

## METRO VANCOUVER REGIONAL DISTRICT REGIONAL PLANNING COMMITTEE

### MEETING

Thursday, January 9, 2025

9:00 am

28<sup>th</sup> Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia

Webstream available at <https://www.metrovancover.org>

### A G E N D A

#### A. ADOPTION OF THE AGENDA

1. **January 9, 2025 Meeting Agenda**

That the Regional Planning Committee adopt the agenda for its meeting scheduled for January 9, 2025 as circulated.

#### B. ADOPTION OF THE MINUTES

1. **November 8, 2024 Meeting Minutes**

That the Regional Planning Committee adopt the minutes of its meeting held November 8, 2024 as circulated.

*pg. 7*

#### C. DELEGATIONS

#### D. INVITED PRESENTATIONS

#### E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. **2025 Regional Planning Committee Meeting Schedule and Work Plan**

*pg. 12*

**Executive Summary**

This report conveys the 2025 priorities and terms of reference for the Regional Planning Committee, and aligns with the 2025 Budget and Business Plan for the Regional Planning function, approved by the MVRD Board. The Terms of Reference for the Regional Planning Committee set out the committee responsibilities in the areas of providing advice and recommendations on work related to Metro Vancouver's Regional Planning service, which provides guidance and oversight on the implementation of the annual work plan. Work plan priorities for 2025 include the monitoring and implementation of *Metro 2050*, with the larger projects highlighted below, and the complete project list noted later in the report.

1. *Metro 2050* Urban Centres Targets Update
2. Regional Parking Strategy
3. Hazard, Risk, Vulnerability Assessment
4. *Housing 2050* – Implementing *Metro 2050* Housing Policy
5. Regional Growth Projections Update

Pursuant to the Terms of Reference, the meeting schedule proposes 10 meetings.

**Recommendation**

That the Regional Planning Committee:

- a) receive for information the Regional Planning Committee Terms of Reference and the 2025 Annual Meeting Schedule, as presented in the report dated December 20, 2024, titled “2025 Regional Planning Committee Meeting Schedule and Work Plan”; and
- b) endorse the 2025 Work Plan, as presented in the report dated December 20, 2024, titled “2025 Regional Planning Committee Meeting Schedule and Work Plan”.

**2. Measures for Affordable and Diverse Housing Dashboard - 2024 Update**

*pg. 25*

**Executive Summary**

The Measures for Affordable and Diverse Housing Dashboard has been updated for 2024 and turned from a report into an interactive dashboard. The dashboard will be go live on the Metro Vancouver website in early 2025, and this report provides the Regional Planning Committee and MVRD Board the opportunity provide input and feedback in advance. The dashboard compiles member jurisdiction policies, programs and actions to support the development of affordable and diverse housing across the region. Policies are grouped into 22 categories – for example, tenant relation policies, parking reductions and inclusionary housing policies. It is intended to be available as a resource for municipal staff, researchers, and other housing practitioners, to provide insight into the range of actions, policies and programs used by member jurisdictions in the Metro Vancouver region.

**Recommendation**

That the MVRD Board receive for information the report dated December 20, 2024, titled “Measures for Affordable and Diverse Housing Dashboard - 2024 Update”.

**3. Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units**

*pg. 29*

**Executive Summary**

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC Waiver Framework with the aim of continuing to support affordable rental housing. Metro Vancouver currently waives regional development cost charges (DCCs) for not-for-profit rental housing for liquid waste and water infrastructure, but does not waive DCCs if the not-for-profit housing units are delivered by a private entity. Inclusionary housing refers to regulations or policies that seek to have developers provide a set amount of below market housing within market-rate residential developments. The current waiver is projected to support between 1,950 and 2,500 affordable units annually over the next 10 years with an annual impact on DCC revenues to Metro Vancouver of between \$38 million and \$49 million.

This report presents the opportunity to expand the DCC Waiver Framework to: include waiving DCCs for inclusionary units, revise definitions to better align with provincial and federal funding programs, and reduce administrative complexity. The impact of expanding the program on DCC revenues is estimated to be \$5.4 million to \$7.0 million per year over the existing DCC waiver.

Any proposed changes to the DCC Framework go through the Finance Committee to the MVRD/GVWD/GVS&DD Boards for consideration. However, as the Liquid Waste, Water, Regional Parks and Regional Planning committees either have a DCC bylaw or interest in incentivizing housing, staff are bringing the proposed changes to these four committees for information and an opportunity to provide feedback. Any feedback received will be provided to the Finance committee at the February 2025 Finance Committee meeting along with alternatives.

**Recommendation**

That the Regional Planning Committee receive for information the report dated December 20, 2024, titled "Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units".

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**4. Regional Parking Strategy – Interim Research Findings and Project Update**

*pg. 44*

**Executive Summary**

The research phase of the Regional Parking Strategy has concluded. This report summarizes the findings regarding off-street residential parking. The research reveals that off-street residential parking remains heavily oversupplied from a usage standpoint.

The key findings from the research phase of this project include:

- Parking utilization ranges from 0.65 vehicles per dwelling unit to 1.91 vehicles per dwelling unit depending on location within the region.
- Parking is oversupplied by 47 percent in strata buildings and by 35 percent in market rental buildings, on average.
- Parking utilization decreases near frequent or rapid transit, particularly for rental housing.
- The two key factors influencing parking supply (beyond bylaw compliance) are product type (e.g. strata versus rental) and proximity to transit (especially SkyTrain).
- Parking costs are significant and can exceed \$200,000 per stall when geotechnical challenges, such as poor soil conditions or high water tables, are present.

In addition to this research, TransLink is also conducting complementary research into on-street and public off-street parking. These research projects will be combined together to help support the updated Regional Parking Strategy. Staff are now working with TransLink and a working group of member jurisdiction staff on the strategic planning phase of the project. The Regional Parking Strategy is expected to be completed by the end of Q2 2025.

**Recommendation**

That the MVRD Board receive for information the report dated December 20, 2024, titled “Regional Parking Strategy – Interim Research Findings and Project Update”.

**5. Manager’s Report**

*pg. 48*

**Recommendation**

That the Regional Planning Committee receive for information the report dated December 20, 2024, titled “Manager’s Report”.

**F. INFORMATION ITEMS**

**G. OTHER BUSINESS**

**H. RESOLUTION TO CLOSE MEETING**

**I. ADJOURNMENT**

That the Regional Planning Committee adjourn its meeting of January 9, 2025.

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Membership:

Woodward, Eric (C) – Langley Township  
Hodge, Craig (VC) – Coquitlam  
Bligh, Rebecca – Vancouver  
Carreras, Korleen – Maple Ridge  
Girard, Angela – North Vancouver City

Henderson, Tasha – New Westminster  
Knight, Megan – White Rock  
Kruger, Dylan – Delta  
Lahti, Meghan – Port Moody  
Lambur, Peter – West Vancouver

Locke, Brenda - Surrey  
Loo, Alexa – Richmond  
McEwen, John – Anmore  
Santiago, Maita – Burnaby  
West, Brad – Port Coquitlam

**F. INFORMATION ITEMS**

**G. OTHER BUSINESS**

**H. RESOLUTION TO CLOSE MEETING**

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McEwen, John – Anmore  
Santiago, Maita – Burnaby  
West, Brad – Port Coquitlam

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 1:00 pm on Friday, November 8, 2024 in the 28<sup>th</sup> Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia.

**MEMBERS PRESENT:**

- Chair, Director Eric Woodward\*, Langley Township
- Vice Chair, Director Dylan Kruger, Delta
- Director Rebecca Bligh\*, Vancouver
- Councillor Angela Girard\*, North Vancouver City
- Director Craig Hodge\*, Coquitlam
- Mayor Patrick Johnstone, New Westminster
- Director Megan Knight, White Rock
- Director Meghan Lahti\*, Port Moody
- Councillor Peter Lambur, West Vancouver
- Director Brenda Locke\*, Surrey
- Director Brad West\*, Port Coquitlam (arrived at 1:07 pm)

**MEMBERS ABSENT:**

- Councillor Korleen Carreras, Maple Ridge
- Director John McEwen, Anmore

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

**STAFF PRESENT:**

- Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development
- Rapinder Khaira, Legislative Services Coordinator, Board and Information Services
- Eric Aderneck, Senior Planner, Regional Planning and Housing Services
- Jessica Hayes, Program Manager, Housing Policy and Planning, Regional Planning and Housing Services
- Heidi Lam, Senior Policy and Planning Analyst, Regional Planning and Housing Services

**A. ADOPTION OF THE AGENDA**

**1. November 8, 2024 Meeting Agenda**

**It was MOVED and SECONDED**

That the Regional Planning Committee adopt the agenda for its meeting scheduled for November 8, 2024 as circulated.

**CARRIED**

**B. ADOPTION OF THE MINUTES**

**1. October 4, 2024 Meeting Minutes**

**It was MOVED and SECONDED**

That the Regional Planning Committee adopt the minutes of its meeting held October 4, 2024 as circulated.

**CARRIED**

**C. DELEGATIONS**

No items presented.

**D. INVITED PRESENTATIONS**

No items presented.

**E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER**

**1. Metro 2050 – 2023 Annual Performance Monitoring Report**

Report dated October 11, 2024, from Sinisa Vukicevic, Program Manager, Regional Planning and Housing Services and Heidi Lam, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee and the MVRD Board with the 2023 annual performance monitoring report of the region's performance towards the goals of *Metro 2050*.

Heidi Lam provided a demonstration of the *Metro 2050* Performance Monitoring Dashboard on the Metro Vancouver website.

1:07 pm Director West arrived at the meeting.

**It was MOVED and SECONDED**

That the MVRD Board:

- a) receive for information the report dated October 11, 2024, titled "Metro 2050 – 2023 Annual Performance Monitoring Report"; and
- b) direct staff to forward a copy of the report dated October 11, 2024, titled "Metro 2050 – 2023 Annual Performance Monitoring Report" to the Ministry of Municipal Affairs and the Ministry of Citizen's Services; and
- c) forward a copy of the report dated October 11, 2024, titled "Metro – 2023 Annual Performance Monitoring Report" to Mayors, Chief and Councils at member jurisdictions for information.

**CARRIED**



**2. Economic Impact of Industrial Lands in Metro Vancouver Study**

Report dated October 11, 2024, from Eric Aderneck, Senior Planner, Regional Planning and Housing Services, providing the Regional Planning Committee and the MVRD Board with the updated Economic Impact of Industrial Lands in Metro Vancouver Study.

Eric Aderneck provided a presentation titled “Economic Impact of Industrial Lands in Metro Vancouver Study”, with an overview of updates and findings of the Economic Impact of Industrial Lands in Metro Vancouver Study.

**It was MOVED and SECONDED**

That the MVRD Board:

- a) receive for information the report dated October 11, 2024, titled “Economic Impact of Industrial Lands in Metro Vancouver Study”; and
- b) forward the “Economic Impact of Industrial Lands in Metro Vancouver Study” report to Mayors, Chief, and Councils at member jurisdictions for information with an offer of presenting the report findings to councils.

**CARRIED**

**3. Streamlining Rental Housing through Standardized Designs and Regulations: Project Update**

Report dated November 4, 2024, from Jessica Hayes, Program Manager, Housing Policy and Planning, Regional Planning and Housing Services, providing the Regional Planning Committee and the MVRD Board with an update on the Rental Housing Blueprint project to streamline the delivery of six-storey rental apartment housing through simplification of regulatory requirements and standardized design approaches, including resources available for member jurisdictions implementation.

**It was MOVED and SECONDED**

That the MVRD Board receive for information the report titled “Streamlining Rental Housing through Standardized Designs and Regulations: Project Update”, dated November 4, 2024.

**CARRIED**

**4. Metro Vancouver Dwelling Unit Projections Update**

Report dated October 11, 2024, from Sinisa Vukicevic, Program Manager, Regional Planning Analytics, Regional Planning and Housing Services, providing the Regional Planning Committee and the MVRD Board with an update on Metro Vancouver’s dwelling unit projections.

**It was MOVED and SECONDED**

That the MVRD Board receive for information the report dated October 11, 2024, titled “Metro Vancouver Dwelling Unit Projections Update”.

**CARRIED**

5. **Metro Vancouver Residents’ Housing and Neighbourhood Preferences Model**  
Report dated October 16, 2024, from Sinisa Vukicevic, Program Manager, Regional Planning Analytics and Agatha Czekajlo, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee and the MVRD Board with the Metro Vancouver Residents’ Housing and Neighbourhood Preferences Model.

**It was MOVED and SECONDED**

That the MVRD Board receive for information the report dated October 16, 2024, titled “Metro Vancouver Residents’ Housing and Neighbourhood Preferences Model”.

**CARRIED**

6. **Scott Road Supply and Demand Study**  
Report dated October 16, 2024, from Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services, Regional Planning and Housing Services, providing the Regional Planning Committee with a summary of the Scott Road Supply and Demand Study for information.

**It was MOVED and SECONDED**

That the Regional Planning Committee receive for information the report dated October 16, 2024, titled “Scott Road Supply and Demand Study”.

**CARRIED**

7. **Manager’s Report**  
Report dated October 10, 2024, from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services, providing the Regional Planning Committee with an update on the parking supply and demand rates on industrial sites, and the regional parking strategy study.

**It was MOVED and SECONDED**

That the Regional Planning Committee receive for information the report dated October 10, 2024, titled “Manager’s Report”.

**CARRIED**

**F. INFORMATION ITEMS**

No items presented.

**G. OTHER BUSINESS**

No items presented.

**H. RESOLUTION TO CLOSE MEETING**

No items presented.

I. **ADJOURNMENT**

**It was MOVED and SECONDED**

That the Regional Planning Committee adjourn its meeting of November 8, 2024.

**CARRIED**

(Time: 1:24 pm)

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Rapinder Khaira,  
Legislative Services Coordinator

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Eric Woodward,  
Chair

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To: Regional Planning Committee

From: Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services

Date: December 20, 2024 Meeting Date: January 9, 2024

Subject: **2025 Regional Planning Committee Meeting Schedule and Work Plan**

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### RECOMMENDATION

That the Regional Planning Committee:

- a) receive for information the Regional Planning Committee Terms of Reference and the 2025 Annual Meeting Schedule, as presented in the report dated December 20, 2024, titled “2025 Regional Planning Committee Meeting Schedule and Work Plan”; and
  - b) endorse the 2025 Work Plan, as presented in the report dated December 20, 2024, titled “2025 Regional Planning Committee Meeting Schedule and Work Plan”.
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### EXECUTIVE SUMMARY

This report conveys the 2025 priorities and terms of reference for the Regional Planning Committee, and aligns with the 2025 Budget and Business Plan for the Regional Planning function, approved by the MVRD Board. The Terms of Reference for the Regional Planning Committee set out the committee responsibilities in the areas of providing advice and recommendations on work related to Metro Vancouver’s Regional Planning service, which provides guidance and oversight on the implementation of the annual work plan. Work plan priorities for 2025 include the monitoring and implementation of *Metro 2050*, with the larger projects highlighted below, and the complete project list noted later in the report.

1. *Metro 2050* Urban Centres Targets Update
2. Regional Parking Strategy
3. Hazard, Risk, Vulnerability Assessment
4. *Housing 2050* – Implementing *Metro 2050* Housing Policy
5. Regional Growth Projections Update

Pursuant to the Terms of Reference, the meeting schedule proposes 10 meetings.

### PURPOSE

To provide the Regional Planning Committee with its 2025 Work Plan, Terms of Reference, and the Annual Meeting Schedule.

### BACKGROUND

Annually, following the Board Inaugural meeting in November, the Board Chair establishes the committee structure and the terms of reference for each committee for the new year. To support the Committee in its work, this report brings forward the committee’s Work Plan and the Schedule of Meetings for 2025.

## 2025 WORK PLAN

Metro Vancouver is responsible for developing, implementing, and stewarding *Metro 2050*, the federation's regional growth strategy. In support of *Metro 2050*, the Regional Planning function analyzes and communicates data, conducts policy research to support and guide decision making, convenes stakeholders on planning issues of common interest, advocates to other levels of government, and acts as a planning resource for member jurisdictions and others. Regional Planning aspires to provide leadership and innovation by looking at best practices and tools around the world and finding innovative ways to use them in our region.

The Annual Work Plans for the Regional Planning function are based on the 2025 Budget approved by the MVRD Board on November 1, 2024, which include a list of key actions that were used to develop the Regional Planning Committee's Work Plan presented in this report (Attachment 1).

The Work Plan presented in this report is consistent with the Regional Planning Committee's Terms of Reference (Attachment 2) and with the Board Strategic Plan, and is being brought forward for the Committee's information, review and endorsement.

Key actions in the 2025 Work Plan for the Committee are described below and listed according to the service teams within the Regional Planning function.

### *Regional Land Use Policy*

- Complete Regional Parking Strategy
- Undertake update to the Regional Food Systems Strategy
- Complete DCC Housing and Non-Residential Definitions Study
- Coordinate Region-wide Economic Analysis of DCC impacts
- Complete Housing + Transportation Cost Burden Study
- Undertake Hazard, Risk, Vulnerability Assessment
- Complete Industrial Bring Lands to Market Study
- Undertake Land Use Resilience Best Practice Guide (Flooding)
- Undertake Regional Green Infrastructure Network Mapping
- Complete Urban Centres Targets Update

### *Housing Policy*

- Complete baseline date for Regional Affordable Rental Housing Target
- Undertake Rental Housing Blueprint project
- Complete DCC Affordable Housing Waiver review
- Complete Affordable Housing Gap Analysis
- Undertake Housing 2050: Implementing Metro 2050 Housing Policy

### *Planning Analytics*

- Update Housing Databook
- Update *Metro 2050* Performance Measures
- Update Regional Growth Projections
- Undertake Regional 3D/XR Modeling Platform

### *Implementation Services*

- Continue to build strong and collaborative relationships with member jurisdictions, regional agencies, and local First Nations
- Process proposed *Metro 2050* Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)

### **2024 COMMITTEE MEETING SCHEDULE**

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

### **Meeting Place**

Committee meetings will be held at Metro Vancouver Committee Room, 28th Floor, 4515 Central Blvd, Burnaby, BC, at 9:00 am, unless otherwise specified on the Metro Vancouver public notice board, the Metro Vancouver website, and the respective agenda.

### **ALTERNATIVES**

1. That the Regional Planning Committee:
  - a) receive for information the Regional Planning Committee Terms of Reference and the 2025 Annual Meeting Schedule, as presented in the report dated December 20, 2024, titled “2025 Regional Planning Committee Meeting Schedule and Work Plan”; and
  - b) endorse the 2025 Work Plan, as presented in the report dated December 20, 2024, titled “2025 Regional Planning Committee Meeting Schedule and Work Plan”.
2. That the Regional Planning Committee:
  - a) receive for information the Regional Planning Committee Terms of Reference and the 2025 Annual Meeting Schedule, as presented in the report dated December 20, 2024, titled “2025 Regional Planning Committee Meeting Schedule and Work Plan”; and endorse the 2024 Work Plan, as presented in the report dated December 20, 2024, titled “2025 Regional Planning Committee Meeting Schedule and Work Plan”, incorporating the requested changes from the Regional Planning Committee.

### **FINANCIAL IMPLICATIONS**

The priorities in the 2024 Work Plan of the Regional Planning Committee are consistent with the 2025 Regional Planning budget approved by the MVRD Board on November 1, 2024, and with key actions included in the Annual Work Plans. Committee meeting expenses and remuneration associated with meeting attendance have been allocated in the annual budget.

### **CONCLUSION**

The Work Plan presented in this report identifies the priorities for the Regional Planning Committee in 2025 and is consistent with its Terms of Reference and the 2025 Budget approved by the MVRD Board. To assist the Committee, the 2025 annual meeting schedule has been established to guide the Committee’s success in completing the business of the Work Plan. Staff recommends that Alternative 1 be approved.

**ATTACHMENTS**

1. Regional Planning Committee 2025 Work Plan.
2. Regional Planning Committee Terms of Reference.
3. Regional Planning Committee 2025 Annual Meeting Schedule.
4. Presentation re: 2025 Regional Planning Committee Meeting Schedule and Work Plan.

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## Regional Planning Committee 2025 Work Plan

Report Date: December 12, 2024

<b>1<sup>st</sup> Quarter</b>	<b>Status</b>
Municipal Measures for Housing Affordability & Diversity Dashboard	In Progress
Regional Parking Strategy – Update	In Progress
Metro 2050 Climate Policy Enhancement Bylaw	In Progress
Housing Databook - Update	Pending
Metro 2050 – Regional Affordable Rental Housing Target – Baseline Data	In Progress
Regional Food Systems Strategy Engagement – Update Report	In Progress
Housing + Transportation Cost Burden Study Update – Final Report	In Progress
Rental Housing Blueprint – Update	In Progress
Hazard, Risk, Vulnerability Assessment - Options Report	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
<b>2<sup>nd</sup> Quarter</b>	<b>Status</b>
Land Use Resilience Best Practice Guide (Flooding) – Scope of Work	Pending
Regional Green Infrastructure Network Phase 2 - Update Report	Pending
Housing 2050 –Implementing Metro 2050 Housing Policy - Discussion Paper	Pending
Agricultural Awareness Grant Awards	Pending
Best Management Practices for Invasive Species – Update and 3 New Guides	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
<b>3<sup>rd</sup> Quarter</b>	<b>Status</b>
Regional Parking Strategy – Final Report	Pending
Metro 2050 – Performance Measures Update	Pending
Regional Projections Update – Population, Housing and Employment	Pending
Industrial Lands Bring to Market Study – Final Report	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
<b>4<sup>th</sup> Quarter</b>	<b>Status</b>
Hazard, Risk, Vulnerability Assessment – Update	Pending
Urban Centres/FTDA Growth Target Update	Pending
Regional 3D/XR Modeling Platform	Pending
Housing 2050 – Implementing Metro 2050 Housing Policy	Pending
Enhancing Urban Forestry – Scope of Work	Pending
Ecological Health Framework ‘State of the Environment’ Assessment and Progress Report	Pending
Industrial Lands Inventory - Update	Pending
Agricultural Data Book - Update	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing



## Regional Planning Committee

### Terms of Reference

The Regional Planning Committee is the standing committee of the Metro Vancouver Board that provides advice and recommendations on plans, policies, programs, budgets and issues related to Metro Vancouver's Regional Planning service.

#### Committee Responsibilities

Within the scope of the *Board Strategic Plan*, *Metro 2050: Regional Growth Strategy*, and the *Metro Vancouver Financial Plan*, the Committee provides guidance and oversight to staff on the implementation of the annual work plans and business plans that govern the Regional Planning service. Specific Committee responsibilities include:

- **Regional Growth Strategy** – Guiding the development and implementation of the regional growth strategy: *Metro 2050*; providing an annual report on progress made in achieving the goals of *Metro 2050*. Reviewing regional context statements submitted to the Board by member jurisdictions, sewerage extension application alignment with *Metro 2050* and all requested amendments to *Metro 2050*;
- **Shaping Growth** – Guiding the implementation of the region's growth management framework for the region based on containing growth within an Urban Containment Boundary and focusing growth into a network of Urban Centres and along transit corridors, with an aim to supporting the development of complete communities, the protection of important agricultural, industrial and ecologically important lands and the efficient provision of utilities and transit;
- **Housing Policy** – Guiding regional housing policy and monitoring performance measures to help facilitate the increase supply of all forms and tenures to support a diverse and affordable housing stock in the region in order to meet the objectives laid out in Goal 4 in *Metro 2050*;
- **Complete Communities** – Initiating and facilitating coordination and dialogue between Metro Vancouver and agencies within the region that develop land use, housing and transportation plans and policies, and that make investments in the broader transportation network. Land use, housing and transportation plans, policies, investments and actions made or taken by other agencies must be carefully coordinated with the regional growth strategy in order to meet the objectives laid out in *Metro 2050*;
- **Agriculture** – Guiding policy analysis undertaken to develop strategies and actions aimed at protecting and enhancing agricultural lands throughout the region. Overseeing the implementation and updating of the *Regional Food System Strategy*, and considering input provided by the Board's Agricultural Advisory Committee (which reports to the Regional Planning Committee); and
- **Environment** – Guiding policy analysis and monitoring to develop strategies and actions aimed at protecting and enhancing ecologically important lands throughout the region. Implementing and guiding the environmental policy actions in *Metro 2050*.

**Committee Membership and Meetings**

The Chair, Vice Chair and members are appointed annually by the Chair of the Metro Vancouver Board. The Committee meets monthly, except for August and December, and holds special meetings as required. A quorum of 50% plus one of the Committee membership is required to conduct Committee business.

**Committee Management**

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

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

**Regional Planning Committee 2025 Annual Meeting Schedule**

Thursday, January 9	9:00 am
Thursday, February 6	9:00 am
Thursday, March 6	9:00 am
Thursday, April 3	9:00 am
Thursday, May 8	9:00 am
Thursday, June 5	9:00 am
Thursday, July 3	9:00 am
Thursday, September 11	9:00 am
Thursday, October 9	9:00 am
Thursday, November 6	9:00 am



# 2025 Priorities and Work Plan

REGIONAL PLANNING COMMITTEE

Jonathan Cote

Deputy General Manager, Regional Planning and Housing Development  
Regional Planning Committee – January 9, 2025



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# Regional Planning

- Provide a strategic, long-range, cross-boundary, interdisciplinary lens
- Responsible for developing, implementing and stewarding the regional growth strategy

## Regional Planning Teams

- Regional Land Use Policy
- Housing Policy
- Data & Analytics
- Implementation

2

## METRO 2050 REGIONAL GOALS

1. Create a compact urban area
2. Support a sustainable economy
3. Protect the environment, address climate change, and respond to natural hazards
4. Provide diverse and affordable housing choices
5. Support sustainable transportation choices



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## Committee Terms of Reference

### Purpose

The Regional Planning Committee is the standing committee that provides advice and recommendations to the MVRD Board on policies, bylaws, plans, programs, budgets and issues related to:

- Regional Growth Strategy
- Shaping Growth
- Housing Policy
- Industrial and Employment Lands
- Complete Communities
- Agriculture
- Environment

4

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# 2025 Work Plan Priorities

## Regional Land Use Policy

- Regional Multi Hazard Assessment
- M2050 Urban Centres & Corridors Target
- Regional Food System Strategy
- Housing + Transportation Cost Study
- Regional Parking Strategy
- DCC Housing Type Review
- Land Use Resilience Best Practice (Flooding)



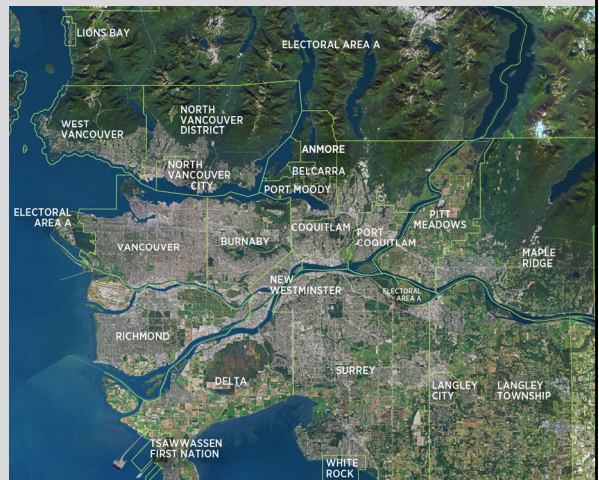
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# 2025 Work Plan Priorities

## Housing Policy

- Rental Housing Blueprint project
- Regional Affordable Rental Housing Target(Baseline data)
- Affordable Housing Gap Analysis
- Housing 2050 – Implementation Metro 2050 Housing Policies



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## 2025 Work Plan Priorities

### Implementation Services

- Continue to build strong and collaborative relationships with member jurisdictions, regional agencies and local First Nations
- Work on Regional Growth Strategy Amendments, Regional Context Statements, & Sewerage Area Amendments(as applicable)



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## 2025 Work Plan Priorities

### Planning Analytics

- Population and Employment Projections Update
- Housing Databook Update
- Performance Measures Update
- Extended Reality Modelling Platform



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To: Regional Planning Committee

From: Mikayla Tinsley, Senior Policy and Planning Analyst,  
Regional Planning and Housing Services

Date: December 20, 2024 Meeting Date: January 9, 2025

Subject: **Measures for Affordable and Diverse Housing Dashboard - 2024 Update**

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### **RECOMMENDATION**

That the MVRD Board receive for information the report dated December 20, 2024, titled “Measures for Affordable and Diverse Housing Dashboard - 2024 Update”.

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### **EXECUTIVE SUMMARY**

The Measures for Affordable and Diverse Housing Dashboard has been updated for 2024 and turned from a report into an interactive dashboard. The dashboard will be go live on the Metro Vancouver website in early 2025, and this report provides the Regional Planning Committee and MVRD Board the opportunity provide input and feedback in advance. The dashboard compiles member jurisdiction policies, programs and actions to support the development of affordable and diverse housing across the region. Policies are grouped into 22 categories – for example, tenant relation policies, parking reductions and inclusionary housing policies. It is intended to be available as a resource for municipal staff, researchers, and other housing practitioners, to provide insight into the range of actions, policies and programs used by member jurisdictions in the Metro Vancouver region.

### **PURPOSE**

This report provides Regional Planning Committee and MVRD Board information about the Measures for Affordable and Diverse Housing Dashboard, and the opportunity to provide feedback on the interactive online tool.

### **BACKGROUND**

The dashboard is an inventory of policies, programs and municipal actions to support the development of affordable housing across the region. It was originally published in a static format. The first inventory of municipal actions was undertaken in 2012, and was subsequently revised in 2014, 2016, and 2018 (Reference 1 and Reference 2). As part of the 2024 update, the matrix has been converted into an interactive online database of municipal measures that provides a summary of the features and mechanisms of each policy and program. This report provides an opportunity for committee members to provide feedback in advance of the tool being going live on line.

### **MEASURES FOR AFFORDABLE AND DIVERSE HOUSING – ONLINE DASHBOARD VERSION**

The Measures for Affordable and Diverse Housing Dashboard is a matrix of policies, programs and actions being taken by Metro Vancouver member jurisdictions to support the development of affordable and diverse housing across the region, organized by policy category.

When working to update the matrix in 2023, staff received feedback that it would be useful to have a more in-depth tool, as the matrix only showed which policy tools and measures each member jurisdiction had in place in their jurisdiction, but did not synthesize policy details. Staff updated the data from the most recent matrix, and expanded its scope by collecting detailed information on how each policy works, when the policy was published, and providing links to the policy or information about the policy. Individual municipal policies are grouped into 22 policy categories - for example, tenant relocation policies, parking reductions for affordable housing, and inclusionary housing policies. The results have been compiled into an interactive dashboard using the PowerBI platform that allows users to compare initiatives within a single policy category, or see details on all initiatives that one member jurisdiction has implemented.

The interactive online matrix will be published officially and linked on the Metro Vancouver main website in early 2025. The online matrix will be iterative, and features such as additional visualizations will be added over time. Staff will review the online matrix annually to ensure that PowerBI is still the most appropriate platform, and consider updates to the format and features of the dashboard. Staff will work with the Regional Planning Advisory Committee – Housing Subcommittee to collect information on updated policies and update the data in the matrix on a rolling basis to ensure it stays accurate over time.

Metro Vancouver staff used previous iterations of the Measures for Affordable and Diverse Housing matrix as a starting point and searched member jurisdiction websites for official policy documents, bylaws, and webpages pertaining to each measure from the 2018 chart. Information from these official sources was used to create a summary of each initiative. Staff compared initiatives within each category to find five common features that could be compared under each initiative and organized it in a spreadsheet. Policy tools and measures that are currently in development, or that are used in practice without a formal policy, were excluded from the dashboard. Additionally, some of the categories previously used in the 2018 iteration of the matrix that had few entries were removed or consolidated.

### **Content of the Dashboard**

A draft version of the interactive online dashboard is now available with updated data. For each initiative within each category, the online tool includes the following:

- the name of the policy, bylaw, or program;
- the date the initiative was enacted and/or last updated;
- a direct web link; and
- a summary of the features and mechanisms of the initiative.

The dashboard currently includes the following categories:

- Accessible and adaptable housing policies
- Affordable housing reserve fund
- Affordable housing strategy
- Coach house regulations
- Density bonus policy
- Development cost charge waiver
- Energy efficiency programs for purpose-built rentals
- Family friendly housing policies
- Fast track approvals for zoning regulations

- Grants for affordable housing
- Housing needs report
- Inclusionary housing policy
- Other funding programs
- Parking reductions for affordable housing
- City-owned land for affordable housing
- Rental replacement policies
- Restrictions on strata conversion
- Short-term rental policy
- Standards of maintenance
- Tenant relocation policy
- Community amenity contributions
- Rental tenure zoning

Communities across the region share similar challenges with regards to housing policy, and member jurisdiction staff are often exploring similar policy tools. Metro Vancouver receives requests from members about what policies other members have developed, and the dashboard will improve access to this information. With the dashboard, users will be able to compare different member jurisdictions' policy initiatives within one category, or view all initiatives currently used by a single member jurisdiction across all categories. This tool will be a useful resource for municipal staff, researchers, decision makers, and other housing practitioners, to provide insight into best practices and the various measures that can be used to increase the supply of affordable and diverse housing.

#### **Feedback from the Regional Planning Advisory Committee and Housing Subcommittee**

Staff presented a draft version of the dashboard to the Regional Planning Advisory Committee and RPAC Housing Subcommittee for feedback. Feedback focused on how the interactive matrix will be a useful reference for municipal planners and confirming how staff plan on keeping the matrix accurate over time. Staff also received comments that it would be useful to add data about the effectiveness of each policy. Staff will be exploring options on how this feedback can be incorporated into the dashboard.

#### **NEXT STEPS**

As member jurisdictions respond to the need for affordable and diverse housing, local policies will be updated, and new policy tools and measures will be introduced. To ensure the dashboard stays up to date, staff will request that RPAC Housing Subcommittee members share any policy updates as a standing item at monthly meetings and update the dashboard accordingly. The dashboard reflects a snapshot in time and reflects municipal input. The online matrix will be iterative, and features such as additional visualizations will be added over time. Staff will review the online matrix annually to ensure that PowerBI is still the most appropriate platform, and consider updates to the format and features of the dashboard.

#### **ALTERNATIVES**

This is an information report. No alternatives are presented.

#### **FINANCIAL IMPLICATIONS**

There are no financial implications to this report. The update to the Measures for Affordable and Diverse Housing Dashboard is within the Housing Policy and Planning work program and was considered as part of the 2024 Board-approved budget. This project was completed in-house by Housing Policy and Planning staff, with support from IT Services staff.

## CONCLUSION

The Municipal Measure for Affordable and Diverse Housing Dashboard is an inventory of policies, programs and municipal actions to support the development of affordable housing across the region. The first matrix of municipal measures was created in 2012, and updated periodically. Until now, the matrix has been published as a table showing which policies each member jurisdiction have adopted.

The matrix has now been developed into an interactive PowerBI dashboard and will be published officially on the Metro Vancouver website early in 2025. It includes information on how each policy works, when the policy was adopted, and provides direct links. With this tool, users can compare initiatives within a single policy category, or view all initiatives that one member jurisdiction has implemented. This tool will be a resource for municipal staff and decision makers when updating and developing policies, and will provide insight into how actions, policies and programs are used by member jurisdictions across the region to tackle issues of housing affordability.

## REFERENCES

1. [Measures for Affordable and Diverse Housing Dashboard](#), Metro Vancouver, 2024.
2. [2018 Municipal Measures for Housing Affordability and Diversity](#), Metro Vancouver, 2018.

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To: Regional Planning Committee

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

Date: December 20, 2024 Meeting Date: January 9, 2025

Subject: **Consideration of Updating Development Cost Charge Waivers to Include  
Inclusionary Housing Units**

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### **RECOMMENDATION**

That the Regional Planning Committee / Water Committee / Liquid Waste Committee / Regional Parks Committee receive for information the report dated December 20, 2024, titled “Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units”.

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### **EXECUTIVE SUMMARY**

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC Waiver Framework with the aim of continuing to support affordable rental housing. Metro Vancouver currently waives regional development cost charges (DCCs) for not-for-profit rental housing for liquid waste and water infrastructure, but does not waive DCCs if the not-for-profit housing units are delivered by a private entity. Inclusionary housing refers to regulations or policies that seek to have developers provide a set amount of below market housing within market-rate residential developments. The current waiver is projected to support between 1,950 and 2,500 affordable units annually over the next 10 years with an annual impact on DCC revenues to Metro Vancouver of between \$38 million and \$49 million.

This report presents the opportunity to expand the DCC Waiver Framework to: include waiving DCCs for inclusionary units, revise definitions to better align with provincial and federal funding programs, and reduce administrative complexity. The impact of expanding the program on DCC revenues is estimated to be \$5.4 million to \$7.0 million per year over the existing DCC waiver.

Any proposed changes to the DCC Framework go through the Finance Committee to the MVRD/GVWD/GVS&DD Boards for consideration. However, as the Liquid Waste, Water, Regional Parks and Regional Planning committees either have a DCC bylaw or interest in incentivizing housing, staff are bringing the proposed changes to these four committees for information and an opportunity to provide feedback. Any feedback received will be provided to the Finance committee at the February 2025 Finance Committee meeting along with alternatives.

### **PURPOSE**

To seek feedback on proposed new directions for Metro Vancouver’s development cost charge (DCC) Waiver Framework, including extending DCC waivers for inclusionary housing units, and additional housekeeping amendments.

## BACKGROUND

Metro Vancouver collects DCCs for new residential and non-residential developments in the region to pay for the new liquid waste and water infrastructure required to accommodate growth. Metro Vancouver can waive or reduce DCCs for certain types of development under provincial legislation (*Local Government Act* and *GVS&DD Act*):

- **Not-for-profit rental housing:** This includes supportive living housing;
- **For-profit affordable rental housing:** Local governments can waive or reduce DCCs for these types of developments;
- **Small lots:** Local governments can waive or reduce DCCs for subdivisions of small lots that are designed to have low greenhouse gas emissions; and
- **Low environmental impact:** Local governments can waive or reduce DCCs for developments that are designed to have a low environmental impact.

Since 2010, Metro Vancouver has waived DCCs for not-for-profit rental housing. From 2010-2018, Metro Vancouver also waived DCCs for for-profit rental housing where rental rates were set at 20% below the lesser of CMHC average market rents for the municipality or region. In 2018, when a separate DCC waiver bylaw was introduced, applicability of the DCC waiver was limited to not-for-profit rental housing only. As such, DCCs cannot currently be waived if not-for-profit affordable housing units are delivered by a private entity (inclusionary housing).

At its October 27, 2023 meeting, the MVRD Board gave third reading to bylaws to revise DCC rates and implement a regional parkland acquisition DCC, based on the principle of ensuring new development in the region fund the cost of the infrastructure expansion required to service growth. The DCC rates approved included transitioning, over three years, to a 1% assist factor, such that new growth would pay for 99% of infrastructure required to accommodate growth. As part of implementing revised DCC rates, the Board directed staff to conduct reviews of the DCC program, including a review of the DCC waiver program with the aim of supporting rental housing and incentivizing affordable housing. On March 22, 2024, final adoption was given to the applicable DCC bylaws.

Recognizing that a private developer is likely in receipt of other benefits or incentives (e.g. increased market residential density) in exchange for the provision of the inclusionary units, Metro Vancouver conducted an analysis to assess the costs/benefits associated with expanding eligibility for DCC waivers to private (for-profit) developers building affordable rental housing units to be transferred to a non-profit or public entity upon completion, to ensure that it is possible for the benefit of the DCC waiver to flow through to non-profit partners in the form of realized housing affordability benefits (i.e. lower rents and/or more units). This report provides an overview of proposed amendments to the DCC waiver bylaws stemming from this analysis, including providing DCC waivers for inclusionary housing units, and other amendments to simplify implementation of the waivers.

## CONSIDERATION OF DCC AFFORDABLE HOUSING WAIVERS FOR INCLUSIONARY HOUSING UNITS

In recent years, BC local governments have been using tools such as inclusionary housing and density bonusing to require the provision of affordable housing units within private developments,

often as a condition of rezoning. Six of the 19 municipalities that have DCC Bylaws in Metro Vancouver currently waive or reduce DCCs for affordable rental housing, and it is anticipated that, with the introduction of new provincial housing legislation to enable inclusionary zoning powers, there will be an increasing number of projects in which for-profit and not-for-profit entities collaborate in projects with a mix of market and below-market housing. As a result of these changes and in response to MVRD Board direction, Metro Vancouver is exploring possible adjustments to its DCC waiver framework to better enable and incent inclusionary units.

Currently, regional liquid waste and water DCCs are waived for not-for-profit rental housing that is:

- Owned, leased or otherwise held by a not-for-profit society, BC Housing, CMHC, a non-profit municipal housing corporation, or a registered charity at the time of any application for, or issuance of, a waiver of DCCs;
- Operated as rental housing for people who meet eligibility criteria;
- Governed by the terms of an agreement and/or covenant with the Province of British Columbia, BC Housing, CMHC or a municipality regarding the operation of the housing and stipulating how the dwelling units will be managed and occupied; and
- Geared toward households who meet or fall below the applicable Housing Income Limits (HILs) as defined by BC Housing.

In addition, Metro Vancouver's existing framework includes provisions to reduce DCCs by 50% for not-for-profit student housing. The intent of the DCC waivers and reductions has been to support the development of affordable housing by non-profit entities. To that end, the bylaws require that applicants either own or lease the affordable units at the time of the application for or issuance of the DCC waiver (typically at the time of building permit issuance). The intent of the requirement for ownership or possession of the affordable units at the time of the application was to ensure any foregone DCC revenue directly supported non-profit affordable housing, without relying on private agreements to secure housing commitments that the region cannot enforce or effectively monitor.

In October 2023, the MVRD Board directed staff to review the DCC waiver framework with the aim of supporting rental housing and incentivizing affordable housing. Concurrently, Metro Vancouver has received an increasing number of enquiries as to whether privately owned affordable units that will be transferred to a not-for-profit upon completion qualify for a waiver of regional DCCs. Under the currently waiver Bylaw, the not-for-profit must have fee simple ownership or an enacted lease at the time of the application or issuance of the waiver. Additionally, through its engagement with the development industry on DCCs, Metro Vancouver has received feedback requesting that Metro Vancouver revisit the DCC waiver bylaws to better facilitate the delivery of inclusionary units.

#### **LEGAL CONTEXT AND DCC WAIVER BYLAW HISTORY**

The *Greater Vancouver Sewerage and Drainage District Act* and *Local Government Act* permit the Greater Vancouver Sewerage and Drainage District (GVS&DD) and the Greater Vancouver Water District (GVWD) to, by bylaw, waive or reduce DCCs for eligible developments and to set the conditions for which such waivers or reductions may be granted. Since 2010, Metro Vancouver's liquid waste DCC bylaw (*GVS&DD Bylaw No. 254, 2010*) has included provisions to waive DCCs for not-for-profit rental housing.

In 2018, the waiver language in *GVS&DD Bylaw No. 254, 2010* was moved into a separate bylaw concerning the waiver of DCCs, following a review of the overall DCC program. On May 25, 2018, the GVS&DD Board adopted *Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw, No. 314, 2018* (Reference 1). At this time, the Board, in consultation with its members, decided to limit the DCC waiver to not-for-profit rental housing only. On October 26, 2018, the GVS&DD Board enacted an amending bylaw, *GVS&DD Bylaw, No. 322, 2018*, to establish additional requirements and conditions for a 50 per cent reduction of DCCs for Not-for-Profit Student Housing.

To support housing affordability within the region, and ease of administration for municipalities within Metro Vancouver, TransLink also adopted a bylaw in 2018 to provide a waiver for not-for-profit affordable rental housing and reduction for not-for-profit student housing from DCCs consistent with the waiver and reduction provided by GVS&DD.

On April 28, 2023, the GVWD Board adopted *Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw, No. 256, 2022* (Reference 2). The frameworks for liquid waste and water DCC waivers are identical. When the new parkland acquisition DCC is introduced in 2025, it is proposed to also provide DCC waivers to affordable rental housing under the same conditions as the existing bylaws.

#### **SCOPE AND FINDINGS OF THE DCC WAIVER BYLAW REVIEW**

Metro Vancouver assessed the costs and benefits associated with expanding eligibility for DCC waivers to private (for-profit) developers building affordable rental housing units to be transferred to a non-profit or public entity upon completion. The review included modelling the ability of mixed-market residential developments to absorb DCC payments for affordable housing units in a market development, and the impact of these DCC payments on the provision of affordable units required through negotiations/agreements with local governments (e.g. secured via an inclusionary zoning bylaw, density bonus, or negotiated at the time of rezoning). The objective of the review was to identify whether the DCC payments impact the viability of the project and the ability of the private developer to produce the agreed upon affordable/inclusionary units at below-market rates. The review also analyzed whether the benefit of a DCC waiver would be likely to be passed down from the private developer to the not-for-profit owner or operator.

The DCC waiver review found that, given the increasing number of developments in the region in which for-profit and not-for-profit entities collaborate to include a mix of market and below-market housing, the waiver framework should be adjusted to enable DCC waivers for this type of development, provided there are mechanisms in place to ensure that the benefit of the waiver flows through to the not-for-profit entity. Such mechanisms could include using contract terms that require the transfer of units at cost or a specified price, with no provision for land cost or developer profit. This recommendation is aligned with the findings of Metro Vancouver's recent Inclusionary Housing Policy Review study (Reference 3), which found that inclusionary housing policies were most viable and worked most effectively where the inclusionary units are sold at below-market rates to a non-profit organization for ongoing ownership, management, and operations. Selling the units at a reduced price to a not-for-profit housing provider facilitates retention of the units in the affordable market, improves long term affordability, and reduces the need for monitoring.



If the DCC waiver eligibility is expanded to inclusionary housing units that are built by a private developer and then turned over at or below cost to a non-profit (or government) upon completion, the number of affordable units receiving a DCC waiver is anticipated to increase between 281 to 361 units per year in the 10-year period between 2025 and 2034. A review found waiving Metro DCCs for inclusionary units could reduce break-even rents for affordable housing projects by 4.0% to 4.4%. Alternatively, waiving Metro Vancouver DCCs for inclusionary housing could increase the supply of new below-market rental units by between 5.3% and 6.7% with the same equity invested by affordable housing developers. There are a number of factors which make it difficult to accurately predict the mix of rent reductions or increased housing supply, because how the savings from the DCC waiver are applied will vary from project to project based on site capacity, the financial resources of the non-profit entity, and other factors. There is also no reliable way to predict whether there will be new projects that would not otherwise have been built because of the change. For the waiver to be effective it must be coupled with inclusionary housing policies that limit the sale price upon transfer of the units to the non-profit partner, to ensure that the cost savings are passed on to the non-profit entity and not the private developer.

The study found that with appropriate oversight, it is possible to ensure that the foregone DCC revenue will translate into affordable housing benefits, in the form of lower rent, more units, or some combination thereof. Though the legislation permits DCCs to be waived for for-profit rental housing units, the current review did not consider development projects that include a mix of market units and below market units all developed and owned by a private for-profit entity (e.g. purpose-built rental housing buildings incorporating below-market rental units). The proposed revised bylaw definitions to enable a waiver of DCCs for inclusionary units is outlined in Table 1 below.

**Table 1: Proposed Amendment – Waiver of DCCs for Inclusionary Units Turn-keyed to Not-for-Profit Entities**

Bylaw Section	Proposed Change	Rationale
Definition of “Not-for-Profit Affordable Housing”	<p>Modify the definition of “Not-for-Profit Affordable Housing” to include affordable rental units in a mixed-market or mixed-tenure project (e.g. inclusionary housing units) built by a private developer, where there is an obligation to turnkey the affordable rental units to a not-for-profit entity upon completion, provided there is a means to ensure that the benefit of the waiver flows through to the not-for-profit entity.</p> <p>A DCC waiver will only be provided for the units where there is a binding agreement obligating the developer to turnkey the units via sale or long-term lease to not-for-profit entity, where there is an agreement with</p>	<p>Currently, the definition states that the units that will be built must be “owned, leased, or otherwise held” by a Not-for-Profit Society, BC Housing, CMHC, a Non-Profit Municipal Housing Corporation or a Registered Charity at the time of any application for, or issuance of, a waiver of DCCs.</p> <p>Expanding eligibility for the DCC waivers to affordable rental units built by for-profit entities that will be turn-keyed to a not-for-profit at cost, under strict contract terms, is aligned with the original intent of the bylaws to support not-for-profit affordable</p>

	<p>Province, BC Housing, CMHC, or municipality regarding operation of the units, and where the cost of the units transferred to the not-for-profit entity does not include any land cost or developer’s profit (but can include a reasonable project management fee). Verification would be obtained in the form of municipal confirmation that agreements or regulations are in place which restrict the sale price of the units to the not-for-profit entity.</p>	<p>housing, and ensures that foregone DCC revenue are translated into tangible affordable housing benefits for the region.</p>
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**PROPOSED ADDITIONAL HOUSEKEEPING AMENDMENTS**

In addition to bylaw amendments being considered to enable DCC waivers for inclusionary units, the DCC waiver bylaw review also considered amendments to simplify implementation of the existing framework, as outlined in Table 2.

**Table 2: Proposed Additional DCC Waiver Bylaw Housekeeping Amendments**

Bylaw Section	Proposed Change	Rationale
Definition of “Not-for-Profit Affordable Housing”	Clarify eligible not-for-profit entities within the existing definition of Not-for-Profit Affordable Rental Housing	Add ‘Member Jurisdiction’, ‘Metro Vancouver Housing Corporation’, ‘British Columbia Housing Management Commission’, ‘Provincial Rental Housing Corporation’, ‘Vancouver Affordable Housing Agency’ to the list of public bodies described in the definition of Not-for-Profit Rental Housing.
Section 3.1	Remove the household income criteria for eligible Not-for-Profit Affordable Rental Housing Developments (i.e. requirement that units be occupied by households with incomes at or below BC Housing’s Housing Income Limits (HILs))	<p>Eliminating the requirement for specific rent rates or income limits as long as there is an agreement in place with the Province, BC Housing, CMHC, or municipality regarding management of units for the purpose of providing affordable housing, will streamline the administration of the DCC Waiver, and eliminate the need for ongoing compliance monitoring of eligible rents.</p> <p>This change would make the DCC waiver automatic for units developed, owned, and operated by a not-for-profit entity, subject to confirmation of units being non-market rental. Confirmation would include evidence of provincial or federal affordable housing funding OR a statutory declaration that units will be below-market rental OR an agreement or covenant with the Province, BC Housing, CMHC, or a municipality. This approach would remove the need to evaluate varying yet overlapping affordability and income criteria for non-profit affordable rental housing, which is already being assessed and secured by other levels of government.</p>
Section 3.1	Remove the thirty percent	Currently, the DCC waiver framework makes an entire project eligible for a DCC waiver if at least 30% of the units meet the

	<p>affordability threshold for an entire not-for-profit affordable rental housing development to receive a DCC waiver</p>	<p>household income requirement (based on BC Housing HILs). Removing this threshold in favour of a simplified system that relies on the affordability and income mix stipulated through senior government funding or municipal policy will simplify administration and monitoring.</p> <p>In addition, nearly all waivers granted to non-profits to date have been for 100% of units in the development (i.e. non-profit affordable housing projects rarely fall short of providing at least 30% of the total units at affordability levels suitable for HILs incomes).</p>
<p>Section 3.2</p>	<p>Replace 50% DCC reduction for Not-for-Profit Student Housing with 100% DCC waiver</p>	<p>In 2018, when amendments were made to the DCC waiver framework to enable a 50% DCC reduction for not-for-profit student housing, it was assumed that most student housing units would not pay DCCs as a result of the statutory exemption for units less than 29 square metres in size. However, the <i>GVS&amp;DD Act</i> and <i>LGA</i> specify that such units must be ‘self-contained’ (with kitchen and bathroom) to be exempt from DCCs. As a result, dormitory-style student housing units are subject to the per square foot DCC rates as they do not meet the current bylaw definition of a self-contained Dwelling Unit. Residences for upper year students that tend to be suite style and can include studio, one bedroom and larger apartments are technically eligible for the 50% reduction, but to date, no such reductions have been granted under the existing bylaws.</p> <p>Consequently, there is very little DCC revenue from student housing projects and it would be administratively simpler to waive DCCs for all student housing units, provided the housing is primarily intended for occupancy by students, is on-campus, and is owned/operated by a post-secondary institution.</p> <p>Introducing a new definition of “student housing unit” that comprises housing units that have shared living quarters (kitchen, living, bath), e.g. double, triple, quad-style rooms, and ensuring that these units are eligible for a DCC waiver will simplify administration given that DCCs are already not payable for most new student housing units as they are typically under 29 m2 in area, and exempt from DCCs as per the <i>GVS&amp;DD Act</i> and <i>LGA</i>. Though student housing units may rent at near-market rates, on-campus housing operated on a cost recovery basis for students takes pressure off the local rental housing market and reduces transportation demand and GHG emissions.</p>

Several illustrative examples comparing the calculation of DCCs under the current waiver bylaw with those owing with the proposed changes are shown in Attachment 1.

### **REGIONAL PLANNING AND FINANCE ADVISORY COMMITTEES' FEEDBACK**

The draft proposed framework was reviewed at the December 6, 2024, Regional Planning Advisory Committee and November 21, 2024 Regional Finance Advisory Committee (RFAC) meetings, with members supportive of the proposed direction and providing the following comments:

- In implementing the waivers, ease of administration and verification processes are important for municipalities;
- Supportive of mechanisms to ensure the benefits of waivers flow to non-profits;
- Supportive of reduced complexity in the proposed definitions; and
- Desire for additional opportunities to engage and provide feedback and coordinate on development cost related matters.

If directed to proceed, staff will consider and incorporate these comments into the bylaw amendments.

### **NEXT STEPS**

Staff have been directed by the Board to conduct periodic reviews of the DCC bylaws including a review of economic impacts and measures to support rental housing and to incentivize affordable housing and report back with recommendations. The proposed updates to the DCC waiver framework outlined in this report for consideration are one aspect of the work underway to further this objective. Feedback received from the Regional Planning Committee, Liquid Waste Committee, Water Committee, and Regional Parks Committee in January 2025 will be forwarded on to the Finance Committee and MVRD Board for direction in February. Should staff be directed to prepare bylaw amendments, these will come forward to the respective Committees and Boards in March 2025. If directed to proceed, staff will consult with stakeholders including member jurisdictions, industry stakeholders and other levels of government prior to bringing forward amendments to the respective DCC waiver bylaws for consideration in March 2025.

### **ALTERNATIVES**

This is an information report. No alternatives are presented. Feedback on the proposed framework will be provided to the Finance Committee in February with alternatives.

### **FINANCIAL IMPLICATIONS**

The Metro Vancouver DCC waiver review is within the Regional Planning and Housing Services work program and was considered as part of the Board-approved budget. \$50,000 was allocated for external consultant support.

Should the proposed changes to the DCC waiver framework be supported, staff will bring forward a subsequent report detailing proposed waiver bylaw amendments. Based on historical waivers, it is projected that between 1,950 and 2,500 affordable units will receive a DCC waiver each year on average between 2024 and 2033 under the current waiver definitions, representing a total

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estimated ten-year impact on DCC revenues to Metro Vancouver of \$380 million to \$488 million (or about \$38 million to \$49 million per year on average).

If the DCC waiver eligibility is expanded to projects that are built by a private developer and then turned over at cost to a non-profit (or government) upon completion (i.e. inclusionary housing), the review found the number of affordable units receiving a DCC waiver is anticipated to increase by an average of 281 to 361 units per year between 2024 and 2033. The total estimated ten-year impact on DCC revenues to Metro Vancouver of these additional units receiving the DCC waiver would range between about \$54.3 million and \$69.7 million between 2024 and 2033 (or \$5.4 million to \$7.0 million per year), representing 0.8% to 1.0% of average annual DCC revenue.

The cost associated with the DCC waiver program is required by the Province's best practices guide to be funded through the water sales, liquid waste levy or tax requisition. The average annual cost per household is projected to be \$3 to \$4. Funding to accommodate this expansion is not available in the 2025 Budget and Five-Year Financial Plan, and therefore would need to come from within the current budget and result in updates to future years in the Five-Year Financial Plan.

## **CONCLUSION**

Since 2010, Metro Vancouver has waived DCCs for affordable rental housing, for a time for not-for-profit and for-profit affordable rental housing, and since 2018, only for not-for-profit affordable rental housing. Metro Vancouver has assessed the costs/benefits associated with expanding eligibility for DCC waivers to private (for-profit) developers building affordable rental housing units to be transferred to a non-profit or public entity upon completion (e.g. inclusionary housing). Recognizing that the private developer is likely in receipt of other benefits or incentives (e.g. increased market residential density) in exchange for the provision of the inclusionary units, and to ensure that the benefit of the waiver flows through to non-profit partners in the form of realized housing affordability benefits (i.e. lower rents and/or more units), it is recommended that the waiver framework be adjusted to enable DCC waivers for this type of development, with strict terms in place (e.g., requiring the transfer of units to the non-profit partner at cost with no provision for land cost or profit).

Several additional housekeeping amendments are also outlined in the report, to improve the efficiency and ease of administration. Staff are now seeking feedback from the Regional Planning Committee, Liquid Waste Committee, Water Committee, and Regional Parks Committee regarding possible amendments to the DCC waiver framework, and will forward this input to the Finance Committee and MVRD Board in February 2025 for further direction. Should the proposed changes to the DCC waiver framework be supported, staff will bring forward a subsequent report detailing proposed waiver bylaw amendments.

## **ATTACHMENTS**

1. Example Calculation of DCC Affordable Housing Waivers (Current Framework Compared with Proposed).
2. Presentation re: Development Cost Charge Waiver Update: Consideration of Including inclusionary Housing units.

**REFERENCES**

1. [GVS&DD Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 314, 2018 - Unofficial Consolidation \(metrovancover.org\)](#)
2. [GVWD Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 256, 2022 - Unofficial Consolidation \(metrovancover.org\)](#)
3. [Inclusionary Housing Policy Review and Regional Model Policy Framework \(metrovancover.org\)](#)

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## EXAMPLE CALCULATION OF DCC WAIVERS (CURRENT FRAMEWORK COMPARED WITH PROPOSED)

Scenario Description	Eligibility for DCC Waiver Under Current Bylaw	Eligibility for DCC Waiver Under Proposed Bylaw Changes
Local government-owned land will be leased to a non-profit housing agency and developed into a 100-unit social housing building. The non-profit housing agency will operate the entire building. 30 of the units will rent at BC HILs (Housing Income Limits), and 70 of the units will rent at low end of market rents.	All 100 units will be eligible for a waiver of DCCs.	All 100 units will be eligible for a waiver of DCCs.
For-profit developer plans to develop a 70-unit mixed-use strata, with an additional 30 units of social housing which will be turned over to the City upon completion at no cost as turnkey social housing (separate air space parcel to be owned by the City and operated by a non-profit housing provider).	Not eligible for a waiver of DCCs as the development does not meet the current definition of not-for-profit affordable rental housing.	The 30 social housing units will be eligible for a waiver of DCCs.
For-profit developer plans to develop a 70-unit mixed-use strata, with an additional 30 units of social housing which will be sold to a non-profit housing provider at market value upon completion.	Not eligible for a waiver of DCCs as the development does not meet the current definition of not-for-profit affordable rental housing.	Not eligible for a waiver of DCCs as the development does not meet the definition of not-for-profit affordable rental housing.
For-profit developer plans to develop a 85-unit mixed-use strata, with an additional 15 units of inclusionary housing which will be sold to a non-profit housing provider at below market value upon completion.	Not eligible for a waiver of DCCs as the development does not meet the current definition of not-for-profit affordable rental housing.	The 15 inclusionary housing units will be eligible for a waiver of DCCs.
Post-secondary institution plans to develop on-campus student housing divided into: 60 dormitory-style units smaller than 312 sq.ft. (without a kitchen or bathroom), 40 units of self-contained dwelling units larger than 312 sq.ft. (with their own kitchen and bathroom).	The 60 dormitory-style units under 312 sq.ft. are not exempt from DCCs as they are not 'self-contained'. The 40 self-contained dwelling units larger than 312 sq.ft. would be eligible for a 50% reduction of DCCs.	The 60 dormitory-style units under 312 sq.ft. and the 40 self-contained dwelling units larger than 312 sq.ft. would be eligible for a 100% waiver of DCCs.



# Development Cost Charge Waiver Update

CONSIDERATION OF INCLUDING INCLUSIONARY HOUSING UNITS

Jessica Hayes

Program Manager, Housing Policy and Planning

**metrovancouver**

Regional Planning Committee Meeting, January 9, 2025

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## DEVELOPMENT COST CHARGE WAIVERS

*Enabling Legislation*

Provincial legislation specifies that Metro Vancouver can waive or reduce DCCs for:

- Not-for-profit rental housing
- For-profit affordable rental housing
- Small lots
- Low environmental impact projects

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## EXPLORING DCC WAIVERS FOR INCLUSIONARY HOUSING UNITS



Affordable housing projects with for-profit/not-for-profit partnerships on the rise

- Local governments increasingly using inclusionary housing & density bonusing as a tool
- New provincial legislation enabling inclusionary zoning

**Impacts of extending DCC waiver bylaw eligibility to inclusionary housing units:**

**281 to 361 more**

affordable units per year receiving waiver

**Reduce break-even rents**

for affordable housing projects by 4.0% to 4.4%

**Increase the supply**

of new below-market rental units by 5.3% to 6.7%

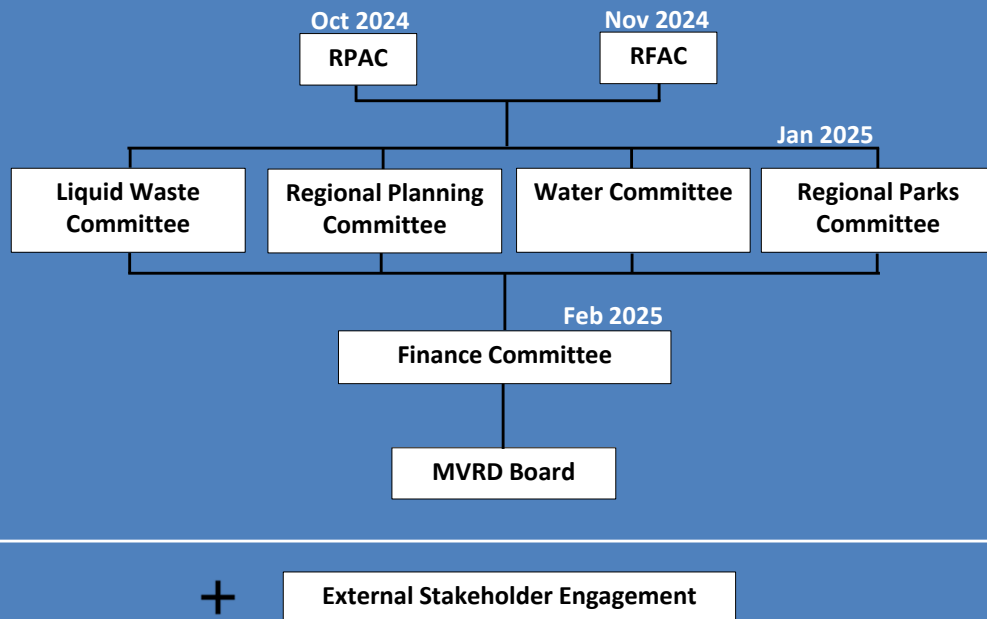
## PROPOSED HOUSEKEEPING AMENDMENTS

Bylaw Section	Proposed change
Definition of “Not-for-Profit Affordable Housing”	Expand waiver to include inclusionary housing units
Definition of “Not- for-Profit Affordable Housing	Clarify eligible not-for-profit entities
Section 3.1	Remove household income criteria
Section 3.1	Remove 30% threshold for an entire project to receive waiver
Section 3.2	Increase waiver for student housing from 50% to 100%

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## NEXT STEPS

Seeking Feedback on Proposed changes to DCC Waiver Framework



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Thank You

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To: Regional Planning Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: December 20, 2024 Meeting Date: January 9, 2025

Subject: **Regional Parking Strategy – Interim Research Findings and Project Update**

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### **RECOMMENDATION**

That the MVRD Board receive for information the report dated December 20, 2024, titled “Regional Parking Strategy – Interim Research Findings and Project Update”.

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### **EXECUTIVE SUMMARY**

The research phase of the Regional Parking Strategy has concluded. This report summarizes the findings regarding off-street residential parking. The research reveals that off-street residential parking remains heavily oversupplied from a usage standpoint.

The key findings from the research phase of this project include:

- Parking utilization ranges from 0.65 vehicles per dwelling unit to 1.91 vehicles per dwelling unit depending on location within the region.
- Parking is oversupplied by 47 percent in strata buildings and by 35 percent in market rental buildings, on average.
- Parking utilization decreases near frequent or rapid transit, particularly for rental housing.
- The two key factors influencing parking supply (beyond bylaw compliance) are product type (e.g. strata versus rental) and proximity to transit (especially SkyTrain).
- Parking costs are significant and can exceed \$200,000 per stall when geotechnical challenges, such as poor soil conditions or high water tables, are present.

In addition to this research, TransLink is also conducting complementary research into on-street and public off-street parking. These research projects will be combined together to help support the updated Regional Parking Strategy. When completed, the Regional Parking Strategy will be an important tool that member jurisdictions will be able to utilize to help develop and update local parking policies. Staff are now working with TransLink and a working group of member jurisdiction staff on the strategic planning phase of the project. The Regional Parking Strategy is expected to be completed by the end of Q2 2025.

### **PURPOSE**

This report provides the Regional Planning Committee and Board with a preview of research findings regarding off-street residential parking that will inform the development of the Regional Parking Strategy in 2025.

### **BACKGROUND**

The Regional Parking Strategy is part of the Regional Planning Committee 2024 Work Plan, as directed by the Board Strategic Plan (2022 - 2026) as well as *Metro 2050* policy action 5.1.6:

*Metro Vancouver will collaborate with member jurisdictions and TransLink to jointly develop a regional parking strategy that:*

- a) provides guidance to inform municipal parking requirements;*
- b) considers local needs through customized guidance for different land use and transportation contexts; and*
- c) seeks to right-size the supply of parking in the region, reduce the number of vehicles, make more efficient use of the limited land supply, and improve housing and transportation affordability.*

### **IMPACT OF PROVINCIAL HOUSING LEGISLATION**

In December 2023, the Province of British Columbia amended the *Local Government Act* and *Vancouver Charter* to encourage housing development near transit. Both the Transit-Oriented Areas (TOAs) and Small-Scale Multi-Unit Housing (SSMUH) legislation prohibit local governments from requiring off-street residential parking in specified areas.<sup>1</sup>

By removing residential minimum parking requirements in the most transit-oriented locations, the legislation has advanced a policy approach that was anticipated to form the basis of the Regional Parking Strategy. This represents a significant achievement in off-street parking policy and is broadly supportive of emerging Regional Parking Strategy research directions.

However, the legislation has also presented challenges for the Regional Parking Strategy:

- The legislation was introduced toward the end of the consultant’s research work. As a result, the consultant was unable to comprehensively investigate its policy impacts. While efforts have been made to incorporate the legislation into the research where possible (e.g. through developer interviews), some elements of the work (e.g. parking bylaw review) are now somewhat outdated.
- The timeline for Regional Parking Strategy development has been delayed to mid-2025 to adapt project approaches to the new parking policy landscape and accommodate additional in-house research. For example, the project team is working to reconcile the 800-metre TOA geographies with the *Metro 2050* overlays (i.e. Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors) that were the intended policy geographies for the Regional Parking Strategy.
- There is uncertainty about what remains within the scope of local government authority (e.g. visitor parking and parking maximums) and questions about how existing parking programs (e.g. cash-in-lieu and amenity contributions such as Transportation Demand Management) can function under the new policy regime. The project team is working with the Province to understand these issues and define the role that the Regional Parking Strategy can play in supporting member jurisdictions.

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<sup>1</sup> The TOA legislation prohibits minimum residential parking requirements within 800-metre areas surrounding 64 SkyTrain stations and 14 bus exchanges across 15 member jurisdictions. The SSMUH legislation prohibits such requirements within 400 metres of any frequent bus stop.

## INTERIM RESEARCH FINDINGS

The consultant has produced a set of draft research deliverables that will inform the development of strategic policy recommendations. Once finalized, the research findings will be appended to the Regional Parking Strategy and datasets will be made available to member jurisdiction staff. Three of the key deliverables are: 1) a parking utilization database, 2) qualitative interviews with developers, and 3) housing affordability analysis.

### 1. Parking Utilization Analysis

- Parking utilization ranges from 0.65 vehicles per dwelling unit to 1.91 vehicles per dwelling unit.
- Parking is oversupplied by 47 percent in strata buildings and by 35 percent in market rental buildings, on average.
- Parking utilization decreases near frequent or rapid transit, particularly for rental housing. The parking utilization rate for market rental buildings is 0.49 vehicles per unit near transit compared with 0.85 vehicles per unit away from transit. By comparison, the parking utilization rate for strata buildings is 0.89 vehicles per unit near transit and 1.15 vehicles per unit away from transit.

### 2. Developer Interviews

- The two key factors influencing parking supply (beyond bylaw compliance) are product type (e.g. strata versus rental) and proximity to transit (especially SkyTrain).
- Parking costs can be significant when geotechnical challenges, such as poor soil conditions or high water tables, are present (even reaching as high as \$230k per stall). In such cases, reducing the number of parking spaces can significantly lower development costs.
- The supply of parking is determined by both market demand and developer cost. Removing minimum parking requirements does not necessarily mean that less parking will be built; however, this step is critical in avoiding arbitrary oversupply (i.e. supply mandated by regulation rather than determined through site-specific analysis).
- Parking is generally not considered by developers to be a direct source of profit. In some circumstances (e.g. luxury strata), parking may be built at a loss in response to market demand. In these cases, the absence of minimum parking requirements would not affect the amount of parking provided.

### 3. Housing Affordability

- There is no guarantee that homebuilders would “pass along savings” in the absence of minimum parking requirements. The unit is priced according to demand, not according to developer costs. Developers are equally unable to “pass along costs” for this same reason.
- Onerous parking requirements will impact the pro forma of a project and may make it unviable. In this scenario, a developer would forego the project rather than attempt to pass along the increased costs, which would also impact housing affordability in the long run by limiting the supply of new housing.
- More parking *does* increase the cost of housing – not because the costs are “passed along,” but because, like any amenity, it makes the unit more functional and marketable. An

increase of 1.2 stalls per unit requires an additional \$35,000 in annual household income, on average, to qualify for the associated mortgage.

- Development calculations are entirely different for non-profit developers whose primary goal is reducing end-user costs. For these developers, providing less (or no) parking drives significantly greater affordability, as savings are passed along to end-users in the form of lower rent, or can be used to deliver even more affordable units or projects.
- BC Housing typically plans for a one-storey parkade, with the number of parking stalls determined mainly by physical site conditions. In areas where owning a vehicle for commuting is deemed essential, BC Housing may be forced to limit the number of units to create a balanced ratio of parking spaces per unit.

### **ALTERNATIVES**

This is an information report, therefore no alternatives are provided.

### **FINANCIAL IMPLICATIONS**

This work was undertaken as part of Regional Planning's regular work program. A consultant budget of \$50,000 was included in the Board-approved 2024 budget and the remainder of the Regional Parking Strategy will be completed in-house. The on-street and public-off-street portion of the work is being funded by TransLink.

### **CONCLUSION**

This report summarizes the research phase of the Regional Parking Strategy. Staff are now working with TransLink and a working group of member jurisdiction staff on the strategic planning phase of the project. The Regional Parking Strategy is expected to be completed by the end of Q2 2025.

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To: Regional Planning Committee

From: Jonathan Cote, Deputy General Manager, Regional Planning and Housing  
Development, Regional Planning and Housing Services

Date: December 20, 2025 Meeting Date: January 9, 2025

Subject: **Manager's Report**

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### RECOMMENDATION

That the Regional Planning Committee receive for information the report dated December 20, 2024, titled "Manager's Report".

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### DEVELOPMENT COST CHARGE PROGRAM – 2025 – 2027 WORK PLAN

To respond to Board direction as well as the evolving context and discussion surrounding Development Cost Charges (DCC), Regional Planning and Finance staff are proposing updates to the Metro Vancouver DCC framework. This update will involve several projects and will be a major work item for the Regional Planning team in 2025. This work will fall under the responsibility of the Finance Committee, but given the regional planning connection to this work, the Regional Planning Committee will be informed and engaged as this work progresses throughout the year. The scope of work for the full DCC work plan is going to the January Finance Committee and MVRD Board for approval. The Regional Planning and Housing Services Department will be supporting the following phases of work that are being proposed in 2025:

1. **Consider Expanding Affordable Housing DCC Waiver:** Staff will be proposing a potential expansion of the program to waive DCCs for affordable units within private development (e.g., inclusionary housing), provided that the cost savings are directly provided to the affordable units. Policy recommendations will be brought for Board consideration in early 2025.
2. **Update Housing and Non-Residential Definitions:** Analysis and best practice review of policy approaches to DCCs will be completed to address new provincial housing legislation and better link the DCC framework to the principles of *Metro 2050*. This work will include updating residential definitions (to properly account for multiplex development), exploring the addition of a purpose-built rental category and additional categories of "non-residential uses" to account for differences in infrastructure demand and use. This scope will involve ongoing engagement of industry sectors and member jurisdictions, with policy options brought forward for Board and Committee discussion and consideration.
3. **Consider Region-wide Economic Analysis:** In collaboration with member jurisdictions and the development community, Metro Vancouver will explore undertaking regular (eg., annual), region-wide economic analysis of local and regional development charges, including integration with other macro-economic factors. This work could support member



jurisdictions with regular analysis, using a consistent methodology, to assess the impact of development fees on development.

### **METRO 2050 – DASHBOARD**

At the November Regional Planning Committee, the beta version of the new *Metro 2050* Dashboard was presented to the committee. The Metro 2050 Performance Monitoring Dashboard (Reference 1) has now been officially launched on the Metro Vancouver website. The Monitoring Dashboard is a vital tool for informing planning and tracking progress towards the goals in the regional growth strategy.

#### **Key Dashboard Features**

- Provides current data about the environment and climate, housing, transportation, land use designations, and the regional economy
- Uses the latest technology, with interactive tools, graphs, and the ability to export data easily
- Helps regional partners monitor progress towards Metro 2050's five key goals using 29 performance measures
- Updated regularly as data and information becomes available

#### **REFERENCES**

1. [Metro 2050 Performance Monitoring Dashboard](#)

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