was $15.2 million.

It is important to recognize that many of the developments receiving DCC waivers, particularly not-for-profit rental housing and agricultural projects, may not have proceeded without the financial relief provided through the waiver / reduction program. As such, the figures presented do not necessarily represent lost revenue, but rather reflect Metro Vancouver's strategic use of DCC waivers to enable development aligned with regional priorities, including housing affordability and agricultural viability.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

DCC revenues for the first half of 2026 were $159.03 million, which was $80 million higher than expectations, but significantly lower than prior year collections for the same time period of $276.89 million. These revenues are critical to funding growth-related capital projects for Liquid Waste and Water services, as well as future parkland acquisitions under the Regional Parks program. Emerging risks that may affect future revenue performance. These include the Boards' decision to reduce rates, broader market volatility, and potential future legislative changes. Metro Vancouver staff will continue to monitor these factors and report back to the Committee and the Board as part of the regular reporting cycles.

CONCLUSION

DCC revenues for the first half of 2026 were $159.03 million (including both new cash contributions and new deferred letters of credit/surety bonds). DCCs received are only used to pay for the growth-related portions of GVS&DD and GVWD capital projects and for parkland acquisitions in Regional Parks. The housing and development landscape is changing rapidly due to the legislative changes, market volatility, and financial and infrastructure challenges, which could impact the expected future DCC collections. Metro Vancouver staff will continue to monitor these factors and report back to the Committee and the Board as part of the regular reporting cycles.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Rapinder Khaira, Acting Supervisor, Legislative Services, Board and Information Services

Date: October 5, 2026 Meeting Date: October 30, 2026

Subject: **Metro Vancouver External Agency Status Report – October 2026**

RECOMMENDATION

THAT the MVRD Board receive for information the following submissions from Metro Vancouver representatives to external agencies:

a) Agricultural Advisory Committee;
b) Board of Trustees of the Sasamat Volunteer Fire Department;
c) Delta Heritage Airpark Management Committee;
d) Fraser Valley Regional Library Board;
e) q̓icə̓ y̓ (Katzie First Nation) Treaty Negotiations;
f) Lower Mainland Local Government Association;
g) Metro Vancouver Regional Parks Foundation;
h) Municipal Finance Authority;
i) National Zero Waste Council;
j) Solid Waste and Recycling Industry Advisory Committee;
k) Union of British Columbia Municipalities, Executive;
l) Union of British Columbia Municipalities, Indigenous Relations Committee; and
m) Zero Emission Innovation Centre Board of Directors

as provided in the report dated October 5, 2026, titled "Metro Vancouver External Agency Status Report – October 2026".

EXECUTIVE SUMMARY

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

PURPOSE

To provide updates to the Board on the recent activities of external agencies to which the MVRD Board has appointed representatives for 2026.

BACKGROUND

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

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS
There are no financial implications associated with receiving this report for information.

CONCLUSION
This report provides updates to the MVRD Board on the activities of Metro Vancouver's representatives to external agencies.

ATTACHMENTS
1. External Agency Report: External Agency Status Report Agricultural Advisory Committee, dated September 25, 2026.
2. External Agency Report: External Agency Status Report Sasamat Volunteer Fire Department Board of Trustees, dated September 21, 2026.
3. External Agency Report Delta Heritage Airpark Management Committee, dated September 4, 2026.
4. External Agency Status Report Fraser Valley Regional Library Board, dated September 24, 2026.
5. External Agency Status Report Katzie First Nation Treaty Negotiation Table, dated September 16, 2026.
6. External Agency Status Report for Lower Mainland Local Government Association, dated October1, 2026.
7. External Agency Status Report for Metro Vancouver Regional Parks Foundation, dated September 28, 2026.
8. External Agency Status Report for Municipal Finance Authority of BC, dated October 1, 2026.
9. External Agency Status Report for the National Zero Waste Council, dated September 17, 2026.
10. External Agency Status Report for the Solid Waste and Recycling Industry Advisory Committee, dated September 17, 2026.
11. External Agency Status Report for the Union of British Columbia Municipalities, dated October 5, 2026.
12. External Agency Status Report for the Union of British Columbia Municipalities, Indigenous Relations Committee, dated October 5, 2026.
13. External Agency Status Report for the Zero Emissions Innovation Centre (ZEIC), dated October 5, 2026.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Nicole MacDonald, Director, Metro Vancouver Regional District Board

Date: September 25, 2026 Meeting Date: October 30, 2026

Subject: **External Agency Status Report: Agricultural Advisory Committee**

RECOMMENDATION
That the MVRD Board receive for information the report dated September 3, 2026, titled "External Agency Status Report: Agricultural Advisory Committee".

EXECUTIVE SUMMARY
This report provides a summary of the on-going Agriculture Work Program presented at the last two meetings of the Agricultural Advisory Committee in April and September 2026. The Agricultural Advisory Committee is a volunteer committee of Metro Vancouver, with membership appointed by the MVRD Board Chair.

PURPOSE
To provide the MRVD Board with an update on the work program and activities supported by the Agricultural Advisory Committee (AAC).

BACKGROUND
Under Board policy, representatives appointed to external organizations are required to report to the Board on key current and planned activities of those organizations, twice annually in May and in October.

The AAC provides a critical and direct conduit to the agricultural sector in the region and is administered by Regional Planning staff. The Metro Vancouver AAC is a unique advisory committee with a direct connection to the Metro Vancouver Regional Planning Committee. This connection also supports work under *Metro 2050*, the regional growth strategy, with key policies to protect the supply of agricultural land and strengthen agricultural viability. The AAC operates in four-year terms, solicits volunteer representation directly from member jurisdictions, industry stakeholders and a MVRD Board representative, and requires its members to be appointed by the MVRD Board Chair.

2025-2026 AGRICULTURE WORK PROGRAM
The Regional Planning 2026 agriculture and food system work program includes a range of initiatives, several of which are described below and represent items discussed at the last two AAC meetings held in April and September 2026. The work program will continue to evolve based on direction from the AAC, the Regional Planning Committee and MVRD Board.

Regional Food System Strategy Update
Metro Vancouver is updating the *Regional Food System Strategy* (RFSS), originally endorsed in 2011. The RFSS is being updated to ensure the document remains relevant, and that previously unaddressed issues, as well as newly identified areas of concern, are recognized, considered, and addressed (Reference 1). An early draft was provided to the AAC, engagement participants and the public earlier in 2026. Input from respondents, as well as input received from Metro Vancouver staff, have been

incorporated into a revised draft strategy, now known as *Food Forward: Metro Vancouver's 10-Year Food System Strategic Framework (2027 – 2037).*

Food Forward has been designed to take a more inward-facing approach focusing on specific challenges and targeted actions Metro Vancouver can undertake to contribute to the bigger vision of supporting a resilient, equitable, regenerative, circular and healthy regional food system. Six priority areas have been identified within *Food Forward*, including:

- Protect Agricultural Land for Agricultural Uses
- Support a Regional Circular Food System
- Manage Food System Disruptions
- Reduce Food Insecurity
- Support Indigenous Food Systems
- Fill Government, Data and Education Gaps

The final version is anticipated to be brought forward for consideration and endorsement of the Regional Planning Committee and MVRD Board in 2027.

Proposed "5 percent rule" to Permit Food Processing in the Agricultural Land Reserve

The AAC reviewed a Discussion Paper provided by the Ministry of Agriculture on Encouraging Food Processing Inside the Agricultural Land Reserve (Reference 2). Discussion about the proposed legislation change highlighted serious concerns about opening the ALR to industrial uses. Some producers discussed challenges with sourcing a minimum of 50% of their processed inputs directly from their farm, but overall, the consensus did not support the Province's proposed change to processing in the ALR. Further information and any next steps will be shared once available from the Province.

2026 Agriculture Awareness Grants

The Agriculture Awareness Grant program started in 2008 and provides annual funding to non-profit organizations that undertake awareness and educational initiatives such as hosting events, workshops and educational programs in schools and communities. On February 3, 2026, agricultural-related organizations, community groups and municipal staff liaisons were notified about the opening of Metro Vancouver's 2026 Agriculture Awareness grants application period with an invitation to submit applications.

The Agricultural Advisory Committee reviewed the submitted applications and based on the evaluation criteria, made recommendations on recipients and grant allocation to the Regional Planning Committee and MVRD Board. Evaluation criteria are based on: 1) regional scope; 2) project uniqueness; 3) diverse or youth-focused groups; 4) support for regional policy; and 5) financial need.

Metro Vancouver Agricultural Development DCCs

Metro Vancouver is advancing its Development Cost Charge (DCC) Bylaw update for the 2028-2030 period. A recent technical study confirmed that agricultural development generally places limited demand on regional infrastructure, supporting exploration of a sector-specific DCC rate as part of the bylaw update. The findings also informed interim changes that provide full DCC waivers for eligible agricultural developments. Metro Vancouver will continue monitoring and research to better understand the long-term infrastructure implications of agricultural development in the region.

2021 Agriculture Land Inventory Results

Prepared on a five-year cycle by the Ministry of Agriculture, with support from Metro Vancouver, the Agricultural Land Inventory (ALI) is the most comprehensive information available about activity on agricultural land in the region. The ALI is used by Metro Vancouver and member jurisdictions to inform policy and support research, projects and inquiries from academia and non-profits.

Change data between the 2016 and 2022 ALI's was presented at the September AAC meeting for the Agricultural Land Reserve for the following items:

- Total land area and number of parcels
- Dwelling types and farm status by dwelling types
- Land cover by field crops and greenhouses
- Active and inactive farmland
- Used for farming and not used for farming, and
- Food processing, agritourism, direct farm sales, and industrial uses

Data from both the 2016 and 2022 ALI will be included in an Agriculture and Food Data Book, currently under preparation and anticipated to be shared with the Regional Planning Committee and MVRD Board in 2027.

2027-2030 Work Plan Preparation

Discussions with the AAC over the course of 2026 have highlighted areas where the Committee would like to connect directly with Metro Vancouver staff and other organizations on policies and projects that may affect the agricultural sector. This includes doing a deeper dive on topics such as:

- Lack of food processing infrastructure
- Ongoing land speculation in the ALR
- Options to use small unfarmed lots in the ALR
- Soil movement monitoring
- Potential administrative structure for a payment for ecosystem services program
- Short and long-term impact on agricultural land from Cowichan decision
- Reducing costs for farmers through deregulation
- Supporting new markets due to tariff cost increases
- Inform the next federal-provincial agricultural partnership policy agreement
- How to create stronger links between urban areas and agriculture

Information Sharing and External Presentations

The AAC receives presentations and information from Metro Vancouver and others working in or supporting the agricultural sector. The presentation received during the April meeting highlighted the services and support to the agricultural sector from the Canadian Federation of Independent Business (CFIB), including lobbying to ensure access remains to the Temporary Farm Worker program, which is vital for many agricultural and food processing businesses.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS
There are no financial implications.

CONCLUSION
This report provides a summary of the ongoing Agriculture Work Program components which were presented at the April and September 2026 meetings of the Agricultural Advisory Committee. The Agricultural Advisory Committee is a volunteer committee of Metro Vancouver, with membership appointed by the MVRD Board Chair.

References:
1. Regional Food System Strategy Update. Webpage. https://metrovancouver.org/services/regional-planning/regional-food-system-strategy-update
2. Ministry of Agriculture and Food, "Discussion Paper on encouraging food processing inside the Agricultural Land Reserve", Province of BC, August 18, 2026

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Darrell Penner, Alternate Director

Date: September 21, 2026 Meeting Date: September 10, 2026

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

RECOMMENDATION

That the MVRD Board receive for information the report dated September 21, 2026, titled "External Agency Status Report for Sasamat Volunteer Fire Department".

EXECUTIVE SUMMARY

Brant Arnold-Smith, Director, Metro Vancouver presenting the status of the RFP to build the new fire halls in the Villages of Anmore and Belcarra.

The RFP document is quite extensive and includes both fire halls. The document has been with Metro Vancouver Procurement for review and will go out next week. The RFP will be out for approximately four weeks while proponents are considered.

On a YTD budget of $192,271 the function is currently over budget by $17,312, mainly due to an increase in fleet expenses and uniforms for the purchase of turnout gear.
Additional fleet charges are due to the addition of the new fire chief's vehicle and associated costs with outfitting.

Clarification was provided on the overcharges; there was an error on the rental rate calculations. These calculations are unique for the SVFD fleet. The error came to be known in Q1 of 2026, steps were taken shortly after to correct the error, and steps were put in place to ensure this doesn't occur in the future.

PURPOSE

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

BACKGROUND

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

SVFD RFP for New Fire Halls

Verbal update provided by Brant Arnold-Smith, Director, Metro Vancouver presenting the status of the RFP to build the new fire halls in the Villages of Anmore and Belcarra.
The RFP document is quite extensive and includes both fire halls. The document has been with Metro Vancouver Procurement for review and will go out next week. The RFP will be out for approximately four weeks while proponents are considered.

Discussion followed regarding land ownership where the fire halls are located. The land is owned by Metro Vancouver, there is a reverter clause back to the province, however Metro Vancouver Legal has been consulted and does not see an issue.

If, following municipal elections in October there are new Trustees appointed by the Villages, Metro Vancouver staff will ensure that the new Trustees are brought up to speed on the status of the fire hall replacement process and will be included in any decision making going forward.

2026 Financial Actuals – Sasamat Fire Protection Service

Report dated September 3, 2026 from Brant Arnold-Smith, Director, Metro Vancouver presenting the 2026 Financial Actuals for consideration by the Sasamat Volunteer Fire Department (SVFD) Board of Trustees.

On a YTD budget of $192,271 the function is currently over budget by $17,312, mainly due to an increase in fleet expenses and uniforms for the purchase of turnout gear.
Additional fleet charges are due to the addition of the new fire chief's vehicle and associated costs with outfitting.

Metro Vancouver Fleet Services Update

A verbal update provided by Metro Vancouver staff regarding Fleet overcharges in 2025/2026 as well as changes coming regarding dashboard cameras due to Bill M217.

Further clarification was provided on the overcharges; there was an error on the rental rate calculations. These calculations are unique for the SVFD fleet. The error came to be known in Q1 of 2026, steps were taken shortly after to correct the error, and steps were put in place to ensure this doesn't occur in the future.

Bill M217 puts in place changes requiring dash cameras to be installed on commercial vehicles. This will be required to be in place later this year, MV Fleet looking into potential options.

Five of the SVFD fleet will fall under this act. MV fleet will work with Chief Sharpe and Brant Arnold-Smith on how to implement the change. It will cost approximately $2,500 a year for the service. This will include the cost of install, hardware, and subscription for service.

MV Fleet provided an update on the current tanker truck and the escalating costs of repair. Due to the age of the truck, repairs are becoming more difficult and expensive. Current repairs include several oil leaks, cracks in the brake linings, and replacement of tires.

Trustees agree that this needs to be a priority and direct staff to begin RFP process for a new truck.

2027 Draft Budget and 2027 – 2031 Financial Plan – Sasamat Fire Protection Service

Report dated September 3, 2026 from Brant Arnold-Smith, Director, Metro Vancouver presenting the 2027 Draft Budget and 2027 – 2031 Financial Plan for endorsement by the SVFD Board of Trustees.

The 2027 operating budget is proposed at $1,096,548, which is a $143,919 increase over 2026 and primarily attributable to the introduction of debt servicing cost and inflationary adjustments.

The Service requisition is projected to increase by 85.4% in 2028 and a further 39.4% in 2029 before stabilizing with increases of only 0.4% annually over the following two years. These increases are necessary to generate sufficient revenue to fund projected operating expenditures and dept servicing requirements.

Discussion followed by Trustees. The debt servicing costs are based on approximately $19.5 million borrowed. The SVFD Capital Facilities reserve is projected to be $2.5 million in 2027, and Metro Vancouver staff would require direction from Trustees to use these funds.

The Villages and MV staff have been in discussions with the federal and provincial governments regarding various funding opportunities to help offset these costs.

Following the recent fire in Belcarra Regional Park, discussion ensued regarding volunteer fire fighter remuneration. Fire Chief Sharpe is currently working on a proposal to bring forward to Trustees at a future meeting. It was also noted that this will include the option for a full-time paid fire chief position.

2026 SVFD Quarterly Work Plan Update

Report dated September 10, 2026 from Brant Arnold-Smith, Director, Metro Vancouver presenting the 2026 Quarterly Work Plan for consideration by the SVFD Board of Trustees. The intent of the plan is to provide an update to Trustees on priorities of the fire department.

Chief Sharpe provided further details on the attached quarterly update.
Met with the tri-cities to discuss common issues and problems related to wildland fires.

Chief Sharpe attended the annual Fire Chiefs Association of BC Conference and Fire Expo held in Victoria. It was an excellent event with some great information.

Reviewed fire inspections. These are completed by the Villages and then forwarded for review.

Work on tender 2 replacement was on hold, will now be back as a priority.

FIRE CHIEF'S REPORT

Staffing Levels – Currently 41 responders, there was 1 retirement this year.

Equipment – Further work on tender 2 replacement going ahead with direction from Trustees. Procurement will likely take a year.
Fleet overcharges brought to light earlier in the year, initially had some pushback from MV Fleet, pleased to see an apology and accountability for error.
New fire chief vehicle has been a huge benefit to department for both initial response vehicle and crew transport.

Halls and Grounds – No new issues. Hope to have generator for Anmore fire hall up and running before end of the year. Funds for this to come from reserves and not operating budget.

Training – Ongoing, accepted all 7 new recruits and have all been a great addition to department. Holding an information session next week, currently 14 individuals expressing interest.

Reports and Information:

Several fire hall tours for various groups over past several months. On June 4th hosted an information session for residents of Countryside to discuss fire safety including fire safety inside the home and Fire Smart principles for outside areas.
Denied a BC Gaming Grant due to ambiguity around the fire department and SVFA. Successful in receiving a UNBC grant to purchase Live Fire Training props.
Total call-outs for the year are 95 (time of report 91), on track to meet or exceed last year's numbers.
Toured the Esquimalt fire hall while at the conference, interested to see the temporary structure while building new fire hall.

The Public Works building in Anmore will be able to host the apparatus in the meantime, however Belcarra will need to come up with an alternative. Would like to see building one fire hall at a time due to logistics.
Trustees will be included in any discussions of cost associated with temporary structures.

Bill M214: Firefighters' Health Act

Report dated September 3, 2026 by Brant Arnold-Smith, Director, Metro Vancouver providing a summary of the Firefighters' Health Act (Bill M214) and potential impacts to the Sasamat Volunteer Fire Department.

The Firefighters' Health Act (Bill M214) received Royal Assent in British Columbia on April 16, 2026. Within 12 months of the Act coming into force, the Minister of Health must develop a comprehensive firefighter health screening plan which will include early cancer detection screening, regular comprehensive medical examinations, mental health assessments, laboratory testing, and ongoing collection of exposure and health outcome data.
The Act applies to volunteer firefighters with at least 10 years of cumulative service; SVFD currently has 19 volunteer members with over 10 years of service.
Implementation will present important challenges for the department in coming years.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

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

CONCLUSION

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

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Councilor Alicia Guichon, Metro Vancouver Appointed Representative

Date: September 4, 2026 Meeting Date: October 30, 2026

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

RECOMMENDATION
THAT the MVRD Board receive for information the report dated September 4, 2026, titled "External Agency Status Report for Delta Heritage Airpark Management Committee."

EXECUTIVE SUMMARY
This report highlights key activities, initiatives, and projects undertaken by Recreational Aircraft Association (RAA) Chapter 85 at the Delta Heritage Airpark. The Association operates the airpark for the benefit of its members while promoting public access and enjoyment. The report also provides an overview of airpark operations and activities conducted during the past six months.

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

BACKGROUND
Delta Heritage Airpark (DHAP) is owned by Metro Vancouver and operated by Recreational Aircraft Association (RAA) Chapter 85 under a Licence Agreement. The License Agreement establishes a Management Committee composed of representatives from neighbouring residents, the Province of British Columbia, non-profit organizations, the Recreational Aircraft Association, Metro Vancouver, and the City of Delta. The Management Committee is responsible for developing operational rules for the airpark and advising Metro Vancouver on policy matters. The Committee meets a minimum of two times per year.

MANAGEMENT COMMITTEE MEETING
The Spring 2026 Delta Heritage Airpark Management Committee meeting was held on April 30, 2026. During the meeting, the Committee reviewed the Reserve Statement, the Proposed Operating Budget, the DHAP Five-Year Capital Project Plan, and the Environmental Sub-Committee Report.

DELTA HERITAGE AIRPARK OPERATIONS
Flying Activities
The Flight Monitoring Sub-Committee reviews and reports on incidents related to flight safety at the airpark to help ensure compliance with federal aviation regulations. When incidents are observed and reported, pilots are provided with guidance and education regarding aerodrome procedures as outlined in the *Canada Flight Supplement*.

There was one incident that involved a pilot approaching the airpark who was unable to establish communication with Boundary Bay Tower. Upon becoming aware of the situation, airpark personnel

established communications with the pilot, reviewed the applicable procedures, and provided guidance to resolve the issue safely and prevent recurrence.

Activities in the Airpark
A monthly breakfast featuring pancakes, ham, and eggs is served on the second Sunday of each month at Mary's Place, located beside the three flagpoles. This popular event attracts many visitors and is often used as a destination for an early Sunday morning flight.

The annual Remembrance Day Ceremony will be held on Wednesday, November 11, from 10:00 a.m. to 1:00 p.m. Lunch will be served.

The Environmental Sub-Committee continued to liaise with Metro Vancouver staff on stewardship initiatives and operational practices.

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

FINANCIAL IMPLICATIONS
There are no financial implications.

CONCLUSION
This report highlights the activities of the Delta Heritage Airpark Management Committee and RAA Chapter 85. The Management Committee meets twice annually. The Fall 2026 Delta Heritage Airpark Management Committee meeting is scheduled for Thursday, October 8, 2026.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Jen McCutcheon, Electoral Area A Director, Metro Vancouver Regional District

Date: September 24, 2026 Meeting Date: October 30, 2026

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

RECOMMENDATION
THAT the MVRD Board receive for information the report dated September 24, 2026, titled "External Agency Status Report for Fraser Valley Regional Library Board".

EXECUTIVE SUMMARY
This report provides highlights related to the Fraser Valley Regional Library (FVRL) from the Metro Vancouver appointee to the FRVL Board of Directors for 2026. As required under the *Library Act*, Metro Vancouver's appointee to the FVRL Board of Directors is the Electoral Area A Director. Since the last May 2026 update, three FVRL Board meetings have been held. Highlights from the agendas are provided in this report.

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

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

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

FRASER VALLEY REGIONAL LIBRARY BOARD STATUS UPDATE
Key items from meetings held between May 2026 and September 24, 2026 are summarized below.

May 20, 2026 FVRL Board Meeting

- The FVRL Board made revisions to their use of reserves, including allowing them to be used for:
  - purchasing additional office space and land (as required) at a new location;
  - "internal borrowing" to finance FVRL Board approved capital purchases that do not have another FVRL internal funding source; and
  - replacing playground equipment.
- The FVRL Board received an overview of the 2027 budget focused on "developing a more informed longer-term financial plan perspective. For the 2027 budget cycle, the results of the 2026 Administrative Centre Space Use Study will inform the development of a more

detailed forecast of both the magnitude and timing of potential future additional space needs and related financial impacts."

- The FVRL Board was made aware of upcoming library service interruptions stemming from renovation and restoration work, including Ladner Pioneer Library (major renovation), Muriel Arnason Library (post-flood restoration), and Chilliwack Library (roof replacement and interior renovations).

June 17, 2026 FVRL Board Meeting

- The FVRL Board received reports from 13 local libraries operating in the library region. The Maple Ridge Library highlighted an evening presentation on q̓ićəy̓ (Katzie) history put on by local q̓ićəy̓ (Katzie) First Nation educator and historian Len Pierre.
- The FVRL Board gave direction for staff to prepare a budget with a 4.18% increase for 2027, which includes phased in costs associated with a new position.
- Following the earlier loss of federal funding, the FVRL Board committed to supporting two cycles of the Library Champions program through InterLINK libraries for up to $30,000.

September 23, 2026 FVRL Board Meeting

- The FVRL Board received reports from 13 local libraries operating in the library region, many of them highlighting their summer reading club medal ceremonies.
- The FVRL Board approved the 2027 budget, amended the Financial Management Policy to add a new Vehicle Replacement Reserve, and established and FVRL Endowment Fund.
- The CEO provided the FVRL Boad with a mid-year report. Highlights include:
    - Launched FVRL Pods, offering quiet workspaces in our libraries, with over 500 bookings so far.
    - Chompsaw, the most recent launch, is the most successful Playground item ever, topping 1100 holds, inspiring library users to explore engineering, and sparking imagination that supports a vibrant healthy community and economy.
    - FVRL has surpassed 50% of the tasks required for Sustainable Libraries Certification.
    - Launched FVRL's new website, incorporating modern technology and accessibility features, and then won a coveted "Web Excellence Award" for it.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

The FVRL Board has held three meetings since the last May 2026 update and received information from FVRL staff on library activities and financial plans. An additional three meetings are scheduled for the rest of 2026, which will be held as needed.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Director Steve Ferguson, Township of Langley

Date: September 16, 2026 Meeting Date: October 30, 2026

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

RECOMMENDATION

That the MVRD Board receive for information the report dated September 16, 2026, titled "External Agency Status Report for ḳiċəy̓ (Katzie First Nation) Treaty Negotiation Table."

EXECUTIVE SUMMARY

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

PURPOSE

To provide the MVRD Board with a status report from the appointed local government representative at the ḳiċəy̓ (Katzie First Nation) treaty negotiations table.

BACKGROUND

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

The *Memorandum of Understanding between the Union of British Columbia Municipalities and the Ministry of Indigenous Relations and Reconciliation,* renewed on September 17, 2024 at the Union of BC Municipalities Convention, includes a process for local government participation in the negotiation and implementation of treaties. Local government representatives have a seat at the ḳiċəy̓ (Katzie First Nation) treaty table as part of the provincial negotiation team.

ḳiċəy̓ (Katzie First Nation) TREATY NEGOTIATION TABLE

ḳiċəy̓ (Katzie First Nation), with a current total registered population of approximately 674 members, has five reserves located within the boundaries of four different local governments: Pitt Meadows, Township of Langley, Maple Ridge, and two within Metro Vancouver's Electoral Area A.

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

ḵi꞉c̓əy̓ (Katzie First Nation) has been operating under a *Land Code* since 2016. A Land Code is a comprehensive law created by a First Nation to replace 44 sections of the *Indian Act* that relate to land management. Since 2005, ḵi꞉c̓əy̓ (Katzie First Nation) has also entered into Forest and Range Consultation and Revenue Sharing agreements with the provincial government.

UPDATE ON TREATY TABLE ACTIVITIES

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

As part of this incremental approach, the Nation might negotiate several separate agreements with the provincial and federal governments, which together could constitute a self-government agreement.

ḵi꞉c̓əy̓ (Katzie First Nation) new approach to treaty negotiations focuses on key principles such as:

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

Tripartite negotiations have continued to take place regularly over the reporting period. ḵi꞉c̓əy̓ (Katzie First Nation) treaty negotiation meetings are held in-camera. As per the *2024 Memorandum of Understanding* between the Union of BC Municipalities and the Province, negotiation updates can only be shared in-camera by the local government representative. However, for the purposes of this report, the following information can be shared publicly as it was released by the BC Treaty Commission as part of its *2025 Annual Report*.

In recent months, ḵi꞉c̓əy̓ (Katzie First Nation) has been focusing on land and resource management work, self-governance, and identifying and supporting economic opportunities. The Nation increased government-to-government engagement efforts. Incremental self-government negotiations at this table are expected to continue at the current pace in 2026 and 2027.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

ḵi꞉c̓əy̓ (Katzie First Nation) treaty main table and working group meetings are scheduled once a month. Table meetings over the past year have been held online. These meetings are anticipated to continue to take place online for the rest of this year. As such, the financial implications of attending treaty table meetings are minimal. Metro Vancouver pays the meeting honoraria for local government representation at the ḵi꞉c̓əy̓ (Katzie First Nation) treaty table, and those costs were

included in the 2026 budget. Thus, expenses incurred relate primarily to honoraria for the elected representative and staff time to attend virtual meetings.

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

CONCLUSION

ḵi꞉c̓əy̓ (Katzie First Nation) has been involved in treaty negotiations since 1994. Currently, ḵi꞉c̓əy̓ (Katzie First Nation) is pursuing an incremental self-government agreement with BC and Canada. The table continues to meet on a regular monthly basis. The focus of negotiations has been on the exploration of options to recognize and protect ḵi꞉c̓əy̓ (Katzie First Nation) inherent title and rights within its traditional territory.

Attachments

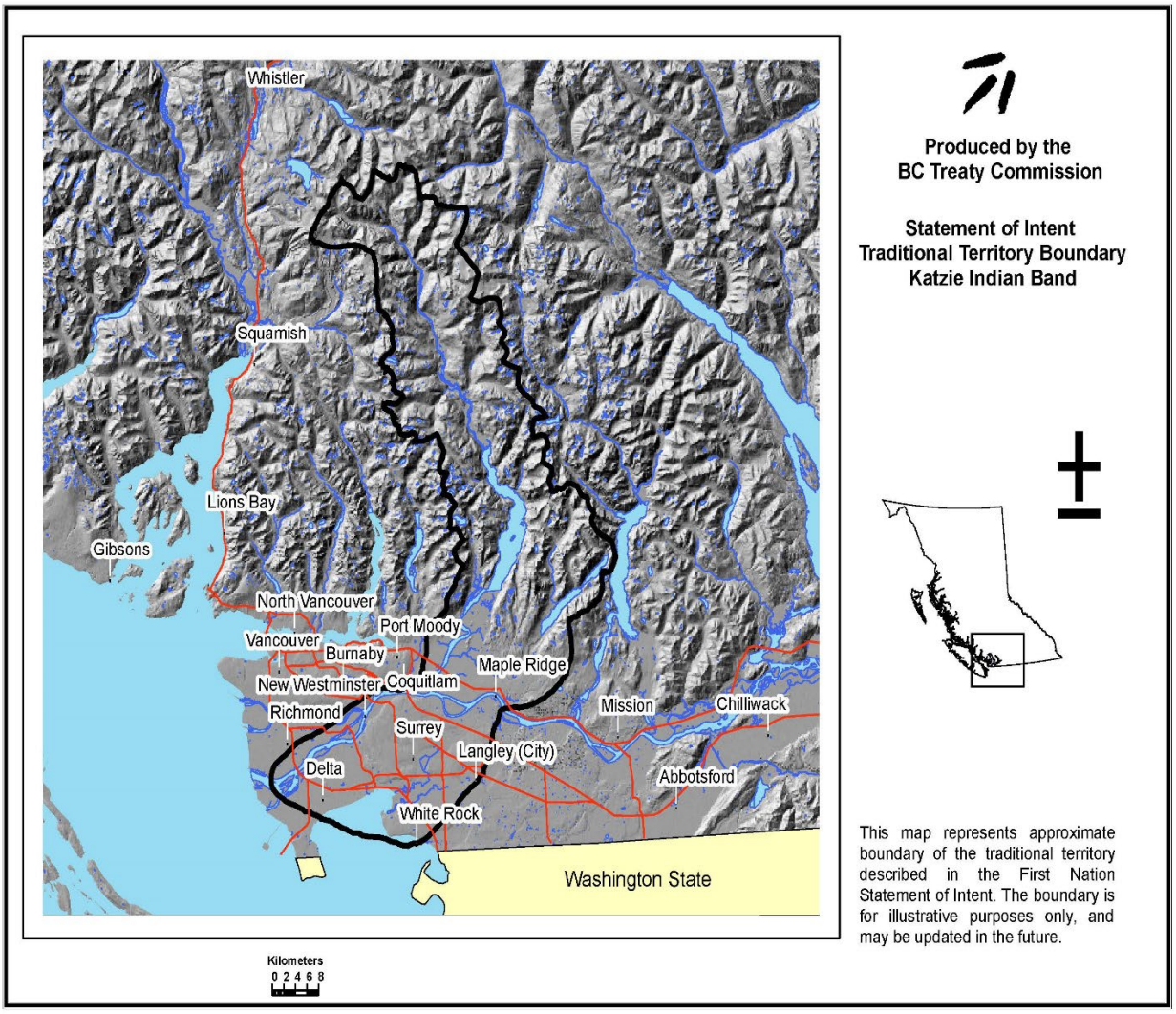
1. Statement of Intent Area Map: Traditional Territory Boundary, ḵi꞉c̓əy̓ (Katzie First Nation).
2. The Roles and Responsibilities of Table Representatives.

References

Memorandum of Understanding between the Union of British Columbia Municipalities and the Ministry of Indigenous Relations and Reconciliation can be found here:
MIRR-UBCM MOU – September 17, 2024, Final.pdf

2025 Annual Report from the BC Treaty Commission can be found here:
BCTC-Annual-Report-2025-1.pdf

ATTACHMENT 1



Source: https://katzie.ca/wp-content/uploads/2022/05/Katzie_SOI_Map.pdf

ATTACHMENT 2

The Roles and Responsibilities of Treaty Table Representatives

Provide information to the Indigenous Relations Committee from the Treaty Table

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

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

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

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Nathan Pachal, Mayor, City of Langley

Date: October 1, 2026 Meeting Date: October 30, 2026

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

RECOMMENDATION
THAT the MVRD Board receive for information the report dated October 1, 2026, titled "External Agency Status Report for Lower Mainland Local Government Association".

EXECUTIVE SUMMARY
The Lower Mainland Local Government Association ("LMLGA") held one meeting since the last report.

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

BACKGROUND
This report is required per Board policy.

LMLGA KEY CURRENT AND PLANNED ACTIVITIES
The LMLGA executive has met once since the last report to the Metro Vancouver Regional District Board. This meeting was held on June 18, 2026. At the meeting, the board reviewed the results from the LMLGA AGM and Conference. Because this is an election year, LMLGA planning will occur after the local government elections.

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

FINANCIAL IMPLICATIONS
There are no financial implications.

CONCLUSION
The LGMGA continues to focus on its conference.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: John McEwen, Vice-Chair, Metro Vancouver Board and Chair, Regional Parks Committee
Rebecca Bligh, Director, Metro Vancouver Board and Vice-Chair, Regional Parks Committee

Date: September 28, 2026 Meeting Date: October 30, 2026

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

RECOMMENDATION
That the MVRD Board receive for information the report dated September 28, 2026, titled "External Agency Status Report for Metro Vancouver Regional Parks Foundation."

EXECUTIVE SUMMARY
This report updates the MVRD Board on the activities and operations of the Metro Vancouver Regional Parks Foundation over a six-month period, including updates on its regular board meetings held during that time.

PURPOSE
To provide the MVRD Board with an update on the activities and highlights of the Metro Vancouver Regional Parks Foundation for the period June 1, 2026 to September 1, 2026.

BACKGROUND
Formed in 2000, the Metro Vancouver Regional Parks Foundation (MVRPF) is a registered charity whose mission is to protect and enhance Metro Vancouver's regional parks system. The Foundation raises funds to support special projects and programs that complement public investment in regional parks.

The MVRPF is governed by an independent volunteer board of directors that meets at least four times annually to oversee the organization's operations and strategic direction. Since 2007, Metro Vancouver has provided annual contribution funding to support the Foundation's work.

The MVRPF remains in good standing as both a registered society and charitable organization. Its fiscal year runs from October 1 to September 30, and its financial statements are audited annually. Through its fundraising activities and stewardship of donor contributions, the Foundation seeks to maximize the value of Metro Vancouver's investment and support enhancements to the regional parks system.

HIGHLIGHTS
The MVRPF Board held regular meetings on June 2 and September 15, 2026. At these meetings, directors received updates on fundraising initiatives, the allocation of grants to Metro Vancouver and community partners, and ongoing program support provided to CTS Youth Society.

Key activities and accomplishments during the past six-month reporting period are summarized below.

Projects Funded this Period

- Hog fuel at ƛ̓éxətəm Regional Park with Vancouver Avian Research Centre - $1,824
- Meteor Shower Watch event at Aldergrove Regional Park - $5,600
- Shoreline stabilization and native species planting at Sasamat Lake - $5,000
- Supporting Wreck Beach Preservation Society activities at Pacific Spirit Regional Park - $957.79
- Legacy funds to Serpentine Enhancement Society - $600
- Learning Space Habitat Restoration at Burnaby Lake Regional Park - $7,000
- Delta Heritage Air Park improvements at Boundary Bay Regional Park - $9,000
- Taxidermy display for West Area Regional Parks - $11,600
- Grouse Mountain Regional Park viewpoint restoration - $13,000
- Stream of Dreams Mural Society programming at Tynehead Regional Park - $2,250
- Native plant corridor restoration at Tynehead Regional Park - $6,000
- Coastal restoration and dune fence replacement at Boundary Bay Regional Park - $15,000
- CTS Youth Society programming - $10,000
- MVRPF bus grant program - $25,000
- MVRPF youth awards and scholarships - $4,000
- Indigenous cultural visibility project at təmtəmixwtən/Belcarra Regional Park - $39,000
- Place-based signs for nature and health connection at various regional parks with Canadian Association of Physicians for the Environment - $15,000

Funds Raised this Period
On June 13, 2026, the MVRPF raised $40,000 through the annual Seek the Peak fundraiser, delivered in partnership with Grouse Mountain Resort and sponsored by CIBC. Funds raised will support the following regional park projects:

- Grouse Viewpoint Restoration Phase 1 at Grouse Mountain Regional Park
- Big Cedar Route Safety Improvements at Lynn Headwaters Regional Park
- Hanes Crossing Bridge Replacement at Lynn Headwaters Regional Park

During the reporting period, the MVRPF also continued its Pints for Parks fundraising initiative in partnership with local breweries and cideries. Through the program, $0.25 from each participating beverage sold is directed to regional park enhancement projects.

In addition, the MVRPF secured $18,460 in grant funding to support regional park and youth employment initiatives, including:

- TD Tree Days Grant for buffer planting in Tynehead Regional Park - $8,500
- CPRA Green Jobs Fund Grant - $5,500
- Nature Canada Work to Grow Grant (Summer) - $4,460

Programs and Projects
CTS Youth Society concluded its Summer 2026 season, continuing to provide youth with opportunities to connect with nature, develop leadership skills, and engage with their communities. Program outcomes included:

- 687 youth registrations, with an additional 311 youth on waitlists, demonstrating strong demand for accessible outdoor programming
- Delivery of 18 summer camps and two spring break camps

- Leadership opportunities for 29 Peer Leaders, supported by 11 staff members
- Four Mishkoopitum-led programs focused on culture, storytelling, and connection to the land
- Completion of 11 regional park restoration projects, supported by 4,629 Peer Leader volunteer hours

The MVRPF also continued to expand its Seniors in Regional Parks program, which provides funding for transportation and customized programming to help local seniors access regional parks. Since June 1, 2026, more than 800 seniors have participated in park visits and nature-based experiences tailored to a range of interests, abilities, and mobility levels.

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

FINANCIAL IMPLICATIONS
There are no financial implications.

CONCLUSION
The MVRPF continues to advance its mission through the leadership of its volunteer Board of Directors and in collaboration with Metro Vancouver staff, community partners, donors, and volunteers. Through its fundraising efforts and program investments, the Foundation continues to support projects and initiatives that enhance regional parks, expand access to nature-based experiences, and strengthen community connections to the regional parks system.

REFERENCES
Metro Vancouver Regional Parks Foundation. (2026, September 28). https://mvrpfoundation.ca/

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Brad West, Director, Metro Vancouver Regioanl District

Date: October 1, 2026 Meeting Date: October 30, 2026

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

RECOMMENDATION
THAT the MVRD Board receive for information the report dated October 1, 2026, titled "External Agency Status Report for Municipal Finance Authority of BC".

PURPOSE
This report is intended to provide information on the performance and activities of the Authority subsequent to the last report presented to the Members at the Annual General Meeting (AGM) on April 23, 2026.

BACKGROUND
The following is a review of activities of the MFA in 2026 during the period of May 1st up to October 1st, with a focus on the activities of the past six months.

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

Our Members' last meeting was held on April 23, 2026 (Annual General Meeting).

In 2026, the Board of Trustees met with Management four times to review operating performance, assess access to the financial markets, and oversee our Pooled Investment Funds. The Board of Trustees reviewed the pooled investment funds' second-quarter performance, including volumes and participation. Trustees were also updated on and/or reviewed several important administrative items, activities, and policies, including an enterprise risk management update, our capital adequacy and long-term debt policies, the Member meeting procedures bylaw, and MFA's various stakeholders' communications initiatives and practices.

RESULTS - Income from Operating Activities, Short-Term Debt Fund, and Retention Fund
The Board of Trustees approved the annual budget on April 7, 2026, and the Members approved it at the Annual General Meeting on April 23, 2026. Budgeted operating revenue is $8.44 million, and expenditures are $5.2 million, for a projected annual operating contribution of $3.04 million. The budgeted Short-term Debt Fund contribution and Income Earned on Retained Assets are $5.48 million and $3.91 million, respectively. Budgeted total annual contribution to the Retention Fund is $12.42 million with an expected ending Retention Fund balance of $153.17 million for 2026.

Operating results for the 1st half of 2026 show a net contribution from core operations of $1.44 million, which was favourable to budget by $479,753. Revenues were favourable by $215,612, primarily because Financial Service Fees from pooled investment funds were higher than budgeted. Expenditures (Total Governance plus Total Administrative expenses) were favourable to budget by $264,141, which is mainly attributed to lower Strategic Partnerships & Member Education support provided during the quarter, lower Legal & Consulting costs billed to date and lower Market Development expenditures due to the timing of promotional materials purchased and lower Financial Forum costs.

Short-term Debt Fund had a favourable variance of $337,206. This is due to higher outstanding short-term loans than budgeted and the associated expansion of the Commercial Paper Program to support this additional funding.

Earnings on the Retention Fund for the 1st half are slightly unfavourable to the budget by $23,304. The variance is due to higher savings account interest relative to budget, offset by lower investment earnings due to the timing of investment purchases. The Retention Fund and the Debt Reserve Fund form the organization's capital base, which supports our AAA ratings in accordance with our Capital Adequacy Policy adopted by the Board of Trustees in September 2019. The Board of Trustees reviewed the Authority's capital adequacy on June 9, 2026. The levels held are consistent with the policy and framework in place and are appropriate given the organization's risks.

OUR PROGRAMS

FINANCING

Long-term Finance

On June 23rd, we reopened our 3.40% June 3, 2031, debenture to fund primarily refinancing requirements of $270 million. The book had over $1 billion in demand and was distributed across 39 accounts.

Members will review fall loans totalling $687 million at this meeting. In mid-September, we intend to reopen our 4.0% June 3rd, 2036, debenture to fund $337 million in new loan requirements. In late January, we intend to reopen our 4.75% May 4th, 2046, debenture to fund the remaining $350 million of new loan requirements. Splitting new-loan financing into two tranches allows us to spread issuance throughout the year, match loan terms with debenture terms, and better align issuance timing with client cash flow requirements.

Short-Term Finance

The Commercial Paper Program continues to provide low-cost short-term and equipment financing to our clients. Our short-term lending rate is currently 2.89%.

We currently have $1.2 billion in commercial paper outstanding. We are currently funding $788 million of loans with $412 million of cash available for lending. With the long-term issuance planned in mid-September to fund new loan requirements, we expect outstanding short-term loans to drop by ~$150 million as they move to long-term takeout funding, but increase by another ~$300 million as new short-term loans are expected to originate by the end of the year (net increase from current position). As a result, we expect to hold outstanding commercial paper at current levels. Still, we continue to monitor demand for short-term loans across all other members to ensure we remain right-sized to meet their funding requirements.

POOLED FUNDS

One-year returns and balances of the funds are as follows:

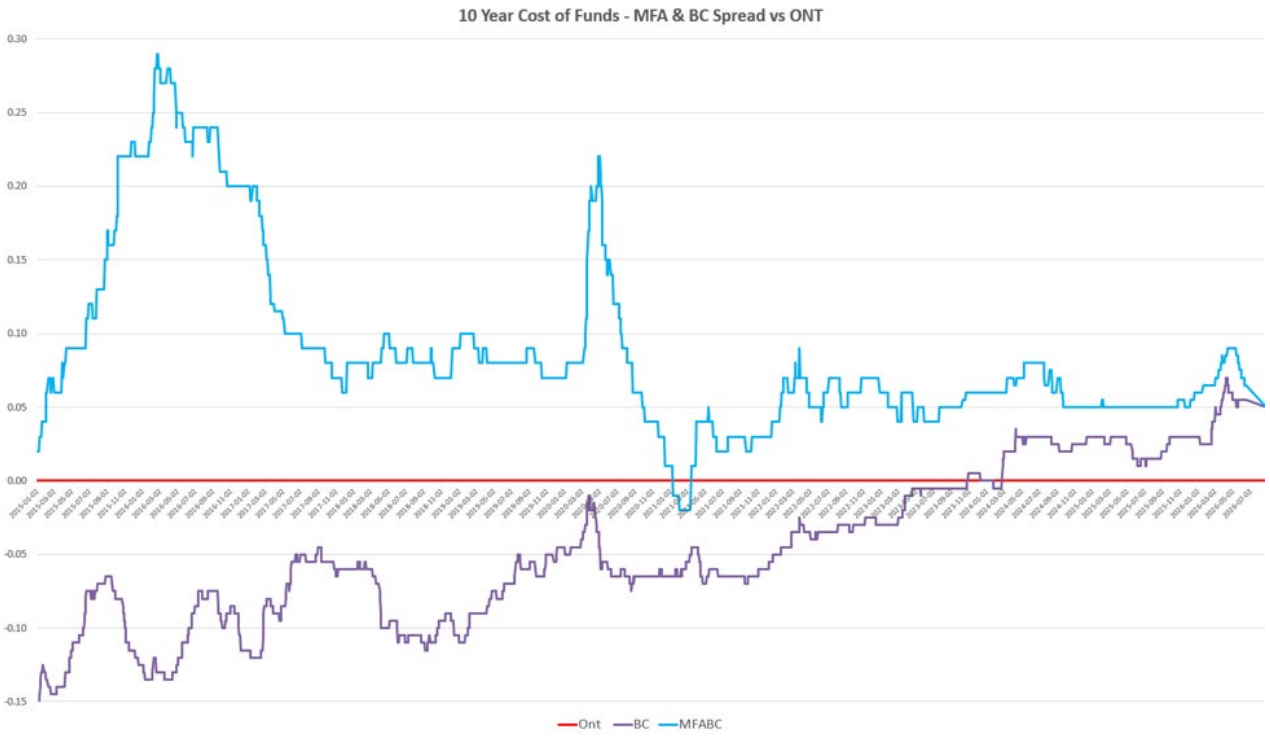
Investment Funds	Balances ($CAD millions)			Performance 1-Year Total Return (%)	
	2026-06-30	2025-06-30	Change	as of 2026-06-30	
				Fund	Benchmark
PHISAs*	2,086	2,127	(41)		
Money Market Fund	1,572	1,839	(267)	2.53	2.29
Gov't Focused Ultra-short Bond Fund	297	416	(119)	2.77	2.85
Short-term Bond Fund	846	894	(48)	3.17	2.93
FFF Short-term Bond Fund	256	245	11	3.13	2.93
Mortgage Fund	334	321	13	3.98	2.88
Diversified Multi-asset Class Fund	909	743	166	15.15	19.72
FFF Diversified Multi-asset Class Fund	206	133	73	15.06	22.12
Total AUA	6,506	6,718	-212		

*2026 PHISA balances include PHINA balances. As of August 25, 2026, current PHISA rate for National Bank is 2.90%; current rate for Scotiabank is 2.90%; current rates for CIBC are 2.80% for the first $200M, 2.22% on balances in excess of $200M. Current PHINA rate is 3.00%.

INVESTOR RELATIONS

Management continues to promote our credit story to institutional investors worldwide actively. Management holds investor development meetings in various formats, including one-on-one teleconference calls, one-on-one meetings, and group presentations. Investor development is critical to differentiating MFA and maintaining continuous access to markets and the lowest cost of funds among our peers. Our efforts continue to pay off, as our last 10- and 20-year bonds garnered interest from over 50 and over 45 investors, respectively. Through these efforts, we estimate that MFA has increased its eligibility to be purchased by at least 20 investors who do not buy City of Montreal or Toronto bonds. This effort is critical, especially since our borrowing needs are set to rise significantly over the coming years. The significant fiscal deterioration of the Provincial balance sheet has been a major topic of discussion with global investors over the last few months.

1-on-1 meeting requests - We have noted a clear increase in investor requests to meet with us over the last six months, clearly linked to the province's fiscal situation. Investors are concerned and want to understand the implications for MFA. The chart below shows that MFA 10-year spreads in the secondary market are now trading flat with the Province of BC, reflecting investors' real-time concerns about the province's fiscal situation. MFA's 'model' and strong credit attributes have allowed us to hold our spread position while the province has widened, increasing its cost of funds on a relative basis.



Rating Agencies

In 2026, all three rating agencies (Fitch, S&P and Moody's) have reaffirmed us at AAA with stable outlooks. AAA ratings, shared by very few public markets bond borrowers, underscore the strength of MFA's governance and management practices, credit strengths and the combined financial strength of our local government sector. So far, the Province of BC's fiscal deterioration, which has led to multiple rating agency downgrades of its provincial credit ratings, has not impacted MFA. Questions from the rating agencies this year focused on the Province of BC budget and continued negative rating actions given fiscal deterioration, MFA's linkages with the province, Indigenous and private land title, resilience of our lending model and credit strengths, cyber security preparedness, taxation authority, the many large capital projects on the horizon, refinancing risk, liquidity and capital adequacy. Management believes our strong overall capital position, which we have strategically maintained at higher levels since we rolled out a formal Trustee-approved policy in late 2019, has been an important factor in maintaining our AAA ratings.

2026 UBCM Convention

MFA was represented at the 2026 UBCM convention, trade show, and Community Excellence Awards as a sponsor. MFA is a major sponsor for UBCM, funding both the keynote speaker and the Community Excellence Awards. Chair Tom Dyas had an opportunity to share remarks about the MFA before the keynote address. Vice Chair Al Richmond presented the award to Prince George at the Community Excellence Awards.

ANNUAL GENERAL MEETING 2027

The MFA Annual General Meeting and Financial Forum will return to the Hotel Grand Pacific, 463 Belleville Street, Victoria, and will be held Wednesday/Thursday, April 21-22. We will share further event details in early 2027, and announce Financial Forum speakers as they are confirmed. The MFA team looks forward to meeting with new and returning Members in Victoria.

MARKET TONE AND OUTLOOK PROVIDED BY BMO - SEPTEMBER 8, 2026

Markets continue to be driven by developments in the Middle East, with tensions between the U.S. and Iran re-escalating following a renewed exchange of airstrikes near the Strait of Hormuz. The resumption of hostilities has renewed concerns over a prolonged disruption to global energy flows, with vessel traffic through the Strait remaining below normal levels and front-month WTI crude oil prices once again surpassing US$90/bbl to trade at the summer highs of above ~US$93/bbl. Since the conflict began earlier this year, elevated energy prices have remained a persistent source of inflationary pressure and market volatility.

Inflation concerns have intensified in recent weeks as higher oil prices coincide with increasingly hawkish central bank rhetoric. At the Federal Reserve's Jackson Hole symposium, Chair Kevin Warsh delivered a notably hawkish speech, emphasizing the need to remain vigilant against persistent inflation pressures and signaling limited tolerance for upside inflation risks. Markets interpreted the remarks as increasing the likelihood of additional policy tightening, resulting in a significant repricing of rate expectations. Futures markets are pricing roughly ~60% odds of a Fed rate hike at the upcoming meeting.

The Bank of Canada maintained its policy rate at 2.25% for a seventh consecutive meeting but Governor Macklem adopted a modestly more hawkish tone. While acknowledging stronger-than-expected second-quarter economic growth and broad-based improvements in activity, the Bank highlighted persistently elevated inflation and appearing less concerned about ongoing trade negotiations. This shifted market pricing toward multiple rate hikes into 2027 with swap markets now pricing ~3 hikes by mid-2027, a sharp reversal from the dovish setup that had build through the summer.

Government bond markets have reflected this increasingly hawkish environment. The summer bond selloff extended sharply following Jackson Hole and the renewed Middle East tensions, with both U.S. Treasury and Government of Canada yield curves bear steepening as investors demanded greater compensation for inflation risks and policy uncertainty. The U.S. 10-year Treasury yield has risen to as high as 4.79%, approaching levels not seen since early 2025, while the U.S. 30-year Treasury yield remains near multi-decade highs at approximately 5.25%. Canada's 30-year bond yield has hovered near 4.10%, levels last seen in 2009. Since the BoC's hawkish pivot, however, 10s30s has flattened, with selling concentrated in the belly while the long end has held up better on a relative basis – consistent with the view that near-term tightening pressure is being felt hardest in the front-to-belly of the curve.

Trade policy remains another source of uncertainty. The latest round of Canada-U.S. trade negotiations broke down in late August, leading the U.S. to impose additional tariffs on a range of Canadian products effective August 22, while Canada responded with retaliatory tariffs which came into force on September 8.

Despite elevated geopolitical risks, higher energy prices and rising bond yields, global equity markets have remained remarkably resilient. Strong corporate earnings, continued investment in artificial intelligence infrastructure, and resilient economic growth have outweighed concerns surrounding inflation and interest rates. Year-to-date, the Nikkei has been the top-performing major equity index globally, advancing approximately 30%, while the TSX has gained roughly 15%. U.S. equities have also posted strong returns, with both the S&P 500 and Nasdaq up approximately 13% year-to-date. Investors have largely focused on robust earnings growth and strong technology-sector fundamentals, particularly

within AI-related businesses, helping sustain positive market sentiment despite a more challenging macroeconomic backdrop.

Within Canadian government credit markets, spreads remain relatively well supported but have softened modestly through the summer period. Provincial 10-year spreads are broadly unchanged from levels observed in the spring, while longer-dated spreads have underperformed. Ontario's 10-year benchmark spread currently sits near +40bps, little changed from May on an apples-to-apples basis, while Ontario's 30-year benchmark spread has widened by roughly 5-7bps over the same period. Thin summer liquidity, heightened volatility in underlying Government of Canada and U.S. Treasury markets, and weaker long-duration performance have all contributed to the modest widening. Despite this weakness, provincial spreads remain near the tighter end of historical ranges and investor demand for high-quality Canadian public-sector credit remains healthy.
On the supply front, issuers entered the summer period with funding programs well advanced. Provincial borrowers have completed approximately 60% of annual borrowing requirements while only about 40% of the fiscal year has elapsed. This comes despite July marking the slowest month for CAD government issuance since October 2024, with provinces bringing just ~C$5 billion of issuance across seven transactions, compared with roughly C$8 billion issued during each of the previous two Julys. The combination of reduced issuance and strong investor demand has left overall market technicals supportive heading into the busier autumn funding season. Within the public sector and agency sector, issuance is expected to accelerate as we move into the fall. To date, BCI is the only issuer to have completed its anticipated 2026 funding program, following its $2 billion 10-year benchmark issuance on August 17th.

MFABC spread performance has remained constructive through the summer, with spreads continuing to grind tighter. MFA's 5-year spreads have outperformed meaningfully, tightening approximately 2.5bps from around +7bps in late May to roughly +4.5bps currently. In the 10-year sector, MFA's May 2026 transaction was issued at ONT+7.5bps and has since performed notably in the secondary market, currently bid +5.5bps – slightly inside of the underlying Province’s 10-year roll which is currently +5.7. The strong secondary performance reflects ongoing demand for AAA spread product, limited primary supply over the summer months, and investor appetite for agency credit offering incremental yield versus Ontario benchmarks.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

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

Date: September 17, 2026 Meeting Date: October 30, 2026

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

RECOMMENDATION
THAT the MVRD Board receive for information the report dated September 17, 2026, titled "External Agency Status Report for the National Zero Waste Council."

EXECUTIVE SUMMARY
The National Zero Waste Council was established in 2012 to advance waste prevention in Canada, recognizing that Metro Vancouver's regional waste reduction targets could only be achieved through collaboration across sectors and jurisdictions on a national scale.

Since the last update to the Board on May 29, 2026, the Council held its spring meeting with the Executive and made progress on key work plan activities in the areas of product and packaging reuse, and circular food systems. Progress included hosting a national virtual workshop focusing on policy support for scaling reuse. Additionally, the National Zero Waste Council collaborated with 11 other organizations in Canada to successfully place an op ed calling for a national food loss and waste strategy. Work is also underway to further streamline the operation of the Council, including its governance and organizational structure.

PURPOSE
To provide the MVRD Board of Directors with an update on the work of the National Zero Waste Council from May to September, 2026.

BACKGROUND
Metro Vancouver established the National Zero Waste Council in 2012 to advance waste prevention in Canada, as a strategy to support waste reduction in the Metro Vancouver region (Reference 1)**.** The Council was formed recognizing that achieving ambitious waste reduction targets would require collaborative action and harmonized policy and practice throughout supply chains, and across sectors and jurisdictions on a national scale. Directors Craig Hodge and Sarah Kirby-Yung are Board-appointed members of the National Zero Waste Council Executive, with Director Hodge serving as the Chair of the Council. The Executive includes representation from government, business, and the community sector and exists to provide strategic advice on how to advance waste prevention and circularity. The last External Agency Status Report on the National Zero Waste Council was provided to the Board on May 29, 2026. This report provides an update since that time.

NATIONAL ZERO WASTE COUNCIL UPDATE

Since the last update to the MVRD Board on May 29, 2026, the National Zero Waste Council Executive was convened and work in the areas of product and packaging reuse and circular food systems was advanced. Upcoming knowledge-sharing sessions include a peer-to-peer webinar for circular cities, expected to be held by year end.

Executive Meeting

The National Zero Waste Council Executive met on June 24, 2026. Members received updates on the Council's work plan, Metro Vancouver advocacy on keeping nitrous oxide cylinders out of the garbage, and engagement activities on reuse. The Executive also received a presentation by the Canadian Standards Association on the new National Standard of Canada K100 – Food Loss and Waste, Terminology and Measurement. Executive members discussed engagement opportunities for the National Zero Waste Council over the coming year, including opportunities that could be considered at the 2027 Zero Waste Conference.

Current members of the Executive will remain in place through 2026 as staff continue to work on measures to streamline the Council's governance structure for future years. Executive members continue to express strong support for work that the Council advances on waste prevention and circular economy.

Reuse Working Group

Scaling Reusable Foodware

The National Zero Waste Council Reuse Working Group chaired by Councillor Pete Fry includes leaders in business, government, and the non-profit sector. The workplan for 2026 has focused on how policy change – both public policy and business internal policy or best practices – can support the scaling of reusable foodware in Canada. Two webinars were provided in the spring, and a 3-hour virtual workshop was held on June 23, 2026. The webinars featured challenges and opportunities experienced by businesses who have adopted reuse as well as local governments developing and implementing reuse policy, and the workshop explored policy barriers and opportunities to scale reuse. (Attachment 1). Over 830 registrants, with over 380 live participants, engaged with the two webinars and the virtual workshop.

Director Craig Hodge, Chair of the National Zero Waste Council and Vancouver Councillor Pete Fry, Chair of the Reuse Working Group, provided opening remarks at the workshop. Three guest speakers provided learnings from research and experience: Cher Mereweather, Canada Plastics Pact; Macey Zander, Upstream Solutions; Marika Smith, City of Victoria. This targeted workshop brought together public sector leaders supporting reuse systems, along with reuse service providers, and reuse early adopters.

A summary report will be publicly shared this fall. It will include key policy learnings and considerations to scale reuse that surfaced in the workshop and the spring webinars. An additional local government workshop is being considered to share and discuss the report's findings.

Advancing Understanding of Circular Business Models and Solutions for Reuse of Bulky Items: Furniture

With the support of the National Zero Waste Council Reuse Working Group, in September Metro Vancouver retained international consulting group Eunomia to complete foundational research on successful circular business models and solutions in the used furniture sector.

The goal of the project is to support the transition toward a more circular furniture sector in Canada by identifying the circular furniture strategies and business models with the greatest potential to reduce pressure on municipal waste streams and infrastructure, while also generating co-benefits such as affordability for residents, job creation, and economic resilience.

Circular Food Systems
The National Zero Waste Council was invited to collaborate in a law and policy forum focused on food loss and waste solutions, hosted May 7 - 8, 2026 by the University of Ottawa, Dalhousie University, Université du Québec à Montréal, and Reimagine Agriculture. One outcome from the forum was the identified need for a food loss and waste strategy to be led by the Government of Canada, and that would include support for the Canadian Standards Association K100 – Food Loss and Waste: Terminology and Measurement. This is the first National Standard of Canada that gives organizations a shared framework to define, measure, and report food loss and waste across the food value chain.

In June 2026, the Government of Canada released its new National Food Security Strategy for Canada – without a specific strategy for, or significant reference to, addressing food loss and waste. In response to the strategy, the National Zero Waste Council was amongst four co-authors and 11 endorsers that produced an op ed calling on the Government of Canada to consider how to address food loss and waste and support K100, in national efforts to improve and secure the Canadian food system. This op ed was published in The Tyee on August 27, 2026 (Reference 2)**.** Co-authors, endorsers, and other supportive organizations are re-sharing the article through their networks and social media channels.

Circular Cities
The National Zero Waste Council will be hosting a webinar session on circular city strategies. This webinar will take advantage of the network of cities and towns previously engaged through the Circular Cities and Regions Initiative. Further details on webinar timing and guest speakers will be shared closer to the event.

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

FINANCIAL IMPLICATIONS
Metro Vancouver provides core funding for the National Zero Waste Council as part of the Solid Waste Services operating budget. Council initiatives are also supported through additional funding and in-kind support from partners and other funding agencies.

CONCLUSION
The National Zero Waste Council continues to advance Metro Vancouver's waste reduction objectives through cross-sector collaboration and building and sharing knowledge. Since May of 2026, the Council has continued to advance understanding of key policies that can best support the scaling of reuse, as well as reduce food loss and waste. It has launched new research into understanding what circular business models and strategies can reduce bulky items in municipal waste streams and reduce pressure on local waste infrastructure. The Council continues to leverage its deep experience with Canadian cities and towns who are pursuing waste prevention through circular strategies. Ongoing engagement of the cross-sector Executive involves facilitating knowledge exchanges that allow the National Zero Waste Council to pursue its objectives effectively and efficiently. The recalibration of the Council continues to ensure that the Council's structure and programming can deliver on local priorities while being resource-wise.

ATTACHMENTS

1. Reuse Workshop Backgrounder – June 23, 2026.

REFERENCES

1. Metro Vancouver / National Zero Waste Council. (2026). National Zero Waste Council. www.nzwc.ca/
2. Craig Hodge, Allison Penner, Patricia Galvao Ferreira, Heather McLeod-Kilmurray. (2026, September). *Want to Make Food Affordable? Tackle Food Waste*. Want to Make Food Affordable? Tackle Food Waste | The Tyee

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

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

Date: September 17, 2026 Meeting Date: October 30, 2026

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

RECOMMENDATION

THAT the MVRD Board receive for information the report dated September 17, 2026, titled "External Agency Status Report for Solid Waste and Recycling Industry Advisory Committee".

EXECUTIVE SUMMARY

The Solid Waste and Recycling Industry Advisory Committee (Industry Advisory Committee) provides a forum for industry input, discussion, and information sharing on solid waste and recycling planning, operations, and policy in Metro Vancouver. As of September 2026, the committee includes 31 members, representing waste and recycling collection and processing companies and industry associations across the region. Committee membership is self-selecting and members apply each year.

Between May 2026 and September 2026, the Industry Advisory Committee met three times to hear updates on issues related to regional solid waste management and to provide feedback on the draft Solid Waste Management Plan.

The Industry Advisory Committee continues to play an important role in supporting transparent and inclusive engagement by providing industry-specific perspectives that complement input from other advisory bodies and the public on regional solid waste issues (Reference 1).

PURPOSE

To provide the MVRD Board an update on the activities of the Solid Waste and Recycling Industry Advisory Committee from May 2026 through September 2026.

BACKGROUND

In July 2021, the Board received for information the Terms of Reference for the Industry Advisory Committee. The committee held its first meeting in January 2022. The Industry Advisory Committee reports through its Co-Chairs to the Zero Waste Committee and provides advice and recommendations to Metro Vancouver staff.

Director Craig Hodge serves as the Zero Waste Committee representative and Co-Chair of the Industry Advisory Committee. In accordance with the Terms of Reference, the second Co-Chair is elected by committee members. Lori Bryan, Executive Director of the Waste Management Association of British Columbia, was re-elected to this role in April 2026.

All Industry Advisory Committee meetings are open to the public. Meeting agendas, minutes, recordings, and feedback summaries are published on the Metro Vancouver website. A previous update on the Industry Advisory Committee was provided to the MVRD Board in May 2026. This report summarizes activities since that time.

INDUSTRY ADVISORY COMMITTEE

The Industry Advisory Committee is composed of representatives from private waste and recycling collection companies, processing facilities, and industry associations that are directly affected by existing and proposed operational and policy initiatives related to Metro Vancouver's solid waste and recycling plans, policies, and services.

Membership is voluntary and self-selecting, with a one-year term. Each January, Metro Vancouver issues an open call for membership through its website and industry mailing lists. Existing members who wish to continue are asked to re-submit a statement of interest annually. As of September 2026, the committee consisted of 31 members, with participation spanning a broad range of industry sectors.

Key Topics of Discussion

Committee discussions between May to September 2026 focused primarily on the review of the draft Solid Waste Management Plan and key topics from the committee's workplan related to waste management in the region.

During three meetings held between May 2026 and September 2026, the Industry Advisory Committee received information and provided input on:

1. The draft Solid Wast Management Plan
2. Proposed source reduction incentive program for waste haulers
3. 2025 Waste Composition Study
4. Solid Waste Management Plan additional feedback and revisions

The committee's 2026 work plan is included as Attachment 1.

Transparency and Engagement

Metro Vancouver continues to emphasize transparency in Industry Advisory Committee processes. All meeting agendas, minutes, recordings, and feedback summaries are published on the committee webpage.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

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

CONCLUSION

From May 2026 through September 2026, the Solid Waste and Recycling Industry Advisory Committee met three times and continued to provide input regarding Metro Vancouver's solid waste and recycling planning processes and feedback on changes to the draft Solid Waste Management Plan.

Continued emphasis on openness, timely information sharing, and early engagement strengthens the committee's process. The Industry Advisory Committee remains an important forum for collaboration and will continue to support Metro Vancouver staff and decision-makers as the Solid Waste Management Plan is finalized and implemented.

Attachments
1. 2026 Industry Advisory Committee work plan
2. 2026 Industry Advisory Committee Member biographies

References
1. Metro Vancouver. (2026). Solid Waste and Recycling Industry Advisory Committee. https://metrovancouver.org/services/solid-waste/solid-waste-and-recycling-industry-advisory-committee

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Solid Waste and Recycling Industry Advisory Committee

2026 Work Plan Priorities

Quarter 1	**Status**	**Approach**
2024 Solid Waste and Recycling Statistics and Biennial report	Complete	Plenary
Draft Solid Waste Management Plan – Review and Initial Feedback	Complete	Plenary
Draft Solid Waste Management Plan – Review of Revised Draft	Complete	Plenary
Source Reduction Incentive Program	Complete	Plenary
2025 Waste Composition Study Results	Complete	Plenary
Quarter 2	**Status**	**Approach**
Vancouver Landfill / Long-Term Disposal Planning	Pending	Plenary
SWMP: Monitoring and Implementation – committee role after approval of draft plan	Complete	Plenary
SWMP: Actions Related to Recovery of Materials and Energy from Recyclable Materials	Complete	Information item
SWMP: Actions Considered Unadvisable by Staff	Complete	Information item
Disposal Ban Program Results	Complete	Information item
Quarter 3	**Status**	**Approach**
WTEF Environmental Performance Summary	October	TBD
Construction and Demolition Materials Recycling and Reuse Update	Complete	Information item
Draft Capital Plan	October	TBD
Quarter 4	**Status**	**Approach**
Solid Waste Services Annual Budget and 5-Year Financial Plan	October	TBD
Metro Vancouver Recycling and Waste Centre Strategy: How to Increase Opportunities for Waste Reduction and Recycling	Pending	TBD

2026 Solid Waste and Recycling Industry Advisory Committee

MEMBER NAME	ORGANIZATION
Achilles Mallari	Sierra Waste Services Ltd.
Aiden Kiani	Lock-Block Ltd.
Alan Ligumsky	Peak Disposal Services Inc
Angus MacFarlane	Growing City
Ataollah Kheyrandish	Richmond Steel Recycling
David Hoffman	Republic Services
David Millman	WM Canada
Dayton Skei	EverGen Infrastructure Corp.
Dimitri Pantazopoulos	Waste Connections of Canada
Gord Johnson	Empower/Northstar
Grant Hankins	Canada Minibins.com Ltd.
Izzie Abrams	Waste Connections of Canada
Jacqueline Lotzkar	Canadian Association of Recycling Industries
James Collins	Tymac Launch Service Ltd.
Jamie Kaminski	HSR Zero Waste
Jason Watson	JW Recycle-IT Inc.
Lindsay L'Heureux	Recycle BC
Mary Pontes MacKenzie	Geocycle Canada
Maya Hakimé	Merlin Plastics
Michael Zarbl	Canadian Waste Association
Mike Lannin	Super Save Group
Nabil Drissi El-Bouzaidi	Ecowaste Industries Ltd.
Nicole Stefenelli	Urban Impact Recycling Ltd
Patrick MacNeil	Wescan Disposal Ltd.
Ralph D. McRae	Revolution
Rustam Punja	Heidelberg Materials North America
Sandy Sigmund	Encorp Return-It
Sean Kawakami	Convertus Group
Todd Baker	Ecowaste Industries Ltd.
Wesley Muir	Veolia Canada

2026 CO-CHAIRS	ORGANIZATION
Director Craig Hodge	Metro Vancouver Zero Waste Committee
Lori Bryan	Waste Management Association of BC

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Craig Hodge, Director, Metro Vancouver Regional District Board

Date: October 5, 2026 Meeting Date: October 30, 2026

Subject: **External Agency Status Report for the Union of British Columbia Municipalities**

RECOMMENDATION
THAT the MVRD Board receive for information the report dated October 5, 2026, titled "External Agency Status Report for the Union of British Columbia Municipalities".

PURPOSE
To report to the MVRD Board of Directors on the activities of the Union of BC Municipalities ("UBCM").

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

UBCM's Recent Activities:

1. UBCM hosted its annual convention in Vancouver September 14-18. UBCM delegates endorsed emergency resolutions calling on the Province to safeguard the local election period from a snap provincial election call, and for legislative changes that would remove the ability going forward for a snap election call during the local election period. UBCM president Cori Ramsay released a statement making a direct appeal to the Premier to hold off on a potential election call and questioned him about his intentions following his address to delegates.

   This year's agenda also included a plenary session to explore the implications of the Province's DRIPA legislation for local governments. Delegates also endorsed a report providing changes to the structure of UBCM's board.

2. UBCM will be seeking intervenor status in pending Court of Appeal hearings on the Cowichan Tribes decision.
3. UBCM is also seeking intervenor status with the ability to submit evidence in Roy vs Vancouver.

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

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Sav Dhaliwal, Director, Metro Vancouver Regional District Board

Date: October 5, 2026 Meeting Date: October 30, 2026

Subject: **External Agency Status Report for the Union of British Columbia Municipalities, Indigenous Relations Committee**

RECOMMENDATION
THAT the MVRD Board receive for information the report dated October 5, 2026, titled "External Agency Status Report for the Union of British Columbia Municipalities, Indigenous Relations Committee".

EXECUTIVE SUMMARY
The summary of the report is presented under the Meetings Highlights section of this report.

PURPOSE
To share with the Board the main points of discussions and decision taken by the committee during the reporting period.

BACKGROUND
As per the Board policy, representatives to external organizations are required to report to the Board on key activities/highlights of their respective organization twice a year.

MEETING HIGHLIGHTS (July Meeting)

Policy Development and Analysis
UBCM–MIRR MOU: The Committee received a status update on the joint working group (UBCM, Ministry of Indigenous Relations and Reconciliation (MIRR), and Ministry of Housing and Municipal Affairs) established to implement the MOU on local government engagement in provincial negotiations with First Nations. The group is developing two deliverables: an internal guide for MIRR negotiators and an external guide for local governments, with current work focused on the internal guide. The guide is intended to strengthen MIRR's engagement practices by helping negotiators determine when and how to involve local governments. Staff provided several recommendations to the Province to strengthen the internal guide's approach to local government engagement. Key suggestions included incorporating the consultation principles from the MOU with clear expectations for engaging local governments and expanding the guide's local government context section by outlining the local governments' legislative authority, their recognition as an order of government and their key interests in negotiations.

Committee members provided feedback on both the internal and external engagement guides. With respect to the internal guide, members emphasized the importance of recognizing local governments as strategic partners in negotiations and noted that insufficient engagement can create implementation and relationship risks. They also highlighted the need to build capacity among local governments that are less familiar with the negotiation process. In addition, members recommended providing more detailed guidance on circumstances in which local governments may be financially impacted,

recognizing that provincial negotiators may not always be aware of potential local government costs or impacts.

Regarding the external guide, members expressed interest in a resource that helps local governments understand what they can expect from MIRR negotiators and clarifies their role in the negotiation process. Suggested areas of focus included explaining the negotiation process, identifying who is involved and at what stages, outlining roles and responsibilities, describing the steps that follow receipt of an engagement letter from the Province, and highlighting key considerations for local governments.

Okanagan Falls Letters Patent
The Committee also received, for information, a report on the Okanagan Falls Letters Patent. This represents the first letters patent issued since the enactment of the Declaration on the Rights of Indigenous Peoples Act. It acknowledges that the area lies within the traditional territory of the Osoyoos Indian Band (OIB) and establishes a framework for ongoing collaboration between the new municipality and OIB, including the creation of a reconciliation advisory body and the potential for a reconciliation agreement.

Activities
The Committee received a report regarding the renewal of UBCM's Protocol on Cooperation and Communication with FNS. UBCM has a longstanding relationship with FNS, supported in part by the Protocol on Cooperation and Communication, which was originally signed in 2001. For many years, FNS has served as UBCM's primary partner on a broad range of Indigenous – local government initiatives, including the joint administration of the Community-to-Community Funding program.

The Committee reached consensus that UBCM should proceed with renewing the Protocol with FNS. Members requested further clarification on how this protocol differs from the Relationship Protocol with First Nations Leadership Council and whether the term could be extended beyond three years. Staff were directed to discuss the possibility of a longer term with the First Nations Summit, invite the First Nations Summit to renew the agreement at the Committee's February meeting, and report back with an update in November.

Information Items
The Committee received for information a report on recent Indigenous rights court cases and the Declaration Act Action Plan Annual Report. The Committee also received for information a letter sent to the Mayor of the Town of Oliver from MIRR regarding the beginning of reconciliation negotiations with Osoyoos Indian Band and local government engagement.

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

FINANCIAL IMPLICATIONS
There are no financial implications.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Jen McCutcheon, Electoral Area A Director, Metro Vancouver Regional District Board

Date: October 5, 2026 Meeting Date: October 30, 2026

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

RECOMMENDATION
THAT the MVRD Board receive for information the report dated October 5, 2026 titled "External Agency Status Report for the Zero Emissions Innovation Centre (ZEIC)".

EXECUTIVE SUMMARY
The Zero Emissions Innovation Centre is an independent, non-profit charitable organization dedicated to catalyzing innovation, economic development, and market transformation for urban climate action in BC. ZEIC was established by the Government of Canada and the Federation of Canadian Municipalities with a mandate to support provincial, regional, and local governments to reduce greenhouse gas emissions.

The report provides an update on ZEIC's key activities over the last two quarters as they align with regional climate action and Metro Vancouver services, including:

- The release of ZEIC's 2025 Impact Report;
- The launch of ZEIC's Impact Investing program;
- The BC Retrofit Accelerator's continued reach and impact;
- The Local Government Offsite Housing Accelerator's capacity building activities;
- The Building to Electrification Coalition's continued upcoming Momentum Symposium; and
- The release of the "Understanding the Zero Carbon Step Code" tool; and
- The launch of the District Energy Solutions Collaborative and its capacity building Summit.

Key priorities for ZEIC moving in the next year include securing ongoing funding and collaborations for core programs, such as the BC Retrofit Accelerator, endowment match collaborations, and the establishment of ZEIC's impact investing program.

PURPOSE
This report provides a high-level overview of Zero Emissions Innovation Centre (ZEIC)'s achievements over Director McCutcheon's term and provides an outlook for the years ahead, in addition to a summary of key activities over the past two quarters, as they align with regional climate action and Metro Vancouver services.

BACKGROUND
As this report marks the end of Director McCutcheon's term from 2022-2026, this report provides a high-level overview of Zero Emissions Innovation Centre (ZEIC)'s achievements over this period and provides an outlook for the years ahead, in addition to a summary of key activities over the past two quarters, as they align with regional climate action and Metro Vancouver services.

About ZEIC
Seeded by a $21.7 million federal endowment, ZEIC (Reference 1) is a purpose-built non-profit charitable organization dedicated to market transformation and enabling zero carbon communities and economies across the region and province. ZEIC is part of the Low Carbon Cities Canada network (Reference 2) established by the Government of Canada and the Federation of Canadian Municipalities.

Working with government, industry, Indigenous partners, and others, ZEIC catalyzes, accelerates, and scales climate action and the clean energy transition. Further, ZEIC enables industry to pursue market transformation through programs, strategic convenings, partnerships, pragmatic research, impact investment, granting, education, training, and capacity-building. Equity, affordability, community health and well-being, environmental protection, and economic development are integral to how ZEIC develops and delivers climate action programs and initiatives.

HIGHLIGHTS OF ZEIC IMPACT, 2022-2026
This report marks the final report submitted in Director McCutcheon's term as the Metro Vancouver Regional District representative on ZEIC's Board of Directors.

Since ZEICs inception in 2022, the organization has achieved many milestones and created meaningful impact in emissions mitigation in the region. Specifically, ZEIC has:

- Hosted 192 events;
- Awarded 206 grants to fund scalable, equitable low carbon solutions;
- Published 135+ resources to empower leaders to implement innovations;
- Engaged 14,500+ followers through newsletters and social media;
- Secured dozens of partnerships and funding collaborations to enable investment in clean innovation as well as climate-oriented policy development and workforce capacity building in the region and province.

Impact Report, 2025
In June, ZEIC issued their 2025 Impact Report (Reference 3) illustrating the many ways they are accelerating urban climate and clean energy solutions. As demonstrated in the report, ZEIC works alongside action-takers in the buildings, urban clean energy, and transportation sectors to advance solutions that are practical, scalable, ready for implementation—and in turn supports health, resilience, economic development, and affordability in communities across the region and BC.

Notably, based on the 2025 impact survey, 83% of followers say ZEIC builds leadership and confidence among people working on climate solutions. When leaders are empowered with high-quality evidence and information on low carbon technologies and practices, they are better positioned to implement those approaches in their practice and policy making settings.

The BC Retrofit Accelerator (BCRA) has been a key, strategic program for ZEIC, and is making tremendous progress in retrofit uptake and capacity building in a relatively short period of time by aligning key decision makers and interest holders across the non-market, market, commercial, and strata building communities as well as financial institutions, governments across all levels, and philanthropy to enable emissions reductions in within existing buildings. ZEIC's BCRA is one of 13

retrofit accelerators across the country currently receiving funding support from the Government of Canada through the federal Deep Retrofit Accelerator Initiative. The BCRA received co-funding contributions from ZEIC, Metro Vancouver, City of Victoria, District of Saanich, and the Ronald S Roadburg Foundation.

As noted in the 2025 impact report, within its first year, over 1000 buildings were enrolled and demand continues to grow as building owners seek decision-ready guidance to make smart, cost-effective investments at the right time of a building's lifecycle (see program updates section below).

KEY PRIORITIES FOR ZEIC, 2027 AND BEYOND

As ZEIC marks its five-year anniversary, the organization has several key priorities moving into 2027:

- Achieve Government of Canada recapitalization of the BC Retrofit Accelerator, which MVRD helped launch through seed funding;
- Establish ZEIC's impact investing program;
- Extend ZEIC's urban clean energy projects; and
- Continued the maturation of the organization's governance and operational processes.

PROGRAM AND ACTIVITY UPDATES

ZEIC's programs and initiatives from the last two quarters that align with Metro Vancouver's services and advance priority policy areas are highlighted below. Notable reach and impact in the first two quarters of 2026 include:

- Convened 34 events, attended by ~1650 professionals;
- Attracted 29 earned media stories;
- Launched 20 new resources;
- Funded 9 climate action or clean energy grants; and
- Hosted Canada's Minister of the Environment and Climate Change, Julie Dabrusin and leaders in the region's building retrofit industry.

Impact Investing Program

Through grants and impact investing, ZEIC funds scalable, equitable, low-carbon solutions that reduce greenhouse gas emissions, mobilizes capital and people, and benefit communities in the Metro Vancouver region.

ZEIC officially launched our impact investing program in September and is identifying potential investment opportunities with aim of making the first investment in early 2027. ZEIC will assess investment decisions against several criteria, including the investment's ability to play a catalytic role in triggering, accelerating, scaling, or de-risking climate action outcomes. A priority will be given to investments that benefit the Metro Vancouver region and urban areas across BC.

Economic Development & Market Transformation Initiatives

ZEIC provides economic development and market transformation programming that cuts across our building, transportation, and clean energy sector offerings. Highlights from the six months include:

Clean Jobs Agenda Summit | May 25, 2026

ZEIC engaged 70+ leaders from government, labour, industry, education, and community organizations to provide input into a "clean jobs agenda" for the Metro Vancouver region. A report will be shared on the ZEIC newsletter in the Fall of 2026 (Reference 5).

From Strength to Scale: How Metro Vancouver Can Capture Economic Opportunity in the Global Energy Transition

This report (Reference 6) assesses the Metro Vancouver region's position in the global energy transition, including the region's competitive assets, key constraints, and opportunities to strengthen long-term economic competitiveness. To position the region for the energy transition, the report recommends better coordination of policy, infrastructure, capital, workforce development, procurement, and regional demand to grow local firms, jobs, and export-ready solutions in buildings, transportation, and urban energy systems.

Building Decarbonization Programs

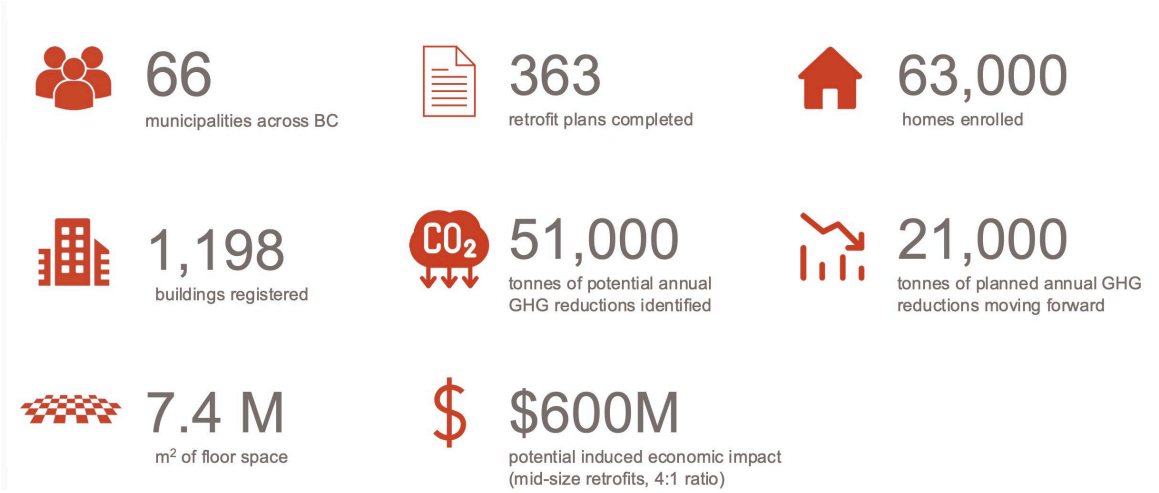
ZEIC provides a range of programs and supports for the BC building industry and local governments as they work to reduce operational and embodied emissions from both new and existing Part 9 (small) and Part 3 (large) buildings (Reference 3). ZEIC's programs address gaps in support, understanding, and access to innovation in the building sector. Updates for a few featured programs from the last two quarters are provided below.

The BC Retrofit Accelerator

In October 2024, ZEIC launched the BC Retrofit Accelerator (BCRA), a three-year, multi-million-dollar initiative funded by multiple partners including the MVRD, which provided $850,000 in seed funding from the Sustainability Innovation Fund. BCRA subsequently received an additional $18 M in funding from Natural Resources Canada (NRCan), philanthropic funders, and others. The program aims to jump-start electrification and energy-efficiency upgrades in hundreds of large commercial and residential buildings across BC and to reduce emissions from existing buildings, which account for about 25% of the region's greenhouse gas emissions.

The BCRA helps building owners plan and implement high-efficiency, low-carbon retrofits that align with scheduled building renewal cycles. It also emphasizes non-energy benefits, including cooling for climate resilience and potential market value. The program prioritizes sectors that have historically had limited access to retrofit support, including market-rental and strata multi-unit residential buildings, non-profit housing, and commercial buildings, thereby reducing barriers to retrofit planning and implementation. The program webpage explains how to participate (Reference 7), and ZEIC directly delivers the strata support services stream.

The BCRA has achieved substantial reach and impact across the Metro Vancouver region and other urban areas in the province. Reach and impact statistics as of August 2026, include:



The full suite of BCRA services is in place and ZEIC and partners are engaged in planning to enable its sustainment beyond 2027. Some additional highlights from the last two quarters include:

Engagement: Retrofit Delegation with Canada's Minister of Environment | July 30, 2026
Scaling large building retrofits and NRCan's programming is of interest to senior levels of government. To that end, on July 30, 2026, ZEIC hosted the Honourable Julie Dabrusin to showcase the progress made on retrofits in the region. ZEIC and BCRA partners across industry, finance, and non-profit sectors spoke to measures for accelerating low-carbon retrofits in large buildings, including the need for expanded sector capacity, coordinated and streamlined government policy, improved access to energy data and financing, regionally responsive approaches, and alignment of energy upgrades with planned building renewals.

The engagement underscored the emissions-reduction, affordability, resilience, workforce, and economic benefits of electrifying Canada's aging building stock. A site tour to Quayside Village in North Vancouver demonstrated how coordinated public programs can support phased retrofit planning and conversion from gas-fired systems to heat-pump technologies for domestic hot water, heating, and cooling.

Report: Retrofit Financing for Large Buildings in BC – Learning from Commercial PACE to build Property- Secured Improvement Financing Tools | May 2026
This report (Reference 8) examines financing approaches that could advance BC's retrofit agenda. To build on recommendations of this report, ZEIC has initiated the formation of a task force to work through technical, administrative, and legal details via specialized workstreams of a made-in-BC C-PACE program.

Report: Unlocking Retrofit Financing – A Guide for Commercial Building Owners
This report (Reference 9) is a first-of-its-kind, serving as a guide for retrofit financing approaches for commercial buildings. The guide provides several tools for building owners, which can support their financial strategies in the near and longer term.

Local Government Offsite Housing Accelerator Initiative

The Local Government Offsite Housing Accelerator initiative (Reference 10) advances new approaches to offsite wood and mass timber construction and local and regional land use policy, approvals, permitting, and practice to enable the rapid deployment of low carbon housing in urban centres across BC. Its central tenets are that prefabricated, offsite construction can support local economic development, changing workforce dynamics, housing supply targets, and positive climate outcomes for communities. This three-year initiative is funded by the Real Estate Foundation of BC, Canada Mortgage and Housing Corporation, and ZEIC.

Since launching in July 2024, it has engaged 1500+ local government, Indigenous, and industry leaders to share knowledge, address barriers and opportunities, and facilitate learning and action through research, knowledge exchange, and educational sessions. Notable events:

Workshop: Building Capacity for Indigenous Community Prefabricated Housing | July 7, 2026
Indigenous communities in BC face an estimated shortage of 50,000 homes. Prefabricated construction could improve the cost, pace, and scale of housing delivery, and emerging federal interest in prefabricated homes presents a timely opportunity. Led by BC Indigenous Housing Society (BCIHS) and other partners, this workshop convened more than 40 representatives from Indigenous communities, housing providers, manufacturers, professional service firms, funders, governments, and capacity-building organization to identify priority actions in the near term. ZEIC will distribute the workshop report through its newsletter in the fall (Reference 5).

Union of BC Municipalities (UBCM): Modern Methods of Construction Hat Trick – Housing, Economy & Climate | September 14, 2026
This session introduced local governments to modern construction methods, including prefabricated components, panelized systems, and modular housing. Presentations from ZEIC, BC Housing, the City of Burnaby, Modular BC, and WoodWorks BC highlighted how these approaches can accelerate housing delivery, improve affordability, support domestic manufacturing and skilled jobs, and reduce waste, energy use, and emissions. Drawing on examples from across B.C., speakers outlined available technologies, implementation pathways, and the role of local governments in advancing timely, low-carbon housing through funding, zoning, and permitting measures.

Zero Emissions Building Exchange

ZEBx is British Columbia's original hub for zero emissions buildings. By cultivating a community of leading practitioners, vetting information from real-world projects, and mobilizing that knowledge across the industry, ZEBx strengthens capacity and accelerates the transition to zero emissions buildings across British Columbia. Key ZEBx resources this period:

Better Homes and Workplaces – Understanding the Zero Carbon Step Code
This report (Reference 11) provides a detailed overview of BC's Zero Carbon Step Code as a policy mechanism for reducing operational greenhouse gas emissions in new buildings and advancing the transition toward high-performance, predominantly electrified homes and workplaces. It outlines how modern building codes, maturing technologies, stronger workforce capacity, and improved

supply chains are making zero-carbon, all-electric homes increasingly practical and cost-competitive across much of BC, especially when cooling needs are considered.

Building to Electrification Coalition (B2E)

The Building to Electrification Coalition (B2E) continues to see a significant uptick in membership, which now includes 265 development, construction, design, and supply chain firms together with governments, associations, and utilities. The aim of the B2E is to set a province-wide agenda for building electrification. Key B2E resources this period:

Momentum 2026 Symposium – BC's largest building electrification event | October 21, 2026
ZEIC will host the Momentum Symposium this Fall at the Anvil Centre, New Westminster, BC. The event will serve as BC's premier gathering to celebrate and advance building electrification and will bring together 150+ building professionals, industry leaders, and practitioners to share insights and information on projects that accelerating the transition to electrified buildings across BC and beyond. Additional information is available on the website (Reference 12).

B2E Innovation Fund | September 22, 2026
A showcase of the Codes Accelerator Stream took place in September highlighting lessons and actionable next steps from three high impact B2E Innovation Fund projects that are advancing building electrification. The projects included: 1) Ultra Low-GWP Heat Pump Combi Systems - Technology and Design Guide; 2) Best Practices for Utility Clearance in Infill Electrification; and 3) Addressing Barriers to Low-Carbon Codes & Standards Adoption in Manufactured Homes.

Capacity Building to Expand District Energy Opportunities

Scaling district energy will be key to meeting the region and BC's climate goals by drawing down emissions linked to buildings. ZEIC supports several projects that will enable action on district energy solutions (DES), including thermal energy networks.

In the Spring, ZEIC launched the District Energy Solutions Collaborative (DESC), which brings together district energy operators, local and regional government representatives, BC Hydro representatives, and other participants. The collaborative is assessing current activity across the region and province and identifying projects with strong potential to advance the sector. As a first step, DESC will host a provincial District Energy Summit on November 17 to engage the broader district energy community in discussing sector needs and opportunities. ZEIC will share information through its newsletter (Reference 5).

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

ZEIC looks forward to continued collaboration with Metro Vancouver and representation from the MVRD Board in the future. Such representation will help ensure that elected officials, staff and

businesses from municipalities and the regional district can benefit from the many programs offered by ZEIC, usually at no expense to participants.

ZEIC was established by the Government of Canada to help provincial, regional, and local governments reach their greenhouse gas emissions reduction goals and create more inclusive, healthy, affordable, and economically resilient future. Through its wide range of programs and initiatives, ZEIC fosters learning and cross-sector collaboration, building the momentum, capacity, and resources needed to drive meaningful change in policy, markets, and industry. ZEIC welcomes interested organizations to connect, share ideas, and explore opportunities for collaboration.

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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: October 19, 2026 Meeting Date: October 30, 2026

Subject: **Results of the Assent Voting Process for MVRD Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026**

RECOMMENDATION

THAT the MVRD Board receive for information the report dated October 19, 2026, titled "Results of the Assent Voting Process for MVRD Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026".

EXECUTIVE SUMMARY

An Assent Voting Process 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, 49 (28%) ballots were cast and accepted, with 7 votes cast in favour and 42 votes cast against establishing the clean-up service. Assent of the electors was not obtained on adopting the following:

> 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?

As assent of the electors was not obtained, MVRD Bylaw No. 1433, 2026 will not proceed and the Electoral Area A barge clean-up service will not continue. In 2027, Electoral Area Services staff will engage with residents through the upcoming Electoral Area A Official Community Plan review and report community feedback regarding waste management priorities to the Electoral Area Committee and MVRD Board for future consideration.

PURPOSE

To provide the MVRD Board with the results of the Assent Voting Process for *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026.*

BACKGROUND

At the September 25, 2026 MVRD Board meeting the Board passed the following resolution:

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?

Electors were able to cast their vote by mail, at advance polling stations, and on General Voting Day.

Advance voting opportunities were held on October 7, 2026 at Port Moody Recreation Complex, University of British Columbia's AMS Student Nest, and the District of West Vancouver's Municipal Hall between the hours of 8:00 am and 8:00 pm. An additional advance voting opportunity was held on October 13, 2026 at University of British Columbia's AMS Student Nest from 8:00 am and 8:00 pm.

General Voting Day was October 17, 2026 and polling stations were open from 8:00 am to 8:00 pm at Gleneagles Community Centre in West Vancouver, University of British Columbia's AMS Student Nest, and University Hill Secondary School.

ASSENT VOTING RESULTS

Assent voting *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026* has been completed. A total of 7 votes were cast in favour of establishing the clean-up service, and a total of 42 votes were cast against establishing the clean-up service. Assent of the electors was not obtained. A formal declaration of the results is provided in **Attachment 1**. The determination of the official results is provided in **Attachment 2**.

NEXT STEPS

As assent of the electors was not obtained, MVRD Bylaw No. 1433, 2026 has been abandoned and the Electoral Area A barge clean-up service will not continue. In 2027, Electoral Area Services staff will engage with Electoral Area A residents as part of the update to the Electoral Area A Official Community Plan. During that process, staff will discuss broader community priorities related to waste management and will report community feedback to the Electoral Area Committee and MVRD Board for future consideration.

ALTERNATIVES

This is an information report, no alternatives are provided.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

Assent of the electors was not obtained for Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026; therefore, the bylaw has been abandoned and the Electoral Area A barge clean-up service will not continue. Staff will engage with residents through the upcoming Electoral Area A Official Community Plan review and report community feedback regarding broader waste management priorities to the Electoral Area Committee and MVRD Board for future consideration.

ATTACHMENTS

1. "Declaration of Official Assent Vote for Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026", dated October 20, 2026.
2. "Determination of Official Assent Voting Results – Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026", dated October 20, 2026.

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metrovancouver | ELECTORAL AREA A VOTES

DECLARATION OF OFFICIAL ASSENT VOTING RESULTS

Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026

October 17, 2026

I, Nikki Tilley, Chief Election Officer for the Metro Vancouver Regional District, do hereby declare the results of the assent vote to be as follows:

Yes	7 votes
No	42 votes

Given under my hand at Burnaby, British Columbia, this 20th day of October, 2026.

Nikki Tilley
Chief Election Officer

84630884

Form 21-5 (2026)
LGA s.146(2)(a)

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DETERMINATION OF OFFICIAL ASSENT VOTING RESULTS

Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026

October 17, 2026

Voting Place	YES	NO
Advance Voting Opportunity: Wednesday, October 7, 2026, 8:00 am–8:00 pm Port Moody Recreation Complex	0	15
Advance Voting Opportunity: Wednesday, October 7, 2026, 8:00 am–8:00 pm University of British Columbia AMS Nest	0	0
Advance Voting Opportunity: Wednesday, October 7, 2026, 8:00 am–8:00 pm West Vancouver Municipal Hall	0	2
Advance Voting Opportunity: Tuesday, October 13, 2026, 8:00 am–8:00 pm University of British Columbia AMS Nest	1	1
Mail Ballot Voting	4	10
General Voting Day: Saturday, October 17, 2026, 8:00 am–8:00 pm Gleneagles Community Centre	1	11
General Voting Day: Saturday, October 17, 2026, 8:00 am–8:00 pm University of British Columbia AMS Nest	1	2
General Voting Day: Saturday, October 17, 2026, 8:00 am–8:00 pm University Hill Secondary School	0	1
Total Number of Valid Votes Cast	**7**	**42**
Percent (%) of vote	14.3%	85.7%
Total Eligible Voters	175	
Voter Turnout	28%	
Total Number of Ballots Cast	49	
Total Number of Ballots Accepted Without Objection	49	
Number of Spoiled Ballots	3	
Number of Spoiled Ballots that were replaced	3	
Total Number of Ballots Used	52	

This determination of official assent voting results was made by the Chief Election Officer on Tuesday, October 20, 2026 at 12:20 pm and is based on ballot accounts as amended or prepared by the Chief Election Officer.

Nikki Tilley, Chief Election Officer

84631276

Form 21-4 (2026)
LGA s.145(8)

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services
Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services

Date: September 14, 2026 Meeting Date: October 8, 2026

Subject: **Metro 2050 Type 3 Proposed Amendment, Bylaw No. 1471, 2026 – City of Surrey (Central Newton Industrial Area)**

RECOMMENDATION

THAT the MVRD Board:

a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the Central Newton Industrial Area;
b) give first, second, and third readings to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1471, 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 as per previous Board direction.

EXECUTIVE SUMMARY

The City of Surrey has requested a Type 3 amendment to *Metro 2050* to redesignate approximately 11.9 hectares of land in the Central Newton Industrial Area from Industrial to Employment. The proposed redesignation would support a broader range of employment uses, including commercial, office, and light industrial activities.

This is the third amendment application in this neighbourhood in recent years, all from Industrial-designated lands to Employment. In 2014, lands to the north were amended to help create the Commercial District (Reference 1). In 2024, a parcel to the east was likewise amended (Reference 2).

Staff have assessed the request against the goals, strategies, and policies of *Metro 2050*. The proposed amendment presents a balance of competing regional considerations. The amendment would result in the loss of 11.9 hectares of strategically located Industrial land and may contribute to pressure for future conversions of Industrial lands elsewhere in the region. At the same time, the proposal would expand opportunities for employment and services in proximity to existing and planned residential areas, supporting more complete communities and increasing access to jobs through sustainable transportation options, including frequent transit service and a nearby greenway network.

After considering these factors and the broader objectives of *Metro 2050*, staff conclude that, on balance, the proposed amendment is supportable.

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 Surrey's request to amend *Metro 2050* to accommodate a range of employment uses through a Type 3 amendment.

BACKGROUND

On June 29, 2026, Surrey City Council passed a resolution requesting that the MVRD Board consider a Type 3 Amendment to *Metro 2050*. On July 20, 2026, Metro Vancouver received the City of Surrey's request to consider the proposed amendment for the properties in the Central Newton Industrial Area (**Attachment 1**).

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The City of Surrey is proposing a *Metro 2050* amendment to re-designate the area from Industrial to Employment to accommodate a range of employment uses, such as commerce, office, and light industrial. Since the subject area 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	Along 128 Street, between 80 Avenue and 76 Avenue	
Site Size	11.9 hectares (29.4 acres)	
***Metro 2050* Regional Land Use Designation**	*Current:* Industrial	*Proposed:* Employment
OCP Designation	*Current:* Industrial	*Proposed:* Employment I
Zoning	*Current:* Light Impact Industrial Comprehensive Development Acreage Residential	*Proposed:* Light Impact Industrial Comprehensive Development [only 1 parcel is being rezoned]
Within the Urban Containment Boundary	Yes	
In the Fraser Sewerage Area	Yes	
In an Urban Centre or FTDA	No	

Site Context

The subject area involves parcels totaling approximately 11.9 hectares. To the north and northeast, the area is bounded by Employment designated lands, which are mostly part of the Central Newton Cultural Commercial District, Canada's largest South Asian shopping district. To the south and west, the area abuts General Urban lands which are mostly used for low-density housing. To the east are Industrial lands, with additional Industrial lands in the broader surrounding area.

This is the third amendment application in this neighbourhood in recent years, all from Industrial-designated lands to Employment. In 2014, lands to the north were amended to help create the Commercial District. In 2024, a parcel to the east was likewise amended.

Municipal Benefits

This amendment could bring multiple benefits to the municipality, including:

- Job growth, as evidenced by demonstrated demand for commercial uses here;
- More efficient service provision, given existing municipal services like roads and sewer;
- A more sensitive transition to the residential areas to the west, especially as recent legislative may result in housing units closer to property lines; and
- A more cohesive district character along 128 Street as redevelopment occurs over time.

Figure 1. Subregional Context

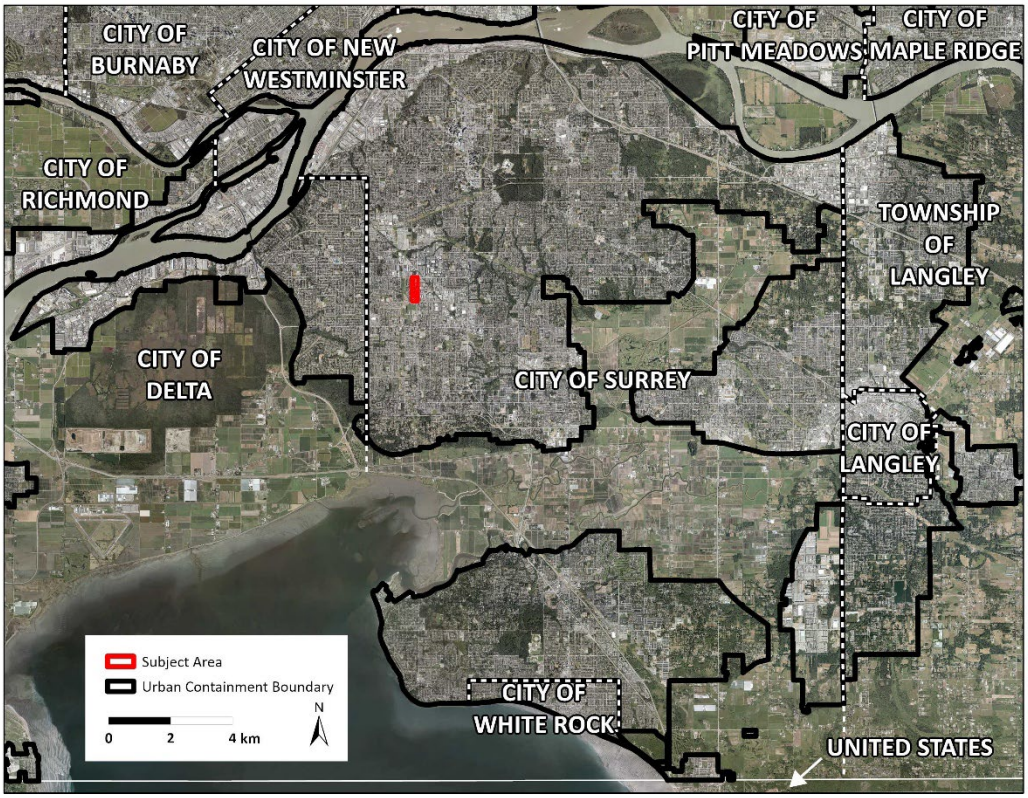


Figure 2. Neighbourhood Context

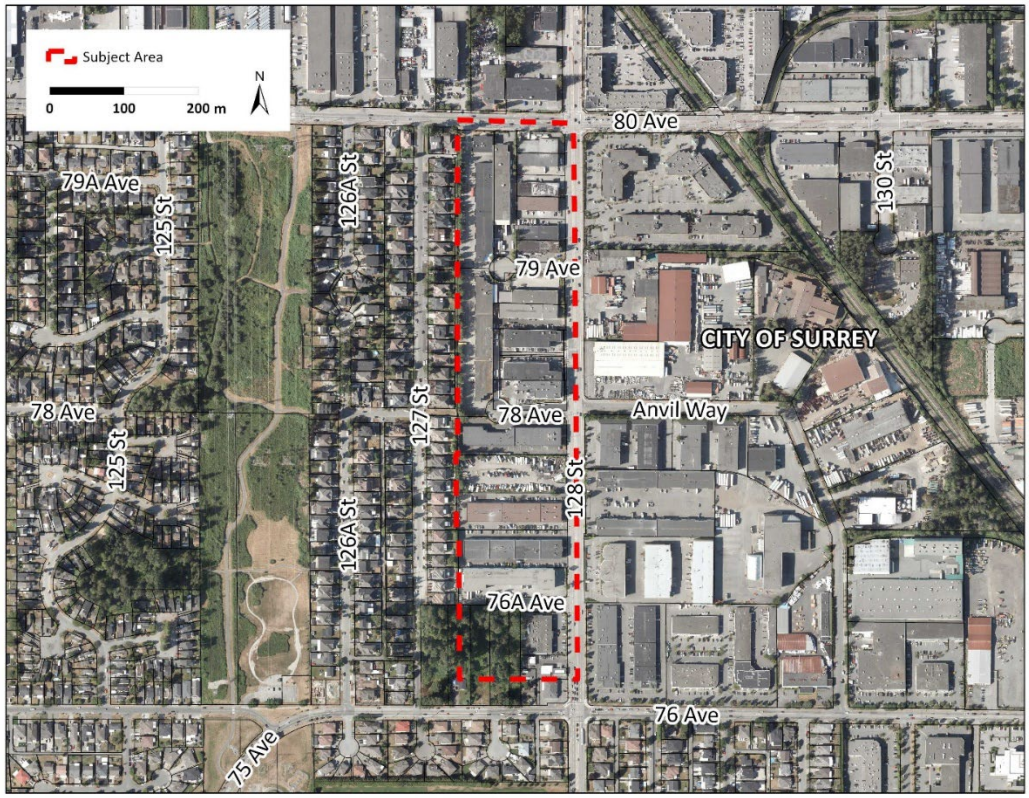


Figure 3. Existing Regional Land Use Designation

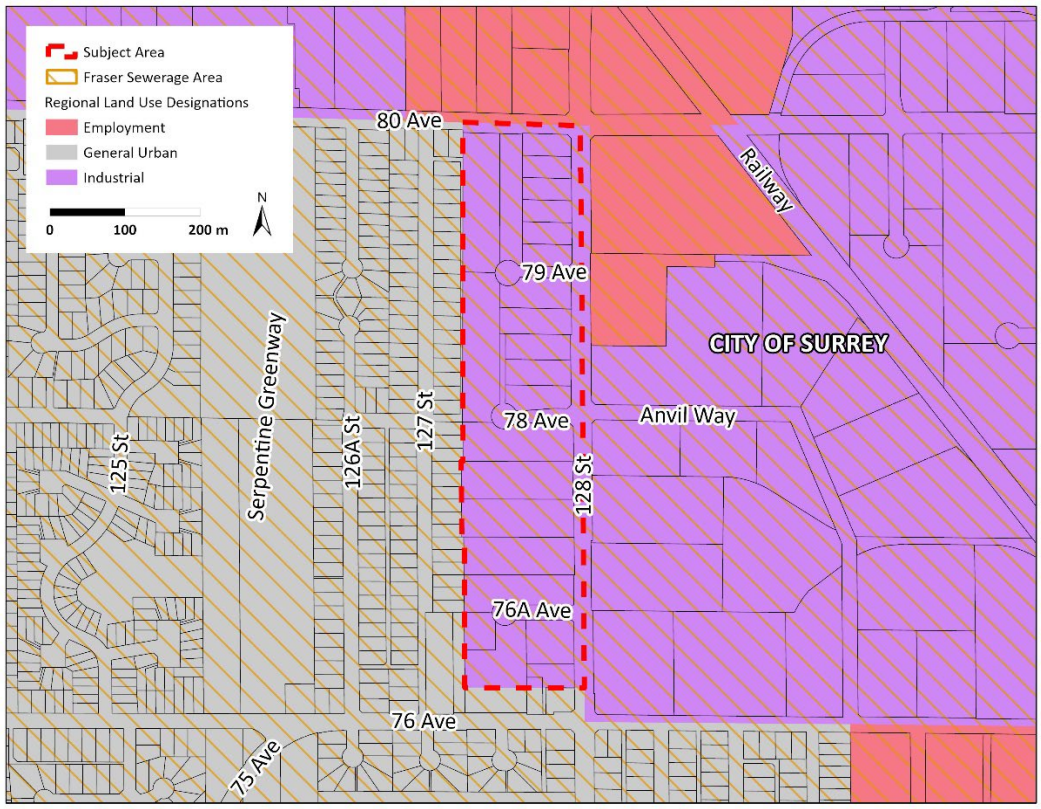
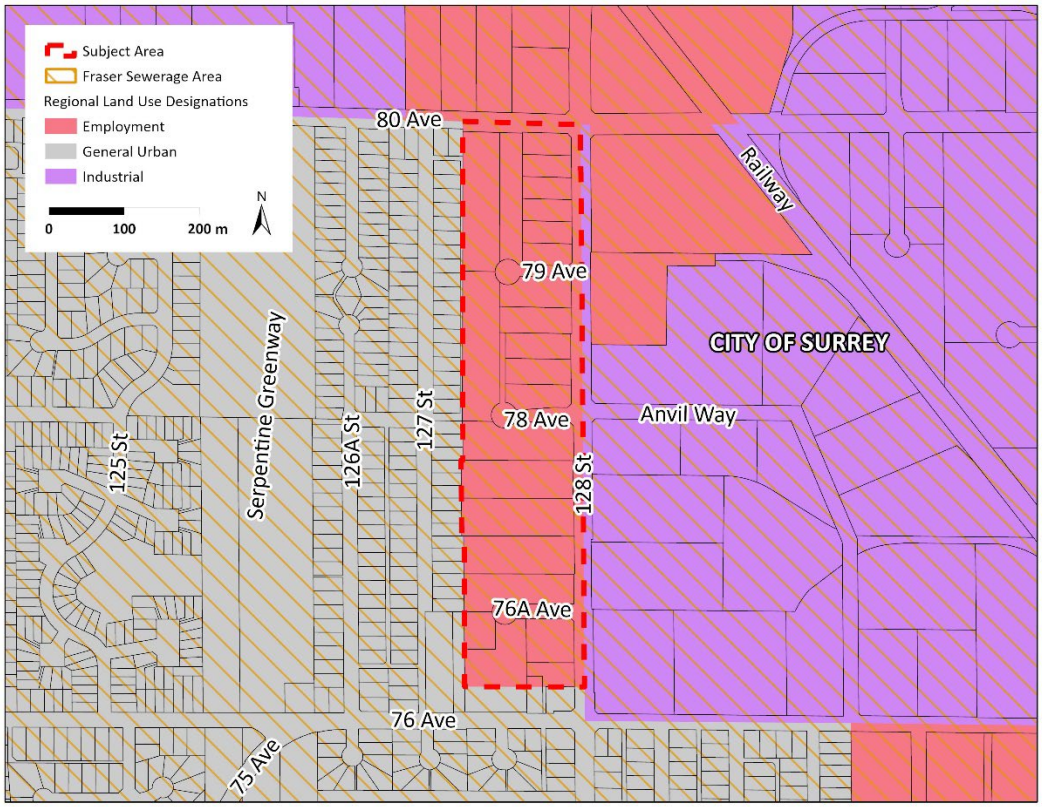


Figure 4. Proposed Regional Land Use Designation



REGIONAL PLANNING ANALYSIS

The City of Surrey's proposed *Metro 2050* amendment has been assessed in relation to the applicable *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 in consideration of *Metro 2050,* not to duplicate the municipal planning process. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary (UCB), and to direct growth to a network of Urban Centres and along transit corridors with an aim to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

This amendment would support containing urban development within the UCB as the area is entirely within the UCB, although it is not within an Urban Centre nor an FTDA. This amendment would not require extending regional sewerage service as the entire area is already within the Fraser Sewerage Area. This amendment would help promote complete communities as the increased development options would allow the land to adapt more easily to changing demands over time, and the potential addition of commercial and office uses could promote shorter and more sustainable travel for nearby residents, whether as workers or customers.

Goal 2: Support a Sustainable Regional Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the region's supply of industrial and agricultural lands, while supporting employment opportunities close to where people live.

The major economic asset in this neighbourhood is the Newton Cultural District to the north, Canada's largest South Asian shopping centre. While industrial uses such as auto repair shops exist here, there are already notable commercial uses, including furniture stores, take-out restaurants, grocery stores, and immigration consultants, indicating sizeable commercial demand. Re-designating the area to Employment would reinforce the commercial district, regularize existing businesses, support more commercial activity, and enable greater flexibility in uses. The corresponding proposed OCP designation, Employment I, enables large-format commercial, office, and light industrial uses.

As of 2021, Surrey had about twice as many people commuting out of the city for work (about 95,000) as those commuting in (about 44,000). Adding Employment lands could help balance jobs and housing in the city and region, though the diversity and quality of jobs will depend on the mix of uses that are developed.

Still, the proposed amendment would result in the loss of 11.9 hectares of the region's limited Industrial lands. As a large industrial area served by a designated truck route and frequent buses, the location presents a strong opportunity for lot consolidation and industrial intensification, which would also add jobs and enhance the region's economic diversity.

Furthermore, if the amendment application is approved, it is likely that there will be increased pressure for other Industrial lands to be converted to Employment or non-industrial uses. This is the third Industrial-to-Employment amendment application in this area since 2014. The first amendment in 2014 to the north was intended in part to satisfy commercial demand so as to preserve nearby Industrial lands. The second amendment in 2024 and the current amendment both run contrary to this objective,

but in the regional context support local objectives. Surrey has expressed commitment to protect and expand industrial land elsewhere in the municipality.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards
Goal 3 of *Metro 2050* includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

The area contains limited natural areas and few trees, and Surrey's staff report does not identify any requirements or commitments related to tree retention or replacement. Transitioning from Industrial to Employment lands may have a minor impact on GHG emissions, depending on factors such as soil changes, ecosystems lost or restored, embodied carbon, energy performance of the new buildings to be developed, and travel associated with traffic to new development. This proposed amendment location does not appear to be significantly exposed to wildfire, coastal flood, or riverine flood hazards identified in Metro Vancouver's regional multi-hazard maps.

Goal 5: Support Sustainable Transportation Choices
Goal 5 of *Metro 2050* includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

The area is served by several sustainable transportation options. A frequent bus route (323) and a peak-only weekday bus route (393) serve the area, both connecting to Surrey Central Station and Newton Exchange. In terms of cycling infrastructure, 80 Avenue features protected bike lanes connecting to the nearby multi-use Serpentine Greenway, which is part of the Regional Greenway Network. Painted bike lanes are available on 128 Street and 76 Avenue. For pedestrians, there are sidewalks but limited crossing opportunities. For example, along 128 Street, there is an approximately 800-metre segment spanning the subject area that has no crosswalks. Without further investments, increasing land use intensities here may exacerbate these challenges for pedestrians.

128 Street is a designated truck route and part of the Major Road Network, which makes the location favourable for both industrial and commercial uses. Overall, given current mode shares in the city, and assuming new development is more intensive, this amendment will likely increase driving.

Analysis Conclusion
The above analysis suggests that the amendment could bring some regional benefits, including:

- Encouraging complete communities by adding more services and jobs near housing; and
- Promoting sustainable transportation given the frequent bus service and a nearby greenway.

It also carries potential regional challenges, including:

- Losing 11.9 hectares of strategically located Industrial land; and
- Creating pressure to convert other Industrial lands given the history of amendments.

While the proposal would reduce the Industrial land inventory by 11.9 hectares, the area already contains a substantial concentration of established commercial uses and functions as an extension of the Newton Cultural District. The proposed Employment designation would continue to support employment-generating uses while providing greater flexibility to respond to market demand. Given the existing land use pattern and the uncertain prospects for industrial intensification at this location, the regional benefits of retaining the Industrial designation appear limited. Accordingly, the proposed

amendment is not expected to materially affect the achievement of *Metro 2050*'s goals. On balance, staff conclude that the proposed amendment is supportable.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES
Below is a summary of anticipated impacts on Metro Vancouver's utilities.

Liquid Waste Services (GVS&DD)
Based on the available information at this time, a liquid waste utility analysis indicated that any resulting change in discharge to Metro Vancouver's Surrey Central Valley Trunk Sewer would be negligible.

Water Services (GVWD)
Based on the available information at this time, it is not possible to estimate the potential impact on Metro Vancouver's water infrastructure. The City is requested to forward the estimated increase in population served and associated water demand to Metro Vancouver's Water Services as soon as these details are available.

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 all 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.

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 the 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 Industrial to Employment for the Central Newton Industrial Area;
    b) give first, second, and third readings to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1471, 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 as per previous Board direction.

2. THAT the MVRD Board decline the proposed amendment for the Central Newton Industrial Area and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the initiation of the proposed amendment. If the MVRD Board chooses Alternative 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 September 11, 2026. Staff from the City of Surrey presented on the amendment application and were available to answer questions from committee members. Discussion included:

- Concern about pressure to convert additional Industrial lands in the Central Newton area; and
- The changing nature of industry (due to e-commerce) and the growing need for warehouse space versus storefronts.

CONCLUSION

The City of Surrey has requested a Type 3 amendment to *Metro 2050* for the Central Newton Industrial Area, which is within the UCB and Fraser Sewerage Area. The proposed amendment would re-designate Industrial lands to Employment lands to accommodate a range of employment uses, such as commercial, office, and light industrial. Regional Planning analysis concludes the proposed amendment is supportable; however, it does involve the trade-off of regionally-designated Industrial lands, Staff recommend Alternative 1, to initiate the amendment process.

ATTACHMENTS

1. City of Surrey Type 3 Regional Growth Strategy Amendment Application, dated July 21, 2026.
2. Metro Vancouver Regional District Regional Growth Strategy Bylaw Amendment No. 1471, 2026.
3. Presentation re: *Metro 2050* Type 3 Proposed Amendment – City of Surrey (Central Newton Industrial Area).

REFERENCES

1. Marwah, J. (2014). *Metro Vancouver 2040: Shaping our Future Amendment Request from the City of Surrey – Central Newton*. https://metrovancouver.org/services/regional-planning/Documents/mv-2040-shaping-our-future-amendment-request-from-the-city-of-surrey-central-newton-5.1-report.pdf
2. Pachcinski, M. and Tinsley, M. (2024). *Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St).* metrovancouver.org/boards/GVRD/RD-2024-07-26-AGE.pdf#page=498

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July 21, 2026

File: 6520-20 (Central Newton)

Metro Vancouver Board
c/o Dorothy Shermer, Director/Corporate Officer, Board & Information Services
Metrotower III, 4730 Kingsway
Burnaby, BC V5H 0C6
Dorothy.Shermer@metrovancouver.org

Via Email

Re: City of Surrey Type 3 Regional Growth Strategy Amendment Application - Central Newton Industrial Area

Dear Ms. Shermer,

The City of Surrey is requesting a Type 3 amendment to Metro 2050: Regional Growth Strategy ("Metro 2050") to redesignate lands within the Central Newton Industrial Study Area from Industrial to Employment.

On June 29, 2026, Surrey City Council considered Corporate Report R134, titled *"Central Newton Industrial Area: Official Community Plan, Regional Context Statement and Metro Vancouver Regional Growth Strategy Amendments"*, and authorized staff, following third reading of the Official Community Plan amendment bylaw that was given on July 13, 2026, to submit a Regional Growth Strategy amendment application and corresponding Regional Context Statement amendments to Metro Vancouver for consideration (Attachments 1 and 2).

Amendment Area

The Central Newton Industrial Study Area consists of twenty-four properties generally located along 128 Street between 76 Avenue and 80 Avenue within the Newton Town Centre area of Surrey.

The study area encompasses approximately 11.9 hectares (29.4 acres) and is comprised of twenty-four lots generally ranging in size from approximately 1,800 square metres to 9,500 square metres (0.5 acres to 2.3 acres). The majority of the properties are currently zoned Light Impact Industrial (IL) Zone or Comprehensive Development Zones based on the IL Zone.

The lands are currently designated Industrial under Metro 2050 and Industrial under Surrey Official Community Plan Bylaw, 2026, No. 21900. The proposed amendment would redesignate the lands to Employment under Metro 2050 and Employment I under Surrey Official Community Plan Bylaw, 2026, No. 21900, as shown on Attachment 3.

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Rationale

The proposed amendment responds to the evolving urban context of the Central Newton Industrial Study Area.

The area is adjacent to established residential neighbourhoods, in proximity to the Newton Cultural District, and served by frequent transit. The proposal would provide greater flexibility for employment-generating uses while maintaining the employment function of the lands. The proposed Employment designation would continue to support a range of employment uses, including light industrial, office, business park, office-supportive commercial, and large-format commercial uses. The amendment therefore maintains the regional employment land base while enabling a broader range of employment opportunities.

Consistency with Metro 2050

The City believes the proposed amendment is consistent with the objectives of Metro 2050 as it:

- Maintains employment-generating land uses within the Urban Area;
- Supports continued economic activity and job growth;
- Promotes efficient use of serviced urban land;
- Supports employment uses in an area well served by transit; and
- Improves compatibility between employment areas and adjacent residential neighbourhoods.

Regional Context Statement Amendments

To maintain consistency between Surrey Official Community Plan Bylaw, 2026, No. 21900 and Metro 2050, Surrey is proposing corresponding amendments to the Regional Context Statement, including amendments to:

- RCS Map 1 – Regional Land Use Designations and Urban Containment Boundary; and
- RCS Map 3 – Goods Movement Network,

as shown in Attachment 4.

Public Consultation

Property owner consultation was undertaken in May 2026. Consultation results indicated that 14% of property owners supported the proposal, 3% opposed the proposal, 5% of mail-outs were

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returned, and 78% of property owners did not indicate a position.

A Public Hearing was held on July 13, 2026. One speaker voiced opposition to the proposed amendments.

Conclusion

The proposed redesignation from Industrial to Employment maintains the employment function of the Central Newton Industrial Study Area while providing greater flexibility for a broader range of employment-generating uses that better reflect the area's evolving urban context, proximity to transit service, relationship to the Newton Cultural District, and interface with established residential neighbourhoods.

Surrey respectfully requests Metro Vancouver's consideration and approval of the enclosed Type 3 Regional Growth Strategy amendment application and associated Regional Context Statement amendments.

Thank you for your consideration of this application. Should additional information be required, please contact Christopher Atkins, Community Planning Manager, at 604-591-4327 or ctatkins@surrey.ca.

Sincerely,

Ron Gill, MA, MCIP, RPP
General Manager, Planning & Development

DB/vm

Attachment 1: Corporate Report R134, "Central Newton Industrial Area: Official Community Plan, Regional Context Statement and Metro Vancouver Regional Growth Strategy Amendments"
Attachment 2: Council Resolution – July 13, 2026 Regular Council – Public Hearing Meeting
Attachment 3: Proposed Regional Growth Strategy Metro 2050 Land Use Designation Amendment
Attachment 4: Proposed Regional Context Statement Amendments (RCS Map 1 and RCS Map 3)

Cc: Heather McNell, Deputy CAO, Policy & Planning, Metro Vancouver, Heather.McNell@metrovancouver.org
Jonathan Cote, Deputy GM, Regional Planning and Housing Development, Metro Vancouver,

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Jonathan.Cote@metrovancouver.org
Shawn Low, Chief Development Approvals Officer, City of Surrey. SMlow@surrey.ca
Preet Heer, Director, Community Planning and Sustainability, City of Surrey, PHeer@surrey.ca
Christoper Atkins, Manager, Community Planning, City of Surrey, ctatkins@surrey.ca
Markus Kischnick, Senior Planner, City of Surrey, mkischnick@surrey.ca
Victor Cheung, Senior Policy & Planning Analyst, Metro Vancouver, Victor.Cheung@metrovancouver.org

Attachment 1

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CORPORATE REPORT

NO: R134 COUNCIL DATE: June 29, 2026

REGULAR COUNCIL

TO:	**Mayor & Council**	DATE:	**June 25, 2026**
FROM:	**General Manager, Planning & Development**	FILE:	**6520-20 (Central Newton)**
SUBJECT:	**Central Newton Industrial Area: Official Community Plan, Regional Context Statement and Metro Vancouver Regional Growth Strategy Amendments**		

RECOMMENDATION

The Planning & Development Department recommends that Council:

1. Receive this report for information;

2. Authorize the City Clerk to bring forward bylaw amendments to amend *Surrey Official Community Plan Bylaw, 2026, No. 21900*, as amended, to redesignate lands within the Central Newton Industrial Study Area from "Industrial" to "Employment I" as specified in Appendix "I", for first and second readings and schedule a public hearing;

3. Subject to Council granting third reading to the Official Community Plan amending bylaw referenced in Recommendation #2, authorize staff to submit an application to the Metro Vancouver Regional District Board for a Type 3 amendment to Metro 2050: Regional Growth Strategy to redesignate the Central Newton Industrial Study Area from "Industrial" to "Employment", as specified in Appendix "I" Attachment B;

4. Subject to approval by the Metro Vancouver Regional District Board of the Regional Growth Strategy amendment and acceptance of the City's amended Regional Context Statement, authorize the City Clerk to bring forward the Official Community Plan amending bylaw referenced in Recommendation #2 for consideration of final adoption.

INTENT

The intent of this report is to obtain Council approval to amend the Official Community Plan ("OCP") designation for the Central Newton Study Area, from "Industrial" to "Employment I", and to advance the associated Regional Growth Strategy ("RGS") and Regional Context Statement ("RCS") amendments to the Metro Vancouver Regional District ("MVRD") Board for consideration.

BACKGROUND

On February 23, 2026, Council considered Development Application 7925-0107-00 within the Central Newton Study Area proposing an amendment to the OCP from Industrial to "Mixed Employment", along with a corresponding amendment to the RGS from Industrial to Employment. Council did not advance the application and instead directed staff to undertake a broader review of the Industrial designation in the area.

On May 11, 2026, staff brought forward Corporate Report No. R089; 2026 (attached as Appendix "II"), summarizing the findings of the review. The report identified emerging development pressures within the Central Newton Study Area related to its interface with adjacent residential uses, proximity to the Newton Cultural District, and access to frequent transit service.

Based on these findings, staff identified merit in considering a redesignation of the Central Newton Study Area from Industrial to Mixed Employment, or to the comparable Employment I designation under *Surrey 2050,* the new OCP adopted by Council on June 15, 2026. Council subsequently authorized staff to consult with affected property owners regarding a potential amendment.

DISCUSSION

Community Consultation

Following Council direction, on May 19, 2026, staff sent a survey to property owners in the Central Newton Study Area to measure support for an OCP Amendment from Industrial to Mixed Employment (now replaced by Employment I). To date, responses are summarized as follows:

- 14% of property owners have indicated support for the proposed redesignation;
- 3% of property owners have indicated opposition;
- 5% of mailouts were returned; and
- 78% of property owners have received the mailout but have not indicated their position.

While the response rate to-date has been limited, opposition to the proposed amendment is minimal. The consultation was only intended to gauge preliminary interest, and additional opportunities for input will still be provided through the Public Hearing process required for any future rezoning applications in the study area.

OCP Amendment from Industrial to Employment I

The proposed amendment would redesignate the Central Newton Study Area from Industrial to Employment I. The Employment I designation permits a range of employment uses, including light industrial, office and business park, office-supportive commercial uses, and large format commercial uses. This change maintains an employment focus while allowing greater flexibility.

Proposed RGS and RCS Amendment Application to MVRD Board

The proposed RGS amendment would change the regional land use designation from Industrial to Employment. This amendment is classified as a Type 3 amendment under the *Metro 2050 Implementation* guideline and requires approval of an amending bylaw by a 50% +1 weighted vote of the MVRD Board.

Following approval of the RGS amendment, a consequential amendment to OCP Appendix 3 RCS Map 1 Regional Land Use Designations and Urban Containment Boundary and RCS Map 3 Goods Movement Network is required to ensure consistency between the OCP and the amended RGS.

The City must obtain two approvals from the MVRD Board: the first to amend the *Metro 2050 Regional Growth Strategy,* and the second to accept the corresponding RCS amendment. In accordance with Metro Vancouver procedures, the RGS amendment is submitted first, followed by the RCS amendment once initial readings of the RGS amending bylaw have been completed.

Legal Services Review

This report has been reviewed by Legal Services.

CONCLUSION

The proposed redesignation of the Central Newton Study Area from Industrial to Employment I responds to market demand associated with the Newton Cultural District and similar previous land use redesignations, and addresses compatibility issues with adjacent residential uses that were not anticipated when the Industrial designation and buffer requirements were established prior to the small-scale multi-unit housing legislation, as well as the need for flexible Employment land designations in an area with good transit service. Although consultation responses were limited, the proposal aligns with broader planning objectives and established Council direction.

Ron Gill, MA, MCIP, RPP
General Manager, Planning & Development

JS/CA/ar

Appendix "I": Proposed Amendments to *Surrey Official Community Plan Bylaw, 2026, No. 21900*
Appendix "II": Corporate Report No. R089; 2026

Appendix "I"

CITY OF SURREY

BYLAW NO. XXXX

A bylaw to amend the provisions of "Surrey Official Community Plan Bylaw, 2026, No. 21900"

.....

The Council of the City of Surrey ENACTS AS FOLLOWS:

1. "Surrey Official Community Plan Bylaw, 2026, No. 21900" is amended as follows:

   a. **Part F, Maps F1** (and any associated key maps) is amended by changing the land use designation for the area in the table under the column labelled "OCP Designations From" to column labelled " OCP Designations To", attached to this bylaw as Attachment A.

   b. **Appendix 3, Regional Context Statement** is amended, as specified in Attachment B, as follows:

      i. RCS Map 1 Regional Land Use Designations and Urban containment Boundary is amended by changing the land use designation in the table under column labelled "RGS Designations From" to column labelled "RGS Designations To"; and

      ii. RCS Map 3: Goods Movement Network is amended by changing the land use designation in the table under column labelled "RGS Designations From" to column labelled "RGS Designations To".

2. This Bylaw shall be cited for all purposes as "Surrey Official Community Plan Bylaw, 2026, No. 21900, Amendment Bylaw, 2026, No. XXXX".

PASSED FIRST READING on the th day of , 20__.

PASSED SECOND READING on the th day of , 20__.

PUBLIC HEARING HELD thereon on the th day of , 20__.

PASSED THIRD READING on the th day of , 20__.

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed with the Corporate Seal on the th day of , 20__.

_____MAYOR

_____CLERK

Attachment A

Land Use Designations Maps Amendments

Number	CIVIC ADDRESS	PARCEL IDENTIFIER OR LEGAL DESCRIPTION	OCP Designations From	OCP Designations To
1	7951 128 St	001-203-801	Industrial	Employment I
2	7967 128 St	002-922-495	Industrial	Employment I
3	7911 128 St	005-001-129	Industrial	Employment I
4	7935 128 St	005-005-191	Industrial	Employment I
5	7925 128 St	005-005-213	Industrial	Employment I
6	12782 80 Ave	005-006-775	Industrial	Employment I
7	7795 128 St	016-426-991	Industrial	Employment I
8	7767 128 St	018-639-232	Industrial	Employment I
9	7711 128 St Unit 1 to 23 - 7711 128 St	Strata Lot 1 to 24 Section 19 Township 2 New Westminster District Strata Plan NW3169 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1	Industrial	Employment I
10	7743 128 St Unit 1 to 18 - 7743 128 St	Strata Lot 1 to 18 Section 19 Township 2 New Westminster District Strata Plan LMS620 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1	Industrial	Employment I
11	12777 76A Ave Unit 1 to 3 - 12777 76A Ave	Strata Lot 1 to 3 Section 19 Township 2 New Westminster District Strata Plan LMS3909 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1	Industrial	Employment I
12	12736 80 Ave Unit 1 to 2 - 12732 80 Ave Unit 101 to 116 - 12736 80 Ave	Strata Lot 1 to 18 Section 19 Township 2 New Westminster District Strata Plan LMS4021 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1	Industrial	Employment I

13	12745 78 Ave Unit 201 to 217 - 12745 78 Ave	Strata Lot 1 to 17 Section 19 Township 2 New Westminster District Strata Plan LMS4022 Together within an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1	Industrial	Employment I
14	7881 128 St	025-670-093	Industrial	Employment I
15	12758 80 Ave	025-670-107	Industrial	Employment I
16	12788 76A Ave	026-302-331	Industrial	Employment I
17	7877 128 St	028-693-353	Industrial	Employment I
18	7843 128 St	030-166-292	Industrial	Employment I
19	7825 128 St	030-166-306	Industrial	Employment I
20	12787 78 Ave	031-056-768	Industrial	Employment I
21	12748 76A Ave	032-396-627	Industrial	Employment I
22	12767 76 Ave 12769 76 Ave (that portion as shown on Attachment C-1)	002-629-615	Industrial	Employment I
23	12731 76 Ave 12745 76 Ave 12757 76 Ave 12762 76A Ave (that portion as shown on Attachment C-1)	032-396-619	Industrial	Employment I
24	7631 128 St (that portion as shown on Attachment C-1)	008-929-751	Industrial	Employment I

Attachment B

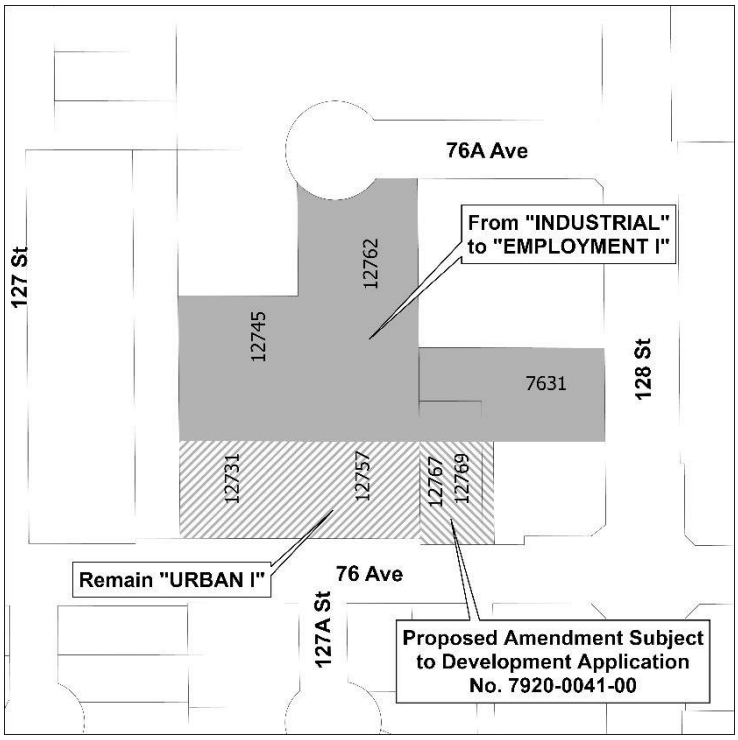
RCS Map 1 Regional Land Use Designations and Urban Containment Boundary and RCS Map 3 Goods Movement Network Amendments

Number	CIVIC ADDRESS	PARCEL IDENTIFIER OR LEGAL DESCRIPTION	RGS Designations From	RGS Designations To
1	7951 128 St	001-203-801	Industrial	Employment
2	7967 128 St	002-922-495	Industrial	Employment
3	7911 128 St	005-001-129	Industrial	Employment
4	7935 128 St	005-005-191	Industrial	Employment
5	7925 128 St	005-005-213	Industrial	Employment
6	12782 80 Ave	005-006-775	Industrial	Employment
7	7795 128 St	016-426-991	Industrial	Employment
8	7767 128 St	018-639-232	Industrial	Employment
9	7711 128 St Unit 1 to 23 - 7711 128 St	Strata Lot 1 to 24 Section 19 Township 2 New Westminster District Strata Plan NW3169 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1	Industrial	Employment
10	7743 128 St Unit 1 to 18 - 7743 128 St	Strata Lot 1 to 18 Section 19 Township 2 New Westminster District Strata Plan LMS620 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1	Industrial	Employment
11	12777 76A Ave Unit 1 to 3 - 12777 76A Ave	Strata Lot 1 to 3 Section 19 Township 2 New Westminster District Strata Plan LMS3909 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1	Industrial	Employment
12	12736 80 Ave Unit 1 to 2 - 12732 80 Ave Unit 101 to 116 - 12736 80 Ave	Strata Lot 1 to 18 Section 19 Township 2 New Westminster District Strata Plan LMS4021 Together with an Interest in the Common Property in Proportion to the Unit	Industrial	Employment

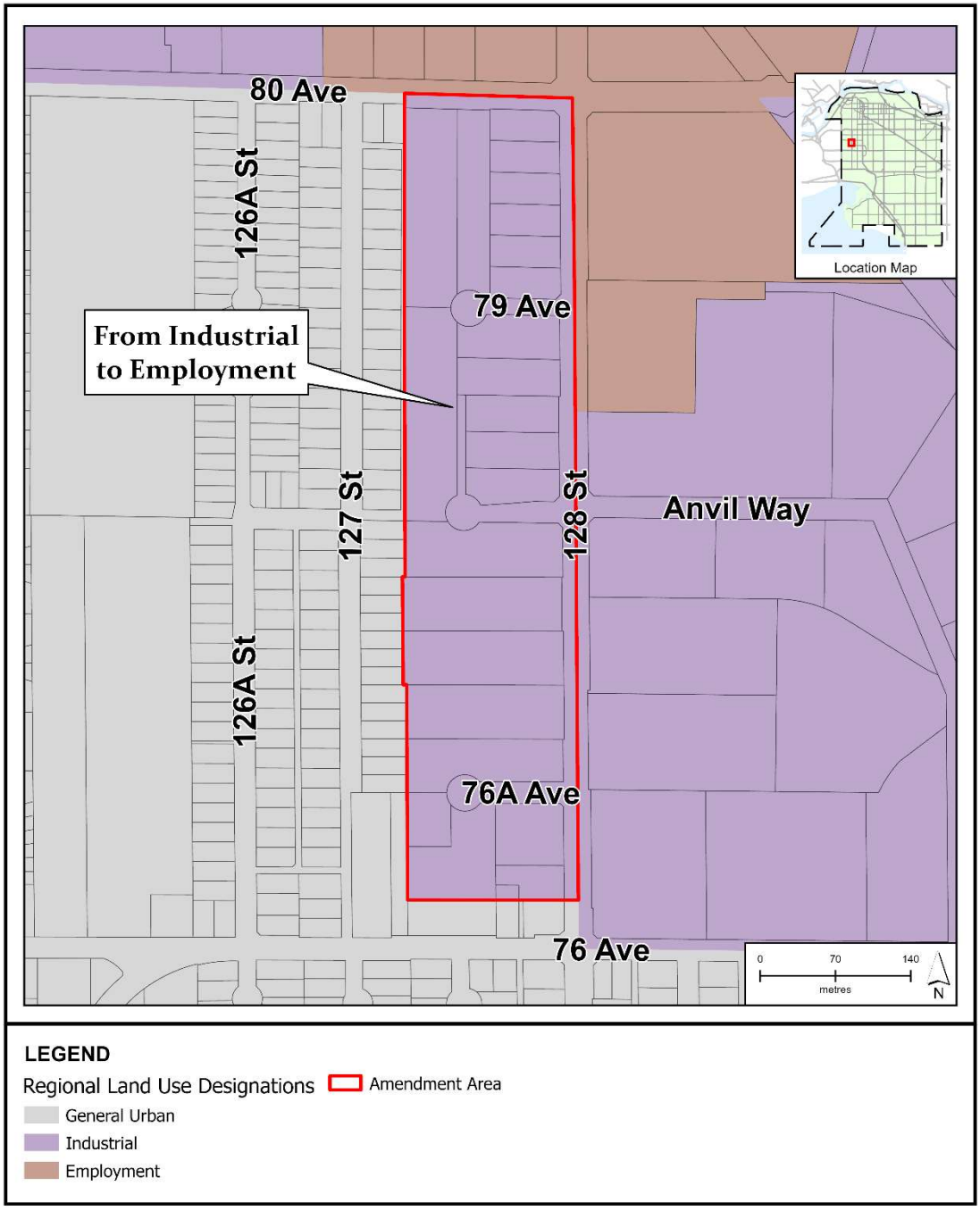
		Entitlement of the Strata Lot as Shown on Form 1		
13	12745 78 Ave Unit 201 to 217 - 12745 78 Ave	Strata Lot 1 to 17 Section 19 Township 2 New Westminster District Strata Plan LMS4022 Together within an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1	Industrial	Employment
14	7881 128 St	025-670-093	Industrial	Employment
15	12758 80 Ave	025-670-107	Industrial	Employment
16	12788 76A Ave	026-302-331	Industrial	Employment
17	7877 128 St	028-693-353	Industrial	Employment
18	7843 128 St	030-166-292	Industrial	Employment
19	7825 128 St	030-166-306	Industrial	Employment
20	12787 78 Ave	031-056-768	Industrial	Employment
21	12748 76A Ave	032-396-627	Industrial	Employment
22	12767 76 Ave 12769 76 Ave (that portion as shown on Attachment C-2)	002-629-615	Industrial	Employment
23	12731 76 Ave 12745 76 Ave 12757 76 Ave 12762 76A Ave (that portion as shown on Attachment C-2)	032-396-619	Industrial	Employment
24	7631 128 St (that portion as shown on Attachment C-2)	008-929-751	Industrial	Employment

Attachment C

Map C-1



Map C-2


80 Ave
126A St
79 Ave
From Industrial
to Employment
127 St
128 St
Anvil Way
126A St
76A Ave
76 Ave
Location Map
0
70
140
metres
N
LEGEND
Regional Land Use Designations
Amendment Area
General Urban
Industrial
Employment

Appendix "II"

CITY MANAGER'S DEPARTMENT

CITY OF SURREY
the future lives here.

CORPORATE REPORT

NO: R089 COUNCIL DATE: May 11, 2026

REGULAR COUNCIL

TO:	**Mayor & Council**	DATE:	**May 6, 2026**
FROM:	**General Manager, Planning & Development**	FILE:	**6520-20 (Central Newton)**
SUBJECT:	**Review of the Industrial Designation in Central Newton**		

RECOMMENDATION

The Planning & Development Department recommend that Council:

1. Receive this report for information;

2. Direct staff to consult with property owners of the subject parcels identified in the Study Area by letter mail (Appendix "I").

INTENT

The intent of this report is to provide Council with a status update on the review of Industrial-designated lands in Central Newton bound by 128 Street to the east, residential lots on the west, 80 Avenue to the north and 76 Avenue to the south (the "Study Area") and to seek Council's approval to engage property owners on draft land use changes that could lead to a future Official Community Plan ("OCP") land use designation change from Industrial to Mixed Employment.

BACKGROUND

At the February 23, 2026, Regular Council – Land Use meeting, Council considered Development Application No. 7925-0107-00 (the "Development Application"). The Development Application proposal seeks a Metro Vancouver Regional Growth Strategy ("RGS") amendment from Industrial to Employment, an OCP amendment from Industrial to Mixed Employment, and a rezoning from Acreage Residential Zone (RA) to a Comprehensive Development Zone based on the Community Commercial Zone (C-8) in order to permit a five-storey commercial building that contains commercial retail units and office space.

During consideration of the Development Application, which was not approved to proceed to Public Hearing, Council passed a motion requesting staff undertake a comprehensive review of the current zoning in the Study Area to determine whether the Industrial designation should be maintained. The merits of this are discussed below.

DISCUSSION

The Study Area is comprised of twenty-four lots that generally range from 1,800 square metres to 9,500 square metres (0.5 acres to 2.3 acres) in size. The majority of the properties are currently zoned Light Impact Industrial Zone (IL) or Comprehensive Development Zone based on IL. These zones permit uses such as warehousing, office, automotive uses, recycling depots, recreation facilities and accessory uses such as coffee shops, community uses and childcare centres.

The Study Area includes a 7,466 – square metre (1.8 – acre) lot that is zoned Acreage Residential Zone (RA) and is under the Development Application referenced above.

Study Area Review

Interface with Residential Uses

The Study Area directly abuts residential properties to the west. While industrial uses next to housing can create compatibility issues, these are typically managed through requirements such as landscaped buffers and minimum building setbacks from residential lots.

The adjacent residential lots are zoned R3 (Urban Residential Zone). Under the recent small-scale multi-unit housing (SSMUH) legislation, this zoning now allows owners to apply for a building permit to construct a garden suite in the backyard. For properties without a lane, the required rear yard setback for a garden suite is 1.2 metres.

If a garden suite is built at the rear of a lot, the separation distance between the new dwelling and the adjoining industrial properties would be reduced. This closer proximity could create land use compatibility issues that were not anticipated when the industrial designation and buffering requirements were established, prior to the SSMUH legislation.

Newton Cultural District

The Study Area is directly south of Surrey's Newton Cultural District, encompassing approximately 40 acres centred on the intersection of 80 Avenue and 128 Street (Appendix "II"). The Newton Cultural District is Canada's largest South Asian shopping district and a vibrant, modern, large-scale commercial and cultural hub. In North America, it is comparable in scale to major South Asian commercial districts such as the Oak Tree Road/India Square area in Edison–Iselin, New Jersey.

In the regional context, the Newton Cultural District has continued to grow as Vancouver's historic Punjabi Market (Main Street) has declined. This shift is commonly attributed to stronger market demand in Surrey, including more affordable commercial space, larger-format retail premises, and proximity to a significant South Asian population base.

Market demand associated with the Newton Cultural District is evidenced by previous land use redesignations from Industrial to Mixed Employment. Since 2022, the City has received three Development Applications in proximity to the Newton Cultural District seeking to amend the current OCP designation from Industrial to Mixed Employment, including the Development Application referenced above. Council has generally supported such proposals for parcels located adjacent to the Newton Cultural District.

Transit Service

The Study Area fronts onto 128 Street, which is served primarily by TransLink Bus Route 323 (Newton Exchange–Surrey Central Station). The route operates seven days per week, with service typically every 10 minutes, and connects the Study Area to two major transit hubs: Newton Exchange and Surrey Central Station. At Surrey Central Station, passengers can transfer to the Expo Line and, in future, the Surrey–Langley SkyTrain extension and Bus Rapid Transit network.

Recommendation

Based on the Study Area review, staff have identified merit in considering amendments to redesignate the subject lands from Industrial to Mixed Employment in the current OCP (or the appropriate, comparable designation per the new and forthcoming *Surrey 2050* OCP), with a corresponding change from Industrial to Employment in the Metro Vancouver RGS.

Rationale

A broader redesignation for the Study Area would better align land use policy with changing conditions in the area immediately south of the Newton Cultural District, including demonstrated demand for complementary commercial and employment uses and the area's strong transit connections.

Implementation of any redesignation would also be supported by the Newton Cultural District's area-specific character guidelines, which set higher expectations for building form, site design, and the public realm. Redevelopment over time would improve the streetscape conditions along 128 Street and support a cohesive district character.

The change could also provide a more consistent framework to manage potential interface compatibility issues between the Study Area and the residential uses to the west including the reduced separation that may result from garden suites permitted under recent SSMUH legislation. Over time, through redevelopment, these guidelines could help deliver a more sensitive transition adjacent to residential uses by strengthening buffering areas.

Community Consultation

Prior to moving ahead with any proposed land use designation changes, staff are seeking Council's direction to consult with owners of the subject parcels to confirm interest and identify considerations related to potential amendments to the OCP designation to support a broader range of employment uses, including light impact industrial and compatible commercial uses. Subject to Council direction, staff will mail a letter to impacted property owners seeking their comments on the proposed amendment, with instructions to return their comments no later than June 15, 2026.

Metro Vancouver Regional Growth Strategy Designation

The parcels in the Study Area designated Industrial in the OCP are also designated Industrial under the Metro Vancouver RGS. According to the RGS, "Industrial lands are intended for heavy and light industrial activities, including: distribution, warehousing, repair, construction yards, infrastructure, outdoor storage, wholesale, manufacturing, trade, e-commerce, emerging

technology-driven forms of industry, and appropriately related and scaled accessory uses." The RGS designation is not aligned with the Mixed Employment designation in the OCP.

Should the City elect to amend the OCP to Mixed Employment, a corresponding amendment of the RGS designation from Industrial to Employment will be required. An RGS amendment from Industrial to Employment would be considered a Type 3 amendment requiring an affirmative 50% + 1 weighted vote of the Metro Vancouver Regional Board.

Next Steps

Subsequent to consultation with owners of parcels in the Study Area as identified in Appendix "I", staff will return to Council with a report that will include the following:

- Introduction of a bylaw to amend the OCP from Industrial to Mixed Employment (or the appropriate, comparable designation per the new *Surrey 2050 OCP*); and

- Preparation of a proposed RGS amendment application to Metro Vancouver Regional Board.

Legal Services Review

This report has been reviewed by Legal Services.

CONCLUSION

At the February 23, 2026, Regular Council – Land Use meeting, Council directed staff to undertake a comprehensive review of the current zoning and Industrial designation in the area west of 128 Street south of 80 Avenue in Central Newton. Staff have determined there is merit in undertaking a review of the Industrial designation of the properties and request direction to consult with the impacted property owners prior to proceeding with the required steps to amend the corresponding OCP and RGS designations.



Ron Gill, MA, MCIP, RPP
General Manager,
Planning & Development

CA/ar

Appendix "I": Map of Study Area
Appendix "II": Central Newton Commercial Cultural District

Appendices available upon request

I. BYLAWS AND PERMITS

Attachment 2

BUSINESS ARISING OUT OF THE PUBLIC HEARING

6. Corporate Report R134: Central Newton Industrial Area: Official Community Plan, Regional Context Statement and Metro Vancouver Regional Growth Strategy Amendments

To amend the Official Community Plan designation for the Central Newton Study Area, from "Industrial" to "Employment I", and to advance the associated Regional Growth Strategy and Regional Context Statement amendments to the Metro Vancouver Regional District Board for consideration.

"Surrey Official Community Plan Bylaw, 2026, No. 21900, Amendment Bylaw, 2026, No. 22075"

It was Moved by Councillor Hepner
Seconded by Councillor Kooner
That "Surrey Official Community Plan Bylaw, 2026, No. 21900, Amendment Bylaw, 2026, No. 22075" pass its third reading.

RES.R26-1662 Carried

I. BYLAWS AND PERMITS

INTRODUCTIONS

7. Central Newton Industrial Area: Official Community Plan, Regional Context Statement and Metro Vancouver Regional Growth Strategy Amendments

Earlier in the meeting, Council approved the recommendations of Corporate Report Item No.R134. Bylaw No. 22075 is therefore in order for consideration.

"Surrey Official Community Plan Bylaw, 2026, No. 21900, Amendment Bylaw, 2026, No. 22075"

It was Moved by Councillor Hepner
Seconded by Councillor Bains
That "Surrey Official Community Plan Bylaw, 2026, No. 21900, Amendment Bylaw, 2026, No. 22075" pass its first reading.

RES.R26-1556 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, 2026, No. 21900, Amendment Bylaw, 2026, No. 22075" pass its second reading.

RES.R26-1557 Carried

It was then Moved by Councillor Kooner
Seconded by Councillor Bains
That the Public Hearing on "Surrey Official Community Plan Bylaw, 2026, No. 21900, Amendment Bylaw, 2026, No. 22075" be held at City Hall on July 13, 2026, at 7:00 p.m.

RES.R26-1558 Carried

H. CORPORATE REPORTS

Report No. R134 **Central Newton Industrial Area: Official Community Plan, Regional Context Statement and Metro Vancouver Regional Growth Strategy Amendments**

Note: See Bylaw 22075 in the I Section.

The General Manager, Planning and Development submitted a report to obtain Council's approval to amend the Official Community Plan designation for the Central Newton Study Area, from "Industrial" to "Employment I", and to advance the associated Regional Growth Strategy and Regional Context Statement amendments to the Metro Vancouver Regional District Board for consideration.

It was Moved by Councillor Kooner
Seconded by Councillor Bains
That Council:

1. Receive Corporate Report R134 for information;

2. Authorize the City Clerk to bring forward bylaw amendments to amend *Surrey Official Community Plan Bylaw, 2026, No. 21900*, as amended, to redesignate lands within the Central Newton Industrial Study Area from "Industrial" to "Employment I", for first and second readings and schedule a public hearing;

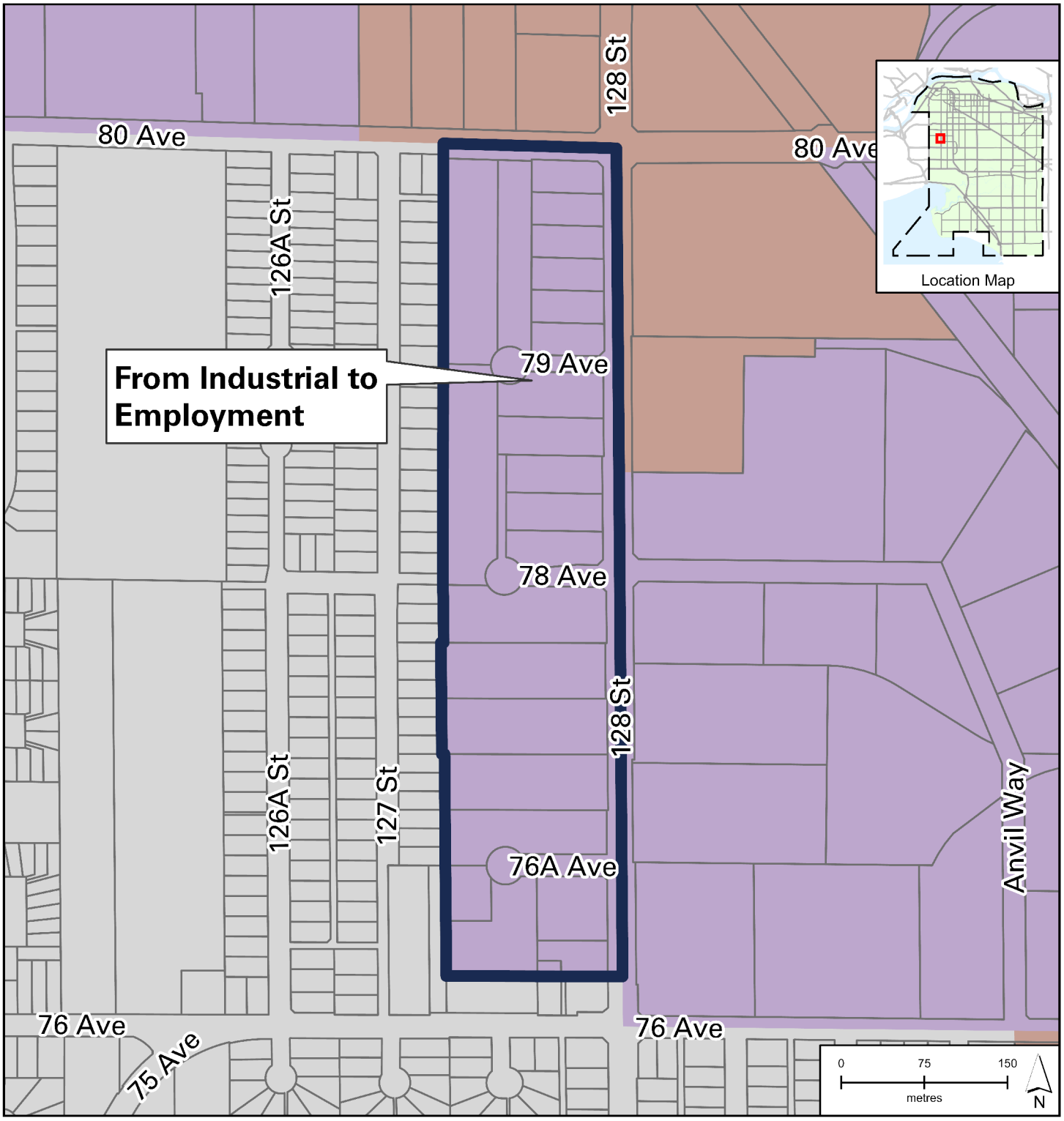
3. Subject to Council granting third reading to the Official Community Plan amending bylaw referenced in Recommendation #2, authorize staff to submit an application to the Metro Vancouver Regional District Board for a Type 3 amendment to Metro 2050: Regional Growth Strategy to redesignate the Central Newton Industrial Study Area from "Industrial" to "Employment";

4. Subject to approval by the Metro Vancouver Regional District Board of the Regional Growth Strategy amendment and acceptance of the City's amended Regional Context Statement, authorize the City Clerk to bring forward the Official Community Plan amending bylaw referenced in Recommendation #2 for consideration of final adoption.

RES.R26-1528 Carried

Proposed Amendments to the Metro 2050 Land Use Designation Map

Attachment 3



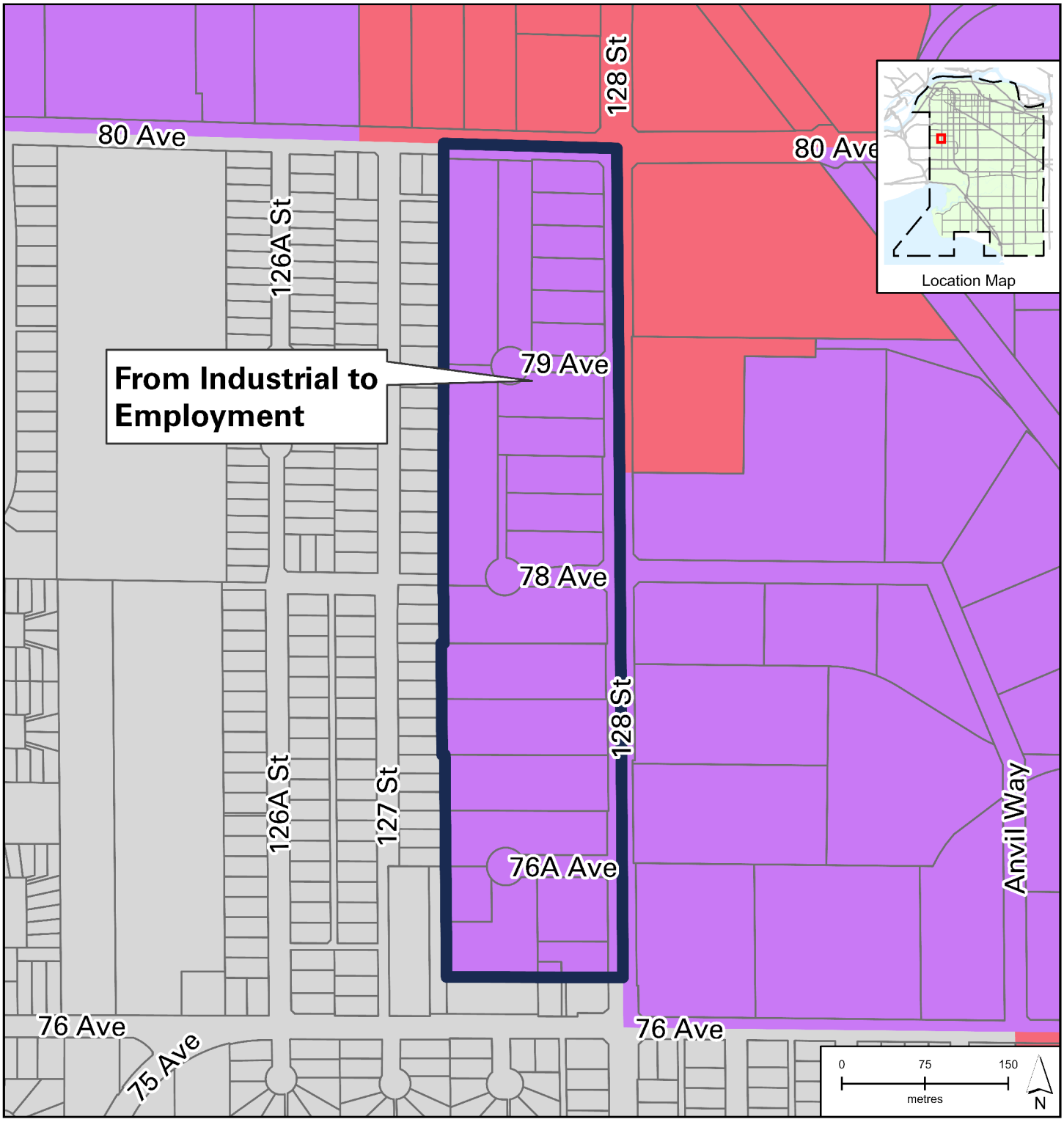
LEGEND

RGS Designations

- Amendment Area
- General Urban
- Industrial
- Employment

Proposed Amendments to RCS Map 1

Attachment 4

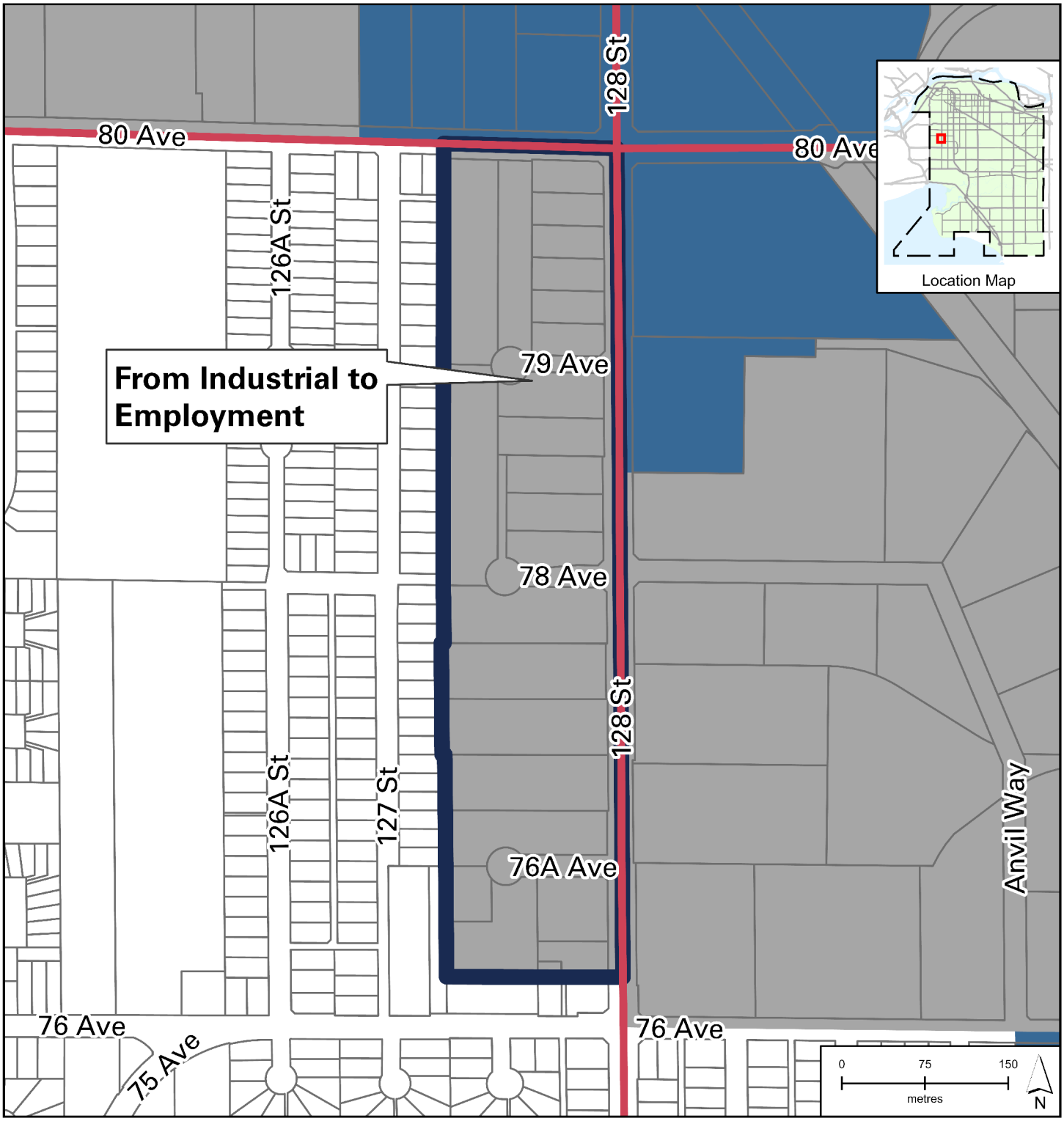


LEGEND

RGS Designations

- Amendment Area
- General Urban
- Industrial
- Employment

Proposed Amendments to RCS Map 3



LEGEND

RGS Designations
- Industrial
- Employment

Goods Movement Network
- Standard Truck Routes

Amendment Area

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1471, 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. 1471, 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 tables below:

PID	Legal Description
005-006-775	LOT 23, PLAN NWP52151, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN PT RD LMP43039
002-922-495	LOT 24, PLAN NWP52151, PART NE1/4, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
001-203-801	LOT 25, PLAN NWP52151, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
005-005-191	LOT 26, PLAN NWP52151, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
005-005-213	LOT 27, PLAN NWP52151, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
005-001-129	LOT 28, PLAN NWP52151, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN PT LMP41523
025-670-107	LOT 2, PLAN BCP5648, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
025-670-093	LOT 1, PLAN BCP5648, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
028-693-353	LOT 1, PLAN BCP49351, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT

030-166-292	LOT A, PLAN EPP70573, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
030-166-306	LOT B, PLAN EPP70573, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
031-056-768	LOT A, PLAN EPP39662, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
016-426-991	LOT 4, PLAN NWP86555, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
018-639-232	LOT 4, PLAN LMP14761, PART NE1/4, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
026-302-331	LOT 1, PLAN BCP17889, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
032-396-627	LOT 2, PLAN EPP139735, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT

Strata Plan ID	**Legal Description**
LMS4021	PLAN LMS4021, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
LMS4022	PLAN LMS4022, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
LMS620	PLAN LMS620, PART SW1/4, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
NWS3169	PLAN NWS3169, PART NE1/4, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
LMS3909	PLAN LMS3909, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT

from 'Industrial' to 'Employment', as shown in Schedule A of this bylaw; and

(b) re-designating portions of the subject properties, as listed in the table below:

PID	**Legal Description**
032-396-619	LOT 1, PLAN EPP139735, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
002-629-615	LOT 1, PLAN NWP18701, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT
008-929-751	LOT 2, PLAN NWP76196, SECTION 19, TOWNSHIP 2, NEW WESTMINSTER LAND DISTRICT

from 'Industrial' to 'Employment', 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, 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 _____, _____.

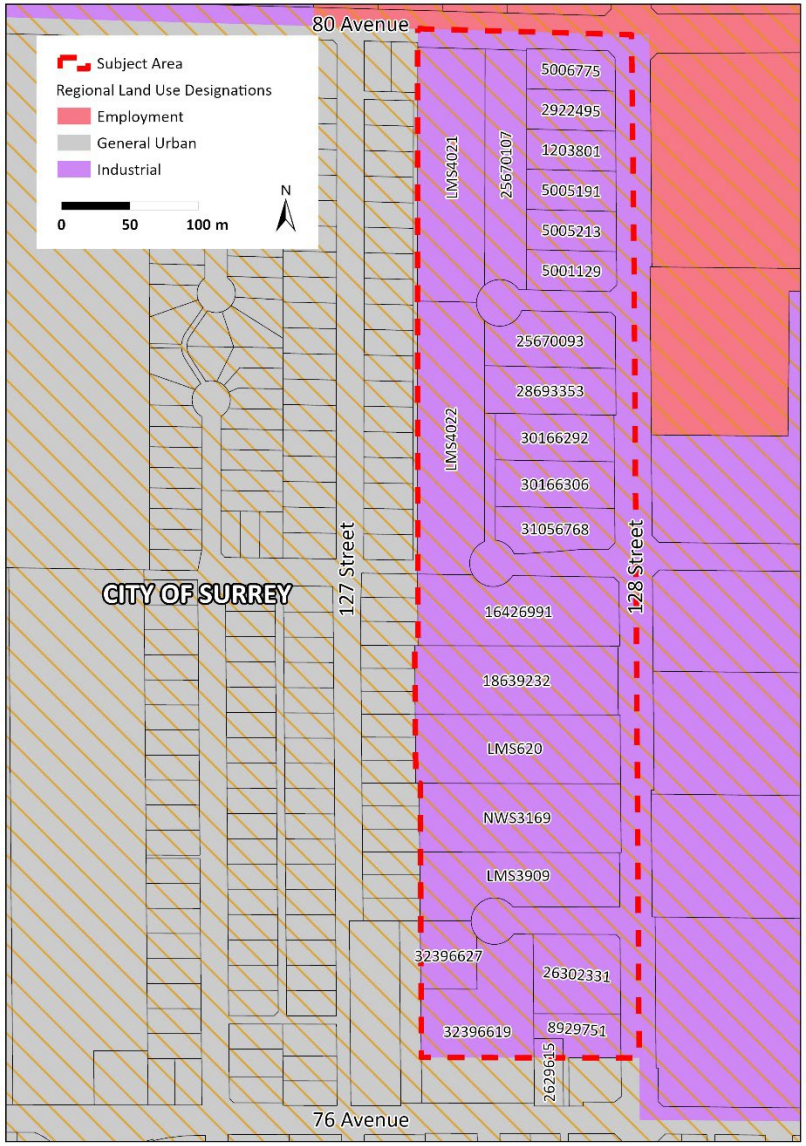
Mike Hurley, Board Chair

Nikki Tilley, Acting Corporate Officer

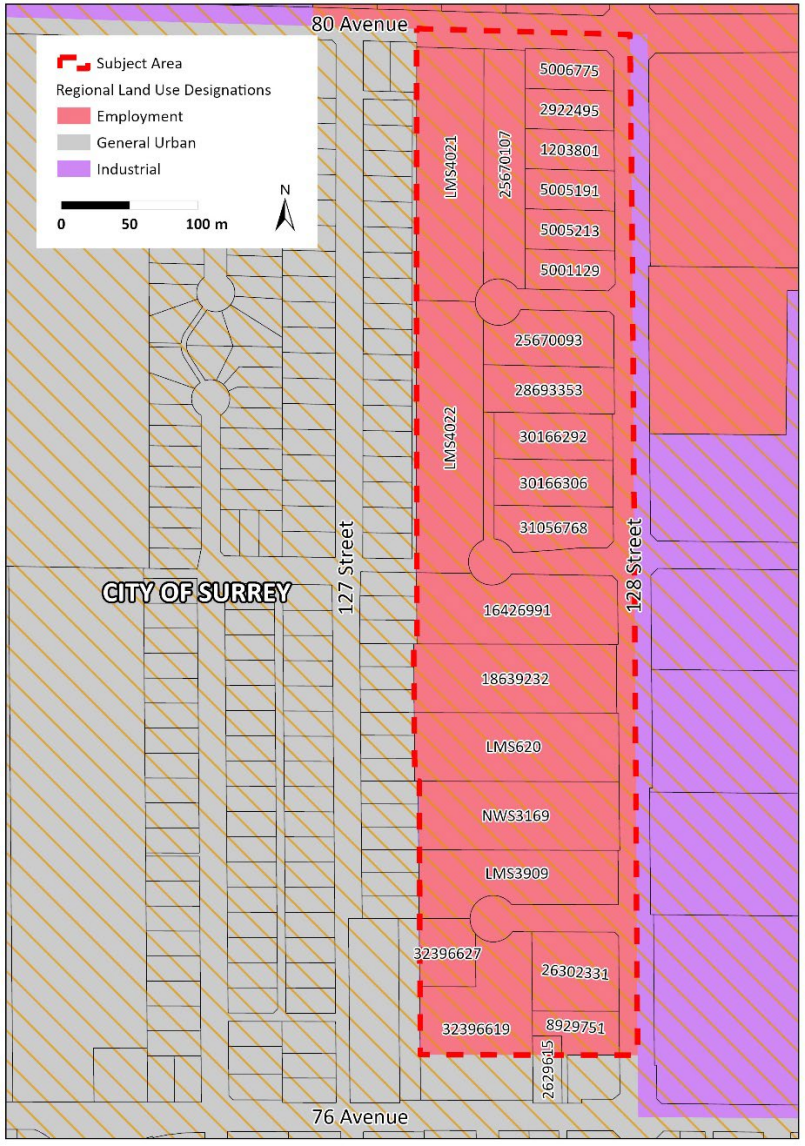
Schedule A

Subject Properties

Prior to Amendment



Post Amendment





Metro 2050 Type 3 Proposed Amendment

City of Surrey – Central Newton Industrial Area

Mark Seinen
Acting Division Manager, Regional Land Use Policy & Planning

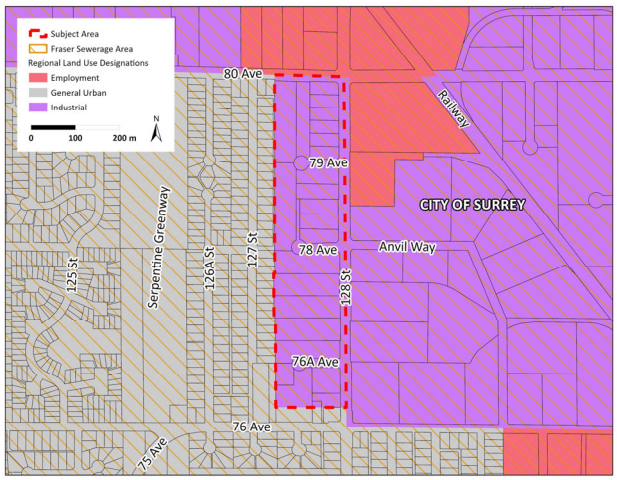
Charles Pan
Senior Policy and Planning Analyst, Regional Planning and Housing Services

metrovancouver

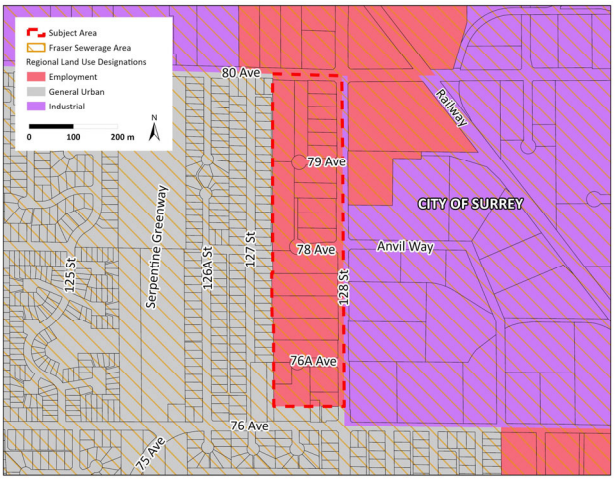
Regional Planning Committee | October 8, 2026

1

PROPOSED AMENDMENT



Industrial



Employment

metrovancouver 3

3

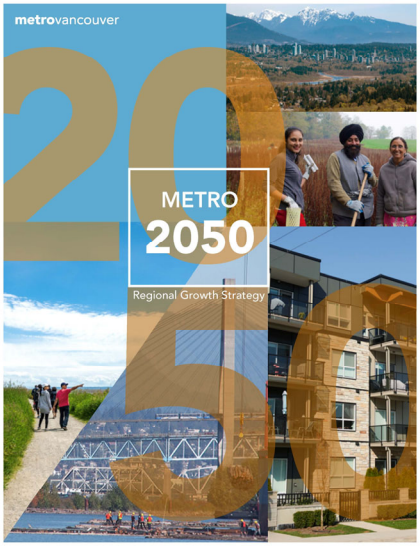
SITE CONDITIONS – ON 128 STREET



4

METRO 2050 CONSISTENCY ANALYSIS

- **Compact Urban Area:** Adds services, amenities and jobs close to housing within the UCB
- **Sustainable Economy:** Promotes employment at expense of designated Industrial lands and pressure to convert more



metrovancouver 6

6

TENTATIVE RECOMMENDATION

THAT the MVRD Board:

a) **initiate the Metro 2050 amendment process** for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the Central Newton Industrial Area;

b) **give first, second, and third readings** to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1471, 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 as per previous Board direction.

NEXT STEPS

MVRD Board (Initial Readings)	October 30, 2026
Referral Period	45 days (minimum)
MVRD Board (Final Reading)	Early 2027

- Comments from affected local governments are attached and summarized in Final Reading report



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Air Quality Committee

From: Gaurav Singh, Air Quality Planner, Air Quality and Climate Action Services
Esther Bérubé, Division Manager, Air Quality Bylaw Development, Air Quality and Climate Action Services

Date: September 4, 2026 Meeting Date: October 9, 2026

Subject: **MVRD Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026**

RECOMMENDATION

THAT the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*; and
b) adopt *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*.

EXECUTIVE SUMMARY

On April 24, 2026, the MVRD Board adopted *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026* (MVRD Bylaw No. 1440, 2026), which sets the fee rates used to calculate fees for air emissions. MVRD Bylaw No. 1440, 2026 reduced air contaminant emission fee rates for 2027 to 2029 compared to the previous version of the air quality fees bylaw. As a consequence, amendments are needed to some emission regulations to ensure consistency in fee rates.

Although the Board has already approved the revised fee framework through *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw* No. 1440, 2026, additional bylaw amendments are required because several sector-specific emission regulations contain their own fee schedules that do not automatically update when changes are made to the overarching fees bylaw. The proposed amendments are therefore consequential and harmonizing in nature, updating those sector-specific regulations to ensure consistency with the Board-approved fee rates.

To match MVRD Bylaw No. 1440, 2026, the proposed amendments in *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026* apply the reduction in emission fee rates to 36 agricultural greenhouse facilities with registered boilers starting in 2027. This is expected to reduce overall fee revenue and corresponding costs to the sector by an average of $12,461 per year (a reduction of about 15.3% for this sector) from 2027 to 2029.

PURPOSE

To seek MVRD Board adoption of *MVRD Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026* (MVRD Amendment Bylaw No. 1467, 2026) to align emission fee rates for agricultural boilers with the rates in MVRD Bylaw No. 1440, 2026.

BACKGROUND

At its April 24, 2026 meeting, the MVRD Board adopted MVRD Bylaw No. 1440, 2026 (Reference 1), which repealed and replaced the previous version of the air quality fees bylaw. The Board directed staff to reduce air contaminant emission fee rates for 2027 to 2029 to support a competitive region.

GVRD Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008 (GVRD Bylaw No. 1098, 2008), like two other emission regulations that are the subject of amendment bylaws presented in this agenda package, includes a fee schedule for air emissions typical for the regulated sector. That fee schedule does not change automatically with the change in MVRD Bylaw No. 1440, 2026 and will continue to apply until amended by the MVRD Board. As a result, the next step of adopting amendments to emission fee rates is needed for GVRD Bylaw No. 1098, 2008 to align with MVRD Bylaw No. 1440, 2026. This would result in reduced costs for agricultural greenhouse facilities when new emission fee rates take effect on January 1, 2027.

These amendments are being brought forward to implement the fee rates approved by the Board through MVRD Air Quality Management Fees Regulation Bylaw No. 1440, 2026. Because the affected emission regulations contain their own sector-specific fee schedules, separate bylaw amendments are required to align those schedules with the approved fee framework. The proposed amendments are consequential and harmonizing in nature and will ensure that the same Board-approved fee rates are applied consistently across regulated sectors.

This report seeks Board adoption of MVRD Amendment Bylaw No. 1467, 2026 (**Attachment 1**). The fee schedule proposed in MVRD Amendment Bylaw No. 1467, 2026 reflects the Board's most recent direction on fee rates under MVRD Bylaw No. 1440, 2026.

UPDATES TO AGRICULTURAL BOILERS EMISSION REGULATION BYLAW 1098

GVRD Bylaw No. 1098, 2008 (Reference 2) currently regulates 36 agricultural greenhouse facilities with boilers in the Metro Vancouver region.

Air Contaminant Emission Fee Schedule

GVRD Bylaw No. 1098, 2008 sets the air contaminant emission fee rates for fine particulate matter ($PM_{2.5}$) and nitrogen oxides (NO_x) applicable to agricultural boilers. The proposed MVRD Amendment Bylaw No. 1467, 2026 would align the fee rates with the rates for $PM_{2.5}$ and NO_x that were reduced in MVRD Bylaw No. 1440, 2026, as shown in Table 1.

Table 1. Current and Proposed Emission Fee Rates for Agricultural Boilers

Air Contaminant		2026	2027	2028	2029	2030 and later
$PM_{2.5}$	**Current**	$1,371/tonne	$1,586/tonne	$1,800/tonne	$1,800/tonne	$1,800/tonne
	Proposed	$1,371/tonne	$1,371/tonne	$1,371/tonne	$1,586/tonne	$1,800/tonne
NO_x	**Current**	$121/tonne	$136/tonne	$150/tonne	$150/tonne	$150/tonne
	Proposed	$121/tonne	$121/tonne	$121/tonne	$136/tonne	$150/tonne

The 2030 and later rates are unchanged from GVRD Bylaw No. 1098, 2008 and require no amendment.

Administrative Amendments

GVRD Bylaw No. 1098, 2008 was adopted almost 20 years ago. In addition to the emission rates, some administrative amendments are needed to align the bylaw with current bylaw practices. These administrative amendments would add provisions for bylaw enforcement in case of offences, including setting maximum fine amounts for convictions in court for providing false information or contravening any provision of GVRD Bylaw No. 1098, 2008. Adding a severability clause would ensure that if any part of GVRD Bylaw No. 1098, 2008 was found to be invalid, the remainder of the bylaw would continue to apply.

RELATED REPORTS

Two separate reports in the Air Quality Committee's October 9, 2026 agenda, titled "MVRD Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026" and "MVRD Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026", propose amendments to fee schedules in other emission regulations. These amendments serve to implement the same reduction to fee rates approved in MVRD Bylaw No. 1440, 2026 across different regulated sectors.

ALTERNATIVES

1. THAT the MVRD Board:
   a) give first, second, and third reading to *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*; and
   b) adopt *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*.

2. THAT the MVRD Board receive for information the report dated September 4, 2026, titled "*MVRD Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*".

FINANCIAL IMPLICATIONS

Under Alternative 1, the proposed MVRD Amendment Bylaw No. 1467, 2026 would reduce the emission fee rates scheduled for 2027 through 2029 for agricultural boilers to align with the emission fee rates in MVRD Bylaw No. 1440, 2026. Table 2 presents the estimated fee reduction for all registered agricultural boilers (the agricultural boiler sector), which would lead to a reduction in revenue for Metro Vancouver because of the proposed amendments:

Table 2. Reduction in Emission Fees for Agricultural Boiler Sector

Applicable Year	Fee reduction for the sector	Percentage decrease in fees for the sector
2027	$9,462	12.6%
2028	$18,692	22.2%
2029	$9,229	11.0%
3-year average (2027–2029)	$12,461	15.3%

The fee payable each year from 2026 to 2029 for individual facilities ranges from $300 to $15,300.

If the proposed amendments are not adopted, the fee rates for the sector would remain inconsistent with MVRD Bylaw No. 1440, 2026 and facilities could be charged higher fees starting in 2027.

OTHER IMPLICATIONS

Implications for Businesses

During engagement on MVRD Bylaw No. 1440, 2026, regulated businesses expressed support for the reduction in fee rates. Staff presented the proposed fee changes to Metro Vancouver's Agricultural Advisory Committee and a representative from Pure Sun Farms on February 25, 2026. The response was positive. In general, businesses indicated that lower fee rates in 2027, 2028, and 2029, compared to those in the previous air quality fees bylaw, support competitiveness.

CONCLUSION

On April 24, 2026, the MVRD Board adopted MVRD Bylaw No. 1440, 2026, reducing air contaminant emission fee rates for 2027 to 2029 compared to those established under the previous air quality fees bylaw. Amendments proposed under MVRD Amendment Bylaw No. 1467, 2026 will align emission fee rates for the agricultural boiler sector and include administrative amendments that match current bylaw practices. The fee schedule proposed in MVRD Amendment Bylaw No. 1467, 2026 reflects the Board's most recent direction on fee rates under MVRD Bylaw No. 1440, 2026.

Staff recommend Alternative 1, to adopt *MVRD Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*.

ATTACHMENTS

1. *Metro Vancouver Regional District Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*.

REFERENCES

1. *MVRD Air Quality Management Fees Regulation Bylaw No. 1440, 2026*. Available at the Metro Vancouver Library at 4515 Central Boulevard, Burnaby, BC. Link: https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1440.pdf
2. *GVRD Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008 – Unofficial Consolidation*. Available at the Metro Vancouver Library at 4515 Central Boulevard, Burnaby, BC. Link: https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1098_Consolidated.pdf

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METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1467, 2026
A bylaw to amend Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008

WHEREAS:

A. The Board of the Metro Vancouver Regional District adopted Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008; and

B. The Board of the Metro Vancouver Regional District wishes to amend Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008.

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 Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026".

Amendment of Bylaw

2. "Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008" is amended as follows:

(a) Section 37 is deleted.

(b) The following sections are added:

Offences

38. An operator who contravenes a provision of this Emission Regulation that is intended to limit the quantity of air contaminants or that specifies the characteristics of air contaminants that may be discharged into the air commits an offence and is liable on conviction to a fine not exceeding $1,000,000.

39. An operator who provides false information in a registration application, a report, or other submission of information, or to an officer or the district director in response to a request to produce records or other information, commits an offence and is liable on conviction to a fine not exceeding $200,000.

40. An operator who contravenes any other provision of this Emission Regulation commits an offence and is liable on conviction to a fine not exceeding $200,000.

41. Nothing in this Emission Regulation limits the district director or the Metro Vancouver Regional District from utilizing any other remedy that would otherwise be available at law.

Severability

42. If any portion of this Emission Regulation is deemed *ultra vires*, illegal, invalid, or unenforceable in any way, in whole or in part, by any court of competent

jurisdiction, such decision will not be deemed to invalidate or void the remainder of this Emission Regulation. The parts so held to be *ultra vires*, illegal, invalid, or unenforceable must be deemed not to have been part of this Emission Regulation from its adoption. The remainder of this Emission Regulation will have the same force and effect as if the parts that have been deemed *ultra vires*, illegal, invalid, or unenforceable had not been included in this Emission Regulation when it was adopted.

3. "Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008" is further amended as follows:

(a) The title and section 1 of Appendix 1 are replaced with the following:

APPENDIX 1
Calculation of Air Contaminant Emission Fees

1. **Air contaminant emission fees** for the discharge of air contaminants listed in Table 1 are calculated as follows:

$Z = A \times B \times C \times D \times E \times F$

Where:
Z is the air contaminant emission fee;
A is the concentration of air contaminant in milligrams per cubic metre (mg/m^3) determined in accordance with section 2 of this Appendix;
B is the volume of flue gas in cubic metres per gigajoule of fuel energy input (m^3/GJ) for natural gas, propane, or biomass, as specified by the district director;
C is the facility capacity in MW (or GJ per hour), as provided by the operator;
D is equal to 3,504 hours per year (8,760 hours per year multiplied by an estimated annual operation of 40%);
E is equal to $1/10^9$ (a conversion factor to convert from mg to tonnes); and
F is the corresponding emission fee rate per tonne of air contaminant listed in column 2 of Table 1 for the applicable year.

Table 1 – Emission Fee Rates for Air Contaminants

Column 1	**Column 2**		
Air Contaminant	**Emission fee rate per tonne of air contaminant**		
	2026 to 2028	**2029**	**2030 and later**
Fine Particulate Matter ($PM_{2.5}$)	$1,371	$1,586	$1,800
Nitrogen Oxides (NO_x)	$121	$136	$150

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

Adopted this _____ day of _____, _____.

_____
Mike Hurley, Board Chair

_____
Dorothy Shermer, Corporate Officer

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Air Quality Committee

From: Gaurav Singh, Air Quality Planner, Air Quality and Climate Action Services
Esther Bérubé, Division Manager, Air Quality Bylaw Development, Air Quality and Climate Action Services

Date: September 4, 2026 Meeting Date: October 9, 2026

Subject: **MVRD Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026**

RECOMMENDATION

THAT the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026*; and

b) adopt *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026.*

EXECUTIVE SUMMARY

On April 24, 2026, the MVRD Board adopted *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026 (MVRD Bylaw No. 1440, 2026)*, which sets the fee rates used to calculate fees for air emissions. MVRD Bylaw No. 1440, 2026 reduced air contaminant emission fee rates for 2027 to 2029 compared to the previous version of the air quality fees bylaw. As a consequence, amendments are needed to some emission regulations to ensure consistency in fee rates.

Although the Board has already approved the revised fee framework through *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw* No. 1440, 2026, additional bylaw amendments are required because several sector-specific emission regulations contain their own fee schedules that do not automatically update when changes are made to the overarching fees bylaw. The proposed amendments are therefore consequential and harmonizing in nature, updating those sector-specific regulations to ensure consistency with the Board-approved fee rates.

To match MVRD Bylaw No. 1440, 2026, the proposed amendments in *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026* (MVRD Amendment Bylaw No. 1468, 2026) would apply the reduction in emission fee rates to 45 facilities with registered boilers and process heaters starting in 2027. This is expected to reduce overall fee revenue and corresponding costs to this sector as a whole by an average of $10,196 per year (a reduction of about 15% for this sector) from 2027 to 2029.

PURPOSE

To seek MVRD Board adoption of *MVRD Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026* (MVRD Amendment Bylaw No. 1468, 2026) to align emission fee rates for boilers and process heaters in buildings and small industrial facilities with the rates in MVRD Bylaw No. 1440, 2026.

BACKGROUND

At its April 24, 2026 meeting, the MVRD Board adopted MVRD Bylaw No. 1440, 2026 (Reference 1), which repealed and replaced the previous version of the air quality fees bylaw. The Board directed staff to reduce air contaminant emission fee rates for 2027 to 2029 to support a competitive region. *GVRD Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008* (GVRD Bylaw No. 1087, 2008), like two other emission regulations that are the subject of amendment bylaws presented in this agenda package, includes a fee schedule for air emissions typical for the regulated sector. That fee schedule does not change automatically with the change in MVRD Bylaw No. 1440, 2026 and will continue to apply until amended by the MVRD Board. As a result, the next step of adopting amendments to emission fee rates is needed for GVRD Bylaw No. 1087, 2008 to align with MVRD Bylaw No. 1440, 2026. This would result in reduced costs for facilities subject to emission fees when new fee rates take effect on January 1, 2027.

These amendments are being brought forward to implement the fee rates approved by the Board through MVRD Air Quality Management Fees Regulation Bylaw No. 1440, 2026. Because the affected emission regulations contain their own sector-specific fee schedules, separate bylaw amendments are required to align those schedules with the approved fee framework. The proposed amendments are consequential and harmonizing in nature and will ensure that the same Board-approved fee rates are applied consistently across regulated sectors.

This report seeks Board adoption of MVRD Amendment Bylaw No. 1468, 2026 (**Attachment 1**). The fee schedule proposed in MVRD Amendment Bylaw No. 1468, 2026 reflects the Board's most recent direction on fee rates under MVRD Bylaw No. 1440, 2026.

UPDATES TO BOILERS AND PROCESS HEATERS EMISSION REGULATION BYLAW 1087

GVRD Bylaw No. 1087, 2008 (Reference 2) currently regulates approximately 200 facilities with boilers and process heaters in the Metro Vancouver region, of which 45 are subject to emission fees. Residential boilers and process heaters are exempt from emission fees.

Air Contaminant Emission Fee Schedule

GVRD Bylaw No. 1087, 2008 sets the air contaminant emission fee rates for fine particulate matter ($PM_{2.5}$), nitrogen oxides (NO_x), photoreactive volatile organic compounds (photoreactive VOC), and non-photoreactive volatile organic compounds (non-photoreactive VOC) applicable to boilers and process heaters. The proposed MVRD Amendment Bylaw No. 1468, 2026 would align the emission fee rates with the rates that were reduced in MVRD Bylaw No. 1440, 2026, as shown in Table 1.

Table 1. Current and Proposed Emission Fee Rates for Boilers and Process Heaters

Air Contaminant		2026	2027	2028	2029	2030 and later
$PM_{2.5}$	**Current**	$1,371/tonne	$1,586/tonne	$1,800/tonne	$1,800/tonne	$1,800/tonne
	Proposed	$1,371/tonne	$1,371/tonne	$1,371/tonne	$1,586/tonne	$1,800/tonne
NO_x	**Current**	$121/tonne	$136/tonne	$150/tonne	$150/tonne	$150/tonne
	Proposed	$121/tonne	$121/tonne	$121/tonne	$136/tonne	$150/tonne
Photoreactive VOC	**Current**	$214/tonne	$237/tonne	$260/tonne	$260/tonne	$260/tonne
	Proposed	$214/tonne	$214/tonne	$214/tonne	$237/tonne	$260/tonne
Non-photoreactive VOC	**Current**	$37/tonne	$39/tonne	$40/tonne	$40/tonne	$40/tonne
	Proposed	$37/tonne	$37/tonne	$37/tonne	$39/tonne	$40/tonne

The 2030 and later rates are unchanged from GVRD Bylaw No. 1087, 2008 and require no amendment.

Administrative Amendments
GVRD Bylaw No. 1087, 2008 was adopted almost 20 years ago. In addition to the emission rates, some administrative amendments are needed to align the bylaw with current bylaw practices. These administrative amendments would add provisions for bylaw enforcement in case of offences, including setting maximum fine amounts for convictions in court for providing false information or contravening any provision of GVRD Bylaw No. 1087, 2008. Adding a severability clause would ensure that if any part of GVRD Bylaw No. 1087, 2008 was found to be invalid, the remainder of the bylaw would continue to apply.

RELATED REPORTS
Two separate reports in the Air Quality Committee's October 9, 2026 agenda, titled "MVRD Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026" and "MVRD Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026", propose amendments to fee schedules in other emission regulations. These amendments serve to implement the same reduction to fee rates approved in MVRD Bylaw No. 1440, 2026 across different regulated sectors.

ALTERNATIVES
1. THAT the MVRD Board:
   a) give first, second, and third reading to *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026*; and
   b) adopt *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026*.

2. THAT the MVRD Board receive for information the report dated September 4, 2026, titled "*MVRD Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026*".

FINANCIAL IMPLICATIONS
Under Alternative 1, the proposed MVRD Amendment Bylaw No. 1468, 2026 would reduce the emission fee rates scheduled for 2027 through 2029 for the boilers and process heaters sector to align with the fee rates in MVRD Bylaw No. 1440, 2026.

Table 2 presents the estimated fee reductions for the registered boilers and process heaters subject to emission fees, which would lead to losses in cost recovery for Metro Vancouver's air quality regulatory program because of the proposed amendments:

Table 2. Reductions in Emission Fees for the Boiler and Process Heater Sector

Applicable Year	Fee reductions for the sector	Percentage decrease in fees for the sector
2027	$7,760	12.4%
2028	$15,293	21.8%
2029	$7,533	10.8%
3-year average (2027–2029)	$10,196	15%

The fee payable each year from 2026 to 2029 for individual facilities ranges from just under $250 to $7,730.

If the proposed amendments are not adopted, the fee rates for the sector would remain inconsistent with MVRD Bylaw No. 1440, 2026 and facilities could be charged higher fees starting in 2027.

OTHER IMPLICATIONS

Implications for Businesses

During engagement on MVRD Bylaw No. 1440, 2026, regulated businesses expressed support for the reduction in fee rates. Businesses indicated that lower fee rates in 2027, 2028, and 2029, compared to those in the previous air quality fees bylaw, support competitiveness.

CONCLUSION

On April 24, 2026, the MVRD Board adopted MVRD Bylaw No. 1440, 2026, reducing air contaminant emission fee rates for 2027 to 2029 compared to those established under the previous air quality fees bylaw. Amendments proposed under MVRD Amendment Bylaw No. 1468, 2026 will align fee rates for the boilers and process heaters sector and include administrative amendments that match current bylaw practices. The fee schedule proposed in MVRD Amendment Bylaw No. 1468, 2026 reflects the Board's most recent direction on fee rates under MVRD Bylaw No. 1440, 2026.

Staff recommend Alternative 1, to adopt *MVRD Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026*.

ATTACHMENTS

1. *Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1468, 2026*.

REFERENCES

1. M*VRD* Air Quality Management Fees Regulation Bylaw No. 1440, 2026. Available at the Metro Vancouver Library at 4515 Central Boulevard, Burnaby, BC. Link: https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1440.pdf
2. G*VRD* Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008 - *Unofficial Consolidation*. Available at the Metro Vancouver Library at 4515 Central Boulevard, Burnaby, BC. Link: https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1087_Consolidated.pdf

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METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1468, 2026
A bylaw to amend Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008

WHEREAS:

A. The Board of the Metro Vancouver Regional District adopted Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008; and

B. The Board of the Metro Vancouver Regional District wishes to amend Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008.

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 Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026".

Amendment of Bylaw

2. "Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008" is amended as follows:

(a) The following sections are added:

Offences

41. An operator who contravenes a provision of this Emission Regulation that is intended to limit the quantity of air contaminants or that specifies the characteristics of air contaminants that may be discharged into the air commits an offence and is liable on conviction to a fine not exceeding $1,000,000;

42. An operator who provides false information in a registration application, a report, or other submission of information, or to an officer or the district director in response to a request to produce records or other information, commits an offence and is liable on conviction to a fine not exceeding $200,000.

43. An operator who contravenes any other provision of this Emission Regulation commits an offence and is liable on conviction to a fine not exceeding $200,000.

44. Nothing in this Emission Regulation limits the district director or the Metro Vancouver Regional District from utilizing any other remedy that would otherwise be available at law.

Severability

45. If any portion of this Emission Regulation is deemed *ultra vires*, illegal, invalid, or unenforceable in any way, in whole or in part, by any court of competent jurisdiction, such decision will not be deemed to invalidate or void the remainder of this Emission Regulation. The parts so held to be *ultra vires*, illegal, invalid, or unenforceable must be deemed not to have been part of this Emission Regulation from its adoption. The remainder of this Emission Regulation will have the same force and effect as if the parts that have been deemed *ultra vires*, illegal, invalid, or unenforceable had not been included in this Emission Regulation when it was adopted.

3. "Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008" is further amended as follows:

(a) The title and section 1 of Appendix 1 are replaced with the following:

Appendix 1 - Calculation of Air Contaminant Emission Fees

1. **Air contaminant emission fees** for the discharge of air contaminants listed in Table 1 are calculated as follows:

$$Z = A \times B \times C \times D \times E \times F$$

Where:
Z is the air contaminant emission fee;
A is the concentration of air contaminant in milligrams per cubic metre (mg/m^3) determined in accordance with section 2 of this Appendix;
B is the volume of flue gas in cubic metres per gigajoule of fuel energy input (m^3/GJ) for natural gas, propane, or biomass, as specified by the district director;
C is the facility capacity in MW (or GJ per hour), as provided by the operator;
D is equal to 5,256 hours per year (8,760 hours per year multiplied by an estimated annual operation of 60%);
E is equal to $1/10^9$ (a conversion factor to convert from mg to tonnes); and
F is the corresponding emission fee rate per tonne of air contaminant listed in column 2 of Table 1 for the applicable year.

Table 1 – Emission Fee Rates for Air Contaminants

Column 1	**Column 2**		
Air Contaminant	**Emission fee rate per tonne of air contaminant**		
	2026 to 2028	2029	2030 and later
Fine Particulate Matter ($PM_{2.5}$)	$1,371	$1,586	$1,800
Nitrogen Oxides (NO_x)	$121	$136	$150
Photoreactive volatile organic compounds	$214	$237	$260

Non-photoreactive volatile organic compounds	$37	$39	$40

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

Adopted this _____ day of _____, _____.

Mike Hurley, Board Chair

Dorothy Shermer, Corporate Officer

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Air Quality Committee

From: Gaurav Singh, Air Quality Planner, Air Quality and Climate Action Services
Esther Bérubé, Division Manager, Air Quality Bylaw Development, Air Quality and Climate Action Services

Date: September 4, 2026 Meeting Date: October 9, 2026

Subject: **MVRD Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026**

RECOMMENDATION

THAT the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026*; and
b) adopt *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026*.

EXECUTIVE SUMMARY

On April 24, 2026, the MVRD Board adopted *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1440, 2026* (MVRD Bylaw No. 1440, 2026), which sets the fee rates used to calculate fees for air emissions. MVRD Bylaw No. 1440, 2026 reduced air contaminant emission fee rates for 2027 to 2029 compared to the previous version of the air quality fees bylaw. As a consequence, amendments are needed to some emission regulations to ensure consistency in fee rates.

Although the Board has already approved the revised fee framework through *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw* No. 1440, 2026, additional bylaw amendments are required because several sector-specific emission regulations contain their own fee schedules that do not automatically update when changes are made to the overarching fees bylaw. The proposed amendments are therefore consequential and harmonizing in nature, updating those sector-specific regulations to ensure consistency with the Board-approved fee rates.

To match MVRD Bylaw No. 1440, 2026, the proposed amendments in *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026 (*MVRD Amendment Bylaw No. 1469, 2026) would reduce the emission fee rates that apply to gasoline distribution terminals and bulk plants starting in 2027. This is expected to reduce overall fee revenue and corresponding costs to gasoline distribution terminals and bulk plants by an average of $852 per year (a reduction of about 12% for these businesses) from 2027 to 2029.

Metro Vancouver manages air quality through permits, approvals, and emission regulations, to provide healthier air for the region's residents and support thriving businesses. The air quality regulatory program applies fees on emissions to encourage emissions reduction and recover program costs.

PURPOSE

To seek MVRD Board adoption of MVRD Amendment Bylaw No. 1469, 2026 to align emission fee rates for the gasoline distribution sector with the rates in MVRD Bylaw No. 1440, 2026,

BACKGROUND

At its April 24, 2026 meeting, the MVRD Board adopted MVRD Bylaw No. 1440, 2026 (Reference 1), which repealed and replaced the previous version of the air quality fees bylaw. The Board directed staff to reduce air contaminant emission fee rates for 2027 to 2029 to support a competitive region.

GVRD Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008 (GVRD Bylaw No. 1085, 2008), like two other emission regulations that are the subject of amendment bylaws presented in this agenda package, includes a fee schedule for air emissions typical for the regulated sector. That fee schedule does not change automatically with the change in MVRD Bylaw No. 1440, 2026 and will continue to apply until amended by the MVRD Board. As a result, the next step of adopting amendments to emission fee rates is needed for GVRD Bylaw No. 1085, 2008 to align with MVRD Bylaw No. 1440, 2026. This would result in reduced costs for gasoline distribution facilities when new fee rates take effect on January 1, 2027.

These amendments are being brought forward to implement the fee rates approved by the Board through MVRD Air Quality Management Fees Regulation Bylaw No. 1440, 2026. Because the affected emission regulations contain their own sector-specific fee schedules, separate bylaw amendments are required to align those schedules with the approved fee framework. The proposed amendments are consequential and harmonizing in nature and will ensure that the same Board-approved fee rates are applied consistently across regulated sectors.

This report seeks Board adoption of MVRD Amendment Bylaw No. 1469, 2026 (**Attachment 1**). The fee schedule proposed in MVRD Amendment Bylaw No. 1469, 2026 reflects the Board's most recent direction on fee rates under MVRD Bylaw No. 1440, 2026.

UPDATES TO GASOLINE DISTRIBUTION EMISSION REGULATION BYLAW 1085

Air Contaminant Emission Fee Rates

GVRD Bylaw No. 1085, 2008 (Reference 2) sets the air contaminant emission fee rates for photoreactive volatile organic compounds (VOC), which are only used in the fee calculation for gasoline distribution terminals and bulk plants. Emission fees are not charged for gasoline stations or fuel transfer services. GVRD Bylaw No. 1085, 2008 regulates ten fuel transfer vehicles (tank trucks and trailers that carry gasoline in bulk between terminals, bulk plants and gasoline stations), three bulk plants and terminals, and 338 gasoline stations for gasoline distribution in the Metro Vancouver region.

The proposed MVRD Amendment Bylaw No. 1469, 2026 would align the emission fee rates with the rates for photoreactive VOC that were reduced in MVRD Bylaw No. 1440, 2026, as shown in Table 1.

Table 1: Current and Proposed Emission Fee Rates for Gasoline Distribution Bulk Plants and Terminals — Photoreactive VOC

Applicable Year	Current Rates	Proposed Rates to align with MVRD Bylaw No. 1440, 2026
2026	$214/tonne	$214/tonne
2027	$237/tonne	$214/tonne
2028	$260/tonne	$214/tonne
2029	$260/tonne	$237/tonne
2030 and later	$260/tonne	$260/tonne

The 2030 and later rates are unchanged from GVRD Bylaw No. 1085, 2008 and require no amendment.

Administrative Amendments
GVRD Bylaw No. 1085, 2008 was adopted almost 20 years ago. In addition to the emission rates, some administrative amendments are needed to align the bylaw with current bylaw practices. These administrative amendments would add provisions for bylaw enforcement in case of offences, including setting maximum fine amounts for convictions in court for providing false information or contravening any provision of GVRD Bylaw No. 1085, 2008. Adding a severability clause would ensure that if any part of GVRD Bylaw No. 1085, 2008 was found to be invalid, the remainder of the bylaw would continue to apply.

RELATED REPORTS
Two separate reports in the Air Quality Committee's October 9, 2026 agenda, titled "*MVRD Agricultural Boilers Emission Regulation Amendment Bylaw No. 1467, 2026*" and "*MVRD Boilers and Process Heaters Emission Regulation Amendment Bylaw No. 1468, 2026*", propose amendments to fee schedules in other emission regulations. Those amendments serve to implement the same reduction to fee rates approved in MVRD Bylaw No. 1440, 2026 across different regulated sectors.

ALTERNATIVES
1. THAT the MVRD Board:
   a) give first, second and third reading to *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026*; and
   b) adopt *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026*.

2. THAT the MVRD Board receive for information the report dated September 4, 2026, titled "*MVRD Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026*".

FINANCIAL IMPLICATIONS
Under Alternative 1, the proposed MVRD Amendment Bylaw No. 1469, 2026 would reduce the emission fee rates scheduled for 2027 through 2029 for the gasoline distribution sector to align with the fee rates in MVRD Bylaw No. 1440, 2026.

This will deliver cost savings to the permitted facilities, and an equivalent cost recovery loss for Metro Vancouver's air quality regulatory program.

Table 2 presents the estimated fee reduction for the gasoline distribution sector (specifically the three gasoline distribution terminals and bulk plants currently registered under GVRD Bylaw No. 1085, 2008).

Table 2: Total Reduction in Emission Fees for Gasoline Distribution Sector

Applicable Year	Fee reductions	Percentage decrease in fees
2027	$638	9.7%
2028	$1,277	17.7%
2029	$638	8.8%
3-year average (2027–2029)	$852	12%

If the proposed amendments are not adopted, the fee rates for the sector would remain inconsistent with MVRD Bylaw No. 1440, 2026 and facilities would be charged fees based on fee rates established in the previous fees bylaw.

OTHER IMPLICATIONS

Implications for Businesses

During engagement on MVRD Bylaw No. 1440, 2026, regulated businesses expressed support for the reduction in fee rates. Businesses indicated that lower fee rates support competitiveness.

CONCLUSION

On April 24, 2026, the MVRD Board adopted MVRD Bylaw No. 1440, 2026, reducing air contaminant emission fee rates for 2027 to 2029 compared to those established under the previous air quality fees bylaw. Amendments proposed under MVRD Amendment Bylaw No. 1469, 2026 will align emission fee rates for the gasoline distribution terminals and bulk plants and include administrative amendments that match current bylaw practices. The fee schedule proposed in MVRD Amendment Bylaw No. 1469, 2026 reflects the Board's most recent direction on fee rates under MVRD Bylaw No. 1440, 2026.

Staff recommend Alternative 1, to adopt *MVRD Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026.*

ATTACHMENT

1. *Metro Vancouver Regional District Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026*.

REFERENCES

1. M*VRD* Air Quality Management Fees Regulation Bylaw No. 1440, 2026. Available at the Metro Vancouver Library at 4515 Central Boulevard, Burnaby, BC. Link: https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1440.pdf
2. *GVRD* Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008 - *Unofficial Consolidation.* Available at the Metro Vancouver Library at 4515 Central Boulevard, Burnaby, BC. Link: https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1085_Consolidated.pdf

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METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1469, 2026
A bylaw to amend Greater Vancouver Regional District Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008

WHEREAS:

A. The Board of the Metro Vancouver Regional District adopted Greater Vancouver Regional District Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008; and

B. The Board of the Metro Vancouver Regional District wishes to amend Greater Vancouver Regional District Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008.

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 Gasoline Distribution Emission Regulation Amendment Bylaw No. 1469, 2026”.

Schedule

2. The following schedule is attached to and forms part of this bylaw:
    - Schedule A, Calculation of Air Contaminant Emission Fees.

Amendment of Bylaw

3. “Greater Vancouver Regional District Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008” is amended as follows:

    (a) In section 4 the definition “CGSB Standard” is replaced with the following:

    "CGSB Standard" means the standard in the Canadian General Standards Board document entitled "Vapour Control Systems in Gasoline Distribution Networks" (CAN/CGSB 3.1000-2024), as amended from time to time, and for the purposes of interpreting the CGSB Standard, "**authority having jurisdiction**" as used therein, means the Metro Vancouver Regional District;

    (b) Section 14 is replaced with the following:

    14. For the purpose of applying the CGSB Standard, all gaseous volumes must be corrected to dry conditions of 20°C and 760 mm Hg.

    (c) The following sections are added:

    Offences

    53. An operator who contravenes s. 18(1) or (3) of this Emission Regulation commits an offence and is liable on conviction to a fine not exceeding $1,000,000.

54. An operator who provides false information in a registration application, a report, or other submission of information, or to an officer or the district director in response to a request to produce records or other information, commits an offence and is liable on conviction to a fine not exceeding $200,000.

55. An operator who contravenes any other provision of this Emission Regulation commits an offence and is liable on conviction to a fine not exceeding $200,000.

56. Nothing in this Emission Regulation limits the district director or the Metro Vancouver Regional District from utilizing any other remedy that would otherwise be available at law.

Severability

57. If any portion of this Emission Regulation is deemed *ultra vires*, illegal, invalid, or unenforceable in any way, in whole or in part, by any court of competent jurisdiction, such decision will not be deemed to invalidate or void the remainder of this Emission Regulation. The parts so held to be *ultra vires*, illegal, invalid, or unenforceable must be deemed not to have been part of this Emission Regulation from its adoption. The remainder of this Emission Regulation will have the same force and effect as if the parts that have been deemed *ultra vires*, illegal, invalid, or unenforceable had not been included in this Emission Regulation when it was adopted.

4. "Greater Vancouver Regional District Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008" is further amended as follows:

(a) Schedule A is replaced with Schedule A 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

Calculation of Air Contaminant Emission Fees

1. **Air contaminant emission fees** for the discharge of air contaminants listed in Table 1 are calculated as follows:

$$Z = A \times B$$

where,

Z is the air contaminant emission fee,

A is the authorized discharge in tonnes of an air contaminant listed in Column 1 of Table 1, and

B is the corresponding emission fee rate for that air contaminant listed in Column 2 of Table 1 for the applicable year.

Table 1 – Air Contaminant Emission Fee Rates for Authorized Discharges

Column 1 **Air Contaminant (A)**	**Column 2** **Emission Fee Rate ($/tonne) (B)**		
	2026 to 2028	2029	2030 and later
Photoreactive volatile organic compounds	$214	$237	$260

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Metro Vancouver Regional District (MVRD) Board

From: Heather McNell, Acting Commissioner / Chief Administrative Officer
Linda Sabatini, Chief Financial Officer / General Manager, Financial Services

Date: October 22, 2026 Meeting Date: October 30, 2026

Subject: **MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw No. 1472, 2026**

RECOMMENDATION

THAT the MVRD Board:

a) approve the 2027 Budget and endorse the 2027 – 2031 Financial Plan as shown in Attachment 1 of the report dated October 22, 2026, titled "MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw 1472, 2026", as shown in the following schedules:
   - Revenue and Expenditure Summary
   - Air Quality and Climate Action
   - E911 Emergency Telephone Service
   - Electoral Area Service
   - General Government Administration
   - Housing Planning and Policy
   - Invest Vancouver
   - Regional Emergency Management
   - Regional Employers Services
   - Regional Global Positioning System
   - Regional Parks
   - Capital Portfolio - Regional Parks
   - Regional Planning

b) approve the 2027 Budget and endorse the 2027 – 2031 Financial Plan as shown in Attachment 1 of the report dated October 22, 2026 titled "MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw No. 1472, 2026" as presented for the Sasamat Fire Protection Service, and shown in the following schedules:
   - Revenue and Expenditure Summary
   - Sasamat Fire Protection Service (Operating Budget and Capital Budget)
     (Only Anmore and Belcarra may vote)

c) approve the 2027 Applications and Transfers of Reserves as shown in Attachment 2 of the report dated October 22, 2026, titled "MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw 1472, 2026";

d) give first, second and third reading to *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026*; and

e) adopt *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026*.

EXECUTIVE SUMMARY

The Metro Vancouver Regional District's 2027 Budget and 2027 – 2031 Five-Year Financial Plan is being presented in **Attachment 1** for MVRD Board approval and endorsement respectively. In addition, being brought forward is a request to authorize the application of 2027 reserve funds **(Attachment 2)** which requires the approval of the MVRD Board pursuant to the Board's *Financial Reserves Policy*. Also, in accordance with the *Local Government Act*, regional districts are required to annually adopt a five-year financial plan bylaw. The *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026* (2027 to 2031 Financial Plan Bylaw No. 1472, 2026) has now been prepared for Board consideration and adoption **(Attachment 3).**

For the Metro Vancouver Regional District (MVRD) Services, the proposed 2027 operating budget is $146.7 million and the 2027 capital expenditure target is $65 million, $54.1 million for Regional Parks and $10.9 million for Sasamat Fire Protection Services. The estimated average household impact (HHI) for all MVRD services is $90, an increase of $9 over the 2026 HHI of $81, largely due to the Board direction to add the impact from the rollback of DCC rates for parkland acquisition back to the rate payer.

On October 21, 2026, at the Board Budget Workshop, the Boards were given an overview of the 2027 Budget and the 2027 – 2031 Financial Plan. The Boards directed staff to present the budget and five-year financial plan as contained in Attachment 1 for MVRD Board approval and endorsement at its meeting on October 30, 2026. Reference 1 is the agenda package for the October 21, 2026 Board Budget Workshop.

PURPOSE

To approve the 2027 MVRD Budget for Regional District Services, endorse the MVRD 2027 – 2031 Financial Plan (Attachment 1), approve the 2027 Application and Transfers of Reserves (Attachment 2), and adopt *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026* (Attachment 3).

BACKGROUND

Metro Vancouver's annual budget process includes the development of detailed annual budgets and the updating of five-year financial plans for each of Metro Vancouver's four legal entities.

Over the past four years, the Boards have undertaken significant efforts to reduce budget pressures, including the Financial Plan Task Force (2023), the Cost and Service Efficiencies Review (2025), the Board Governance Review (2026) and the Financial Management Policy Review (2026). These initiatives identified $364 million in operating savings and deferred more than $1.75 billion in capital expenditures, contributing to lower household impacts (HHI). Changes to the *Financial Management Policy* in 2026, to extend amortization on debt from 15 years to 20 and 30 years, will spread the cost of significant long-life capital projects over a longer term, reducing pressure on HHI over the next several years.

On April 15, 2026, the Board Budget Workshop was held with the objective to seek direction for the preparation of the 2027 Budget and 2027 – 2031 Financial Plan. At a related Special Joint Board meeting on April 15, the Boards gave early readings to amendment bylaws that would roll back Metro Vancouver's 2026 DCC rates to 2025 levels, lower the planned increase to 2027 DCC rates, and extend the move to growth fully paying for growth (a 1% assist factor) from 2027 to 2029. The intention was to find ways to support the delivery of housing in this challenging market. The revision in rates is anticipated to have a total impact of $389 million in lost revenue over six years. The Boards directed staff to fill the anticipated gap for GVWD and GVS&DD by increasing borrowing, and for the MVRD by transferring the cost back to the taxpayer. The DCC amendment bylaws were adopted by the Boards on July 24, 2026.

Additionally, on April 15, 2026, the Boards directed staff to develop the budget for MVRD, MVHC, GVWD, and GVS&DD with the following household impact (HHI) targets:

- HHI increase of 3.0% for 2027; and
- HHI increase of 5.0% each year from 2028 to 2031.

All functional area budgets have been developed in the context of these Board decisions. In addition, a settlement with the original North Shore Wastewater Treatment Plant (NSWWTP) contractor for $235 million in 2026, has been factored into the Liquid Waste Services HHI projections, and will reduce the HHI in the 2027 – 2031 Financial Plan.

As a result, the proposed 2027 — 2031 Five-Year Financial Plan is below the established targets, resulting in the following average household increases:

- 1.9% in 2027;
- 4.2% in 2028;
- 5.0% in each year from 2029 to 2031.

This report focuses on the Regional District Service Area functions including both operating and capital budget elements for 2027 to 2031.

The MVRD 2027 Budget and 2027 – 2031 Financial Plan is being brought forward to the Board for consideration and approval. Also being brought forward is a request to authorize the application and transfers of 2027 reserve funds (Attachment 2) which requires the approval of the MVRD Board pursuant to the Board's *Financial Reserves Policy*. Approval of the budget requires the adoption of *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026* which is now being presented to the Board for adoption (Attachment 3).

BOARD BUDGET APPROVAL REQUIREMENTS

In accordance with section 374 of the *Local Government Act*, regional districts are required to adopt a five-year financial plan by bylaw annually. In addition, a process of public consultation must be undertaken regarding the financial plan prior to its adoption.

The 2027 Budgets and 2027 – 2031 Financial Plans for regional district functions were presented through the month of October to applicable Standing Committees, various Regional Advisory Committees, and the Board Budget Workshop on October 21, 2026. Members of the public were invited to comment through an engagement process and public notice was given in the Vancouver Sun newspaper on October 2 and October 16, 2026 (**Attachment 4**).

The 2027 to 2031 Financial Plan Bylaw No. 1472, 2026 has now been prepared for Board consideration and formalizes the approval of the 2027 Budget and 2027 – 2031 Financial Plan. The 2027 Budget and 2027 – 2031 Financial Plan has been summarized in the format prescribed by s. 374 of the *Local Government Act* and forms part of this bylaw.

In alignment with Metro Vancouver's policies that adhere to long term financial planning principles, the financial plan has been developed based on a detailed budgeting process that is designed to predict anticipated future revenue requirements to cover operating expenditures, capital expenditures and debt servicing costs over the next five years. This information is essential in supporting Metro Vancouver's overall budgeting process but also provides critical information to member jurisdictions in preparing their individual financial plans.

ALTERNATIVES

1. THAT the MVRD Board:
   a) approve the 2027 Budget and endorse the 2027 – 2031 Financial Plan as shown in Attachment 1 of the report dated October 22, 2026, titled "MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD *2027 to 2031 Financial Plan Bylaw 1472, 2026*", and shown in the following schedules:
      - Revenue and Expenditure Summary
      - Air Quality and Climate Action
      - E911 Emergency Telephone Service
      - Electoral Area Service
      - General Government Administration
      - Housing Planning and Policy
      - Invest Vancouver
      - Regional Emergency Management
      - Regional Employers Services
      - Regional Global Positioning System
      - Regional Parks
      - Capital Portfolio - Regional Parks
      - Regional Planning

   b) approve the 2027 Budget and endorse the 2027 – 2031 Financial Plan as shown in Attachment 1 dated October 22, 2026 titled "MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD *2027 to 2031 Financial Plan Bylaw 1472,* 2026" as presented for the Sasamat Fire Protection Service, and shown in the following schedules:
      - Revenue and Expenditure Summary
      - Sasamat Fire Protection Service (Operating Budget and Capital Budget)
        (Only Anmore and Belcarra may vote)

   c) approve the 2027 Applications and Transfers of Reserves as shown in Attachment 2 of the report dated October 22, 2026, titled "MVRD 2027 Budget and 2027 – 2031 Financial Plan and MVRD 2027 to 2031 Financial Plan Bylaw No. 1472, 2026";

   d) give first, second and third reading to *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No.* 1472*, 2026*; and

   e) adopt *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No.* 1472*, 2026*.

2. THAT the MVRD Board direct staff to make the following amendments to the 2027 Budget and 2027 – 2031 Financial Plan: _____ and to prepare the 2027 Budget and 2027 – 2031 Financial Plan, 2027 Applications and Transfers of Reserves and *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026* to be presented at a future MVRD Board meeting for consideration of adoption and endorsement.

FINANCIAL IMPLICATIONS

If the MVRD Board approves alternative one, the 2027 Budget will be approved as presented through the adoption of *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026* and authority will be provided to undertake the Regional District Service Area work plans presented in the budget reports (Reference 1) The 2027 to 2031 Financial Plan for Regional District Services will also be endorsed and will provide greater certainty for budget planning in future years, as well as improved information to the public and to member jurisdictions on anticipated budgets and future rate impacts. Table 1 below summarizes the 2027 – 2031 MVRD Financial Plan.

Table 1. 2027 – 2031 MVRD Financial Plan Summary

	2027	2028	2029	2030	2031
Total Operating Expenditures ($ Millions)	$146.7	$152.7	$156.4	$159.4	$163.3
Total MVRD Requisitions ($ Millions)	$115.7	$121.4	$126.0	$127.7	$131.0
Other Revenues* ($ Millions)	$31.0	$31.3	$30.4	$31.7	$32.3

**includes grants, other user fee revenues, and transfer from reserves*

Under Alternative two, the MVRD Board may wish to amend the 2027 budget and the 2027 – 2031 financial plan and adopt *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026*. If 2027 to 2031 Financial Plan Bylaw No. 1472, 2026 is not adopted, the *Metro Vancouver Regional District 2026 to 2030 Financial Plan Bylaw No. 1432, 2025* will remain in place until a new bylaw has been adopted.

OTHER IMPLICATIONS

Member jurisdiction consultation for the draft 2027 – 2031 capital plan was done in June and July; RFAC meetings are held monthly to provide budget updates. In addition, a joint RAAC, REAC, and RFAC workshop was held on October 5, 2026 to review the 2027 Budget and 2027 – 2031 Financial Plan. At the joint workshop, Committee members recognized that geopolitical pressures and funding uncertainty are contributing to increasing pressures on local government budgets. However, Committee members expressed support for the budget, recognizing the need for continued major investments in critical infrastructure in the region.

CONCLUSION

The 2027 Revenue and Expenditure Budgets and the 2027 Applications and Transfers of Reserves require Board approval. Endorsing the MVRD 2027 - 2031 Financial Plan and adoption of *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026* provides the authority for the 2027 operations of the individual MVRD functions and aligns with Metro Vancouver's financial planning practices and concludes the administrative process of the 2027 budget development cycle. Staff recommend approving the MVRD 2027 Budget and 2027 – 2031 Financial Plan and adopting *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026* as presented in alternative one.

ATTACHMENTS

1. MVRD 2027 Budget and 2027 – 2031 Financial Plan.
2. 2027 Applications and Transfers of Reserves.
3. *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026.*
4. Public Notice MVRD Bylaw No 1472, 2026 - Vancouver Sun.

REFERENCES

1. McNell, H. & Sabatini, L. (2026, October). *2027 Budget and 2027 – 2031 Financial Plan*. [Staff report to the MVRD, MVHC, GVWD, GVS&DD Boards dated October 14, 2026]. https://metrovancouver.org/boards/GVRD/RD-SP-2026-10-21-AGE.pdf

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METRO VANCOUVER
REVENUE AND EXPENDITURE SUMMARY
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Water Sales	$ 424,504,293	$ 437,665,930	3.1%	$ 450,364,786	2.9%	$ 466,538,838	3.6%	$ 491,346,075	5.3%	$ 523,583,639	6.6%
Liquid Waste Services Levy	610,993,863	631,205,830	3.3%	680,366,801	7.8%	744,274,237	9.4%	816,385,273	9.7%	879,982,920	7.8%
Solid Waste Tipping Fees	160,039,613	170,118,700	6.3%	176,175,042	3.6%	187,788,719	6.6%	201,579,938	7.3%	216,806,281	7.6%
Metro Vancouver Regional District Requisitions	102,357,428	115,667,154	13.0%	121,417,580	5.0%	125,957,113	3.7%	127,710,450	1.4%	130,992,467	2.6%
Compensation Services Revenue	853,379	933,539	9.4%	1,000,271	7.1%	1,203,773	20.3%	1,233,338	2.5%	1,264,107	2.5%
Collective Bargaining Services Revenue	1,218,991	1,256,497	3.1%	1,324,314	5.4%	1,445,662	9.2%	1,480,119	2.4%	1,516,216	2.4%
Housing Rents	50,526,930	54,308,512	7.5%	60,916,020	12.2%	63,278,827	3.9%	68,528,948	8.3%	71,594,064	4.5%
Liquid Waste Industrial Charges	19,380,426	24,913,555	28.6%	25,536,394	2.5%	26,174,804	2.5%	26,829,174	2.5%	27,499,903	2.5%
Energy Sales	6,250,000	8,500,000	36.0%	8,627,500	1.5%	8,756,913	1.5%	8,888,267	1.5%	9,021,591	1.5%
Transfer from DCC Reserves	129,816,208	168,041,702	29.4%	187,360,221	11.5%	218,969,362	16.9%	218,792,218	(0.1%)	248,484,514	13.6%
User Fees	12,810,281	13,736,936	7.2%	14,680,659	6.9%	16,108,237	9.7%	17,600,419	9.3%	18,499,797	5.1%
Housing Mortgage and Rental Subsidies	1,484,579	1,676,889	13.0%	1,593,921	(4.9%)	1,611,507	1.1%	1,629,531	1.1%	1,642,374	0.8%
Non-Road Diesel Fees	1,671,679	2,113,008	26.4%	2,222,710	5.2%	2,199,930	(1.0%)	2,130,709	(3.1%)	2,070,242	(2.8%)
Regional Global Positioning System User Fees	318,817	323,310	1.4%	357,600	10.6%	340,141	(4.9%)	347,618	2.2%	354,545	2.0%
Electoral Area Requisition	469,521	479,751	2.2%	503,319	4.9%	512,410	1.8%	525,810	2.6%	538,185	2.4%
Other External Revenues	15,862,855	19,491,024	22.9%	18,797,753	(3.6%)	20,592,565	9.5%	20,060,087	(2.6%)	20,244,232	0.9%
Transfer from Sustainability Innovation Fund Reserves	13,144,435	1,250,000	(90.5%)	150,000	(88.0%)	–	(100.0%)	–	N/A	–	N/A
Transfer from Reserves	29,497,326	46,897,217	59.0%	96,843,932	106.5%	124,538,349	28.6%	146,244,942	17.4%	153,500,406	5.0%
TOTAL REVENUES	**$1,581,200,624**	**$1,698,579,554**	7.4%	**$1,848,238,823**	8.8%	**$2,010,291,387**	8.8%	**$2,151,312,916**	7.0%	**$2,307,595,483**	7.3%
EXPENDITURES											
Operating Programs:											
Greater Vancouver Water District	$ 454,414,156	$ 489,471,688	7.7%	$ 510,785,651	4.4%	$ 533,531,936	4.5%	$ 561,566,874	5.3%	$ 598,785,160	6.6%
Greater Vancouver Sewerage and Drainage District:											
Liquid Waste Services	758,468,489	809,613,092	6.7%	914,595,861	13.0%	1,037,088,809	13.4%	1,128,863,866	8.8%	1,227,337,628	8.7%
Solid Waste Services	169,903,754	184,583,951	8.6%	190,438,015	3.2%	204,950,720	7.6%	218,996,599	6.9%	234,649,612	7.1%
Metro Vancouver Housing Corporation	61,669,689	68,212,327	10.6%	79,728,929	16.9%	78,335,463	(1.7%)	82,523,828	5.3%	83,551,091	1.2%
Metro Vancouver Regional District											
Air Quality and Climate Action	17,297,816	16,604,833	(4.0%)	16,368,566	(1.4%)	16,605,413	1.4%	16,962,250	2.1%	17,263,803	1.8%
E911 Emergency Telephone Service	7,421,929	7,607,480	2.5%	7,797,662	2.5%	7,992,604	2.5%	8,192,420	2.5%	8,397,233	2.5%
Electoral Area Service	2,436,556	2,833,347	16.3%	2,857,630	0.9%	1,548,229	(45.8%)	967,702	(37.5%)	820,077	(15.3%)
General Government Administration	7,436,508	7,472,985	0.5%	7,643,250	2.3%	7,817,881	2.3%	7,944,351	1.6%	8,052,546	1.4%
Housing Planning and Policy	10,650,451	7,071,911	(33.6%)	7,135,985	0.9%	7,178,363	0.6%	7,222,681	0.6%	7,268,860	0.6%
Invest Vancouver	4,773,120	4,992,713	4.6%	5,006,578	0.3%	5,131,684	2.5%	5,276,359	2.8%	5,424,767	2.8%
Regional Emergency Management	272,124	212,088	(22.1%)	219,419	3.5%	225,984	3.0%	234,192	3.6%	239,398	2.2%
Regional Employers Services	4,377,740	4,485,009	2.5%	4,627,125	3.2%	4,734,530	2.3%	4,846,119	2.4%	4,963,636	2.4%
Regional Global Positioning System	1,394,209	629,337	(54.9%)	616,278	(2.1%)	451,535	(26.7%)	461,798	2.3%	471,579	2.1%
Regional Parks	74,492,691	88,847,286	19.3%	93,437,829	5.2%	96,825,293	3.6%	99,263,614	2.5%	102,255,907	3.0%
Regional Planning	5,238,763	4,844,959	(7.5%)	4,959,684	2.4%	5,062,530	2.1%	5,167,562	2.1%	5,278,876	2.2%
Sasamat Fire Protection Service	952,629	1,096,548	15.1%	2,020,361	84.2%	2,810,413	39.1%	2,822,701	0.4%	2,835,310	0.4%
	136,744,536	146,698,496	7.3%	152,690,367	4.1%	156,384,459	2.4%	159,361,749	1.9%	163,271,992	2.5%
TOTAL EXPENDITURES	**$1,581,200,624**	**$1,698,579,554**	7.4%	**$1,848,238,823**	8.8%	**$2,010,291,387**	8.8%	**$2,151,312,916**	7.0%	**$2,307,595,483**	7.3%

METRO VANCOUVER DISTRICTS
REGIONAL DISTRICT SUMMARY
2023-2027 FINANCIAL PLAN

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$102,357,428	$115,667,154	13.0%	$121,417,580	5.0%	$125,957,113	3.7%	$127,710,450	1.4%	$130,992,467	2.6%
Compensation Services Revenue	853,379	933,539	9.4%	1,000,271	7.1%	1,203,773	20.3%	1,233,338	2.5%	1,264,107	2.5%
Collective Bargaining Services Revenue	1,218,991	1,256,497	3.1%	1,324,314	5.4%	1,445,662	9.2%	1,480,119	2.4%	1,516,216	2.4%
Electoral Area Requisition	469,521	479,751	2.2%	503,319	4.9%	512,410	1.8%	525,810	2.6%	538,185	2.4%
Regional Global Positioning System User Fees	318,817	323,310	1.4%	357,600	10.6%	340,141	(4.9%)	347,618	2.2%	354,545	2.0%
User Fees	4,689,305	5,085,672	8.5%	5,189,465	2.0%	5,593,353	7.8%	5,897,337	5.4%	5,901,420	0.1%
Non-Road Diesel Fees	1,671,679	2,113,008	26.4%	2,222,710	5.2%	2,199,930	(1.0%)	2,130,709	(3.1%)	2,070,242	(2.8%)
Other External Revenues	6,323,192	7,551,389	19.4%	7,305,231	(3.3%)	6,144,929	(15.9%)	5,408,775	(12.0%)	5,444,029	0.7%
Transfer from Sustainability Innovation Fund Reserves	5,362,410	–	(100.0%)	–	N/A	–	N/A	–	N/A	–	N/A
Transfer from Reserves	13,479,814	13,288,176	(1.4%)	13,369,877	0.6%	12,987,148	(2.9%)	14,627,593	12.6%	15,190,781	3.9%
TOTAL REVENUES	**$136,744,536**	**$146,698,496**	**7.3%**	**$152,690,367**	**4.1%**	**$156,384,459**	**2.4%**	**$159,361,749**	**1.9%**	**$163,271,992**	**2.5%**
EXPENDITURES											
Metro Vancouver Regional District											
Air Quality and Climate Action	$ 17,297,816	$ 16,604,833	(4.0%)	$ 16,368,566	(1.4%)	$ 16,605,413	1.4%	$ 16,962,250	2.1%	$ 17,263,803	1.8%
E911 Emergency Telephone Service	7,421,929	7,607,480	2.5%	7,797,662	2.5%	7,992,604	2.5%	8,192,420	2.5%	8,397,233	2.5%
Electoral Area Service	2,436,556	2,833,347	16.3%	2,857,630	0.9%	1,548,229	(45.8%)	967,702	(37.5%)	820,077	(15.3%)
General Government Administration	7,436,508	7,472,985	0.5%	7,643,250	2.3%	7,817,881	2.3%	7,944,351	1.6%	8,052,546	1.4%
Housing Planning and Policy	10,650,451	7,071,911	(33.6%)	7,135,985	0.9%	7,178,363	0.6%	7,222,681	0.6%	7,268,860	0.6%
Invest Vancouver	4,773,120	4,992,713	4.6%	5,006,578	0.3%	5,131,684	2.5%	5,276,359	2.8%	5,424,767	2.8%
Regional Emergency Management	272,124	212,088	(22.1%)	219,419	3.5%	225,984	3.0%	234,192	3.6%	239,398	2.2%
Regional Employers Services	4,377,740	4,485,009	2.5%	4,627,125	3.2%	4,734,530	2.3%	4,846,119	2.4%	4,963,636	2.4%
Regional Global Positioning System	1,394,209	629,337	(54.9%)	616,278	(2.1%)	451,535	(26.7%)	461,798	2.3%	471,579	2.1%
Regional Parks	74,492,691	88,847,286	19.3%	93,437,829	5.2%	96,825,293	3.6%	99,263,614	2.5%	102,255,907	3.0%
Regional Planning	5,238,763	4,844,959	(7.5%)	4,959,684	2.4%	5,062,530	2.1%	5,167,562	2.1%	5,278,876	2.2%
Sasamat Fire Protection Service	952,629	1,096,548	15.1%	2,020,361	84.2%	2,810,413	39.1%	2,822,701	0.4%	2,835,310	0.4%
TOTAL EXPENDITURES	**$136,744,536**	**$146,698,496**	**7.3%**	**$152,690,367**	**4.1%**	**$156,384,459**	**2.4%**	**$159,361,749**	**1.9%**	**$163,271,992**	**2.5%**

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METRO VANCOUVER REGIONAL DISTRICT
AIR QUALITY AND CLIMATE ACTION
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 8,385,541	$ 7,503,503	(10.5%)	$ 7,864,252	4.8%	$ 7,654,701	(2.7%)	$ 7,726,077	0.9%	$ 8,033,898	4.0%
User Fees	3,700,000	4,100,000		4,200,000		4,600,000		4,900,000		4,900,000	
Non-Road Diesel Fees	1,671,679	2,113,008		2,222,710		2,199,930		2,130,709		2,070,242	
Other External Revenues	676,544	818,851		530,959		541,733		552,776		564,095	
Transfer from Sustainability Innovation Fund Reserves	1,034,783	—		—		—		—		—	
Transfer from Reserves	1,829,269	2,069,471		1,550,645		1,609,049		1,652,688		1,695,568	
TOTAL REVENUES	**$17,297,816**	**$16,604,833**	**(4.0%)**	**$16,368,566**	**(1.4%)**	**$16,605,413**	**1.4%**	**$16,962,250**	**2.1%**	**$17,263,803**	**1.8%**
EXPENDITURES											
Operating Programs:											
Ambient Air Quality Monitoring	$ 3,208,622	$ 3,382,078		$ 3,209,751		$ 3,217,489		$ 3,290,931		$ 3,379,189	
Air Quality and Climate Action Policy	3,470,061	3,578,618		3,515,822		3,612,592		3,714,244		3,811,954	
Air Quality Bylaw and Regulation Development	1,353,296	1,390,465		1,453,080		1,522,763		1,578,752		1,635,940	
Corporate Climate Action Services	642,971	—		—		—		—		—	
Engineers in Training	65,394	65,508		68,224		70,208		71,937		74,040	
Regional Sustainability Initiatives	1,034,783	—		—		—		—		—	
Administration and Department Support	811,415	837,649		868,160		893,506		919,648		946,492	
	10,586,542	9,254,318	(12.6%)	9,115,037	(1.5%)	9,316,558	2.2%	9,575,512	2.8%	9,847,615	2.8%
Communications Program	263,313	265,625	0.9%	284,121	7.0%	286,050	0.7%	288,018	0.7%	199,934	(30.6%)
Environmental Regulation and Enforcement	5,150,388	5,629,670	9.3%	5,525,928	(1.8%)	5,672,860	2.7%	5,816,464	2.5%	5,975,040	2.7%
Allocation of Centralized Support Costs	1,297,573	1,455,220	12.1%	1,443,480	(0.8%)	1,329,945	(7.9%)	1,282,256	(3.6%)	1,241,214	(3.2%)
TOTAL EXPENDITURES	**$17,297,816**	**$16,604,833**	**(4.0%)**	**$16,368,566**	**(1.4%)**	**$16,605,413**	**1.4%**	**$16,962,250**	**2.1%**	**$17,263,803**	**1.8%**

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METRO VANCOUVER REGIONAL DISTRICT
E911 EMERGENCY TELEPHONE SERVICE
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 7,421,929	$ 7,607,480	2.5%	$ 7,797,662	2.5%	$ 7,992,604	2.5%	$ 8,192,420	2.5%	$ 8,397,233	2.5%
TOTAL REVENUES	**$ 7,421,929**	**$ 7,607,480**	**2.5%**	**$ 7,797,662**	**2.5%**	**$ 7,992,604**	**2.5%**	**$ 8,192,420**	**2.5%**	**$ 8,397,233**	**2.5%**
EXPENDITURES											
Operating Programs:											
Emergency Telephone Service	$ 7,276,403	$ 7,458,313		$ 7,644,770		$ 7,835,889		$ 8,031,786		$ 8,232,581	
Allocation of Centralized Support Costs	145,526	149,167		152,892		156,715		160,634		164,652	
TOTAL EXPENDITURES	**$ 7,421,929**	**$ 7,607,480**	**2.5%**	**$ 7,797,662**	**2.5%**	**$ 7,992,604**	**2.5%**	**$ 8,192,420**	**2.5%**	**$ 8,397,233**	**2.5%**

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METRO VANCOUVER REGIONAL DISTRICT
ELECTORAL AREA SERVICE
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Electoral Area Requisition	$ 469,521	$ 479,751	2.2%	$ 503,319	4.9%	$ 512,410	1.8%	$ 525,810	2.6%	$ 538,185	2.4%
User Fees	12,000	12,000		12,000		12,000		12,000		12,000	
Other External Revenues	1,718,550	2,208,550		2,214,892		964,892		214,892		214,892	
Transfer from Reserves	236,485	133,046		127,419		58,927		215,000		55,000	
TOTAL REVENUES	**$ 2,436,556**	**$ 2,833,347**	**16.3%**	**$ 2,857,630**	**0.9%**	**$ 1,548,229**	**(45.8%)**	**$ 967,702**	**(37.5%)**	**$ 820,077**	**(15.3%)**
EXPENDITURES											
Operating Programs:											
Community Planning	$ 1,986,672	$ 2,478,982		$ 2,497,521		$ 1,188,695		$ 520,207		$ 462,057	
Building Inspections	40,523	40,416		41,633		42,640		43,679		44,747	
Local Government Election	124,671	–		–		–		124,676		–	
Fraser Valley Library Services	2,000	2,000		2,000		2,000		2,000		2,000	
Emergency Planning	20,000	20,000		20,000		20,000		20,000		20,000	
	2,173,866	2,541,398	16.9%	2,561,154	0.8%	1,253,335	(51.1%)	710,562	(43.3%)	528,804	(25.6%)
Contribution to Election Reserve	–	30,000		30,000		30,000		–		30,000	
Contribution to Reserve	218,550	208,550		214,892		214,892		214,892		214,892	
	218,550	238,550	9.2%	244,892	2.7%	244,892	0.0%	214,892	(12.3%)	244,892	14.0%
Allocation of Centralized Support Costs	44,140	53,399	21.0%	51,584	(3.4%)	50,002	(3.1%)	42,248	(15.5%)	46,381	9.8%
TOTAL EXPENDITURES	**$ 2,436,556**	**$ 2,833,347**	**16.3%**	**$ 2,857,630**	**0.9%**	**$ 1,548,229**	**(45.8%)**	**$ 967,702**	**(37.5%)**	**$ 820,077**	**(15.3%)**

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METRO VANCOUVER REGIONAL DISTRICT
GENERAL GOVERNMENT ADMINISTRATION
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 5,793,288	$ 5,832,985	0.7%	$ 5,999,750	2.9%	$ 6,150,793	2.5%	$ 6,293,586	2.3%	$ 6,398,012	1.7%
Other External Revenues	1,343,220	1,340,000		1,343,500		1,367,088		1,350,765		1,354,534	
Transfer from Reserves	300,000	300,000		300,000		300,000		300,000		300,000	
TOTAL REVENUES	**$ 7,436,508**	**$ 7,472,985**	**0.5%**	**$ 7,643,250**	**2.3%**	**$ 7,817,881**	**2.3%**	**$ 7,944,351**	**1.6%**	**$ 8,052,546**	**1.4%**
EXPENDITURES											
Operating Programs:											
Administration											
Audit and Insurance	$ 155,818	$ 229,974		$ 244,939		$ 272,858		$ 279,594		$ 296,242	
Board Administrative Services	4,526,296	4,532,447		4,664,130		4,786,691		4,915,146		5,016,753	
Leadership and Engagement	642,570	655,312		666,559		678,032		689,733		705,912	
Contracts and Contributions											
External Contributions and Regional Culture	344,546	346,011		347,531		348,786		350,079		351,410	
Mosquito Control Contract	179,104	172,020		176,321		200,729		185,247		189,878	
Contribution to Sustainability Innovation Fund Reserve	347,000	347,000		347,000		347,000		347,000		347,000	
	6,195,334	6,282,764	1.4%	6,446,480	2.6%	6,634,096	2.9%	6,766,799	2.0%	6,907,195	2.1%
Communications Program	200,000	200,000	0.0%	200,000	0.0%	200,000	0.0%	200,000	0.0%	177,500	(11.3%)
Allocation of Centralized Support Costs	1,041,174	990,221	(4.9%)	996,770	0.7%	983,785	(1.3%)	977,552	(0.6%)	967,851	(1.0%)
TOTAL EXPENDITURES	**$ 7,436,508**	**$ 7,472,985**	**0.5%**	**$ 7,643,250**	**2.3%**	**$ 7,817,881**	**2.3%**	**$ 7,944,351**	**1.6%**	**$ 8,052,546**	**1.4%**

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METRO VANCOUVER REGIONAL DISTRICT
HOUSING PLANNING AND POLICY
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 6,959,938	$ 7,071,911	1.6%	$ 7,135,985	0.9%	$ 7,178,363	0.6%	$ 7,222,681	0.6%	$ 7,268,860	0.6%
Transfer from Sustainability Innovation Fund Reserves	3,690,513	–		–		–		–		–	
TOTAL REVENUES	**$10,650,451**	**$ 7,071,911**	**(33.6%)**	**$ 7,135,985**	**0.9%**	**$ 7,178,363**	**0.6%**	**$ 7,222,681**	**0.6%**	**$ 7,268,860**	**0.6%**
EXPENDITURES											
Operating Programs:											
Housing Planning and Policy	$ 5,468,747	$ 1,871,572		$ 1,929,652		$ 1,977,865		$ 2,027,526		$ 2,078,636	
Contribution to Housing Planning and Policy Re-development Reserve	1,000,000	1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
Contribution to Housing Planning and Policy Development Reserve	4,000,000	4,000,000		4,000,000		4,000,000		4,000,000		4,000,000	
	10,468,747	6,871,572	(34.4%)	6,929,652	0.8%	6,977,865	0.7%	7,027,526	0.7%	7,078,636	0.7%
Communications Program	25,000	25,000	0.0%	25,625	2.5%	26,266	2.5%	26,922	2.5%	27,595	2.5%
Allocation of Centralized Support Costs	156,704	175,339	11.9%	180,708	3.1%	174,232	(3.6%)	168,233	(3.4%)	162,629	(3.3%)
TOTAL EXPENDITURES	**$10,650,451**	**$ 7,071,911**	**(33.6%)**	**$ 7,135,985**	**0.9%**	**$ 7,178,363**	**0.6%**	**$ 7,222,681**	**0.6%**	**$ 7,268,860**	**0.6%**

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METRO VANCOUVER REGIONAL DISTRICT
INVEST VANCOUVER
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 4,363,120	$ 4,592,713	5.3%	$ 4,806,578	4.7%	$ 4,931,684	2.6%	$ 5,076,359	2.9%	$ 5,224,767	2.9%
Other External Revenues	150,000	200,000		200,000		200,000		200,000		200,000	
Transfer from Reserves	260,000	200,000		–		–		–		–	
TOTAL REVENUES	**$ 4,773,120**	**$ 4,992,713**	**4.6%**	**$ 5,006,578**	**0.3%**	**$ 5,131,684**	**2.5%**	**$ 5,276,359**	**2.8%**	**$ 5,424,767**	**2.8%**
EXPENDITURES											
Operating Programs:											
Partnerships	$ 1,294,707	$ 1,449,659		$ 1,495,520		$ 1,540,374		$ 1,587,002		$ 1,634,595	
Data, Research and Policy	215,232	–		–		–		–		–	
Strategic Investment	2,003,737	2,218,772		2,139,093		2,216,233		2,293,663		2,372,741	
Leadership and Administration	876,424	897,389		936,927		967,718		999,124		1,031,152	
	4,390,100	4,565,820	4.0%	4,571,540	0.1%	4,724,325	3.3%	4,879,789	3.3%	5,038,488	3.3%
Allocation of Centralized Support Costs	383,020	426,893	11.5%	435,038	1.9%	407,359	(6.4%)	396,570	(2.6%)	386,279	(2.6%)
TOTAL EXPENDITURES	**$ 4,773,120**	**$ 4,992,713**	**4.6%**	**$ 5,006,578**	**0.3%**	**$ 5,131,684**	**2.5%**	**$ 5,276,359**	**2.8%**	**$ 5,424,767**	**2.8%**

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METRO VANCOUVER REGIONAL DISTRICT
REGIONAL EMERGENCY MANAGEMENT
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 176,702	$ 179,070	1.3%	$ 202,071	12.8%	$ 208,636	3.2%	$ 216,844	3.9%	$ 222,050	2.4%
Transfer from Reserves	95,422	33,018		17,348		17,348		17,348		17,348	
TOTAL REVENUES	**$ 272,124**	**$ 212,088**	**(22.1%)**	**$ 219,419**	**3.5%**	**$ 225,984**	**3.0%**	**$ 234,192**	**3.6%**	**$ 239,398**	**2.2%**
EXPENDITURES											
Operating Programs:											
Regional Emergency Management	$ 262,320	$ 201,986		$ 208,969		$ 215,220		$ 223,037		$ 228,000	
Allocation of Centralized Support Costs	9,804	10,102		10,450		10,764		11,155		11,398	
TOTAL EXPENDITURES	**$ 272,124**	**$ 212,088**	**(22.1%)**	**$ 219,419**	**3.5%**	**$ 225,984**	**3.0%**	**$ 234,192**	**3.6%**	**$ 239,398**	**2.2%**

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METRO VANCOUVER REGIONAL DISTRICT
REGIONAL EMPLOYERS SERVICES
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 1,310,177	$ 1,250,505	(4.6%)	$ 1,310,853	4.8%	$ 1,340,893	2.3%	$ 1,372,120	2.3%	$ 1,405,359	2.4%
Compensation Services Revenue	853,379	933,539		1,000,271		1,203,773		1,233,338		1,264,107	
Collective Bargaining Services Revenue	1,218,991	1,256,497		1,324,314		1,445,662		1,480,119		1,516,216	
Other External Revenues	551,193	609,468		641,687		694,202		710,542		727,954	
Transfer from Reserves	444,000	435,000		350,000		50,000		50,000		50,000	
TOTAL REVENUES	**$ 4,377,740**	**$ 4,485,009**	**2.5%**	**$ 4,627,125**	**3.2%**	**$ 4,734,530**	**2.3%**	**$ 4,846,119**	**2.4%**	**$ 4,963,636**	**2.4%**
EXPENDITURES											
Operating Programs:											
Information and Advisory Services	$ 1,556,109	$ 1,490,800		$ 1,540,608		$ 1,582,550		$ 1,625,715		$ 1,671,245	
Compensation Services	1,104,698	1,186,162		1,229,722		1,265,752		1,302,866		1,341,171	
Collective Bargaining	1,367,419	1,416,355		1,466,779		1,508,667		1,551,804		1,596,555	
	4,028,226	4,093,317	1.6%	4,237,109	3.5%	4,356,969	2.8%	4,480,385	2.8%	4,608,971	2.9%
Allocation of Centralized Support Costs	349,514	391,692	12.1%	390,016	(0.4%)	377,561	(3.2%)	365,734	(3.1%)	354,665	(3.0%)
TOTAL EXPENDITURES	**$ 4,377,740**	**$ 4,485,009**	**2.5%**	**$ 4,627,125**	**3.2%**	**$ 4,734,530**	**2.3%**	**$ 4,846,119**	**2.4%**	**$ 4,963,636**	**2.4%**

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METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GLOBAL POSITIONING SYSTEM
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Regional Global Positioning System User Fees	$ 318,817	$ 323,310	1.4%	$ 357,600	10.6%	$ 340,141	(4.9%)	$ 347,618	2.2%	$ 354,545	2.0%
Transfer from Reserves	1,000,000	200,000		150,000		–		–		–	
Other External Revenues	75,392	106,027		108,678		111,394		114,180		117,034	
TOTAL REVENUES	**$ 1,394,209**	**$ 629,337**	**(54.9%)**	**$ 616,278**	**(2.1%)**	**$ 451,535**	**(26.7%)**	**$ 461,798**	**2.3%**	**$ 471,579**	**2.1%**
EXPENDITURES											
Operating Programs:											
Regional Global Positioning System	$ 1,300,827	$ 589,777		$ 500,059		$ 368,696		$ 378,428		$ 388,722	
Contribution to Reserve	65,109	10,307		60,028		51,643		52,419		52,895	
Allocation of Centralized Support Costs	28,273	29,253		56,191		31,196		30,951		29,962	
TOTAL EXPENDITURES	**$ 1,394,209**	**$ 629,337**	**(54.9%)**	**$ 616,278**	**(2.1%)**	**$ 451,535**	**(26.7%)**	**$ 461,798**	**2.3%**	**$ 471,579**	**2.1%**

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METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 62,340,341	$ 75,967,480	21.9%	$ 79,577,384	4.8%	$ 82,883,496	4.2%	$ 83,835,100	1.1%	$ 86,143,102	2.8%
User Fees	977,305	973,672		977,465		981,353		985,337		989,420	
Other External Revenues	1,793,293	2,253,493		2,250,515		2,250,620		2,250,620		2,250,520	
Transfer from Sustainability Innovation Fund Reserves	137,114	–		–		–		–		–	
Transfer from Reserves	9,244,638	9,652,641		10,632,465		10,709,824		12,192,557		12,872,865	
TOTAL REVENUES	**$ 74,492,691**	**$ 88,847,286**	**19.3%**	**$ 93,437,829**	**5.2%**	**$ 96,825,293**	**3.6%**	**$ 99,263,614**	**2.5%**	**$ 102,255,907**	**3.0%**
EXPENDITURES											
Operating Programs:											
Systems Planning, Design and Development Services											
Planning and Resource Management	$ 2,962,227	$ 2,970,187		$ 3,070,041		$ 3,213,212		$ 3,214,872		$ 3,293,416	
Design and Development	1,746,163	1,699,023		1,779,387		1,842,626		1,906,951		2,006,837	
Engineers in Training	21,798	21,836		22,741		23,403		23,979		24,680	
	4,730,188	4,691,046	(0.8%)	4,872,169	3.9%	5,079,241	4.3%	5,145,802	1.3%	5,324,933	3.5%
Systems Visitor and Operations Services											
Visitor Services	1,615,002	1,713,800		1,720,729		1,752,931		1,785,865		1,819,567	
Operations Services	2,056,693	2,358,549		2,426,374		2,483,889		2,539,180		2,596,117	
	3,671,695	4,072,349	10.9%	4,147,103	1.8%	4,236,820	2.2%	4,325,045	2.1%	4,415,684	2.1%
Central Area Services											
Operations and Maintenance	8,495,294	9,178,555		9,458,786		9,762,438		10,025,256		10,282,506	
Area Visitor Services	744,361	768,475		793,605		814,349		835,732		858,209	
Area Management and Administration	1,236,681	1,262,773		1,289,855		1,312,262		1,335,351		1,359,123	
Area Planning	160,475	165,990		171,826		176,642		181,604		186,711	
Burns Bog Ecological Conservancy Area	582,156	608,761		626,727		650,723		661,760		673,119	
Contribution to Reserve	171,500	101,500		101,500		101,500		101,500		101,500	
	11,390,467	12,086,054	6.1%	12,442,299	2.9%	12,817,914	3.0%	13,141,203	2.5%	13,461,168	2.4%
East Area Services											
Operations and Maintenance	6,458,153	6,738,366		7,122,585		7,354,416		7,590,805		7,835,865	
Area Visitor Services	770,622	794,421		819,120		839,509		860,525		882,152	
Area Management and Administration	743,157	769,616		796,708		819,121		842,214		865,987	
Area Planning	156,047	161,669		167,505		172,321		177,283		182,390	
	8,127,979	8,464,072	4.1%	8,905,918	5.2%	9,185,367	3.1%	9,470,827	3.1%	9,766,394	3.1%
West Area Services											
Operations and Maintenance	6,181,594	6,513,667		6,750,594		7,025,711		7,252,940		7,489,577	
Area Visitor Services	838,026	863,557		889,514		910,944		933,034		955,766	
Area Management and Administration	746,342	780,563		807,389		829,528		852,337		875,817	
Area Planning	156,523	162,145		167,981		172,797		177,759		182,866	
	7,922,485	8,319,932	5.0%	8,615,478	3.6%	8,938,980	3.8%	9,216,070	3.1%	9,504,026	3.1%
Administration, Shared Services and Allocated Program											
Administration and Department Support	1,791,418	1,893,411		1,947,653		1,992,417		2,036,765		2,083,168	
Communications Program	132,400	92,250		94,454		96,710		99,021		101,497	
Utility Voice Radio	77,893	80,727		83,076		85,264		87,510		89,957	
Quality Control	67,887	73,969		76,000		78,017		79,780		81,908	
Site Security Services	–	302,888		310,460		318,222		326,178		334,332	
Allocation of Centralized Support Costs	5,174,641	4,499,947		4,717,754		4,623,517		4,479,856		4,428,975	
	7,244,239	6,943,192	(4.2%)	7,229,397	4.1%	7,194,147	(0.5%)	7,109,110	(1.2%)	7,119,837	0.2%
Total Operating Programs	43,087,053	44,576,645	3.5%	46,212,364	3.7%	47,452,469	2.7%	48,408,057	2.0%	49,592,042	2.4%
Asset Maintenance	8,673,638	9,538,641	10.0%	10,493,465	10.0%	10,640,824	1.4%	12,123,557	13.9%	12,803,865	5.6%
Contribution to Capital Infrastructure Reserve	12,732,000	14,732,000	15.7%	16,732,000	13.6%	18,732,000	12.0%	18,732,000	0.0%	19,860,000	6.0%
Contribution to Parkland Acquisition and Development Reserve	10,000,000	20,000,000	100.0%	20,000,000	0.0%	20,000,000	0.0%	20,000,000	0.0%	20,000,000	0.0%
TOTAL EXPENDITURES	**$ 74,492,691**	**$ 88,847,286**	**19.3%**	**$ 93,437,829**	**5.2%**	**$ 96,825,293**	**3.6%**	**$ 99,263,614**	**2.5%**	**$ 102,255,907**	**3.0%**

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METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS

	PRIMARY DRIVER	ACTIVE PHASE	TIMELINE (START YR. - END YR.)	PROJECT ESTIMATE	PROJECT ESTIMATE TO ACTIVE PHASE	2027 CAPITAL EXPENDITURES	2028 CAPITAL EXPENDITURES	2029 CAPITAL EXPENDITURES	2030 CAPITAL EXPENDITURES	2031 CAPITAL EXPENDITURES	2027 TO 2031 TOTAL CAPITAL EXPENDITURES
CAPITAL EXPENDITURES											
Major Projects											
Belcarra - South Picnic Area	Capacity, Growth & Ecological Resilience	Construction	2023-2028	$ 5,550,000	$ 5,550,000	$ 3,000,000	$ 500,000	$ –	$ –	$ –	$ 3,500,000
Campbell Valley - Park and Greenway Development	Capacity, Growth & Ecological Resilience	Construction	2020-2030	12,350,000	12,350,000	2,000,000	1,500,000	1,500,000	1,500,000	–	6,500,000
Codd Wetland Dam Removal	Capacity, Growth & Ecological Resilience	Planned	2026-2029	1,150,000	1,150,000	150,000	600,000	200,000	–	–	950,000
Codd Wetland - Park Development	Capacity, Growth & Ecological Resilience	Planned	2031-2036	5,050,000	5,050,000	–	–	–	–	100,000	100,000
Derby Reach Campground Expansion	Capacity, Growth & Ecological Resilience	Planned	2025-2028	6,000,000	6,000,000	2,000,000	3,000,000	–	–	–	5,000,000
Management Plan Implementation	Capacity, Growth & Ecological Resilience	Planned	2028-2055	44,250,000	–	–	250,000	1,000,000	1,500,000	2,500,000	5,250,000
Regional Park Development	Capacity, Growth & Ecological Resilience	Construction	2026-2029	7,050,000	7,050,000	500,000	3,500,000	3,000,000	–	–	7,000,000
Site Improvements	Capacity, Growth & Ecological Resilience	Planned	Ongoing	14,300,000	14,300,000	200,000	200,000	200,000	200,000	200,000	1,000,000
South Langley Regional Park	Capacity, Growth & Ecological Resilience	Planned	2025-2031	2,300,000	2,300,000	–	–	–	1,000,000	1,000,000	2,000,000
Widgeon Marsh - Regional Park Development	Capacity, Growth & Ecological Resilience	Planned	2020-2030	23,950,000	23,950,000	6,000,000	3,000,000	2,750,000	2,750,000	–	14,500,000
72nd Avenue DSSG Staging and Facility	Capacity, Growth & Ecological Resilience	Planned	2027-2030	10,000,000	10,000,000	250,000	750,000	3,000,000	6,000,000	–	10,000,000
Total Major Projects				**$131,950,000**	**$ 87,700,000**	**$ 14,100,000**	**$ 13,300,000**	**$ 11,650,000**	**$ 12,950,000**	**$ 3,800,000**	**$ 55,800,000**
Greenways											
Aldergrove - 49th Parallel Trail	Connected Network	Design	2025-2027	$ 1,150,000	$ 1,150,000	$ 50,000	$ –	$ –	$ –	$ –	$ 50,000
Boundary Bay - Perimeter Trail	Connected Network	Design	2025-2027	2,000,000	2,000,000	1,000,000	–	–	–	–	1,000,000

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METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS

	PRIMARY DRIVER	ACTIVE PHASE	TIMELINE (START YR. - END YR.)	PROJECT ESTIMATE	PROJECT ESTIMATE TO ACTIVE PHASE	2027 CAPITAL EXPENDITURES	2028 CAPITAL EXPENDITURES	2029 CAPITAL EXPENDITURES	2030 CAPITAL EXPENDITURES	2031 CAPITAL EXPENDITURES	2027 TO 2031 TOTAL CAPITAL EXPENDITURES
Boundary Bay Main Boardwalk Replacement	Connected Network	Design	2026-2027	500,000	500,000	500,000	–	–	–	–	500,000
Brunette Fraser Greenway - Cumberland Point Public Access	Connected Network	Design	2027	350,000	350,000	350,000	–	–	–	–	350,000
Campbell Valley Boardwalk Replacement	Connected Network	Design	2026-2027	800,000	800,000	800,000	–	–	–	–	800,000
Delta Nature Reserve - Delta South Surrey Greenway	Connected Network	Planned	2024-2027	10,950,000	10,950,000	5,500,000	–	–	–	–	5,500,000
Delta South Surrey Greenway Extension	Connected Network	Planned	2027-2029	11,000,000	11,000,000	1,000,000	4,000,000	6,000,000	–	–	11,000,000
Kanaka Waterfront Greenway Connection	Connected Network	Planned	2027-2029	1,700,000	1,700,000	200,000	–	1,500,000	–	–	1,700,000
Kanaka Creek - Parkway Trail	Connected Network	Planned	2031-2032	600,000	–	–	–	–	–	100,000	100,000
Killarney Lake Boardwalk Replacement	Connected Network	Planned	2027-2028	600,000	600,000	150,000	450,000	–	–	–	600,000
Snug Cove Boardwalk Replacement	Connected Network	Planned	2030	600,000	–	–	–	–	600,000	–	600,000
Minnekhada Mid Marsh Trail	Connected Network	Planned	2029-2031	2,200,000	–	–	–	50,000	150,000	2,000,000	2,200,000
Pitt River Greenway - Ferry Slip	Connected Network	Planned	2031-2033	2,350,000	–	–	–	–	–	150,000	150,000
Tynehead - Perimeter Trail Extension	Connected Network	Design	2025-2028	4,500,000	4,500,000	2,500,000	750,000	–	–	–	3,250,000
Total Greenways				**$ 39,300,000**	**$ 33,550,000**	**$ 12,050,000**	**$ 5,200,000**	**$ 7,550,000**	**$ 750,000**	**$ 2,250,000**	**$ 27,800,000**
Service Facilities											
Burnaby Lake - Service Yard Replacement	Facility Replacement & Asset Management	Planned	2029-2030	$ 2,200,000	$ –	$ –	$ –	$ 200,000	$ 2,000,000	$ –	$ 2,200,000

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METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS

	PRIMARY DRIVER	ACTIVE PHASE	TIMELINE (START YR. - END YR.)	PROJECT ESTIMATE	PROJECT ESTIMATE TO ACTIVE PHASE	2027 CAPITAL EXPENDITURES	2028 CAPITAL EXPENDITURES	2029 CAPITAL EXPENDITURES	2030 CAPITAL EXPENDITURES	2031 CAPITAL EXPENDITURES	2027 TO 2031 TOTAL CAPITAL EXPENDITURES
Capilano River - Service Yard Replacement	Facility Replacement & Asset Management	Construction	2025-2027	5,500,000	5,500,000	800,000	–	–	–	–	800,000
Pacific Spirit - Service Yard Replacement	Facility Replacement & Asset Management	Construction	2024-2027	1,850,000	1,850,000	300,000	–	–	–	–	300,000
Regional Park Service Yard Replacement	Facility Replacement & Asset Management	Planned	2031-2041	8,750,000	–	–	–	–	–	250,000	250,000
Tynehead Service Yard	Facility Replacement & Asset Management	Planned	2027-2028	1,700,000	1,700,000	200,000	1,500,000	–	–	–	1,700,000
Total Service Facilities				**$ 20,000,000**	**$ 9,050,000**	**$ 1,300,000**	**$ 1,500,000**	**$ 200,000**	**$ 2,000,000**	**$ 250,000**	**$ 5,250,000**
Park Development											
Aldergrove Vehicle Bridge Replacement	Facility Replacement & Asset Management	Planned	2028	$ 500,000	$ –	$ –	$ 500,000	$ –	$ –	$ –	$ 500,000
Belcarra - Admiralty Heights Trail Decommissioning	Capacity, Growth & Ecological Resilience	Planned	2031-2033	3,250,000	–	–	–	–	–	250,000	250,000
Belcarra Wharf Replacement	Facility Replacement & Asset Management	Design	2030-2031	1,700,000	–	–	–	–	200,000	1,500,000	1,700,000
Belcarra Septic Replacement	Facility Replacement & Asset Management	Planned	2028	600,000	–	–	600,000	–	–	–	600,000
Burnaby Deer Creek Bridge Replacement	Facility Replacement & Asset Management	Planned	2027	700,000	700,000	700,000	–	–	–	–	700,000
Burnaby Lake - Nature House	Facility Replacement & Asset Management	Planned	2029-2030	2,250,000	2,250,000	–	–	200,000	2,000,000	–	2,200,000
Campbell Valley - Nature House	Facility Replacement & Asset Management	Planned	2031-2033	3,000,000	–	–	–	–	–	100,000	100,000
Capilano - Brothers Creek Bridge Replacement	Facility Replacement & Asset Management	Planned	2026-2027	900,000	900,000	800,000	–	–	–	–	800,000

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METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS

	PRIMARY DRIVER	ACTIVE PHASE	TIMELINE (START YR. - END YR.)	PROJECT ESTIMATE	PROJECT ESTIMATE TO ACTIVE PHASE	2027 CAPITAL EXPENDITURES	2028 CAPITAL EXPENDITURES	2029 CAPITAL EXPENDITURES	2030 CAPITAL EXPENDITURES	2031 CAPITAL EXPENDITURES	2027 TO 2031 TOTAL CAPITAL EXPENDITURES
Capilano - Keith Road Day Use Area	Facility Replacement & Asset Management	Planned	2029-2031	3,000,000	–	–	–	500,000	500,000	2,000,000	3,000,000
Capilano Palisade Stair Replacement	Facility Replacement & Asset Management	Planned	2027	500,000	500,000	500,000	–	–	–	–	500,000
Capilano River - Site Improvements	Facility Replacement & Asset Management	Design	2029-2030	700,000	–	–	–	100,000	600,000	–	700,000
Crippen Festival Field Parking and Drainage	Facility Replacement & Asset Management	Design	2027	500,000	500,000	500,000	–	–	–	–	500,000
Deas Island - Floating Dock Replacement	Facility Replacement & Asset Management	Planned	2026-2028	800,000	800,000	100,000	600,000	–	–	–	700,000
Derby Reach - Muench Bar Access	Capacity, Growth & Ecological Resilience	Planned	2031-2032	800,000	–	–	–	–	–	75,000	75,000
Derby Reach - Edge Farm Picnic Area	Facility Replacement & Asset Management	Design	2031-2032	1,650,000	–	–	–	–	–	150,000	150,000
Kanaka Creek - Cliff Falls Staging Area	Capacity, Growth & Ecological Resilience	Planned	2029-2031	2,250,000	–	–	–	50,000	200,000	2,000,000	2,250,000
Lynn Headwaters - Park Entry	Facility Replacement & Asset Management	Planned	2026-2029	8,600,000	8,600,000	2,000,000	3,000,000	2,600,000	–	–	7,600,000
Minnekhada Lodge Upgrades	Facility Replacement & Asset Management	Design	2030-2031	550,000	–	–	–	–	50,000	500,000	550,000
Pacific Spirit - Beach Access Improvements	Capacity, Growth & Ecological Resilience	Design	2025-2031	1,800,000	1,800,000	–	–	–	200,000	1,500,000	1,700,000
Pacific Spirit - Camosun Bog Boardwalk	Facility Replacement & Asset Management	Planned	2026-2028	3,650,000	3,650,000	1,500,000	2,000,000	–	–	–	3,500,000
Pacific Spirit Drainage and Storage Improvements	Facility Replacement & Asset Management	Design	2027	500,000	500,000	500,000	–	–	–	–	500,000

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METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS

	PRIMARY DRIVER	ACTIVE PHASE	TIMELINE (START YR. - END YR.)	PROJECT ESTIMATE	PROJECT ESTIMATE TO ACTIVE PHASE	2027 CAPITAL EXPENDITURES	2028 CAPITAL EXPENDITURES	2029 CAPITAL EXPENDITURES	2030 CAPITAL EXPENDITURES	2031 CAPITAL EXPENDITURES	2027 TO 2031 TOTAL CAPITAL EXPENDITURES
Piper Spit Bridge Replacement	Facility Replacement & Asset Management	Planned	2030-2031	1,200,000	–	–	–	–	200,000	1,000,000	1,200,000
Shoreline Stabilization	Facility Replacement & Asset Management	Design	2025-2027	1,450,000	1,450,000	50,000	–	–	–	–	50,000
South Langley Horse Bridge Replacement	Facility Replacement & Asset Management	Planned	2029-2031	3,200,000	–	–	–	50,000	150,000	3,000,000	3,200,000
Surrey Bend Erosion Protection	Facility Replacement & Asset Management	Planned	2029-2031	1,650,000	–	–	–	50,000	100,000	1,500,000	1,650,000
White Pine Septic System Replacement	Facility Replacement & Asset Management	Planned	2028	500,000	–	–	500,000	–	–	–	500,000
Habitat Corridor Development	Facility Replacement & Asset Management	Planned	2030-2031	750,000	–	–	–	–	150,000	600,000	750,000
Total Park Development				**$ 47,500,000**	**$ 21,650,000**	**$ 6,650,000**	**$ 7,200,000**	**$ 3,550,000**	**$ 4,350,000**	**$ 14,175,000**	**$ 35,925,000**
Regional Parks Land Acquisition											
Regional Parks Land Acquisition	Land Acquisition		Ongoing	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 100,000,000
Total Regional Parks Land Acquisition				**$ 20,000,000**	**$ 20,000,000**	**$ 20,000,000**	**$ 20,000,000**	**$ 20,000,000**	**$ 20,000,000**	**$ 20,000,000**	**$ 100,000,000**
TOTAL CAPITAL EXPENDITURES				**$258,750,000**	**$ 171,950,000**	**$ 54,100,000**	**$ 47,200,000**	**$ 42,950,000**	**$ 40,050,000**	**$ 40,475,000**	**$ 224,775,000**
CAPITAL FUNDING											
Reserve					$146,030,102	$ 45,500,000	$ 38,800,000	$ 33,150,000	$ 30,250,000	$ 20,675,000	$ 168,375,000
DCCs					19,800,000	2,600,000	6,400,000	9,800,000	9,800,000	19,800,000	48,400,000
External Funding - Grants					6,119,898	6,000,000	2,000,000	–	–	–	8,000,000
Total					**$ 171,950,000**	**$ 54,100,000**	**$ 47,200,000**	**$ 42,950,000**	**$ 40,050,000**	**$ 40,475,000**	**$ 224,775,000**

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METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS

	PRIMARY DRIVER	ACTIVE PHASE	TIMELINE (START YR. - END YR.)	PROJECT ESTIMATE	PROJECT ESTIMATE TO ACTIVE PHASE	2027 CAPITAL EXPENDITURES	2028 CAPITAL EXPENDITURES	2029 CAPITAL EXPENDITURES	2030 CAPITAL EXPENDITURES	2031 CAPITAL EXPENDITURES	2027 TO 2031 TOTAL CAPITAL EXPENDITURES
SUMMARY BY DRIVER											
Capacity, Growth & Ecological Resilience				$140,050,000	$89,500,000	$ 14,100,000	$ 13,300,000	$ 11,700,000	$ 13,350,000	$ 7,625,000	$ 60,075,000
Facility Replacement & Asset Management				59,400,000	28,900,000	7,950,000	8,700,000	3,700,000	5,950,000	10,600,000	36,900,000
Connected Network				39,300,000	33,550,000	12,050,000	5,200,000	7,550,000	750,000	2,250,000	27,800,000
Land Acquisition				20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	100,000,000
Total				**$258,750,000**	**$ 171,950,000**	**$ 54,100,000**	**$ 47,200,000**	**$ 42,950,000**	**$ 40,050,000**	**$ 40,475,000**	**$ 224,775,000**

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METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 4,668,763	$ 4,579,959	(1.9%)	$ 4,717,684	3.0%	$ 4,820,530	2.2%	$ 4,967,562	3.1%	$ 5,078,876	2.2%
Transfer from Sustainability Innovation Fund Reserves	500,000	–		–		–		–		–	
Transfer from Reserves	70,000	265,000		242,000		242,000		200,000		200,000	
TOTAL REVENUES	**$ 5,238,763**	**$ 4,844,959**	**(7.5%)**	**$ 4,959,684**	**2.4%**	**$ 5,062,530**	**2.1%**	**$ 5,167,562**	**2.1%**	**$ 5,278,876**	**2.2%**
EXPENDITURES											
Operating Programs:											
Planning and Analytics	$ 1,310,971	$ 1,311,159		$ 1,394,777		$ 1,433,253		$ 1,435,892		$ 1,476,698	
Regional Land Use Policy	2,174,412	2,184,695		2,213,482		2,266,179		2,355,474		2,411,362	
Regional Sustainability Initiatives	500,000	–		–		–		–		–	
Administration and Department Support	844,812	874,847		905,972		931,712		958,164		985,394	
	4,830,195	4,370,701	(9.5%)	4,514,231	3.3%	4,631,144	2.6%	4,749,530	2.6%	4,873,454	2.6%
Communications Program	27,126	26,250	(3.2%)	26,506	1.0%	26,768	1.0%	27,038	1.0%	27,314	1.0%
Allocation of Centralized Support Costs	381,442	448,008	17.5%	418,947	(6.5%)	404,618	(3.4%)	390,994	(3.4%)	378,108	(3.3%)
TOTAL EXPENDITURES	**$ 5,238,763**	**$ 4,844,959**	**(7.5%)**	**$ 4,959,684**	**2.4%**	**$ 5,062,530**	**2.1%**	**$ 5,167,562**	**2.1%**	**$ 5,278,876**	**2.2%**

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METRO VANCOUVER REGIONAL DISTRICT
SASAMAT FIRE PROTECTION SERVICE
2027 — 2031 FINANCIAL PLAN
2027 BUDGET

	2026 BUDGET	2027 BUDGET	% CHANGE	2028 PLAN	% CHANGE	2029 PLAN	% CHANGE	2030 PLAN	% CHANGE	2031 PLAN	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	$ 937,629	$ 1,081,548	15.3%	$ 2,005,361	85.4%	$ 2,795,413	39.4%	$ 2,807,701	0.4%	$ 2,820,310	0.4%
Other External Revenues	15,000	15,000		15,000		15,000		15,000		15,000	
TOTAL REVENUES	**$ 952,629**	**$ 1,096,548**	**15.1%**	**$ 2,020,361**	84.2%	**$ 2,810,413**	**39.1%**	**$ 2,822,701**	**0.4%**	**$ 2,835,310**	**0.4%**
EXPENDITURES											
Operating Programs:											
Sasamat Fire Protection Service	$ 418,663	$ 427,634		$ 438,272		$ 449,175		$ 460,349		$ 471,809	
Contribution to Capital Reserve	92,100	92,100		92,100		92,100		92,100		92,100	
Contribution to Capital Facilities Reserve	400,000	400,000		400,000		400,000		400,000		400,000	
	910,763	919,734	1.0%	930,372	1.2%	941,275	1.2%	952,449	1.2%	963,909	1.2%
Allocation of Centralized Support Costs	41,866	42,762	2.1%	43,828	2.5%	44,919	2.5%	46,033	2.5%	47,182	2.5%
Debt Service	–	134,052	N/A	1,046,161	680.4%	1,824,219	74.4%	1,824,219	—%	1,824,219	—%
TOTAL EXPENDITURES	**$ 952,629**	**$ 1,096,548**	**15.1%**	**$ 2,020,361**	**84.2%**	**$ 2,810,413**	**39.1%**	**$ 2,822,701**	**0.4%**	**$ 2,835,310**	**0.4%**

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METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
SASAMAT FIRE PROTECTION SERVICE

	PRIMARY DRIVER	ACTIVE PHASE	TIMELINE (START YR. - END YR.)	PROJECT ESTIMATE	PROJECT ESTIMATE TO ACTIVE PHASE	2027 CAPITAL EXPENDITURES	2028 CAPITAL EXPENDITURES	2029 CAPITAL EXPENDITURES	2030 CAPITAL EXPENDITURES	2031 CAPITAL EXPENDITURES	2027 TO 2031 TOTAL CAPITAL EXPENDITURES
CAPITAL EXPENDITURES											
Capital Development											
Sasamat Firehalls - Belcarra	Expand/Re-develop	Construction	2027 - 2028	$ 8,000,000	$ 8,000,000	$ 4,000,000	$ 4,000,000	$ –	$ –	$ –	$ 8,000,000
Sasamat Firehalls - Anmore	Expand/Re-develop	Construction	2027 - 2028	13,800,000	13,800,000	6,900,000	6,900,000	–	–	–	13,800,000
Total Capital Development				**$ 21,800,000**	**$ 21,800,000**	**$ 10,900,000**	**$ 10,900,000**	**$ –**	**$ –**	**$ –**	**$ 21,800,000**
TOTAL CAPITAL EXPENDITURES				**$ 21,800,000**	**$ 21,800,000**	**$ 10,900,000**	**$ 10,900,000**	**$ –**	**$ –**	**$ –**	**$ 21,800,000**
CAPITAL FUNDING											
External Borrowing				21,800,000	21,800,000	10,900,000	10,900,000	–	–	–	21,800,000
Total				**$ 21,800,000**	**$ 21,800,000**	**$ 10,900,000**	**$ 10,900,000**	**$ –**	**$ –**	**$ –**	**$ 21,800,000**
SUMMARY BY DRIVER											
Expand/Re-develop				$ 21,800,000	$ 21,800,000	$ 10,900,000	$ 10,900,000	$ –	$ –	$ –	$ 21,800,000
Total				**$ 21,800,000**	**$ 21,800,000**	**$ 10,900,000**	**$ 10,900,000**	**$ –**	**$ –**	**$ –**	**$ 21,800,000**

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Metro Vancouver Regional District

2027 Budget - Proposed Applications And Transfers of Reserves

PROPOSED APPLICATIONS

Description	Reserve Name	Operating Reserves	Discretionary Reserves	Statutory Reserves
Air Quality				
Fund Air Quality Projects and Initiatives	Air Quality General Reserve		$ (2,069,471)	
Electoral Area Service				
Fund Electoral Area Service Projects, Initiatives and Studies	Electoral Area General Reserve		(133,046)	
General Government				
	General Government - Growing Community Reserve		(22,457,749)	
Fund Cultural Grants	Grant Reserve Fund			(300,000)
Housing Planning and Policy				
Transfer to MVHC Capital Development Reserve	Housing Planning and Policy Re-development Reserve			(10,500,000)
Transfer to MVHC Capital Development Reserve	Housing Planning and Policy Development Reserve			(9,389,383)
Invest Vancouver				
Fund Regional Economic Prosperity Projects and Initiatives	Regional Economic Prosperity General Reserve		(200,000)	
Regional Emergency Management (REM)				
Fund REM program initiatives	REM General Reserve		(33,018)	
Regional Employer Services				
Fund Regional Employer Services Projects and Initiatives	Labour Relations General Reserve		(435,000)	
Regional Global Positioning System				
Fund Regional Global Positioning System Projects and Initiatives	Regional Geospatial Reference System Reserve			(200,000)
Regional Parks				
Fund Litigation Cost/ Legal Fees	Regional Parks General Reserve		(500,000)	
Fund Regional Parks Projects and Initiatives	Regional Parks General Reserve		(45,000)	
Fund Regional Parkland Acquisitions and Development	Regional Parkland Acquisition and Development Reserve			(35,500,000)
Fund Regional Parkland Acquisitions	Regional Parkland Acquisition Fund			(10,000,000)
Fund Regional Parks Capital Replacement, Maintenance and Initiatives	Regional Parks Infrastructure Reserve			(9,038,641)
Fund Pacific Parklands Foundation Stewardship Programs	Regional Parks Legacy Fund			(69,000)
Regional Planning				
Fund Regional Planning Projects and Initiatives	Regional Planning General Reserve		(265,000)	
Corporate Services				
Fund Corporate Services Projects, Equipment Replacements and Building Improvements	Centralized Support Reserve		(8,988,455)	
Fund Fleet Vehicle Purchases	Corporate Fleet Reserve			(4,700,000)
Human Resources				
Fund Human Resources Projects and Initiatives	Centralized Support Reserve		(38,000)	
Procurement and Real Estate Services				
Fund Procurement and Real Estate Services Projects and Initiatives	Centralized Support Reserve		(2,137,111)	
TOTAL PROPOSED APPLICATIONS		**$ –**	**$ (37,301,850)**	**$ (79,697,024)**

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1472, 2026
A bylaw to adopt the financial plan for the years 2027 to 2031

The Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026".

Effective Date

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

Repeal of Bylaw

3. "Metro Vancouver Regional District 2026 to 2030 Financial Plan Bylaw No. 1432, 2025" is repealed.

Schedule

4. The following schedule is attached to and forms part of this bylaw:
    - Schedule A, Metro Vancouver Regional District Revenue and Expenditures Summary 2027 — 2031 Financial Plan.

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

Adopted this _____ day of _____, _____.

Mike Hurley, Board Chair

Nikki Tilley, Acting Corporate Officer

Schedule A

METRO VANCOUVER REGIONAL DISTRICT
REVENUE AND EXPENDITURES SUMMARY
2027 — 2031 FINANCIAL PLAN

	2027 BUDGET	2028 PLAN	2029 PLAN	2030 PLAN	2031 PLAN
REVENUES					
Metro Vancouver Regional District Requisitions	$115,667,154	$121,417,580	$125,957,113	$127,710,450	$130,992,467
Compensation Services Revenue	933,539	1,000,271	1,203,773	1,233,338	1,264,107
Collective Bargaining Services Revenue	1,256,497	1,324,314	1,445,662	1,480,119	1,516,216
Electoral Area Requisition	479,751	503,319	512,410	525,810	538,185
Regional Global Positioning System User Fees	323,310	357,600	340,141	347,618	354,545
User Fees	5,085,672	5,189,465	5,593,353	5,897,337	5,901,420
Non-Road Diesel Fees	2,113,008	2,222,710	2,199,930	2,130,709	2,070,242
Other External Revenues	7,551,389	7,305,231	6,144,929	5,408,775	5,444,029
Transfer from Reserves	13,288,176	13,369,877	12,987,148	14,627,593	15,190,781
TOTAL REVENUES	**$146,698,496**	**$152,690,367**	**$156,384,459**	**$159,361,749**	**$163,271,992**
EXPENDITURES					
Metro Vancouver Regional District					
Air Quality and Climate Action	$ 16,604,833	$ 16,368,566	$ 16,605,413	$ 16,962,250	$ 17,263,803
E911 Emergency Telephone Service	7,607,480	7,797,662	7,992,604	8,192,420	8,397,233
Electoral Area Service	2,833,347	2,857,630	1,548,229	967,702	820,077
General Government Administration	7,472,985	7,643,250	7,817,881	7,944,351	8,052,546
Housing Planning and Policy	7,071,911	7,135,985	7,178,363	7,222,681	7,268,860
Invest Vancouver	4,992,713	5,006,578	5,131,684	5,276,359	5,424,767
Regional Emergency Management	212,088	219,419	225,984	234,192	239,398
Regional Employers Services	4,485,009	4,627,125	4,734,530	4,846,119	4,963,636
Regional Global Positioning System	629,337	616,278	451,535	461,798	471,579
Regional Parks	88,847,286	93,437,829	96,825,293	99,263,614	102,255,907
Regional Planning	4,844,959	4,959,684	5,062,530	5,167,562	5,278,876
Sasamat Fire Protection Service	1,096,548	2,020,361	2,810,413	2,822,701	2,835,310
TOTAL EXPENDITURES	**$146,698,496**	**$152,690,367**	**$156,384,459**	**$159,361,749**	**$163,271,992**
CAPITAL FUNDING					
Reserve	$ 45,500,000	$ 38,800,000	$ 33,150,000	$ 30,250,000	$ 20,675,000
DCCs	2,600,000	6,400,000	9,800,000	9,800,000	19,800,000
External Funding - Grants	6,000,000	2,000,000	–	–	–
External borrowing - Sasamat	10,900,000	10,900,000	–	–	–
	$ 65,000,000	**$ 58,100,000**	**$ 42,950,000**	**$ 40,050,000**	**$ 40,475,000**
CAPITAL EXPENDITURES					
Capital Expenditures - Regional Parks	54,100,000	47,200,000	42,950,000	40,050,000	40,475,000
Capital Expenditures - Sasamat Fire Protection Service	10,900,000	10,900,000	–	–	–
Total Capital Expenditures	**$ 65,000,000**	**$ 58,100,000**	**$ 42,950,000**	**$ 40,050,000**	**$ 40,475,000**
Household Impact	$ 90	$ 92	$ 92	$ 91	$ 92

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Notice of Metro Vancouver Regional District Draft 2027 - 2031 Financial Plan

Metro Vancouver Regional District 2027 to 2031
Financial Plan Bylaw No. 1472, 2026

The 2027 Budget and Five-Year Financial Plan includes both operating and capital expenditures for the four entities that make up Metro Vancouver: the Metro Vancouver Regional District, the Metro Vancouver Housing Corporation, the Greater Vancouver Water District, and the Greater Vancouver Sewerage and Drainage District.

A copy of the draft *Metro Vancouver Regional District 2027 to 2031 Financial Plan Bylaw No. 1472, 2026* may be viewed online at https://metrovancouver.org/boards/Bylaws/MVRD_Bylaw_1472.pdf

To inspect the draft bylaw in person, visit the Information Centre at Metro Vancouver Head Office, 29th floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC V5H 0C6, Monday to Friday, 8:00 am to 4:30 pm.

The Bylaw will be presented for three readings and final adoption to the MVRD Board on October 30, 2026 at 9:00 am in the Boardroom.
The public may attend the Board meeting in person or watch the livestream on metrovancouver.org/boards/board-live-webcast.

Comments regarding the draft 2027–2031 Financial Plan can be submitted via email or dropped off in person. Written submissions will be received until 9:00 am October 30, 2026.

Via email: budgetengagement@metrovancouver.org

Drop off in person:
Information Centre at Metro Vancouver Head Office
29th floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC V5H 0C6
Monday to Friday, 8:00 am to 4:30 pm.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD Board of Directors

From: Linda Sabatini, Chief Financial Officer / General Manager, Financial Services

Date: September 17, 2026 Meeting Date: October 30, 2026

Subject: **Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025**

RECOMMENDATION
THAT the MVRD Board adopt *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025*.

EXECUTIVE SUMMARY
At the November 28, 2025 meeting, the MVRD Board gave three readings to *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025* **(Attachment 1)**. In addition, on the same date, the GVS&DD Board gave three readings to the *Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 389, 2025* and the *Greater Vancouver Sewerage and Drainage District Temporary Borrowing Bylaw No. 390, 2025*. These two GVS&DD bylaws were subsequently sent to the Inspector of Municipalities for statutory approval. Statutory approval by the Province was provided on July 14, 2025. The three bylaws, *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025 and the GVS&DD Bylaws No. 389 and No. 390,* all operate concurrently, to provide *the* maximum borrowing authority for GVS&DD over the five-year capital plan. Adoption by the MVRD Board is the last approval step in the process and will provide the authority for MVRD to temporarily borrow on behalf of GVS&DD in an amount not exceeding $5 billion.

The adoption of the Borrowing Bylaws does not result in immediate borrowing. MVRD does not borrow funds in advance; rather, borrowing occurs only as approved capital expenditures are incurred and financing is required. The MVRD (similar to the process for municipal borrowing) will be required to adopt a Security Issuing Bylaw at the time of actual borrowing. A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns, as investments can be retained for longer periods.

PURPOSE
To adopt *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025.*

BACKGROUND
At the November 28, 2025 meeting, the MVRD Board gave three readings to *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025* (Attachment 1). Final adoption by the MVRD Board is the last approval step in the Bylaw process.

TEMPORARY BORROWING AUTHORITY

The borrowing process under the *GVS&DD Act*, does not include provisions for temporary borrowing. However, through the *Municipal Enabling and Validating Act* (MEVA S.45 No.2), MVRD can access temporary borrowing on behalf of the GVS&DD, from a financial institution or other lender (including the MFA). Temporary borrowing provides Metro Vancouver with borrowing methods equivalent to those used in municipalities.

Under the MEVA legislation, two temporary bylaws are required for borrowing. The first bylaw is the *Greater Vancouver Sewerage and Drainage District Temporary Borrowing Bylaw No. 390, 2025* establishing the authority for GVS&DD to access temporary borrowing up to an amount, or amounts in aggregate, not exceeding $5 billion dollars, the amount of the *Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 389, 2025*, that authorizes long-term borrowing. These bylaws are being submitted to the GVS&DD Board for adoption on October 30, 2026.

The second bylaw, required for temporary borrowing, is the *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025* authorizing MVRD to borrow on behalf of GVS&DD. This report seeks final approval and adoption of this bylaw.

The adoption of the Borrowing Bylaws does not result in immediate borrowing. MVRD does not borrow funds in advance; rather, borrowing occurs only as approved capital expenditures are incurred and financing is required. Before any actual borrowing can proceed, a second legal step is necessary: the adoption by the MVRD Board of a Security Issuing Bylaw which authorizes MVRD to borrow on behalf of GVS&DD. Security Issuing Bylaws are typically brought forward twice annually to align with MFA's borrowing offerings, with borrowing amounts based on cash flow requirements and actual capital spending. This process is consistent with the borrowing arrangements used by MVRD for its member municipalities.

A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns, as investments can be retained for longer periods.

The *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025,* Attachment 1, provides a block of temporary borrowing authority in advance of any actual borrowing. The borrowing authority under this bylaw is consistent with the expenditures included in the five-year Financial Plan and the *Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 389, 2025*.

ALTERNATIVES

1. THAT the MVRD Board adopt *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025*.
2. THAT the MVRD Board receive for information the report dated September 17, 2026, titled "Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025" and direct staff to _____.

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FINANCIAL IMPLICATIONS

The approval of alternative one will provide staff with the authority to continue to make prudent financing decisions with respect to GVS&DD's capital programs. A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns. Temporary borrowing will provide the flexibility to make appropriate decisions regarding balancing the cost of financing with the services provided by the related infrastructure.

Should this authority not be granted, under alternative two, staff would be limited to utilizing long-term borrowing methods for capital funding, reducing financial flexibility and limiting cash management options. Without temporary borrowing authority, the GVS&DD would have reduced financial flexibility in funding its capital program. This could result in delays in planned infrastructure upgrades and limits staff's ability to optimize financing decisions.

CONCLUSION

Final adoption of the *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025* is required to authorize MVRD to undertake temporary borrowing on behalf of GVS&DD in support of the approved capital program.

ATTACHMENTS

1. *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1424, 2025.*

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METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1424, 2025
A bylaw to undertake temporary borrowing on behalf of the Greater Vancouver Sewerage and Drainage District pending the sale of debentures

WHEREAS:

A. Section 45 of the *Municipalities Enabling and Validating Act (No. 2)* (the "MEVA") authorizes the Metro Vancouver Regional District ("MVRD") to borrow from a bank, financial institution, regional authority, or any other lender, for the purpose of providing temporary financing for a regional authority.

B. The Greater Vancouver Sewerage and Drainage District (the "District") is a regional authority under s.45 of the MEVA.

C. All of the conditions required for the MVRD to borrow under s.45 of the MEVA on behalf of the District have been satisfied.

D. The District has, with the approval of the Inspector of Municipalities, adopted the *Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 389, 2025* (the "District Borrowing Bylaw"), which authorizes a maximum of $5 billion (CAD) in borrowing for the purpose of carrying out the objects of the District or for the purpose of repaying or refunding either before or at maturity monies which have been borrowed by the District by the issue of debentures or securities.

E. The District has, with the approval of the Inspector of Municipalities, adopted the *Greater Vancouver Sewerage and Drainage District Temporary Borrowing Bylaw No. 390, 2025* (the "District Temporary Borrowing Bylaw"), which requests the MVRD to provide temporary financing to the District for an amount or amounts not exceeding the sum of $5 billion (CAD), as set out in this bylaw.

F. On September 21, 2022, the MVRD and the District entered into an agreement which provides that the District will pay all costs of the MVRD associated with any temporary borrowing, and if requested by the MVRD, deliver to it security in the form of securities sufficient for the MVRD to meet and discharge all its obligations associated with the borrowing.

G. The sale of debentures has been temporarily deferred.

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 Temporary Borrowing Bylaw No. 1424, 2025".

Authority

2. The MVRD Board is hereby authorized and empowered to borrow from a bank, financial institution, or any other lender an amount or amounts not exceeding the sum of $5 billion (CAD), as the same may be required, to lend to the District for the purposes set out in the District Borrowing Bylaw and District Temporary Borrowing Bylaw specifically, for meeting the District's capital requirements or other requirements for which financing is to be used in accordance with its approved financial plan.

3. The maximum term of any temporary borrowing arrangements to or from the MVRD under this bylaw is five years.

4. MVRD will issue one or more promissory notes to evidence amounts borrowed under this bylaw, each of which must be approved and executed as required in accordance with the *Metro Vancouver Regional District Banking Authority Bylaw No. 1361, 2023*, as such bylaw may be amended.

5. All money borrowed under this bylaw will be used solely for the purposes set out in the District Borrowing Bylaw and District Temporary Borrowing Bylaw and this bylaw.

6. The proceeds from the sale of debentures or so much thereof as may be necessary will be used to repay the money borrowed by the MVRD under this bylaw.

Severability

7. If any portion of this bylaw is deemed ultra vi res, illegal, invalid, or unenforceable in any way in whole or in part by any court of competent jurisdiction, such decision will not be deemed to invalidate or void the remainder of the bylaw.

Read a first, second, and third time this 28 day of November, 2025.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Nikki Tilley, Acting Corporate Officer

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NOTICE OF MOTION

The following Notice of Motion was submitted by Director Kooner on September 18, 2026 for the October 30, 2026 MVRD Board meeting:

THAT the MVRD Board direct staff to bring forward a draft bylaw by October 30, 2026 to repeal Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023.

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COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District
Board Meeting Date – Friday, October 30, 2026

This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package here.

Indigenous Relations Committee – October 1, 2026

Delegations:

No delegations presented

Information Items:

E1 Indigenous Relations, 2022-2026 Review

Regional Planning Committee – October 8, 2026

Delegations:

C1 Christopher Atkins, Community Planning Manager, Planning and Development, City of Surrey
Subject: City of Surrey Type 3 Regional Growth Strategy Amendment Application – Central Newton Industrial Area
No Executive Summary provided

Performance and Audit Committee – October 15, 2026

Delegations:

No delegations presented

Information Items:

E3 MVRD Audit Plan from KPMG LLP