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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE

MEETING

Thursday, November 6, 2025
9:00 am
28th Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at https://www.metrovancouver.org

A G E N D A

A. ADOPTION OF THE AGENDA

1. November 6, 2025 Meeting Agenda
That the Regional Planning Committee adopt the agenda for its meeting scheduled for November 6, 2025 as circulated.

B. ADOPTION OF THE MINUTES

1. October 9, 2025 Meeting Minutes *pg. 7*
That the Regional Planning Committee adopt the minutes of its meeting held October 9, 2025 as circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. Metro 2050 Amendment Request from the Township of Langley (22940 – 48 Avenue) *pg. 11*

Executive Summary
The Township of Langley submitted a request for a *Metro 2050* amendment to support an Official Community Plan and community plan amendment for 22940 – 48 Avenue. The request is to accommodate a two-storey multi-use church facility and make the site eligible for regional sewer servicing.

As small-scale institutional uses are permitted in the site's current regional land use designation of Rural, there is no need for a regional land use designation, nor a Regional Context Statement amendment to accommodate the proposed OCP change. Since the subject site is located within the "Rural within the Sewerage Area" overlay, regional sewer servicing may be permitted without a *Metro 2050* amendment, provided that the development is consistent with the Rural regional land use designation, and normal GVS&DD technical considerations.

This report notifies the MVRD Board of the application. The next step is for the Township of Langley to apply for regional sewer servicing through the Liquid Waste Municipal Portal.

Recommendation
That the MVRD Board receive for information the report dated October 20, 2025, titled "Metro 2050 Amendment Request from the Township of Langley (22940 – 48 Avenue).

2. Metro 2050 Regional Context Statement – City of Burnaby *pg. 58*

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

Although Regional Context Statements were required by the *Local Government Act* to be submitted by February 2025, two years following the adoption of *Metro 2050*, recent changes to provincial housing legislation introduced new requirements for Official Community Plan updates. In response, Metro Vancouver relaxed that requirement to coordinate the timing of Regional Context Statement submissions with housing-related OCP updates, lessening the administrative burden of two separate updates.

Staff have reviewed the City of Burnaby's Regional Context Statement relative to *Metro 2050*'s goals, strategies, and policy actions, and have assessed it to be consistent. It is recommended that the MVRD Board accept the City of Burnaby's Regional Context Statement.

Recommendation
That the MVRD Board accept the City of Burnaby's Regional Context Statement as submitted to Metro Vancouver on October 17, 2025 and notify the City of Burnaby of the decision.

3. Metro 2050 Regional Context Statement – District of North Vancouver *pg. 153*

Executive Summary
The District of North Vancouver has completed a draft update to its Official Community Plan and submitted a revised Regional Context Statement that shows how the new Official Community Plan is consistent with the regional federation's goals, strategies and actions as laid out in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations, as expressed in OCPs, align with the regional growth strategy.

Although Regional Context Statements were required by the *Local Government Act* to be submitted by February 2025, two years following the adoption of *Metro 2050*, recent changes to provincial housing legislation introduced new requirements for Official Community Plan updates. In response, Metro Vancouver relaxed that requirement to coordinate the timing of Regional Context Statement submissions with housing-related OCP updates, lessening the administrative burden of two separate updates.

Staff have reviewed the District of North Vancouver's Regional Context Statement relative to *Metro 2050*'s goals, strategies, and policy actions, and have assessed it to be consistent. It is recommended that the Board accept the District of North Vancouver's Regional Context Statement.

Recommendation
That the MVRD Board accept the District of North Vancouver's Regional Context Statement as submitted to Metro Vancouver on October 22, 2025 and notify the District of North Vancouver of the decision.

4. Extended Reality SIF Project – Completion Update *pg. 199*

Executive Summary
This report provides an update on Metro Vancouver's Extended Reality (XR) Project, which was funded through the Sustainability Innovation Fund (SIF) and approved by the Metro Vancouver Regional District Board in 2023. The SIF project is complete and will be used to produce an XR model that will be shared with member jurisdictions once finalized in 2026.

The XR Project was designed to help Metro Vancouver and member jurisdictions improve their ability to plan in three dimensions. Using advanced stereo mapping and other geospatial technologies, Metro Vancouver has developed a regional 3D model that captures detailed building information across the region, with a special focus on Urban Centres.

This model allows planners to monitor how urban areas are changing over time, tracking things like building height, density, and redevelopment activity. It also supports new tools for scenario modeling and virtual reality experiences, helping planners and decision-makers visualize future development and assess the impacts of new housing and planning policies.

Recommendation
That the MVRD Board receive for information the report dated October 15, 2025, titled "Extended Reality SIF Project – Completion Update".

5. Project Update - Infrastructure Demand to Support Growth in the Metro Vancouver Region *pg. 211*

Executive Summary
At the request of the Regional Planning Committee Metro Vancouver is undertaking a high-level analysis of infrastructure demand and associated costs to better understand the region's infrastructure needs to support anticipated growth. This study aims to include local, regional, and provincial infrastructure needed to support complete and livable communities to support local planning and to inform advocacy efforts for increased infrastructure funding from provincial and federal governments. The study will quantify existing infrastructure deficits and estimate future investment requirements aligned with regional growth projections. In June 2025, the MVRD Board received the scope of work for the project. This report provides additional detail on the proposed approach and next steps.

As an update, to advance this work, Metro Vancouver has retained Watson & Associates Economists Ltd. to:

- **Review existing infrastructure assets and recent investments across local, regional, and provincial levels**, supported by data collection from member jurisdictions and public sources.
- **Estimate investment needs for future growth** through the development of high-level per-unit infrastructure investment estimates aligned with regional housing growth projections, including quantification of existing infrastructure deficits.
- **Provide recommendations** – summarizing total investment needs and providing recommendations to align infrastructure delivery with growth, manage financial pressures, and support advocacy for funding.

Recommendation
That the Regional Planning Committee receive for information the report dated October 16, 2025, titled "Project Update - Infrastructure Demand to Support Growth in the Metro Vancouver Region."

6. Urban Tree Canopy Cover and Housing Study: Scope of Work

pg. 215

Executive Summary
Recent changes to provincial housing legislation are expected to impact both local and regional tree canopy cover objectives. However, the extent of these impacts has not yet been quantified, and there is a lack of comprehensive tools to support member jurisdictions to meet both housing and tree canopy cover goals. In response to growing interest and requests from member jurisdictions, Metro Vancouver is undertaking an Urban Tree Canopy Cover and Housing Study which will:

- Research and analyze the potential impacts of provincial housing legislation on the ability to retain, replace, and maintain trees in the urban environment;
- Identify and compile policy tools that can help member jurisdictions to navigate these challenges; and
- Support advocacy for provincial housing legislation amendments that address policy challenges related to urban tree canopy retention, replacement, and maintenance, as identified through the study's findings.

Member jurisdictions will be invited to engage on this project throughout 2026, and results will be shared to the Regional Planning Committee and MVRD Board.

Recommendation
That the MVRD Board receive for information the report dated October 16, 2025, titled "Urban Tree Canopy Cover and Housing Study: Scope of Work".

7. Dwelling Unit Projections Update

pg. 219

Executive Summary
In October 2025, the MVRD Board received updated regional population projections. Based on this update, corresponding projections for dwelling units have been completed and are being provided for information and regional planning purposes.

Between 2024 and 2051, the region is expected to add an average of approximately 20,500 net new dwelling units annually, reflecting an average annual growth rate of 1.4 per cent. This is a slight decrease from the 1.5 per cent growth rate reported in the 2024 update, primarily due to revised population growth assumptions.

These updated projections incorporate recent reductions to federal immigration targets. However, they do not yet fully reflect the potential impacts of new provincial housing legislation and associated housing targets. Staff will continue to assess the implications of these updated growth forecasts on the distribution of growth across member jurisdictions.

Recommendation
That the MVRD Board:
a) receive for information the report dated October 6, 2025, titled "Dwelling Unit Projections Update"; and
b) direct staff to forward a copy of the report dated October 6, 2025 titled "Dwelling Unit Projections Update" to member jurisdiction staff.

8. Manager's Report *pg. 229*

Recommendation
That the Regional Planning Committee receive for information the report dated October 16, 2025, titled "Manager's Report".

F. INFORMATION ITEMS

1. Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions *pg. 233*

2. Scope of Work for DCC Project 4 - New Regional Economic Analysis Model *pg. 251*

G. OTHER BUSINESS

H. RESOLUTION TO CLOSE MEETING
Note: The Committee must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

I. ADJOURNMENT
That the Regional Planning Committee adjourn its meeting of November 6, 2025.

Membership:

Woodward, Eric (C) – Langley Township	Henderson, Tasha – New Westminster	Locke, Brenda - Surrey
Hodge, Craig (VC) – Coquitlam	Knight, Megan – White Rock	Loo, Alexa – Richmond
Bligh, Rebecca – Vancouver	Kruger, Dylan – Delta	McEwen, John – Anmore
Carreras, Korleen – Maple Ridge	Lahti, Meghan – Port Moody	Santiago, Maita – Burnaby
Girard, Angela – North Vancouver City	Lambur, Peter – West Vancouver	West, Brad – Port Coquitlam

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:00 am on Thursday, October 9, 2025 in the 28th Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:
Chair, Director Eric Woodward, Langley Township
Vice Chair, Director Craig Hodge, Coquitlam
Director Rebecca Bligh, Vancouver
Councillor Angela Girard, North Vancouver City*
Councillor Tasha Henderson, New Westminster
Director Megan Knight, White Rock*
Director Dylan Kruger, Delta* (arrived at 9:03 am)
Director Meghan Lahti, Port Moody*
Councillor Peter Lambur, West Vancouver*
Director Brenda Locke, Surrey*
Councillor Alexa Loo, Richmond
Director John McEwen, Anmore
Councillor Maita Santiago, Burnaby
Director Brad West, Port Coquitlam* (arrived at 9:01 am)

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

MEMBERS ABSENT:
Councillor Korleen Carreras, Maple Ridge

STAFF PRESENT:
Jerry W. Dobrovolny, Chief Administrative Officer
Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development
Hadir Ali, Legislative Services Coordinator, Board and Information Services
Satbir Aujla, Division Manager, Financial Planning & Business Support, Financial Services
Linda Sabatini, Director Financial Operations, Financial Services

A. ADOPTION OF THE AGENDA

1. October 9, 2025 Meeting Agenda

It was MOVED and SECONDED
That the Regional Planning Committee adopt the agenda for its meeting scheduled for October 9, 2025 as circulated.

CARRIED

B. ADOPTION OF THE MINUTES

1. September 11, 2025 Meeting Minutes

It was MOVED and SECONDED
That the Regional Planning Committee adopt the minutes of its meeting held September 11, 2025 as circulated.

CARRIED

C. DELEGATIONS

1. Harpreet Sondh, Planner 2, City of Surrey;

Subject: City of Surrey Application No. 7924-0319-00 at 6480 152 Street

Harpreet Sondh, Planner 2, City of Surrey, gave a presentation titled "Metro Vancouver 2025 Amendment Surrey File No. 7924-0319-00", speaking to item E3 on the agenda. The presentation outlined a Regional Growth Strategy amendment from agricultural to employment for 6480 152 Street and a request to amend the Urban Containment Boundary.

9:01 am Director West arrived at the meeting.
9:03 am Director Kruger arrived at the meeting.

D. INVITED PRESENTATIONS

No items presented.

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. 2026 - 2030 Financial Plan Overview

Jerry W. Dobrovolny, Chief Administrative Officer, Linda Sabatini, Director Financial Operations, Financial Services, and Satbir Aujla, Division Manager, Financial Planning & Business Support, Financial Services, gave a presentation titled "2026 - 2030 Financial Plan Overview", which provided the high-level context and details of the 2026-2030 Financial Plan.

Jerry W. Dobrovolny introduced the context of the plan, noting past Boards decisions, the extensive public engagement undertaken, and the major cost drivers of capital projects, including inflation, population fluctuations, climate change challenges, and economic financial risks. Linda Sabatini presented the details of the 2026-2030 Financial Plan, including a breakdown of household impact by legal entity, highlighting $364 million in operating budget savings and $1.1 billion in capital expenditure reductions for 2026-2030.

2. 2026 Budget and 2026 - 2030 Financial Plan – Regional Planning

Report dated September 29, 2025 from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Services presenting the 2026 Budget and 2026 – 2030 Financial Plan for Regional Planning for consideration by the Committee.

Jonathan Cote provided a presentation titled "2026 Budget and 2026-2030 Financial Plan – Regional Planning", giving the committee information on the Regional Planning Department's performance metrics, continuous improvement projects, and workplan items for 2026 and beyond. They noted that the service has a Household Impact of $4 and there is a 13% budget decrease resulting from reduced Sustainability Innovation Funding and consulting.

It was MOVED and SECONDED

That the Regional Planning Committee endorse the 2026 Budget and 2026 – 2030 Financial Plan for Regional Planning as presented in the report dated September 29, 2025, titled "2026 Budget and 2026 – 2030 Financial Plan – Regional Planning" and forward it to the Board Budget Workshop on October 22, 2025 for consideration.

CARRIED

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

Report dated September 26, 2025 from Victor Cheung, Regional Planner, Regional Planning and Housing Services providing the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro 2050* to accommodate a multi-tenant industrial building, commercial building, and a hotel and conference centre through a Type 2 Regional Growth Strategy amendment.

It was MOVED and SECONDED

That the MVRD Board:

a) initiate the *Metro 2050* amendment process for the City of Surrey's requested regional land use designation amendment from Agricultural to Employment for portions of the lands located at 6480 - 152 Street;
b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025";
c) notify affected local governments and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*; and
d) direct staff to notify in region First Nations via referral offices to provide an opportunity for comment on the proposed amendment.

CARRIED

4. Manager's Report

Report dated September 26, 2025, from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Services, informing the Committee that member jurisdictions will be bring their Regional Context Statements for regional approval over the next year and to expect this to be a significant feature of future agendas.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated September 26, 2025, 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 October 9, 2025.

CARRIED

(Time: 9:48 am)

Hadir Ali,
Legislative Services Coordinator

Eric Woodward,
Chair

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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: October 20, 2025 Meeting Date: November 6, 2025

Subject: **Metro 2050 Amendment Request from the Township of Langley (22940 – 48 Avenue)**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 20, 2025, titled "Metro 2050 Amendment Request from the Township of Langley (22940 – 48 Avenue).

EXECUTIVE SUMMARY

The Township of Langley submitted a request for a *Metro 2050* amendment to support an Official Community Plan and community plan amendment for 22940 – 48 Avenue. The request is to accommodate a two-storey multi-use church facility and make the site eligible for regional sewer servicing.

As small-scale institutional uses are permitted in the site's current regional land use designation of Rural, there is no need for a regional land use designation, nor a Regional Context Statement amendment to accommodate the proposed OCP change. Since the subject site is located within the "Rural within the Sewerage Area" overlay, regional sewer servicing may be permitted without a *Metro 2050* amendment, provided that the development is consistent with the Rural regional land use designation, and normal GVS&DD technical considerations.

This report notifies the MVRD Board of the application. The next step is for the Township of Langley to apply for regional sewer servicing through the Liquid Waste Municipal Portal.

PURPOSE

To provide an update to the Regional Planning Committee and MVRD Board that a proposed amendment to the regional land use designation was received from the Township of Langley and that given *Metro 2050* policies, no amendment or revised Regional Context Statement is required to accommodate the proposed development at 22940 – 48 Avenue and associated Official Community Plan and Community Plan amendments by the Township of Langley.

BACKGROUND

On July 7, 2025, Township of Langley Council passed a resolution requesting that the MVRD Board consider a Type 2 Amendment to *Metro 2050* to amend the regional land use designation of the site located at 22940 – 48 Avenue from Rural to General Urban (Attachment 1), and extend the Urban Containment Boundary to provide regional sewer servicing. On July 30, 2025, Metro Vancouver staff received the Township of Langley's request to consider the proposed *Metro 2050* amendment. Based on assessment of the proposed development and further discussion with Township staff,

Metro Vancouver staff confirm that an amendment to the regional land use is not required to accommodate the proposed institutional use, and that an extension of the Urban Containment Boundary is not required to provide regional sewer servicing as the subject site is within a "Rural within the Sewerage Area" overlay. This report provides an update on the application.

SITE CONTEXT

The subject site is 4.1 hectares (10.1 acres). Across 48 Avenue, the subject site is adjacent to a rural property (designated Rural) to the north. To the east are four rural properties (designated Rural). To the south, are two rural properties (designated Rural); and to the west is Langley Christian Elementary (designated General Urban and located within the Urban Containment Boundary). The subject site is outside the Urban Containment Boundary, but within the Fraser Sewerage Area and within a "Rural within Sewerage Area" overlay area.

The subject site is currently designated Rural (not in the Agricultural Land Reserve) in the Township of Langley's Official Community Plan (OCP) and zoned Rural Zone RU-1 in the Township's Zoning Bylaw. The current regional land use designation in *Metro 2050* is Rural (Figure 2). Additional site information can be found in the Township of Langley's staff report (Attachment 1), and a summary of the existing site description is provided in Table 1.

Table 1. *Existing Site Description*

Site Size	4.12 hectares (10.1 acres)
Site Location	22940 – 48 Avenue
***Metro 2050* Regional Land Use Designation**	Rural
Current City OCP Designation	Rural (non-ALR)
Current Zoning	Rural Zone RU-1
Within the Urban Containment Boundary	Not within the UCB
In the Agricultural Land Reserve	No
In the Fraser Sewerage Area	Yes
In the Rural within the Sewerage Area	Yes

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The Township of Langley is proposing amendments to its OCP and related plans for the subject site to accommodate a two-storey multi-use church facility on the site. The Council request is for an amendment to *Metro 2050* to contiguously extend the Urban Containment Boundary to include the subject property to access regional sewer servicing and to redesignate the subject property's regional land use designation from Rural to General Urban. ToL's requested amendments are outlined in Table 2.

Table 2. *Requested Site Designations*

	Current	**Requested**
Metro 2050	Rural (not within the UCB)	General Urban (within the UCB)
OCP	Rural (non ALR)	Urban
Zoning	Rural Zone RU-1	N/A

However, *Metro 2050* policies and mapping illustrate that this proposal does not require a regional land use designation change or an amendment to the Urban Containment Boundary (See section "Regional Planning Analysis" below).

REGIONAL PLANNING ANALYSIS

Per Map 12 of *Metro 2050*, the subject site is situated within the "Rural within the Sewerage Area" overlay. Typically, lands designated as Rural are not eligible for regional sewer servicing (Policy 1.4.1). However, Policy 6.9.1 provides an exception for lands within this overlay, stating that regional sewer servicing may be permitted if the proposed land use is consistent with the underlying regional land use designation and meets standard Greater Vancouver Sewerage and Drainage District (GVS&DD) technical requirements.

Staff interpretation suggests that the proposed church qualifies as a "small-scale institutional use," which aligns with the permitted uses under the Rural designation as described in *Metro 2050* (page 16). Further, Metro Vancouver's Liquid Waste Services staff have conducted a preliminary assessment indicating that the church would generate low wastewater flows and pose negligible impact on regional sewer capacity. A separate sewer extension application would still be required, which would include a more detailed technical review by GVS&DD.

Given these considerations, the development can proceed under the existing Rural designation without requiring a *Metro 2050* amendment or an amendment to the Urban Containment Boundary (UCB). With this conclusion, the Township of Langley can proceed with the rezoning and amendments to its OCP and related plans and bylaws.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Below is a summary of anticipated impacts on Metro Vancouver's utilities.

Liquid Waste Services (GVS&DD)

A preliminary technical assessment suggests that a two-story multi-use church would generate low flows and would have a negligible impact on regional sewer capacity. When the property is ready to connect, the Township of Langley will need to submit a sewer extension application. Typical GVS&DD technical requirements will apply such as connection design, capacity assessment, and inflow/infiltration controls. Any expansion beyond the existed proposed uses would require a new technical review.

Water Services (GVWD)

The proposed development would ultimately be supplied by the GVWD's Jericho Reservoir via the Township of Langley's water distribution system. Without demand data, Metro Vancouver staff are unable to comment on the impact on the transmission system at this time.

NEXT STEPS

Staff will inform the Township of Langley that the proposed land use and servicing needs do not require a *Metro* 2050 Regional Land Use Designation amendment. The Township of Langley can proceed with amending its Official Community Plan and related local plans and rezoning the subject property.

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

FINANCIAL IMPLICATIONS
There are no financial implications for Metro Vancouver related to this report.

OTHER IMPLICATIONS
The Township of Langley can proceed with the rezoning and amendments to its OCP and related plans and bylaws.

CONCLUSION
The proposed development aligns with *Metro 2050's* Rural designation policies and falls within the "Rural within the Sewerage Area" overlay, allowing for regional sewer servicing under specific conditions. The proposal qualifies as a small-scale institutional use with minimal impact on sewer capacity, making it feasible to proceed without a *Metro 2050* amendment or changes to the Urban Containment Boundary. This approach streamlines the approval process while maintaining consistency with regional planning objectives.

ATTACHMENT
1. Township of Langley Regional Growth Strategy Amendment Application and Staff Report, dated July 30, 2025.

78253039

Township of Langley

Est. 1873

July 30, 2025

TOL Project No. 10-32-0109
Bylaw No. 6025

Laurel Cowan, Division Manager,
Regional Land Use Policy and Planning
Metro Vancouver
Via Email: Laurel.Cowan@metrovancouver.org

Dear Laurel:

Re: Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025

On July 7, 2025, Township of Langley Council granted third reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025.

Bylaw No. 6025 amends the Langley Official Community Plan (OCP) by amending the land use designation of the subject lands from "Rural" to "General Urban".

Attached, please find the Report to Council, Bylaw No. 6025, and adopted Council Minutes submitted for your consideration of what is believed to be a "Type 2" Regional Growth Strategy Amendment application.

If you have any questions, please contact Colin Moore, Senior Development Planner, at 604-532-7547 or via email at cmoore@tol.ca.

Yours truly,

Stephen Richardson
DIRECTOR, COMMUNITY DEVELOPMENT

SR/ba

Attachments
1. Report to Council and attachments dated June 23, 2025
2. Bylaw No. 6025
3. July 7, 2025 adopted Council Minutes

copy: Eugene Heeger, Grace Hanin Community Church

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Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 23, 2025 - REGULAR MEETING	**REPORT:**	25-97
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-32-0109
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT APPLICATION NO. 100258 (GRACE HANIN COMMUNITY CHURCH / 22940 – 48 AVENUE)		

PROPOSAL:

On May 26, 2025, Council passed the following resolution related to the Grace Hanin Community Church located at 22940 – 48 Avenue:

> *"That Council direct staff to prepare and advance the development application for Grace Hanin Community Church to amend the Official Community Plan, Murrayville Community Plan and Rural Plan to include approximately 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue within the Murrayville Community Plan and designate it institutional to accommodate a future rezoning application for an institutional use."*

In response to Council's resolution, staff have prepared Bylaws No. 6025 and 6026 for Council's consideration subject to three (3) conditions.

RECOMMENDATIONS:

That Council give first and second reading of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025 amending the Official Community Plan to change the designation of the lands from Rural to General Urban and amend the Murrayville Community Plan and Rural Plan to remove the lands from the Rural Plan and designate it Institutional in the Murrayville Community Plan for lands located at 22940 – 48 Avenue subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley, prior to final reading:

1. Approval of the necessary amendments to the Metro Vancouver Regional Growth Strategy (RGS) and Greater Vancouver Sewerage and Drainage District.
2. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until Urban Services are provided to the site
    b. identifying Streamside Protection and Enhancement Areas
    c. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan is accepted by the Township for each site in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
3. Completion of all relevant external agency, federal, provincial, regional and Township approvals.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That (at the time of third reading of Bylaw No. 6025) Council authorize staff to advance the application to Metro Vancouver for the proposed amendments to the Regional Growth Strategy.

That Council consider first, second and third reading to Subdivision and Development Servicing Bylaw 2019 No. 5382 Amendment (Grace Hanin Community Church) Bylaw No. 6026 (and grant final reading at time of final reading of Bylaw No. 6025).

That Council authorize staff to schedule the required Public Hearing for the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to proposed Official Community Plan Amendment, Murrayville Community Plan Amendment and Rural Plan Amendment Bylaw No. 6025 and Subdivision and Development Servicing Bylaw Amendment Bylaw No. 6026.

OFFICIAL COMMUNITY PLAN AMENDMENT APPLICATION
NO. 100258 (GRACE HANIN COMMUNITY CHURCH /
22940 – 48 AVENUE)
Page 3 . . .

BACKGROUND / HISTORY:

- On June 24, 2024 Council considered an application submitted by Grace Hanin Church to amend the Official Community Plan, Murrayville Community Plan and Rural Plan to include approximately 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue within the Murrayville Community Plan and designate it Institutional to accommodate a future rezoning application for an institutional use. At the June 24, 2024 Regular Meeting, Council resolved the following:

  "*That Council defer consideration of the application pending consideration and adoption of the Fraser Highway Employment Lands Area Plan."*

- On May 26, 2025, Council passed the following resolution related to the Grace Hanin Community Church located at 22940 – 48 Avenue:

  "That Council direct staff to prepare and advance the development application for Grace Hanin Community Church to amend the Official Community Plan, Murrayville Community Plan and Rural Plan to include approximately 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue within the Murrayville Community Plan and designate it Institutional to accommodate a future rezoning application for an institutional use."

- The subject site is currently zoned Rural Zone RU-1, designated Rural in the Official Community Plan and Small Farms / Country Estates outside the Urban Boundary in the Rural Plan. The site is also outside of the Urban Containment Boundary and designated Rural in the Metro Vancouver Regional Growth Strategy. On March 10, 2025 Council directed the completion of a reference plan for the Fraser Highway Employment Lands Area that is currently under development.

DISCUSSION / ANALYSIS:

<u>Bylaw No. 6025</u>

- To accommodate the proposal to designate the site for Institutional use, amendments to the Township's Official Community Plan (OCP), Murrayville Community Plan and Rural Plan are required. Staff note that prior to Council consideration of final reading of the proposal, an amendment to the Metro Vancouver Regional Growth Strategy (RGS) is also required.

- Bylaw No. 6025 amends:
  - the OCP to include the site in the Urban Containment Boundary and designate it Urban
  - the Rural Plan and Murrayville Community Plan by removing the site from the Rural Plan and designating it Institutional in the Murrayville Community Plan

- The applicant has indicated that if the application is approved by Council and Metro Vancouver, a future rezoning application will be submitted to rezone the site from the existing Rural Zone RU-1 to an institutional zone to allow for a future church on the site. An amendment to the Greater Vancouver Sewerage and Drainage District is also required as part of the application.

Bylaw No. 6026

- Urban services are not available to the site. Therefore, registration of a restrictive covenant prohibiting any building on the site until such time as provision of full urban services pursuant to Subdivision and Development Servicing Bylaw Service Level – 1 is a development prerequisite.

- Bylaw No. 6026 proposes an amendment to the Subdivision and Development Servicing Bylaw as part of this application to amend the site's designation from Level – 4 Rural to Level -1 Urban.

Policy Considerations:

Should the proposed amendments to the OCP, Murrayville Community Plan, Rural Plan, RGS and Subdivision and Development Servicing Bylaw be approved by Council, a future rezoning application will be required to rezone the site to allow an institutional use (church). Servicing, Erosion Sediment Control and tree protection measures would be established for the site as part of that future rezoning application.

Staff recommend Council give first and second reading of Bylaw No. 6025 subject to three (3) development prerequisites; first, second and third reading of Bylaw No. 6026; and that staff be authorized to schedule the required Public Hearing should Council give Bylaw No. 6025 first and second reading.

Respectfully submitted,

Colin Moore
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A June 24, 2024 Report to Council

Township of Langley
Est. 1873

ATTACHMENT A

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-136
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-32-0109
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT APPLICATION NO. 100258 (GRACE HANNIN COMMUNITY CHURCH / 22940 – 48 AVENUE)		

PROPOSAL:

Application to amend the Official Community Plan, Murrayville Community Plan and Rural Plan to include approximately 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue within the Murrayville Community Plan and designate it Institutional to accommodate a future rezoning application for an institutional use.

RECOMMENDATION SUMMARY:

That Council defer consideration of the application until completion of the Fraser Highway Employment Lands Area Plan.

RATIONALE:

The subject lands are within the Fraser Highway Employment Lands Area that are currently undergoing a planning process.

RECOMMENDATION:

That Council defer consideration of the application pending consideration and adoption of the Fraser Highway Employment Lands Area Plan.

EXECUTIVE SUMMARY:

Grace Hannin Community Church has applied to amend the Official Community Plan (OCP), Murrayville Community Plan and Rural Plan to redesignate the site from Rural to Urban in the OCP, remove it from the Rural Plan and designate it as Institutional in the Murrayville Community Plan to allow for a future rezoning application for an institutional use. Staff note that an amendment to the Metro Vancouver Regional Growth Strategy (RGS) would also be required to accommodate the proposal.

An amendment to the Subdivision and Development Servicing Bylaw 2019 No. 5382 would also be required to amend the site's service level from Level 4 – Rural to Level 1 – Urban as well as an amendment to the Greater Vancouver Sewerage and Drainage District.

On December 4, 2023 Council endorsed a Terms of Reference for the Fraser Highway Employment Lands Area Plan. The Plan is currently in Phase 1 of 4 with Phase 4 completion currently targeted for the third quarter of 2025. Further consideration of the subject application with the benefit of Plan process outcomes will inform recommended land use.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to an application submitted by Grace Hannin Community Church.

REFERENCE:

Owner:	Finns 48 Projects Ltd. 203, 5455 – 152 Street Surrey BC V3S 5A5
Agent:	Grace Hannin Community Church 9770 King George Boulevard Surrey BC V3T 2V6
Legal Description:	Lot 267 Section 32 Township 10 NWD Plan 53715
Location:	22940 – 48 Avenue
Area:	4.12 ha (10.17 ac)
Official Community Plan: (existing)	Rural (non ALR)
Official Community Plan: (proposed)	Urban
Regional Growth Strategy: (existing)	Rural (not within Urban Containment Boundary)
Regional Growth Strategy: (proposed)	General Urban (within Urban Containment Boundary)
Rural Plan: (existing)	Small Farms Country Estates
Rural Plan: (proposed)	n/a
Murrayville Plan: (existing)	n/a
Murrayville Plan: (proposed)	Institutional
Existing Zoning:	Rural Zone RU-1

BACKGROUND/HISTORY:

- The subject site is currently zoned Rural Zone RU-1, designated Rural in the Official Community Plan and Small Farms / Country Estates outside the Urban Boundary in the Rural Plan. The site is also outside of the Urban Containment Boundary and designated Rural in the Metro Vancouver Regional Growth Strategy.

DISCUSSION/ANALYSIS:

- To accommodate the proposal to designate the site for institutional use, amendments to the Township's Official Community Plan (OCP), Murrayville Community Plan and Rural Plan are required. Staff note that an amendment to the Metro Vancouver Regional

Growth Strategy (RGS) would also be required to accommodate the proposal. The applicant has submitted a letter of rationale in support of the application (Attachment C).

- Urban services are currently not available to the site. Full urban services pursuant to Subdivision and Development Servicing Bylaw Service Level – 1 would be required prior to development on the site, as such an amendment to the Subdivision and Development Servicing Bylaw to change the site from Level – 4 Rural to Level -1 Urban would be required.

- The applicant has indicated that if the application is approved by Council and Metro Vancouver, a future rezoning application will be submitted to rezone the site from the existing Rural Zone RU-1 to an institutional zone to allow for a future church on the site.

Adjacent Uses:

	Existing Use	Rural / Murrayville Community Plan Designation	Existing Zoning
North:	48 Avenue, beyond which is a Rural Property	Agricultural / Countryside	Rural Zone RU-3
South:	Two rural properties	Small Farms / Country Estates	Rural Zone RU-1
East:	Four rural properties	Small Farms / Country Estates	Rural Zone RU-1
West:	Langley Christian Elementary School	Institutional	Civic Institutional Zone P-1

Official Community Plan Amendment:

The subject lands are currently designated Rural in the OCP which includes goals to maintain the existing rural residential character of the area.

Section 2.2.7 (Rural) of the OCP provides the following:

2.2.7. Commercial, industrial, and institutional uses are discouraged in this designation, except in conformity with the Regional Context Statement (Schedule 1) and the Rural Plan.

Section 2.3.11 (Urban Community Structure and Centres) of the OCP provides the following:

2.3.11. Direct community arts, entertainment, and cultural facilities and other major institutional facilities to the Regional Centre, Town Centres, and Community Centres, and the Frequent Transit Development Areas, or areas with good access to transit.

Section 2.4.9 (Urban) of the OCP provides the following:

2.4.9. Encourage the location of assembly uses, including places of worship, to locate:

- *in conformity with the policies of the applicable community plan or neighbourhood plan*
- *not in an area designated for single-family housing (although it may be located on the perimeter of such an area)*
- *on a collector or arterial road (as opposed to a local road)*

Murrayville Community Plan Amendment:

- The subject lands are currently designated Small Farms / Country Estates in the Rural Plan. As part of the application the applicant seeks to remove the site from the Rural Plan and include it within the Murrayville Community Plan and designate it as Institutional.

Rural Plan Amendment:

- The subject lands are currently designated Small Farms / Country Estates in the Rural Plan. Section 2.1 of the Rural Plan states "The primary goal of the Rural Plan is to enhance agricultural viability through recognition and protection of the diverse agricultural lands, preservation of larger lot sizes, creation of policies that reinforce designation of much of the land as ALR and encouragement of the agricultural industry within Langley…"

- Policies for the Small Farms / Country Estates designation (Section 5.6 of the Rural Plan) indicate that the designation should provide for agricultural uses.

- Section 5.11.1 of the Rural Plan provides the following information with respect to urban / rural interfaces:

  5.11.1 Development along the urban/rural interface shall be designed to minimize potential conflicts between incompatible uses. The following methods serve as examples of potential buffer treatments along the urban/rural interface:

  (d) location of institutional or resort uses along the interface, that have low site coverage and a large open space component adjacent to the rural area;

- Section 5.15.1 of the Rural Plan provides the following information with respect to institutional development:

  5.15.1 Institutional uses such as churches and community halls serving the rural population shall be encouraged to locate in the Agro-Service Centre and Rural Commercial Centres in locations with good access.

Metro 2050 – Metro Vancouver Regional Growth Strategy (RGS):

- The subject lands are designated Rural in the RGS. This designation is intended to limit development to a scale, form and density consistent with the intent of the rural land use, and support agricultural uses within the ALR and, where appropriate, outside of the ALR. Staff note that the subject property is not located in the ALR. Given the proposed OCP amendment and the need for the Township's OCP to align with the RGS, an amendment to the RGS would be necessary to accommodate the proposed general urban (institutional) land use. A Type 2 amendment would be required to accommodate the proposal.

- A Type 2 – Minor Amendment to the Regional Growth Strategy requires a 'two-thirds weighted vote and regional public hearing' as identified in Section 6.3.3(c) of the RGS below:

  6.3.3(c) amendment from Rural land use designation to Industrial, Mixed Employment or General Urban land use designations;

- Should Council direct staff to prepare the necessary bylaws and grant them third reading, staff will advance the application to Metro Vancouver for consideration of the necessary amendments to the RGS and the Greater Vancouver Sewerage and Drainage District (GVS & DD) catchment in order to accommodate the proposed change in land use.

Fraser Highway Employment Lands Area Plan:

- On February 27, 2023, Council directed staff to prepare the Terms of Reference for a Fraser Highway Employment Lands Area Plan (Fraser Highway Plan). The Terms of Reference for the Plan was approved by Council on December 4, 2023.

- CPP staff are currently in Phase 1: Planning Principles and Preliminary Development Concepts of the Fraser Highway Employments Lands Area Plan. As the Plan area includes the subject site (Attachment B), consideration of the application with the benefit of Plan process outcomes will inform recommended land use.

Community Amenity Contributions:

- Section 5.2.(i) of the Community Amenity Policy provides guidance for Rural areas in relation to CACs to be proportionate to the value being created by the increase in density.

- The CAC policy does not provide specific guidance in relation to redesignation of a site from Rural to Institutional.

- The applicant has advised that should the subject application be granted approval by Council and Metro Vancouver, a future rezoning application would be submitted including a proposed CAC contribution.

Servicing:

- The subject property is designated Service Level 4 – Rural. An amendment to the Subdivision and Development Servicing Bylaw to designate the subject site as Service Level 1 – Urban would be required, should Council direct staff to prepare the necessary bylaws to further advance the application.

Environmental Considerations:

- A watercourse crosses the southern portion of the site. Prior to development the applicant will be responsible for identifying and protecting the watercourse in accordance with the Schedule 3 of the OCP.

Policy Considerations:

- The OCP, Rural Plan and RGS policies are focused on supporting and maintaining rural character in relation to the subject site with guidance provided in these plans direct institutional uses to locate within existing urban areas.

- Given the current policy context provided in the OCP, Rural Plan and RGS and the site's location within the Fraser Highway Employment Lands Area Plan currently under development, staff recommend Council defer the application until after consideration and adoption of the Fraser Highway Employment Lands Area Plan.

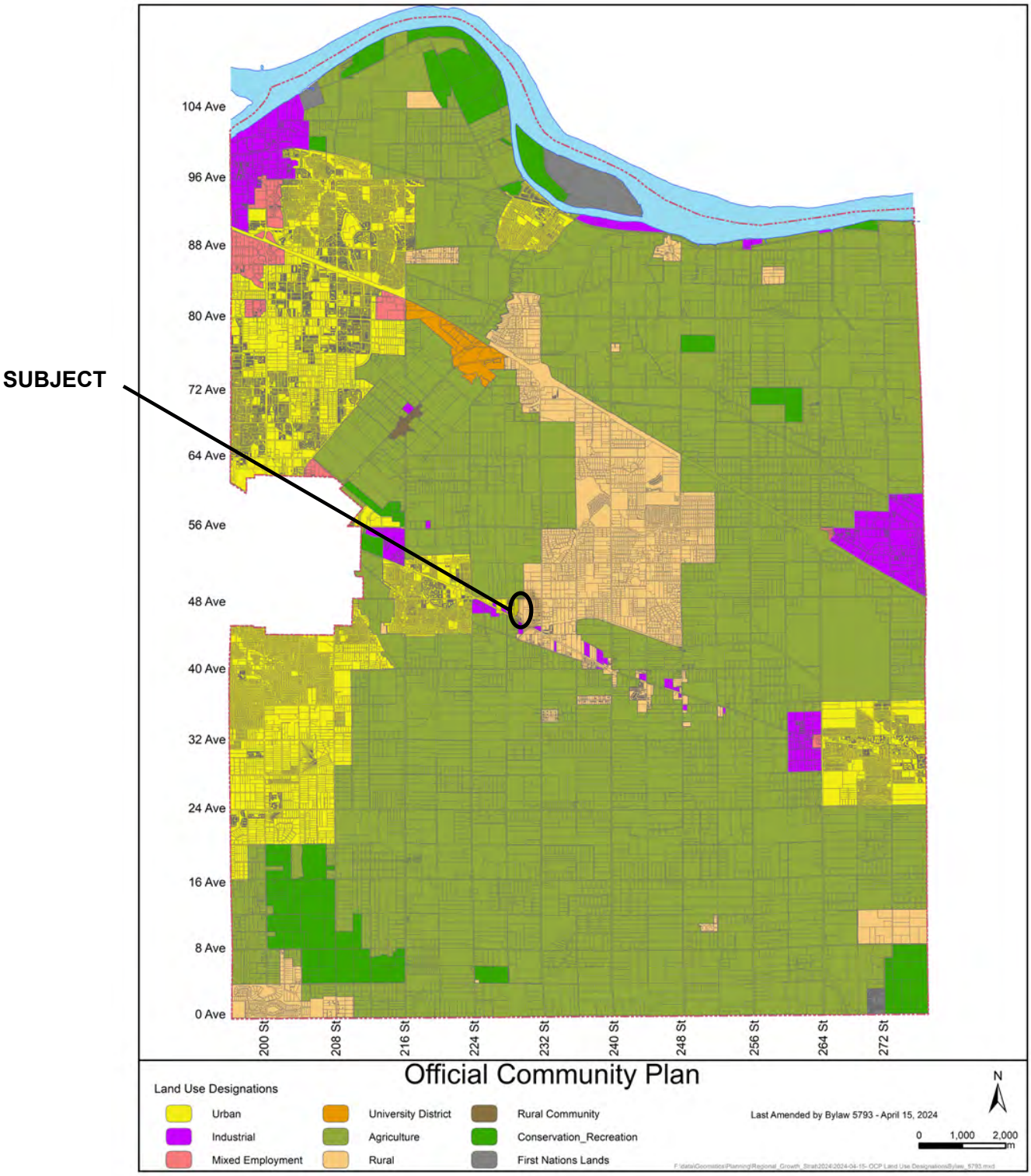
Respectfully submitted,

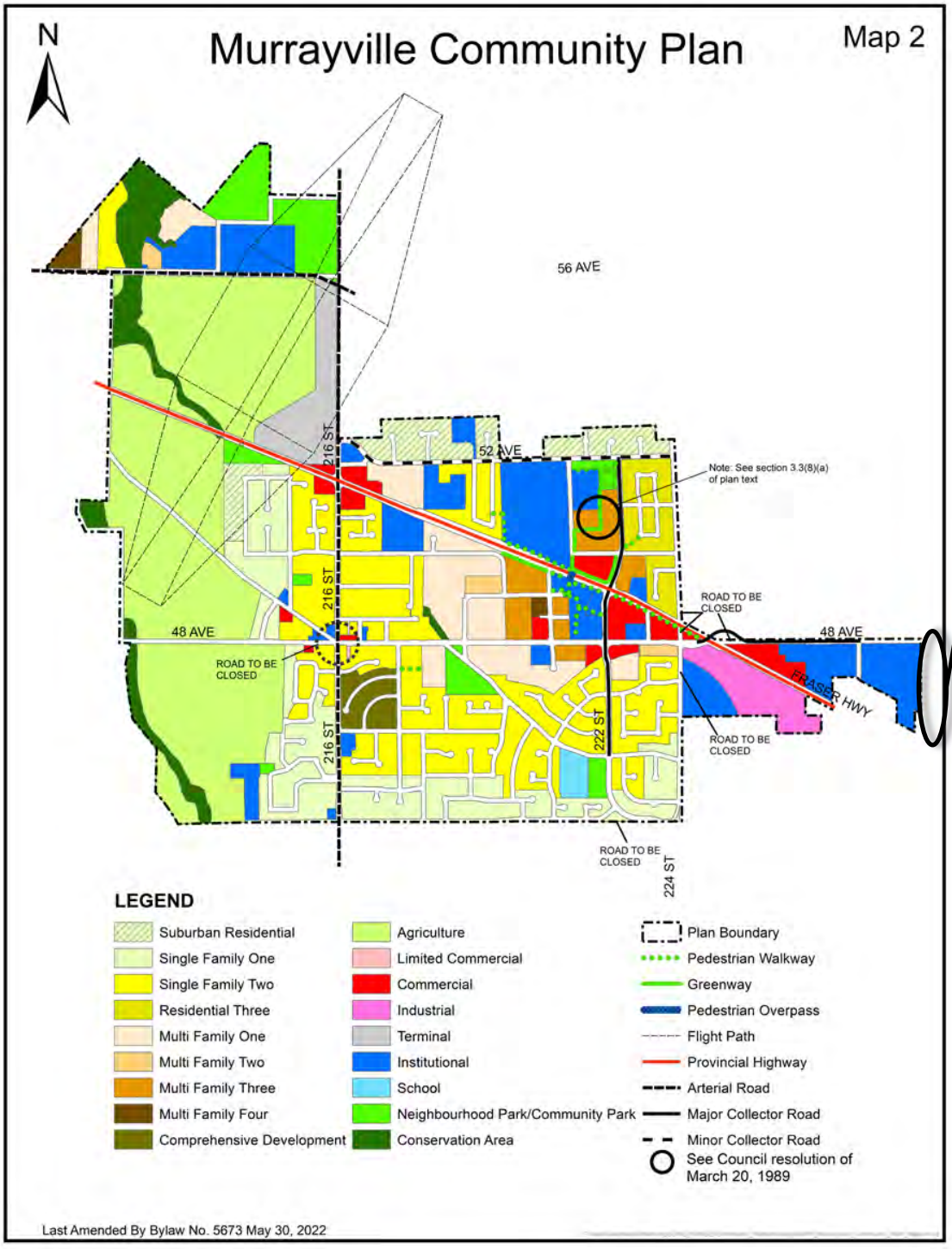
Colin Moore
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

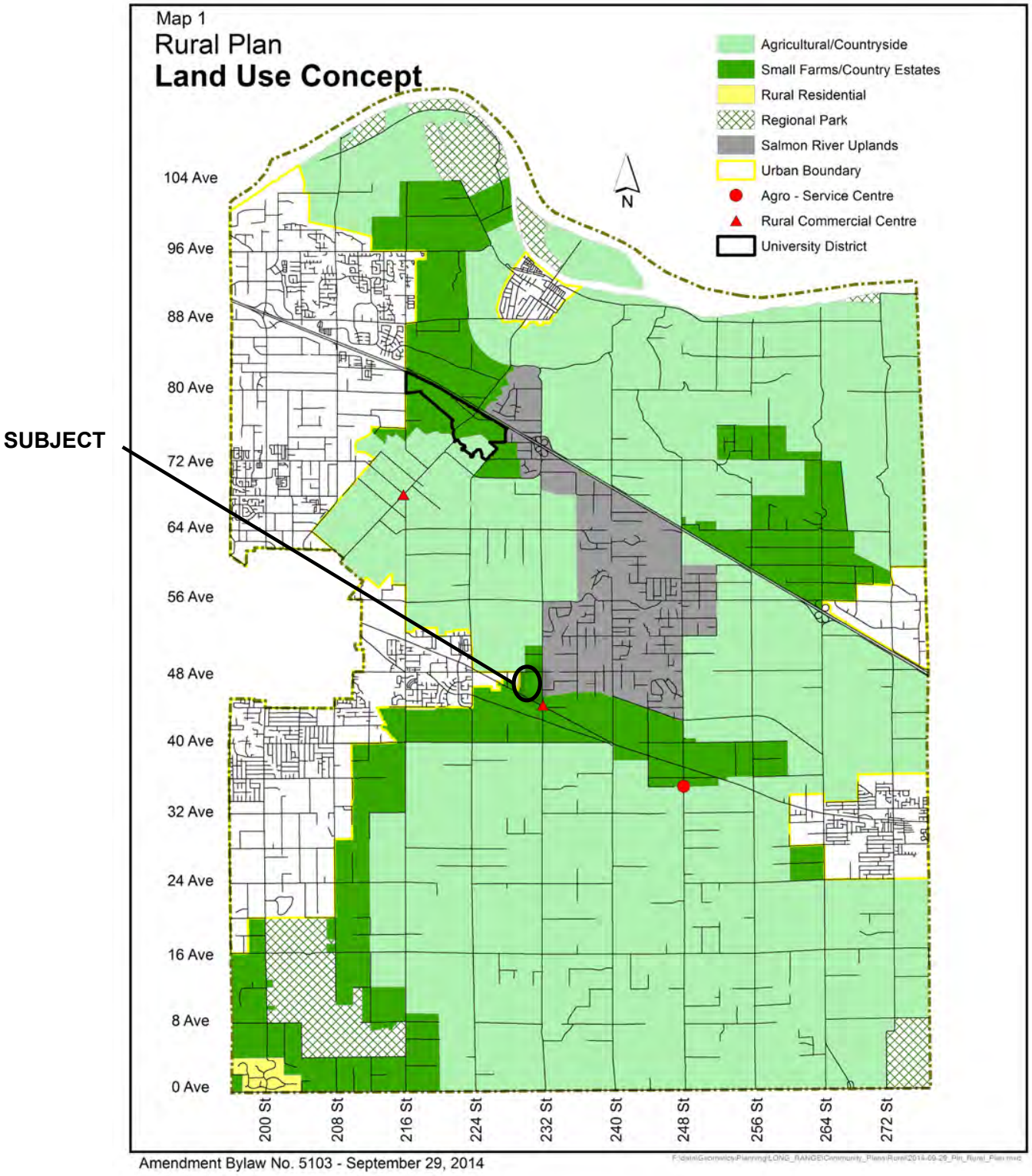
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Fraser Highway Employment Lands Area Map
ATTACHMENT C	Applicant Rationale

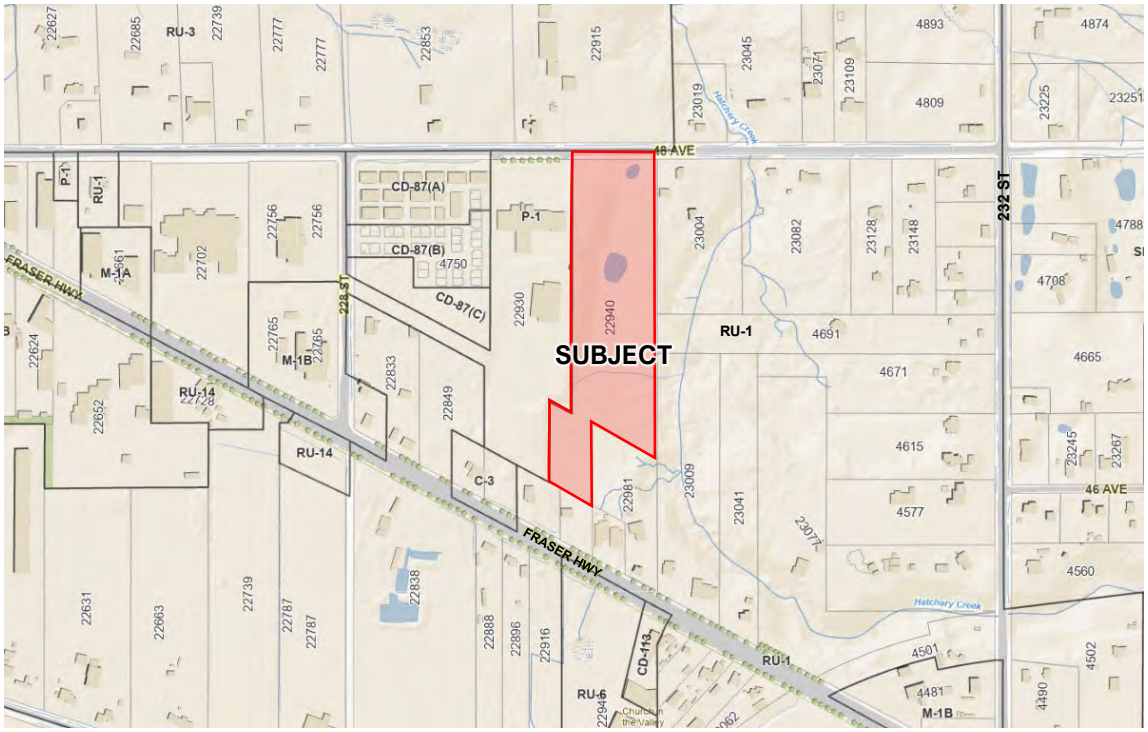
~~ATTACHMENT A~~

AERIAL CONTEXT MAP


SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Official Community Plan
Land Use Designations
Urban
Industrial
Mixed Employment
University District
Agriculture
Rural
Rural Community
Conservation_Recreation
First Nations Lands
Last Amended by Bylaw 5793 - April 15, 2024
N
0 1,000 2,000
m


N
Murrayville Community Plan
Map 2
56 AVE
52 AVE
48 AVE
48 AVE
216 ST
216 ST
216 ST
222 ST
224 ST
Note: See section 3.3(8)(a) of plan text
ROAD TO BE CLOSED
ROAD TO BE CLOSED
ROAD TO BE CLOSED
ROAD TO BE CLOSED
FRASER HWY
SUBJECT
LEGEND
Suburban Residential
Single Family One
Single Family Two
Residential Three
Multi Family One
Multi Family Two
Multi Family Three
Multi Family Four
Comprehensive Development
Agriculture
Limited Commercial
Commercial
Industrial
Terminal
Institutional
School
Neighbourhood Park/Community Park
Conservation Area
Plan Boundary
Pedestrian Walkway
Greenway
Pedestrian Overpass
Flight Path
Provincial Highway
Arterial Road
Major Collector Road
Minor Collector Road
See Council resolution of March 20, 1989
Last Amended By Bylaw No. 5673 May 30, 2022

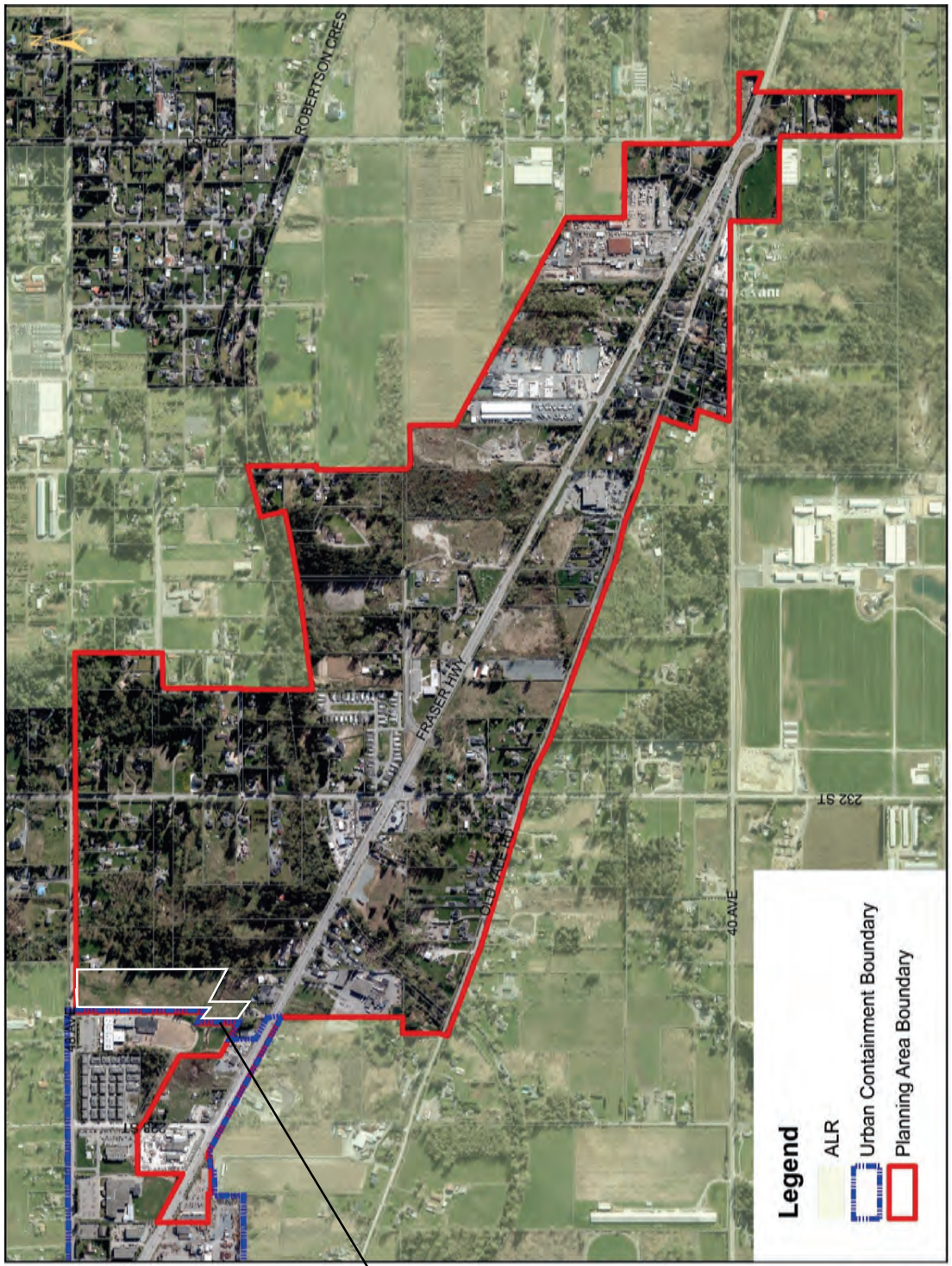

Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
SUBJECT
Amendment Bylaw No. 5103 - September 29, 2014



ZONING BYLAW NO. 2500

~~ATTACHMENT B~~

Map 1: Fraser Highway Employment Lands (2023) Plan Area



SUBJECT

F.1

~~ATTACHMENT C~~

OTG DEVELOPMENTS LTD.
LAND USE CONSULTING & DEVELOPMENT

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Unit 201 - 45269 Keith Wilson Rd
Chilliwack, BC, V2R 5S1
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October 4th, 2023

Our File No. 23-337

Lukas Wykpis | Project Director | Principal
Architectural Technologist AIBC

KEYSTONE ARCHITECTURE & PLANNING LTD.
Abbotsford BC | 300 – 33131 South Fraser Way V2S 2B1

Re: 22940 48 Avenue, Township of Langley, BC – Official Community Plan Amendment

Please accept this letter as a supplemental report to the above noted Official Community Plan amendment application for the property located at 22940 48 Avenue in the Township of Langley, B.C. (the "Subject Property").

The Subject Property is approximately 10.17 acres (4.12 ha) in size and is currently a vacant site, consisting of an empty field with no buildings or structures present.

BACKGROUND

The Subject Property is owned by Grace Hanin Community Church. In May of 2023, an application was submitted to the Township of Langley to redesignate the Subject Property in the Official Community Plan to enable a 2-story multi-purpose church facility. It was understood that this would require several amendments, including to the Metro 2050 Regional Growth Strategy, the Rural Community Plan, and the Zoning Bylaw.

On August 28th, 2023, a letter was received from Township staff indicating that additional information including planning and land use rationale would be required for the application. Rationale is required to demonstrate the policy context for the proposal and how it fits in with existing development, as well as provide context for the proposed amendments and information on the proposed land use designation.

The purpose of this report is to provide the information requested in the letter dated August 28th, 2023.

PROPERTY & NEIGHBOURHOOD DESCRIPTION

The Subject Property is designated 'Rural' in the Official Community Plan (OCP) and "Small Farms/Country Estates" in the Rural Community Plan. The Subject Property is zoned RU-1 (Rural Zone) in the Zoning Bylaw and is not located within the Agricultural Land Reserve (ALR). The Subject Property is designated "Rural" in the Metro 2050 Regional Growth Strategy and is not within the Urban Boundary as defined by Metro 2050. The Subject Property is contiguous with the Urban Boundary, as it shares a boundary with it on the west side.

The Subject Property is surrounded by several different uses, both urban and rural in nature due to its location along the Urban Boundary. Properties to the north, south, and east share the same zoning and land use designations as the Subject Property. Properties to the west vary in size and are within the Urban Boundary as part of the "Murrayville Community Plan", hosting a range of industrial, institutional, and residential uses. The property to the north, 22915 48 Avenue, is the only neighbouring property within the ALR. Immediately to the west of the Subject Property is the Langley Christian Elementary School, beyond which is a new residential townhouse development.

The properties immediately to the east of the Subject Property are bisected by Hatchery Creek, a Class A watercourse which runs north-south through a densely wooded ravine as shown in Figure 1, below. Two tributaries flow from the Creek onto the Subject Property, classified as Class B watercourses. The characteristics of the surrounding properties are outlined in the table below.

Characteristics of the Surrounding Properties				
Relation to Subject Property	**Address**	**Land Use Type**	**Specific Land Use Activity**	**Lot Size (ha)**
North	22915 48 Ave	Agricultural	Dwelling and Active farm (ALR)	7.90
East	23004 48 Ave	Rural	Single Family Dwelling	2.05
	4691 232 St	Rural	Single Family Dwelling	2.02
	23009 Fraser Hwy	Rural	Single Family Dwelling	2.43
South	22981 Fraser Hwy	Rural	Single Family Dwelling	1.06
	22963 Fraser Hwy	Rural	Single Family Dwelling	0.25
	22937 Fraser Hwy	Rural	Single Family Dwelling	0.26
	22935 Fraser Hwy	Rural	Single Family Dwelling	0.34
West	22930 48 Ave	Institutional	Langley Christian Elementary School	4.12

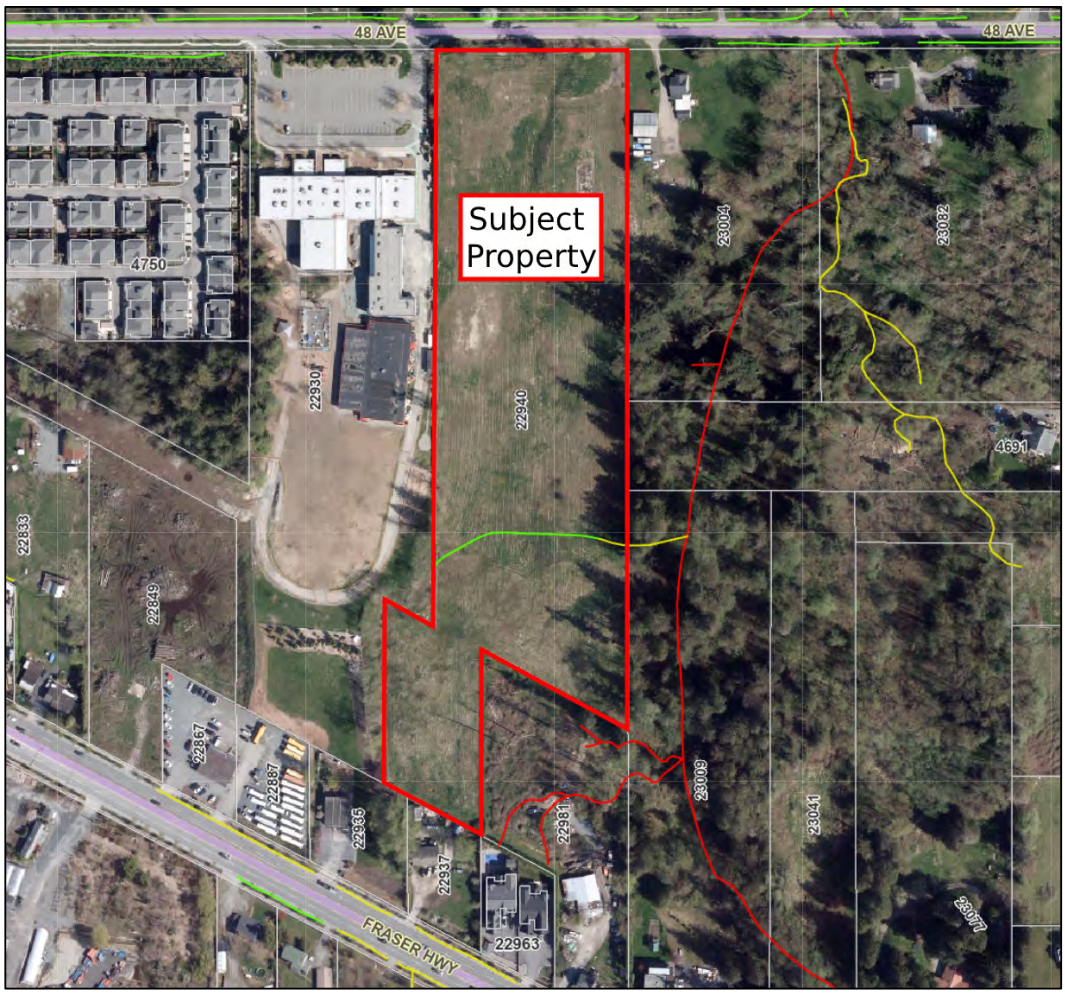

Figure 1: Aerial Map of Subject Property & Context

PROPOSAL

The proposal is to redesignate the Subject Property from “Rural” to “Institutional” in the Official Community Plan, and in doing so making the Subject Property a part of the Murrayville Community Plan. The proposal also requires an amendment to the Metro 2050 Regional Growth Strategy to redesignate the Subject Property from “Rural” to “General

Urban", and to redesignate it from "Small Farms/Country Estates" to being within the Urban Boundary in the Township of Langley Rural Community Plan.

It is understood that should this application be approved, a subsequent rezoning application will be required to rezone the Subject Property to a zone that permits institutional use, such as the Civic Institutional Zone (P-1) which would match the zone of the property to the west, 22930 48 Avenue.

It is further understood that should this application be approved, a Development Permit (DP) will be required for Streamside Protection and Enhancement. An environmental assessment has been prepared by HCR Environmental Consulting which will be utilized to facilitate the issuance of this DP.

The proposed amendments are to enable a two-story multi-use church facility for the Grace Hanin Community Church.

RATIONALE

The Subject Property is not located within the ALR and faces limitations on its agricultural capabilities. The ALC's Soil Classification map indicates that the Subject Property experiences soil moisture deficiency due to the characteristics of the soil, challenging topography, and excess free water, likely from the two tributaries of Hatchery Creek. As the Subject Property faces several challenges to its agricultural capabilities and is outside of the ALR, it is best suited to support low intensity uses that builds on the rural character and provides a new community space while maximizing efficient use of existing public utilities and services.

The property immediately to the west of the Subject Property at 22930 48 Avenue (Langley Christian Elementary School) has the same zoning and OCP designations as is being proposed within this application. The proposed multi-use church would integrate with the neighbouring school, sharing facilities and programs to create a cohesive site that functions in tandem as complementary spaces. This will maximize community benefit as there will now be a multi-use facility accessible within walking distance of the school. This will contribute to a more complete community by enabling younger kids, who cannot drive, to access community spaces and after school programs independently and on foot, improving local connectivity and sense of community.

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Hatchery Creek, running north-south through the adjacent properties to the east, provides a significant vegetative buffer that naturally protects the surrounding rural lands from experiencing any adverse impacts from the proposed development. As noted, a preliminary environmental assessment was conducted by HCR Environmental Consulting which confirmed that Hatchery Creek is a Class A watercourse with its top of bank contained entirely within the adjacent parcels, except for a very small portion in the southeast corner of the Subject Property.

The environmental assessment confirms that Hatchery Creek is subject to a 30 metre setback, with a minimum allowable setback of 25 metres. This results in a significant and well-protected natural buffer between the Subject Property and surrounding rural parcels, given that tree removal within this setback area is largely prohibited, including the removal of trees with roots extending into the setback. The presence of this Class A riparian area and densely wooded ravine along the east side of the site create the ideal conditions for a buffer zone. Though no adverse impacts are anticipated due to the low intensity and site coverage of the proposed development, this vegetative buffer provides added assurance that activities on the Subject Properties are sufficiently isolated and undetectable by surrounding rural properties.

Metro 2050 Regional Growth Strategy

The Metro 2050 Regional Growth Strategy is a document designed to guide planning policy in municipalities across Metro Vancouver. The goal of this document is to help shape the long-term growth of the region in a sustainable manner.

The Grace Hanin Community Church proposal requires an amendment to redesignate the Subject Property from “Rural” to “General Urban” in the RGS, which in doing so would also involve amending the abutting Urban Containment Boundary to encapsulate the Subject Property. This proposed amendment reflects and supports the goals of the Regional Growth Strategy for the reasons outlined below.

The foremost goal of the Regional Growth Strategy is to create a compact urban area. To achieve this, the Urban Containment Boundary was established to support the efficient and cost-effective provision of public utilities, public transit and other services, and amenities such as community centres. The proposed expansion of the Urban Containment Boundary supports this goal as it contributes to the efficient use of public services in the locations where they currently exist.

The Subject Property is in immediate proximity to public infrastructure which would require minimal modifications in order to service the proposed development. A watermain is present along 48 Avenue up to the property line, which would be looped to provide water service to the proposed development. This watermain is already sufficiently extended to service the Subject Property, making the proposed development an efficient use of existing public utilities. The looping of the watermain is anticipated to improve the water quality of the existing system, benefitting users already connected to the system.

Sanitary sewer lines are present along 228 Street and Fraser Highway which is within close proximity of the Subject Property. The proposed church facility would connect to this system. The proposed development would not necessitate a significant expansion of the system to enable the connection, requiring only approximately 300 metres of extension. As Section 1.1.1 of the RGS states that no new sewerage connections should be made to lands with a “Rural” designation, the Subject Property would need to be successfully redesignated in order to enable a connection to the system. The proposed development represents a practical addition to the system, increasing the utility of existing infrastructure without requiring an inefficient extension of public services.

The Subject Property is also in close proximity to public transportation. The Translink 503 Bus Route runs along Fraser Highway, less than 100 metres south of the Subject Property, with headways as low as 10-minutes during peak periods and 15-minutes during off-peak periods. The nearest bus stop is a 15-minute walk from the Subject Property, making it conveniently accessible by frequent public transit that links Langley, Surrey, and beyond.

The proposal supports the guiding regional planning principles of the Regional Growth Strategy. The proposed development is strategically located to put this type of growth in the right place according to available public infrastructure and community needs. The proposal helps protect important rural lands by providing a more significant buffer between the urban area and the rural Township, in the form of the protected riparian area following Hatchery Creek. The proposal contributes to the development of complete communities by providing a public amenity space within a 5-minute walk of where intensive new residential development is ongoing at the corner of 48 Avenue and 228 Street. This will serve a burgeoning residential community and the adjacent rural community with a walkable public amenity, where the nearest community centre is currently over a 20-minute walk away. Finally, the proposal supports the efficient provision of infrastructure as the Subject Property is serviced by public water utilities and is located along a frequent public transit route and next to new residential development, enabling easy car-free access by foot or transit.

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Should the proposed development be approved, the frontage of the Subject Property would be improved to municipal standards with a sidewalk, street-lighting, and boulevard widening to enhance the pedestrian experience and promote walkability in the area.

For these reasons, the proposed development supports the goals of the Regional Growth Strategy by providing a multi-use community space in an urbanized area with existing public utilities and frequent transit connections. The proposal contributes to the development of complete communities by providing a use that is sensitive to and helps buffer both its rural and urban neighbours, while serving a relevant need for all surrounding communities.

Official Community Plan

Amendments to the Official Community Plan are guided by the Township of Langley's Regional Context Statement, which outlines the conditions that must be met to warrant an amendment. This proposal involves redesignating the Subject Property from "rural" to "institutional" in the OCP, which would result in the Subject Property becoming a part of the neighbouring Murrayville Community Plan area. Section 1.1.7 of the Regional Context Statement, shown below, outlines the conditions to redesignate a property from a "rural" designation to an urban designation, as is proposed for the Subject Property.

1.1.7 The following types of amendment to the Township of Langley's OCP are deemed to be consistent with its Regional Context Statement, subject to the satisfaction of the conditions set out below:

2) From an 'Agricultural' or a 'Rural' designation to an urban designation within the Township of Langley's OCP, where:

a) The proposed use is consistent with the general intent of an urban land use designation contained in the Township of Langley's OCP;
b) The subject site is no more than 2 hectares in size;
c) The subject site is contiguous with the existing Urban Containment Boundary specified in the Regional Growth Strategy; and
d) The subject site is not contiguous with a site previously re-designated pursuant to Revised Context Statement Section 1.1.7.

The proposed amendment to redesignate the Subject Property from a "rural" designation to an urban designation ("institutional") meets almost all of the conditions set out in Section 1.1.7 of the Regional Context Policy. The proposed institutional use is consistent with the general intent of an urban land use designation per the OCP and the Subject Property is

contiguous with the existing Urban Containment Boundary and is not contiguous with any site previously re-designated under this Section (Township Planning Staff to confirm).

The only condition for re-designation that the proposal does not meet is (b); *that the site not exceed 2 hectares in size*. At 4.12 hectares, the Subject Property does not meet this condition, however, if successfully redesignated, the Subject Property would be one of many properties within the Urban Boundary that exceeds 2 hectares. 22930 48 Avenue, abutting the Subject Property to the west, is the same size as the Subject Property at 4.12 hectares and is within the Urban Boundary. Other properties in the area also exceed 2.0 hectares despite being within the Urban Boundary, including 22702 48 Avenue (2.8 hectares) and 22652 Fraser Highway (3.0 hectares). Despite exceeding 2 hectares, the Subject Property is well suited for the proposed designation as it will uphold the Township's commitment to agriculture and pose no threat to agricultural viability or the ALR.

It is requested that the Township use appropriate flexibility to enable the proposed amendment as the proposal will address one of the Township's biggest planning challenges; managing the extensive urban-rural interface while minimizing negative externalities between uses. The proposal represents an enhancement of the urban-rural interface in accordance with the OCP which will protect the integrity of agricultural operations and maintain a significant buffer from the Urban Boundary while providing a use that is beneficial to the community and in conformity with the rural character.

Rural Community Plan

The Subject Property is currently included in the Rural Community Plan and is designated "small farms/country estates". The Rural Community Plan is meant to preserve and enhance the rural nature of the Township, one of its distinguishing features.

The Rural Community Plan was adopted in 1993, when the population of the Township was approximately 85,000. As the population has grown to nearly 150,000 today, the importance of urban containment is as paramount as ever, however, with the growing population, so grows the demand for community spaces and institutional facilities. The 1993 Plan did not foresee the intensive residential growth increasingly approaching the urban-rural interface. The changing development patterns provide an impetus for amending the 1993 Plan to improve the livelihood of residents in accordance with the planning priorities of today, which emphasize building complete communities that include a mix of uses within walking distance, enabling car-free accessibility and improving the

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local sense of community. The proposed development represents a tactful amendment that recognizes the changing needs of the neighbourhood and the changing planning principles since the Rural Community Plan was adopted. The proposed development will achieve this while reinforcing the Urban Boundary with a light institutional use that serves both sides of the Urban Boundary and is low intensity so as to maintain a healthy buffer.

As the Subject Property is not within the ALR, it does not serve the same agricultural necessity as other properties in the area. As a result, it could be redesignated to better serve the community without any detriment to the agricultural land base while still reflecting the form and character of the current “small farms/country estates” designation.

As the Subject Property directly abuts the Urban Boundary on its west side, it is considered an Urban/Rural Interface and Section 5.11 of the Rural Community Plan is applicable. The policies of Section 5.11 stipulate which uses provide the ideal transition and best bridge the rural-urban divide. Such ideal uses are those which preserve open space, reflect the rural character and provide a buffer zone, and host low intensity uses in order to minimize potential conflicts. Section 5.11.1 (d) states the following:

5.11.1 Development along the urban/rural interface shall be designed to minimize potential conflicts between incompatible uses. The following methods serve as examples of potential buffer treatments along the urban/rural interface:

(d) location of institutional or resort uses along the interface, that have low site coverage and a large open space component adjacent to the rural area;

The proposed two-story multi-use church facility would have low site coverage of approximately 15.5%, maintaining a large open space component. The proposal would provide a low intensity use that is sensitive to the needs of both sides of the urban/rural divide, minimizing conflicts with plenty of open space to serve as a buffer.

The proposed development represents the ideal urban/rural interface treatment per the policies of the Rural Community Plan. Providing an institutional use, as proposed, along the Urban Boundary helps to strike a balance and bridge the gap between compact urban development with high lot coverages, and the rural township with its vast open spaces, while providing a multi-use space for the community.
The proposed facility would enhance the current urban/rural interface and improve neighbourhood cohesion, replacing what is currently an empty field and a rather bleak and uninviting transition into the rural township. The proposal would provide a light use that

benefits the community while maintaining and complementing the neighbourhood character with a modest institutional building on an otherwise open parcel.

The Subject Property is situated approximately 700 metres from the intersection of Fraser Highway and 232 Street: an intersection designated as a “Rural Commercial Centre” in the Rural Community Plan. Section 5.15 of the Rural Community Plan addresses where institutional uses are appropriate in the plan area, and Section 5.15.1 states the following:

5.15.1 Institutional uses such as churches and community halls serving the rural population shall be encouraged to locate in the Agro-Service Centre and Rural Commercial Centres in locations with good access.

As the Subject Property is in close proximity to a Rural Commercial Centre, the proposed development is well suited to servicing the institutional space needs of the rural population without compromising the rural character of the neighbourhood. The proposed multi-use church facility compliments the current services and amenities available within this Rural Commercial Centre while respecting the low intensity of uses in the surrounding area.

Based on the Policies of the Rural Community Plan, the Subject Property is ideally situated for the proposed institutional use. The proposed two-story multi-use church facility is limited in scale in order to reflect the rural character of the area and is conveniently located near a Rural Commercial Centre for easy access. Finally, the proposal represents an ideal transitional land use that will improve the current urban/rural interface by providing a multi-use institutional church with a large open space component and low site coverage, to complement and enhance the area’s rural charm.

Murrayville Community Plan

If the proposed amendments are approved, the Subject Property would become a part of the Murrayville Community Plan Area. The Murrayville Community Plan was adopted in 1989, and given the population growth in the area, a reconsideration of the plan’s boundary would be reasonable to address the needs of the growing community and evolving planning principles. The Subject Property would become designated “institutional” and would support the following planning objectives of the Murrayville Community Plan:

2.2 Planning Objectives

(3) To provide for several fully serviced higher density residential areas.

(4) To reinforce the function of Murrayville as the principal institutional and administrative centre for the Township of Langley.

(6) To preserve the majority of lands designated as Agricultural Land Reserve from encroachment by or conflict with non-agricultural uses.

(9) To provide for the planned and orderly development of utility services at a reasonable cost.

(11) To recognize the need for protective measures in areas with physical and environmental constraints.

(12) To provide the community with recommended land uses and a rational and effective method of achieving the overall development objectives and policies contained in this plan.

Re-designating the Subject Property to "institutional" in the Murrayville Community Plan would provide needed amenity services in an area of Murrayville seeing increased residential densification, and helping to provide a more fully serviced residential area. Murrayville is also recognized in the Plan as the institutional heart of the Township, which this proposal would build upon.

As the Subject Property is not within the ALR, agricultural lands are not under threat from this application and all adjacent rural lands will be protected through a vegetative buffer. As the proposed use of the Subject Property remains relatively low intensity with minimal site coverage and a physical and environmentally protected buffer area, the neighbouring ALR lands will be sufficiently preserved from encroachment by or conflict with the proposed development.

With immediate access to public services, the proposal represents a planned and orderly expansion of public utilities in an efficient manner. Minimal modifications will be required to service the proposed development with many public utilities already accessible and currently underutilized by the lack of activity on the Subject Property. This proposal represents a rational and effective method of achieving the goals of the Murrayville Community Plan, and therefore represents a natural addition to the plan area.

The proposed development also supports the following policy of the Murrayville Community Plan, which specifically pertains to institutional areas:

3.9 Institutional Policies

(1) Murrayville's role as an institutional and administrative centre in the Township of Langley shall be enhanced and public institutional uses shall be encouraged to locate in Murrayville.

The foremost institutional policy of the Murrayville Community Plan indicates that institutional uses are encouraged to locate in Murrayville, adding to its present status as an institutional and administrative centre within the Township. The proposed development seeks to support this policy and reinforce the role of Murrayville as an institutional centre.

Conclusion

This proposal represents responsible development that responds to the growing community within the Urban Boundary, while respecting the need to contain urban development and uphold the rural character that embodies much of the Township.

The proposed development would result in a complementary facility to the existing Langley Christian Elementary School, broadening its reach by providing a multi-use space for all members of the community. The Subject Property is also sufficiently buffered from adjacent rural properties to the west, with Hatchery Creek forming a significant natural boundary that provides inherent protection to the surrounding rural community.

The proposal seeks to make the most efficient use possible of existing public services by locating a multi-use public amenity in an area already served by public water and sewer utilities, as well as frequent public transit. This proposal supports the policies of the Regional Growth Strategy and is representative of sustainable, compact development that does not involve a wasteful distribution of resources, but instead reinforces and empowers existing infrastructure. The proposal also represents an ideal use and lot coverage for a urban/rural interface location as per the Rural Community Plan, providing a site that minimizes conflicts and is mutually beneficial to both sides of the boundary.

The Subject Property meets the majority of the criteria for re-designation as set out in the Regional Context Statement and, despite exceeding the maximum lot size for re-designation, mirrors the size of neighbouring properties within the Urban Boundary.

The proposed development and required plan amendments are representative of efficient land use that is sensitive to the rural character of the neighbourhood without any sacrifice to agricultural capability or disruption to the adjacent low density rural lands. The proposal is supported by all applicable policies and will protect and enhance the rural character of

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the area while capitalizing on existing infrastructure and providing a new multi-use space for the community.

CLOSING

Thank you for your time and consideration. If you have any questions, please do not hesitate to contact the undersigned.

Best regards,

Isaac Keast
DEVELOPMENT PLANNER
OTG DEVELOPMENTS LTD.

c: (604) 799-7469
e: isaac@otgdevelopments.com

Unit 201 - 45269 Keith Wilson Road
Chilliwack, BC, V2R 5S1
www.otgdevelopments.com

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (MURRAYVILLE COMMUNITY PLAN) BYLAW 1988 NO. 2661

AMENDMENT (RURAL PLAN) BYLAW 1993 NO. 3250

AMENDMENT (GRACE HANIN COMMUNITY CHURCH) BYLAW NO. 6025

EXPLANATORY NOTE

Bylaw No. 6025 amends the Official Community Plan, Murrayville Community Plan and Rural Plan by including land located at 22940 – 48 Avenue within the Urban designation and removing the lands from the Rural Plan and including them within the Murrayville Community Plan as Institutional.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (MURRAYVILLE COMMUNITY PLAN) BYLAW 1988 NO. 2661

AMENDMENT (RURAL PLAN) BYLAW 1993 NO. 3250

AMENDMENT (GRACE HANIN COMMUNITY CHURCH) BYLAW NO. 6025

A Bylaw to amend Langley Official Community Plan Bylaw 1979 No. 1842, Murrayville Community Plan Bylaw 1988 No. 2661 and Rural Plan Bylaw 1993 No. 3250

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842" as amended is further amended by:
   a) amending "Map 1 - Land Use" to change the land's designation from "Rural" to "Urban"
   b) amending "Map A-1 RGS Land Use" to include the lands in the "Urban Containment Boundary" and redesignate them from "Rural" to "General Urban"

3. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661" as amended is further amended by:
   a) amending "Map 1 – Murrayville Community Plan Area" to include the lands
   b) amending "Map 2 – Murrayville Community Plan" to include the lands within the "Plan Boundary" and designate them as "Institutional"

4. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250" as amended is further amended by amending "Map 1 Land Use Concept" to remove the lands from the Rural Plan for lands described as:

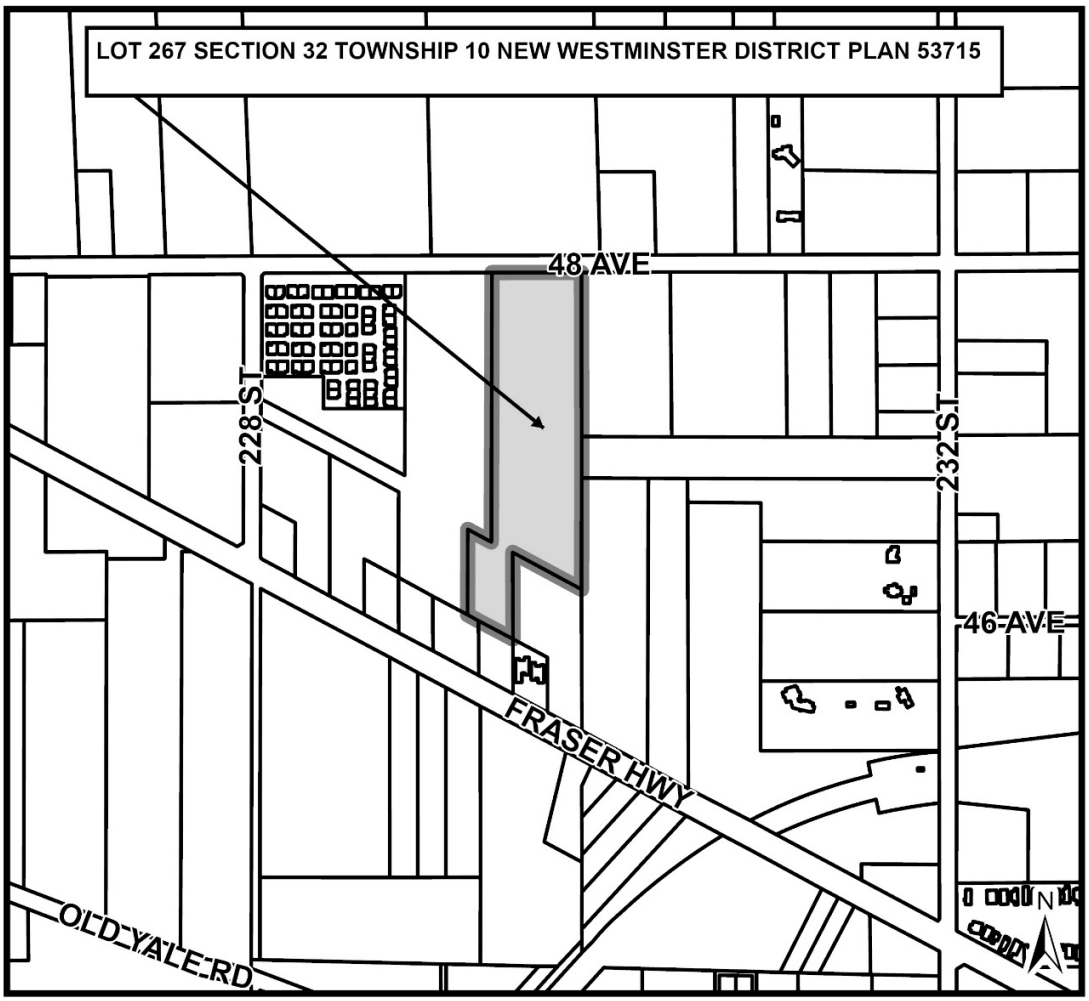
   Lot 267 Section 32 Township 10 NWD Plan 53715

   As shown delineated on Schedule "A" attached to and forming part of the Bylaw.

READ A FIRST TIME the	day of	, 2025
READ A SECOND TIME the	day of	, 2025
PUBLIC HEARING HELD the	day of	, 2025
READ A THIRD TIME the	day of	, 2025
ADOPTED the	day of	, 2025

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6025



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SUBDIVISION AND DEVELOPMENT SERVICING BYLAW 2019 NO. 5382
AMENDMENT (GRACE HANIN COMMUNITY CHURCH) BYLAW NO. 6026

EXPLANATORY NOTE

Bylaw No. 6026 amends Subdivision and Development Servicing Bylaw 2019 No. 5382 by changing the service level designation from Level 4 – Rural to Level 1 – Urban of the property located at 22940 – 48 Avenue to coincide with an Official Community Plan amendment from Rural to Urban.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SUBDIVISION AND DEVELOPMENT SERVICING BYLAW 2019 NO. 5382
AMENDMENT (GRACE HANIN COMMUNITY CHURCH) BYLAW NO. 6026

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Subdivision and Development Servicing Bylaw 2019 No. 5382 Amendment (Grace Hanin Community Church) Bylaw No. 6026".

3. The "Subdivision and Development Servicing Bylaw 2019 No. 5382" as amended is further amended by amending the map "Service Levels" in "Schedule A" to redesignate the lands as "Level 1 – Urban" with respect to lands described as:

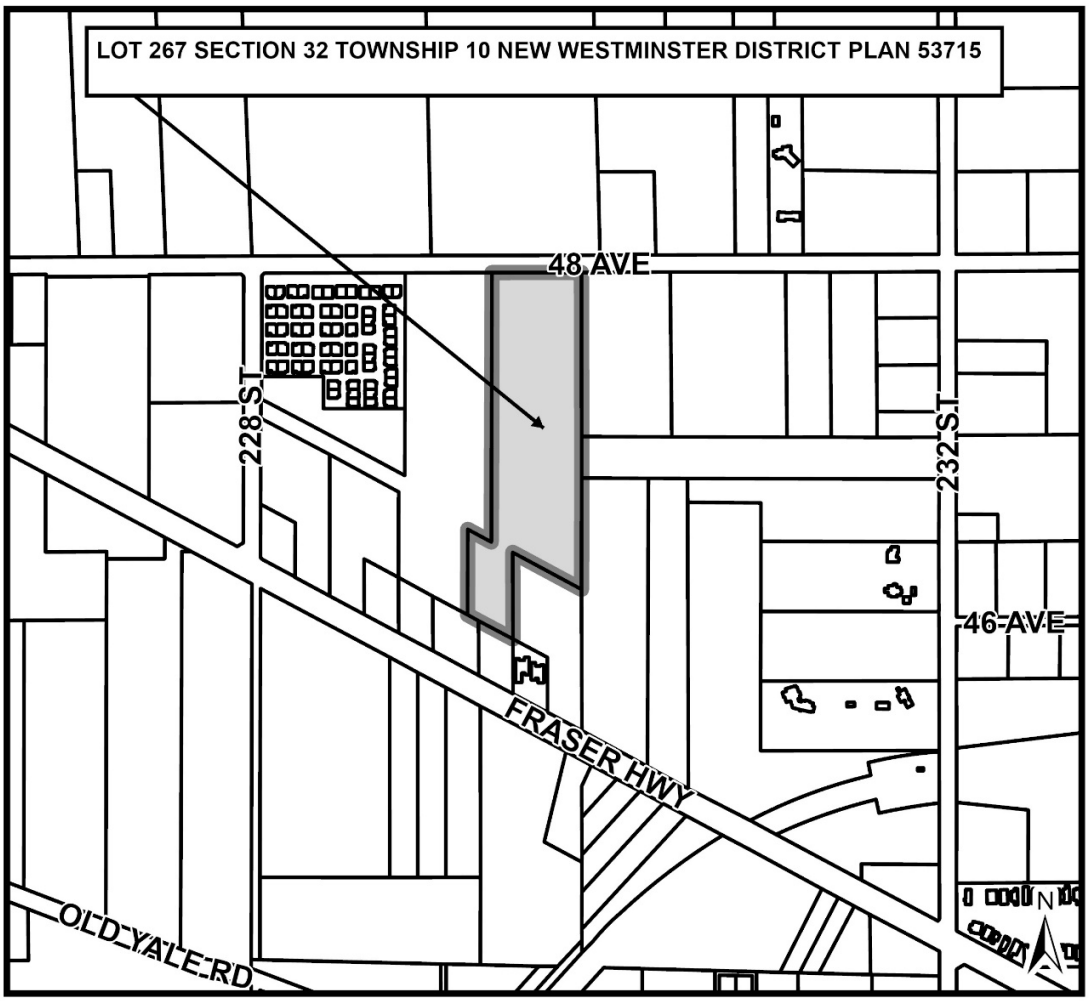
   Lot 267 Section 32 Township 10 NWD Plan 53715

   As shown delineated on Schedule "A" attached to and forming part of this Bylaw.

READ A FIRST TIME the	day of	, 2025.
READ A SECOND TIME the	day of	, 2025.
READ A THIRD TIME the	day of	, 2025.
ADOPTED the	day of	, 2025.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6026



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (MURRAYVILLE COMMUNITY PLAN) BYLAW 1988 NO. 2661

AMENDMENT (RURAL PLAN) BYLAW 1993 NO. 3250

AMENDMENT (GRACE HANIN COMMUNITY CHURCH) BYLAW NO. 6025

EXPLANATORY NOTE

Bylaw No. 6025 amends the Official Community Plan, Murrayville Community Plan and Rural Plan by including land located at 22940 – 48 Avenue within the Urban designation and removing the lands from the Rural Plan and including them within the Murrayville Community Plan as Institutional.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (MURRAYVILLE COMMUNITY PLAN) BYLAW 1988 NO. 2661

AMENDMENT (RURAL PLAN) BYLAW 1993 NO. 3250

AMENDMENT (GRACE HANIN COMMUNITY CHURCH) BYLAW NO. 6025

A Bylaw to amend Langley Official Community Plan Bylaw 1979 No. 1842, Murrayville Community Plan Bylaw 1988 No. 2661 and Rural Plan Bylaw 1993 No. 3250

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025”.

2. The “Langley Official Community Plan Bylaw 1979 No. 1842” as amended is further amended by:
   a) amending “Map 1 - Land Use” to change the land’s designation from “Rural” to “Urban”
   b) amending “Map A-1 RGS Land Use” to include the lands in the “Urban Containment Boundary” and redesignate them from “Rural” to “General Urban”

3. The “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661” as amended is further amended by:
   a) amending “Map 1 – Murrayville Community Plan Area” to include the lands
   b) amending “Map 2 – Murrayville Community Plan” to include the lands within the “Plan Boundary” and designate them as “Institutional”

4. The “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250” as amended is further amended by amending “Map 1 Land Use Concept” to remove the lands from the Rural Plan for lands described as:

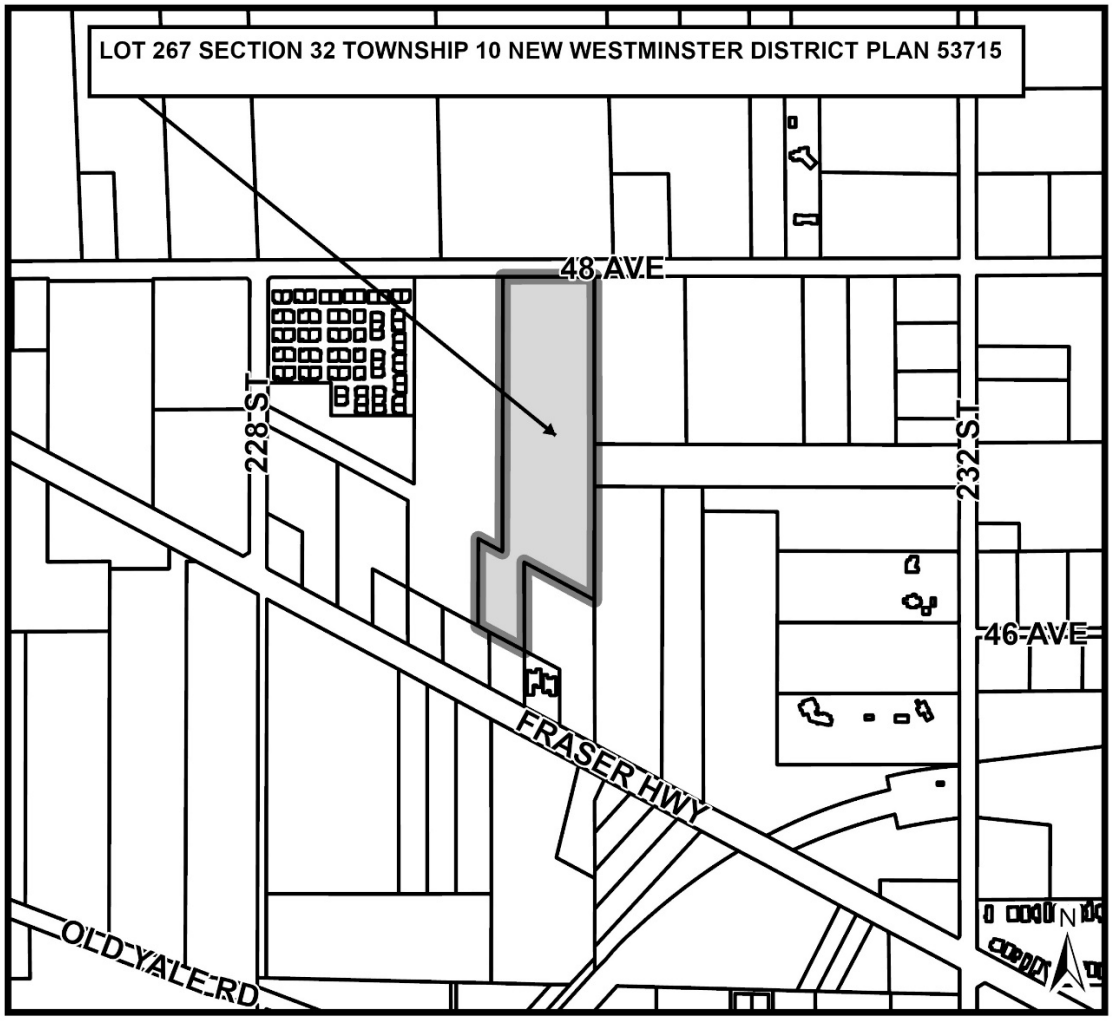
   Lot 267 Section 32 Township 10 NWD Plan 53715

   As shown delineated on Schedule “A” attached to and forming part of the Bylaw.

READ A FIRST TIME the	23	day of	June	, 2025
READ A SECOND TIME the	23	day of	June	, 2025
PUBLIC HEARING HELD the	7	day of	July	, 2025
READ A THIRD TIME the	7	day of	July	, 2025
ADOPTED the		day of		, 2025

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6025



Township of Langley

Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

FOR THE PURPOSE OF PUBLIC HEARING MINUTES

Monday, July 7, 2025 at 7:00pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor E. Woodward

Councillors T. Baillie, S. Ferguson, M. Kunst, B. Martens, M. Pratt, and K. Richter

S. Richardson, W. Bauer, and C. Longhi

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. **Regular Meeting for Public Hearing – July 7, 2025**
https://youtu.be/DSUD0I5GU8o?t=409

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council adopt the agenda and receive the agenda items of the Regular Meeting for Public Hearing held July 7, 2025.
CARRIED

B. PUBLIC HEARING

1. **Official Community Plan Amendment Application No. 100258 (Grace Hanin Community Church / 22940 – 48 Avenue)**
Bylaw No. 6025
Report 25-97
File CD 10-32-0109
https://youtu.be/DSUD0I5GU8o?t=424

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025".

Explanation – Bylaw No. 6025

S. Richardson explained that Bylaw No. 6025 amends the Official Community Plan, Murrayville Community Plan and Rural Plan by including land located at 22940 – 48 Avenue within the Urban designation and

B. PUBLIC HEARING

removing the lands from the Rural Plan and including them within the Murrayville Community Plan as Institutional. 127 public notices were mailed out.

Submissions from the public:

1. W. Macey, a Langley resident, was in attendance and spoke in support of the Official Community Plan amendment and noted that his family owns the adjacent 5-acre property to the northwest of the subject site. He requested that servicing extensions, including sewer and water, be considered for their property to avoid it becoming orphaned. He also noted that Hatchery Creek runs along the property line and mentioned a potential future application for institutional use.

2. G. Robertson, a Langley resident, was in attendance and commented that he is in support of the Official Community Plan amendment.

MOTION
Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council consider third reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025".
CARRIED

Councillor Richter opposed

MOTION
Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council give third reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Grace Hanin Community Church) Bylaw No. 6025".
CARRIED

2. Official Community Plan Amendment and Rezoning Application No. 100295 (Tiwana/1368916 BC Ltd. / 7510 and 7488 – 198B Street)
Bylaw No. 6145
Bylaw No. 6146
Report 25-96
File CD 08-22-0104
https://youtu.be/DSUD0I5GU8o?t=1338

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment

B. PUBLIC HEARING

(Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Tiwana / 1368916 BC Ltd.) Bylaw No. 6145".

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Tiwana / 1368916 BC Ltd.) Bylaw No. 6146".

Explanation – Bylaw No. 6145

S. Richardson explained that Bylaw No. 6145 amends the Willoughby Community Plan and Latimer Neighbourhood Plan redesignating portions of properties at 7510 and 7488 – 198B Street to Multi Family and Rowhouse / Townhouse (22 UPA). 503 public notices were mailed out.

Explanation – Bylaw No. 6146

S. Richardson explained that Bylaw No. 6146 rezones 0.78 ha (1.93 ac) of land located at 7510 and 7488 – 198B Street to Comprehensive development Zone CD-131 to facilitate development of approximately 42 townhouses.

Submissions from the public.

The following written submission was received from the public:

1. S Lee, a Langley resident, expressing support for institutional use in the Murrayville area and requesting that traffic and noise mitigation measures be considered should the development proceed.

MOTION
Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council consider third reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Tiwana / 1368916 BC Ltd.) Bylaw No. 6145", and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Tiwana / 1368916 BC Ltd.) Bylaw No. 6146".
CARRIED

MOTION
Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That Council give third reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Tiwana / 1368916 BC Ltd.) Bylaw No. 6145", and

B. PUBLIC HEARING

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Tiwana / 1368916 BC Ltd.) Bylaw No. 6146".
CARRIED

Councillor Richter opposed

C. TERMINATE

https://youtu.be/DSUD0I5GU8o?t=1558
Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That the meeting terminate at 7:22pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

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: October 29, 2025 Meeting Date: November 6, 2025

Subject: **Metro 2050 Regional Context Statement – City of Burnaby**

RECOMMENDATION
That the MVRD Board accept the City of Burnaby's Regional Context Statement as submitted to Metro Vancouver on October 17, 2025 and notify the City of Burnaby of the decision.

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

Although Regional Context Statements were required by the *Local Government Act* to be submitted by February 2025, two years following the adoption of *Metro 2050*, recent changes to provincial housing legislation introduced new requirements for Official Community Plan updates. In response, Metro Vancouver relaxed that requirement to coordinate the timing of Regional Context Statement submissions with housing-related OCP updates, lessening the administrative burden of two separate updates.

Staff have reviewed the City of Burnaby's Regional Context Statement relative to *Metro 2050*'s goals, strategies, and policy actions, and have assessed it to be consistent. It is recommended that the MVRD Board accept the City of Burnaby's Regional Context Statement.

PURPOSE
To provide the Regional Planning Committee and MVRD Board with the opportunity to consider acceptance of the City of Burnaby'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. A Regional Context Statement 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 Burnaby's Regional Context Statement (Attachment 1) in early October, and officially on October 17, 2025. As per section 448 of the *Local Government Act*, the MVRD Board must either accept or not accept the Regional Context Statement within 120 days

of receipt, or it is deemed to have accepted the Regional Context Statement as submitted. Following acceptance by the Board, the member jurisdiction can then give final reading to adopt the Official Community Plan (OCP) bylaw, which includes the Regional Context Statement.

Metro Vancouver staff worked collaboratively with the City of Burnaby throughout the development of the RCS, including reviewing and providing feedback on earlier draft versions prior to receiving the official submission on October 17, 2025.The City of Burnaby's draft OCP is provided in Reference 1.

KEY CHANGES IN BURNABY'S DRAFT OFFICIAL COMMUNITY PLAN

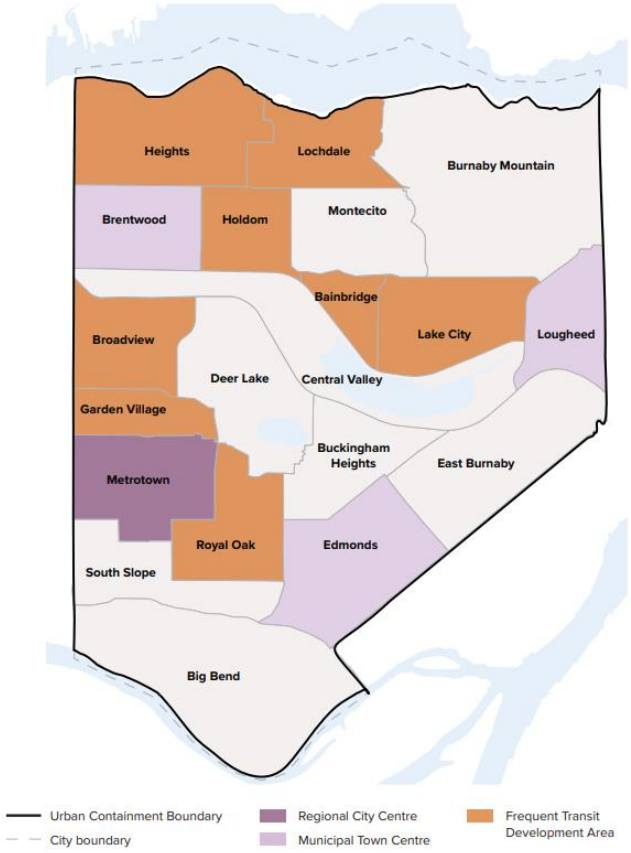
Burnaby is proposing significant changes to its OCP, including:

- Alignment with new provincial housing legislation, including significant densities around transit stations;
- Expanding existing Urban Centres and creating eight new Frequent Transit Development Areas (FTDAs) (Figure 1), as permitted under *Metro 2050* Policy 6.2.8;
- A land use framework that flexibly accommodates multiple uses; and
- Tenant protection policies.

The Regional Context Statement does not propose any changes to regional land use designations, which is permitted in select conditions under *Metro 2050* Policy 6.2.7.

Figure 1

Proposed Urban Centres expansions and new FTDAs in the City of Burnaby



REGIONAL CONTEXT STATEMENT ANALYSIS

Staff have reviewed the City of Burnaby'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 Burnaby's RCS outlines relevant OCP policies and supplementary information that demonstrates how the OCP will contribute to the regional targets set out in *Metro 2050*. Notably:

- Burnaby plans to meet or exceed regional targets for greenhouse gas emissions and dwelling unit growth inside the Urban Containment Boundary and within Urban Centres;
- Burnaby aims to contribute to regional targets for dwelling unit growth in FTDAs, lands protected for nature, tree canopy cover, and affordable rental housing near transit; and
- Employment projections are currently unavailable for the City, but will be determined in the forthcoming update to Burnaby's Economic Development Strategy.

Notably, the City of Burnaby's RCS proposes eight new FTDAs and expands the boundaries of the four existing Urban Centres. This is a substantial expansion of *Metro 2050* priority growth areas, and is partly a response to provincial housing legislation that identified Transit-Oriented Areas around several SkyTrain stations (e.g. Holdom, Lake City way and Royal Oak) not previously established as FTDAs. Burnaby's new FTDAs also respond to provincial Small-Scale Multi-Unit Housing legislation, which result in broad-based upzoning of single-family neighbourhoods such as Heights and Lochdale.

The new FTDAs and expanded Urban Centres are an effective implementation of the Major Transit Growth Corridors (MTGC) concept, which encourages establishment of contiguous FTDAs connecting between Urban Centres. The new FTDAs correspond broadly with Burnaby's Major Transit Growth Corridors along the Expo Line, Millennium Line, Willingdon and Hastings corridors, respectively.

One effect of this priority growth area expansion will be to increase the land area that contributes to regional growth targets (dwelling units and jobs) for Centres and Corridors, making it easier to achieve these targets regionally. However, growth targets are meant to be achieved by putting growth in the right places, rather than expanding the geographic areas of Centres and Corridors. For this reason, Metro Vancouver and member jurisdictions may choose to increase the targeted levels of growth in Centres and Corridors through the forthcoming update to *Metro 2050*'s targets.

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

- Concentrating density near transit stations, bus exchanges and along frequent transit routes; and
- Supporting compact, connected, and walkable mixed-use development with a range of services to meet daily needs.

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

- Encouraging growth and intensification of employment lands and commercial spaces in Urban Centres, FTDAs, and along major corridors to create more jobs and services close to where people live;
- Protecting, intensifying, and expanding employment and industrial lands to support goods movement and foster a thriving economy; and
- Protecting agricultural lands by preventing the conversion, rezoning, or redesignation of these sites into non-agricultural uses.

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

- Protecting, acquiring, and connecting environmentally sensitive areas to increase the total area of land protected for nature in Burnaby to 25% (from 22%) by 2050;
- Reducing fragmentation and creating more trail and green connections between parks and open spaces to facilitate pedestrian access and habitat connectivity;
- Reducing GHG emissions in new and existing buildings through the implementation of the Zero Carbon Step Code and decarbonization retrofits of existing buildings; and
- Integrating climate change resilience and environmental protection into all City decision-making, including the planning, operations, and development of City projects.

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

- Supporting a wide range of housing options suitable for different household sizes and needs, especially for medium-density housing around transit corridors;
- Ensuring that redevelopment of all affected purpose-built rental units includes full protections for eligible tenants, including advanced communications, financial compensation, support to find new housing, and provision of a replacement unit; and
- Supporting the Burnaby Housing Authority in pursuing partnerships with other orders of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing.

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

- Increasing opportunities for sustainable modes of travel by creating robust transportation networks, including integration of neighbourhood streets, paths and open spaces into the transportation network; and

- Supporting goods movement in the City by continuing to coordinate truck networks with industrial lands.

The staff assessment indicates strong consistency between the City of Burnaby's Regional Context Statement and OCP and the goals, strategies, and targets set out in *Metro 2050*. Burnaby's OCP demonstrates a clear commitment to advancing compact urban growth, protecting employment and environmental lands, expanding housing diversity and affordability, and supporting sustainable transportation. The alignment across all five *Metro 2050* goals reflects a comprehensive and integrated planning approach that supports regional objectives.

ALTERNATIVES

1. That the MVRD Board accept the City of Burnaby's Regional Context Statement as submitted to Metro Vancouver on October 17, 2025 and notify the City of Burnaby of the decision..

2. That the MVRD Board not accept the City of Burnaby's Regional Context Statement as submitted to Metro Vancouver on October 17, 2025, indicating the provisions to which the Board objects and the reasons for objection, and request the City of Burnaby 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. If the MVRD Board chooses Alternative 2, it would delay the acceptance of the City of Burnaby's Regional Context Statement and, in turn, hinder the City's ability to adopt its updated OCP as required by provincial legislation. This could create planning and implementation challenges for Burnaby and reduce opportunities for integration of local priorities with regional goals, under *Metro 2050*.

OTHER IMPLICATIONS

In addition to supporting regional growth objectives, the City of Burnaby's OCP includes a range of policies that advance reconciliation with First Nations. These policies reflect commitments to strengthening relationships with local First Nations governments and incorporating Indigenous perspectives into land use planning.

CONCLUSION

The City of Burnaby has submitted a new Regional Context Statement (RCS) as part of its updated Official Community Plan, 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 Burnaby'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 that the MVRD Board accept the City of Burnaby's Regional Context Statement as submitted on October 17, 2025.

ATTACHMENT

1. Letter from City of Burnaby, Dated October 17, 2025 and Regional Context Statement (Appendix F) – City of Burnaby's Official Community Plan Bylaw No. 621, 2025.

REFERENCES

1. City of Burnaby. (2025). *Burnaby 2050: Planning our City Together.* https://pub-burnaby.escribemeetings.com/filestream.ashx?DocumentId=83303

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City of Burnaby

Legislative Services

October 17, 2025 FILE: 02430-07

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

Via Email: Dorothy.Shermer@metrovancouver.org

Dear Dorothy Shermer,

RE: **City of Burnaby *Metro 2050* Regional Context Statement**
(Item 11.3.1, Bylaw No. 14762, Open Council Meeting October 14, 2024)

The City of Burnaby is pleased to submit its Regional Context Statement (Attachment 1, See Appendix F), in accordance with section 446 of the *Local Government Act,* to the Metro Vancouver Board for consideration and acceptance.

On September 9, 2025, at the Open Council Meeting, Burnaby City Council approved recommendations in the Council Report titled ***"Burnaby 2050 Official Community Plan – Final Version"***. This included recommendations to give First and Second readings to the *Burnaby 2050 Official Community Plan Bylaw*, advance the Bylaw to Public Hearing on October 6, 2025, and, following Third Reading, to refer the Regional Context Statement to the Metro Vancouver Board for acceptance.

A Public Hearing on the *Burnaby 2050 Official Community Plan Bylaw* was held on October 6, 2025. On October 14, 2025, at its Open Council Meeting, Burnaby City Council gave Third Reading to the *Burnaby 2050 Official Community Plan Bylaw,* and the City is now referring the Regional Context Statement to Metro Vancouver.

Please be advised that the *Burnaby 2050 Official Community Plan Bylaw* is proposed to be advanced to Council for final adoption on December 9, 2025.

…. p. 2

The City of Burnaby requests that Metro Vancouver Regional District Board consider and accept the City of Burnaby Regional Context Statement. Should Metro Vancouver staff require any additional information regarding this matter, please contact Chun Nam Law, at +1-604-294-7899 or at chunnam.law@burnaby.ca.

Regards,

for Juli Halliwell
General Manager Corporate Services / Corporate Officer

Attachment 1 – Burnaby 2050 Official Community Plan Bylaw

CITY OF BURNABY

BYLAW NO. 14762

A BYLAW to adopt a new Official Community Plan

The Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY 2050 OFFICIAL COMMUNITY PLAN BYLAW.**

2. Council hereby adopts as its Official Community Plan the document entitled "Burnaby 2050 Official Community Plan", a copy of which is attached hereto as "Schedule A" and made part of this bylaw.

3. Burnaby Official Community Plan Bylaw 1998, as it read immediately prior to repeal, including all amendments and resolutions related thereto, shall apply to an application to rezone a property to the RM1, RM2, RM3, RM4, RM5, RM6, RM7, C1, C2, C3, C4, C5, C6, C7, C8, C9, M1, M2, M3, M4, M5, M6, M7, M8, B1, B2, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, A1, A2, or A3 Zoning District, or a Comprehensive Development (CD) District based on one or more of these Zoning Districts, PROVIDED THAT:

   (a) a complete rezoning application, including payment of all applicable fees, was received by the City before the date of Final Adoption of this Bylaw; and

   (b) the Rezoning Bylaw for the application receives Final Adoption within 12 months of Final Adoption of this Bylaw.

4. If any portion of this Bylaw, including the document entitled "Burnaby 2050 Official Community Plan" attached to Schedule "A", is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed, and the remainder is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

5. The Burnaby Official Community Plan Bylaw 1998 and all amendments and resolutions related thereto are hereby repealed.

Read a first time this 9th day of September, 2025

Read a second time this 9th day of September, 2025

Public Notices published this 25th of September, 2025 and 2nd of October, 2025

Public Hearing held this 6th day of October, 2025

Read a third time this 14th day of October, 2025

Reconsidered and adopted this day of , 2025

MAYOR

CORPORATE OFFICER

SCHEDULE "A"

BURNABY 2050 OFFICIAL COMMUNITY PLAN

[SEE ATTACHMENT]

Appendix F. Regional Context Statement

Metro 2050 Regional Growth Strategy Targets

Goal 1: Create a compact urban area targets		
Policy with target	**Applicable OCP policies**	**Supplementary Information**
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary.	See RCS Table B.	All of Burnaby is within the Urban Containment Boundary, therefore 100% of Burnaby's residential growth will be accommodated within it.
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%	65% of Burnaby's dwelling unit growth in 2050 is projected to be in Urban Centres (also known as Town Centres in the OCP) and 21% is projected to be in Frequent Transit Development Areas (FTDAs). See RCS Table B for a detailed breakdown by Urban Centres and FTDAs.	The projected percentage of employment in 2050 in Urban Centres and in FTDAs will be determined in the forthcoming update to the *Economic Development Strategy*.

Goal 1: Create a compact urban area targets		
Policy with target	**Applicable OCP policies**	**Supplementary Information**
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (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.	Burnaby has 1 Regional City Centre, 3 Urban Centres and 8 FTDAs. These have been identified and designated in accordance with Table 3 of Metro 2050. See RCS Map 1. As shown in RCS Table B: » 100% of Burnaby's dwelling unit growth will occur within the Urban Containment Boundary. » 65% of Burnaby's dwelling unit growth will be in Urban Centres. » 21% of Burnaby's dwelling unit growth will be in FTDAs.	The projected percentage of employment in 2050 in Urban Centres and in FTDAs will be determined in the forthcoming update to Burnaby's *Economic Development Strategy*.

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.	Objective 5.1 Advance climate change adaptation and environmental protection through City planning, operations and advocacy. Policy Action 5.1.4 Develop and implement a coordinated approach to managing and supporting the protection of natural assets that provide ecosystem services on City and non-City owned lands, with an emphasis on: » native plants » species at risk » suitability and adaptability to climate change » maintaining and enhancing soil quality » investing in long-term invasive species management programs Objective 5.6 Protect, manage and restore the environment to support resilient ecosystems and biodiversity. Policy Action 5.6.4 Protect, acquire and connect environmentally sensitive areas to increase the total area of land protected for nature in Burnaby from 22% to 25% by 2050, as the City's contribution to the 50% nature protection target in *Metro 2050*, the Regional Growth Strategy. Policy Action 5.6.5 Manage the urban forest to increase the total canopy cover from 32% to 40% by 2075 by implementing the City's *Urban Forestry Strategy*.	Achieving this target could include protecting sensitive ecosystems on City-owned land and acquiring land through conservation covenants, purchase, development incentives and dedications to connect and expand municipal parks, open spaces and natural areas. Refer to Goal 5, Objective 5.6 Figure 20 for Burnaby's Proposed Blue Green Network map. The city recently developed an *Urban Forest Strategy* that included modelling to consider the potential impacts of provincial housing legislation (Bills 44 and 47) on canopy cover targets. It is not possible to introduce an interim tree canopy cover target for 2050 at this time as work is still underway to review related regulatory tools and determine their effectiveness. As a new policy direction in the OCP, a coordinated approach to managing natural assets will be developed, which could include more detailed analysis of lands set aside for nature and actions to achieve this target. Such strategies are already approved as a Big Move in the *Environmental Sustainability Strategy (2016)*.

Goal 3: Protect the environment, address climate change and respond to natural hazards targets		
Policy with target	**Applicable OCP policies**	**Supplementary Information**
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.	Objective 5.2 Support transition to a low carbon future by reducing greenhouse gas emissions in all sectors. Policies under this objective include requirements for low carbon buildings, electric vehicle charging infrastructure and support for renewable energy projects. Supporting text references Burnaby's GHG emission reduction targets of 45% reductions by 2030, 75% by 2040 and carbon neutrality by 2050, from the baseline year of 2010.	Burnaby City Council declared a Climate Emergency in 2019, recognizing the dangers posed by climate change and the need for a collaborative effort to reduce carbon to address climate change. This emergency declaration established the City's carbon reduction targets, which align with the targets set by the Intergovernmental Panel on Climate Change to limit global temperature increases to a maximum of 1.5 degrees Celsius. These targets are also consistent with targets set at the regional, provincial, and national levels. Burnaby's GHG carbon reduction targets are from the baseline year of 2010: » 45% reductions by 2030 » 75% reductions by 2040 » carbon neutrality by 2050

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).	Objective 1.2 Provide a range of housing choices to meet the needs of all residents. Policies under this objective support a varied mix of housing forms, tenures, sizes, and affordability suitable for a range of incomes and needs, with an emphasis on rental housing. Policy Action 1.2.6 Update community plans and bylaws to encourage the construction of purpose-built market and non-market rental housing. Policy Action 1.2.7 Update the Zoning Bylaw to include regulations for inclusionary and replacement units and replace the Rental Use Zoning Policy. Policy Action 1.2.8 Support the delivery of affordable and special needs housing through the Community Benefit Bonus Policy. Policy Action 1.2.9 Protect existing purpose-built rental housing by applying rental use zoning. Policy Action 1.2.10 Continue to lease City-owned land to meet housing needs. Policy Action 1.2.11 Support the Burnaby Housing Authority in pursuing partnerships with other levels of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing. Policy Action 1.2.13 Provide opportunities for different forms of housing, tenures and affordability, especially in Town Centres, Urban Villages, and mixed-use areas that are close to transit and have shops and services nearby.	Burnaby's *Housing and Homelessness Strategy (HOME)* sets out 5 main objectives, including Goal 1 to create "Inclusive and Livable Neighbourhoods" and Goal 3 to create "A Renter-Friendly Community". Strategies associated with this regional target include: » Strategy 2: Create more housing in mixed-use, transit-friendly areas » Strategy 8: Protect and grow our rental housing stock

Goal 1: Create a compact urban area

Goal 1 targets		
Policy with target	**Applicable OCP policies**	**Supplementary Information**
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary.	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.	
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas). Regional Targets for Residential Growth by Location: » All Urban Centre Types: 40% » Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: » All Urban Centre Types: 50% » Frequent Transit Development Areas: 27%	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.	

Goal 1 targets		
Policy with target	**Applicable OCP policies**	**Supplementary Information**
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (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.	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.	

Strategy 1.1: Contain urban development within the Urban Containment Boundary			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.1.9	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2).	See RCS Map 1.
	b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary.	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" 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.	Objective 4.2 Prioritize infrastructure improvements in areas of growth and in areas in need of upgrades. Policy Action 4.2.7 Update and coordinate with Metro Vancouver Liquid Waste Services on development impacts to regional water and sewer systems.
	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.	Objective 3.3 Encourage a variety of economic activities. Policy Action includes supporting existing and emerging economic sectors through land use planning. Objective 3.4 Support local economic development through planning and partnerships. Policy Action include working with businesses, organizations, community partners and Indigenous communities to help identify relevant opportunities and address challenges to local economic development. *Further integration of land use planning policies with local and regional economic development strategies will be considered in the Economic Development Strategy update.*

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 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).	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.
	b)	Include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below.
		i) identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	See RCS Map 2.
		ii) focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.
		iii) encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Objective 3.1 Encourage and support transit-accessible employment opportunities. Policy Actions under this objective include encouraging the growth and intensification of employment lands and commercial spaces near Urban Centres. Policy Action 3.1.1 Encourage growth and intensification of employment lands and commercial spaces in Downtown, Town Centres, near transit stations and along major corridors to create more jobs and services close to where people live.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.2.23		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	Objective 4.1 Increase opportunities for sustainable modes of travel by creating robust transportation networks. Policy Actions include building on the City's *Transportation Demand Management (TDM) Strategy*, which was approved in conjunction with a Parking Management Policy to reduce parking requirements on properties close to rapid transit.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.2.23		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)	Goal 1 "Foster complete communities that are sustainable, equitable and accessible to everyone" includes objectives and policies to foster belonging amongst diverse groups and ensure a good standard of service for all Burnaby community members in City operations and programs by considering diverse needs and experiences, in alignment with the City Equity Policy. Policy Action 1.1.1 Maintain a Land Use Framework that: » Supports compact, connected, walkable and rollable mixed-use development with a range of services to meet daily needs. » Concentrates growth and density close to transit stations, bus exchanges and along frequent transit routes. » Provides a wide range of housing options suitable for different household sizes and needs, especially for medium-density housing. » Responds to changing needs by providing flexibility for locating institutional and commercial services. » Supports the provision of parks, open spaces and community amenities for a growing population. » Integrates watershed and ecosystem perspectives into community planning. » Fosters climate resiliency by directing new growth to areas that are the most resilient to the impacts of climate change. » Reduces risks by directing new density away from known natural hazards. » Protects lands that are designated for agriculture, industrial or employment uses, while continuing to explore new areas for commercial use, primarily in Town Centres and along key transit corridors. » Supports a gradual transition between higher and lower densities. » Identifies special study areas where further consideration is needed to transition from existing land uses and to protect environmentally and culturally significant areas. » Advances reconciliation and builds equitable and complete communities through partnerships with the Host Nations. Objective 2.8 Promote civic engagement, build relationships, and connect with diverse communities to enhance the planning and delivery of City services and projects. Policy Action includes using an equity lens to identify groups that do not have access to the services they need and to engage with these groups to improve community services and build relationships with diverse communities.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.2.23		vi) consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Objective 1.3 Maintain and create community facilities and services to meet the needs of a growing and diverse population. Policy Action includes supporting and increasing childcare provision by removing land use barriers and working with the school district to create new childcare facilities in locations where the population is expected to grow. Policy Action 1.3.7 Diversify opportunities to locate or integrate City-owned community facilities and spaces in suitable private developments through in-kind contributions. Policy Action 1.3.9 Through collaboration, continue to explore opportunities to access under-used or off-hour spaces in civic and public facilities and spaces, particularly for school-age care, community meeting space, community services, recreation programs and emergency response (e.g. extreme weather response, epidemic, etc). Policy Action 1.3.10 Through partnerships, encourage the integration of social-serving facilities, such as child care, seniors' centres or other complementary social services, in housing developments. Policy Action 1.3.16 Continue incentives to deliver more group child care facilities on residential, commercial and employment lands. Policy Action 1.3.23 Work with the Burnaby School District, the provincial government, post-secondary institutions and the child care sector to plan and create new schools and child care facilities in growth areas. *In Spring 2024 childcare assessments became a required part of the development process in Burnaby.*
		vii) consider the implementation of green infrastructure	Objective 4.3 Adapt infrastructure to respond to a changing climate. Policy Action 4.3.2 Prioritize nature-based infrastructure options and complement existing natural networks where possible to adapt to climate change and enhance habitat connectivity.
		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 1.3 Maintain and create community facilities and services to meet the needs of a growing and diverse population. Policy Actions include locating diverse community-serving amenities of various scales in Town Centres, Urban Villages, and residential areas to foster liveable and complete neighbourhoods. Policy Action 1.3.2 Locate community facilities with specialized users or larger audiences in areas with rapid transit, such as uses for arts and cultural, recreation and social purposes.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.2.23		ix) support the provision of community services and spaces for non-profit organizations	Objective 1.3 Maintain and create community facilities and services to meet the needs of a growing and diverse population. Policy Action 1.3.3 Maximize co-location of compatible public amenities, such as community facilities, non-market housing, and non-profit office spaces, on City-owned property. Policy Action 1.3.4 Increase collaboration and coordination with other levels of government, Host Nations, Fraser Health Authority and local organizations to respond to urgent and emergent service, facility and space needs, and improvements to community resilience. Policy Action 1.3.8 Leverage City-owned property or funding, as appropriate, to support public or non-profit operated community facilities and services that provide benefits to the public. Policy Action 1.3.9 Through collaboration, continue to explore opportunities to access under-used or off-hour spaces in civic and public facilities and spaces, particularly for school-age care, community meeting space, community services, recreation programs and emergency response (e.g., extreme weather response, epidemic, etc). Policy Action 1.3.10 Through partnerships, encourage the integration of social-serving facilities, such as child care, seniors' centres or other complementary social services, in housing developments. Policy Action 1.3.17 Continue to facilitate the development of Community Resource Centres to support the social service agencies that provide much needed service to community members.
		x) consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	The OCP Land Use Framework (OCP Part B) provides opportunities for higher density forms of development on Employment and Industrial lands. Policy Action 3.1.1 Encourage growth and intensification of employment lands and commercial spaces in Downtown, Town Centres, near transit stations and along major corridors to create more jobs and services close to where people live. Policy Action 3.1.4 Increase jobs in areas that are well served by public transit by identifying opportunities for specialty employment areas and districts, such as creative industry studios, maker spaces and live-work residential units. Policy Action 3.2.1 Encourage higher density and intensity of development on employment and industrial lands, where appropriate.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.2.23		xi) take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Policy Action 1.2.17 Explore opportunities to locate affordable and rental housing projects away from major arterial routes and areas of noise and air pollution. Policy Action 2.1.11 Encourage construction of healthy built environments at a human scale in high- and mid-density areas, prioritizing protection from noise and light pollution, sheltering from weather, appropriate landscaping, and the siting of complementary uses when planning and developing spaces.
	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 RCS Map 1.
		ii) exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Policy Action 1.3.2 Locate community facilities with specialized users or larger audiences in areas with rapid transit, such as uses for arts and cultural, recreation and social purposes. Policy Action 1.6.3 Concentrate destination facilities and places in Downtown and in the Town Centres. Policy Action 3.3.7 Support the clustering of office, manufacturing and commercial uses to create destination nodes that encourage innovation, competition and specialization. Policy Action 3.3.8 Encourage a variety of economic activities, especially in Downtown, Town Centres and near transit corridors, to allow residents to meet their day-to-day needs. The OCP has policies to concentrate and direct new non-residential Major Trip-Generating uses such as Public Amenities, community facilities and destination facilities to Downtown, Town Centres and Frequent Transit Development Areas.
		iii) encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	The OCP Land Use Framework (OCP Part B) provides significant opportunities for residential infill and intensification in proximity to the Frequent Transit Network.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.2.23		iv) encourage neighbourhood-serving commercial uses	Policy Action 1.6.1 Encourage the development of local commercial nodes in all neighbourhoods, especially in underserved areas, to improve walking and rolling access to shops, services and jobs. Policy Action 1.6.2 Support the growth of small, local businesses by permitting more zoning flexibility in all neighbourhoods. Policy Action 3.1.3 Continue supporting the development of small commercial spaces, especially near transit and corner sites in mixed use local nodes citywide. The OCP Land Use Framework (OCP Part B) includes a new Neighbourhood Commercial land use designation which will encourage neighbourhood-serving commercial uses, within walking distance of most residential areas.
	d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	The OCP has definitions for public amenities, community facilities and destination facilities, all of which are different categories of non-residential Major-Trip Generating uses.
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	See RCS Map 2 for the location and boundary of Burnaby's Frequent Transit Development Areas (FTDAs). These FTDAs are aligned with the new Community Plan Areas in the OCP (See OCP Map 2. Community Plan Areas), specifically those that are focused around existing or proposed rapid transit stations and, along Major Transit Growth Corridors.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.2.23	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 Action 4.1.6 Continue to work with TransLink to provide new and enhanced transit services in areas where growth is anticipated in order to maintain or improve the level of service. Policy Action 4.1.8 Continue to partner with transportation agencies and other levels of government to identify and encourage future rapid transit investment opportunities in Burnaby. Policy Action 4.1.9 Continue to work with TransLink to regularly update its Area Transportation Plan for Burnaby to align bus service and routing with demand.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 1.3.7	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	Policy Action 1.1.1 Maintain a Land Use Framework that: » Supports compact, connected, walkable and rollable mixed-use development with a range of services to meet daily needs. » Concentrates growth and density close to transit stations, bus exchanges and along frequent transit routes. Policy Action 1.6.1 Encourage the development of local commercial nodes in all neighbourhoods, especially in underserved areas, to improve walking and rolling access to shops, services and jobs. Policy Action 1.6.6 Encourage and facilitate local and regional partnerships to create mobility hubs for accessible, safe and user-friendly modes of transportation, including bike share, car share and other micromobility methods.
	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 Action 1.3.1 Deliver and support a broad range of community facilities to serve a growing and changing population, with attention to geographical and service gaps. Policy Action 1.3.2 Locate community facilities with specialized users or larger audiences in areas with rapid transit, such as uses for arts and cultural, recreational and social purposes. Policy Action 1.3.15 Pursue the development of larger group child care facilities that provide a continuum of care across age groups where possible. Policy Action 1.3.16 Continue incentives to deliver more group child care facilities on residential, commercial and employment lands. Policy Action 1.3.18 Work with the Burnaby School District, the provincial government, post-secondary institutions and the child care sector to plan and create new schools and child care facilities in growth areas. Policy Action 1.6.3 Concentrate destination facilities and places in Downtown and in the Town Centres. Policy Action 3.3.5 Plan and support the growth of cultural and entertainment districts and complementary economic activity that is reflective of the city's trends and diversity in Downtown, Town Centres and Rapid Transit Urban Villages.

Strategy 1.3: Develop resilient, healthy, connected and complete communities with a range of services and amenities			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.3.7	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 Action 1.3.22 Continue to promote physical and mental health in recreation and community centres by providing educational opportunities, and fostering social connections, enhancing overall community well-being. Policy Action 1.6.4 When siting community facilities, explore opportunities for clustering with complementary uses and points of interest, such as playgrounds beside outdoor cafes, or the co-location of recreation centres, library facilities, or child care facilities. Policy Action 2.1.6 Design publicly accessible outdoor and indoor spaces to be multi-functional and flexible with a range of uses like social gathering, cultural expression, food growing and vending, physical activity, and with adaptability to climate change and extreme weather where applicable. Policy Action 2.1.10 Encourage the provision of safe, convenient, connected, inclusive, functional amenity spaces and dedicated outdoor space within residential development projects to promote intergenerational connection and community use and programming.
	d)	respond to health and climate change-related risks by providing equitable access to:	See below.
		i) recreation facilities	Policy Action 1.3.1 Deliver and support a broad range of community facilities to serve a growing and changing population, with attention to geographical and service gaps. Policy Action 1.3.2 Locate community facilities with specialized users or larger audiences in areas with rapid transit, such as uses for arts and cultural, recreational and social purposes. Policy Action 1.3.12 Increase access to City facilities, spaces and services and build a sense of belonging by providing no- and and low-cost programming and ensuring inclusivity in City policies. Policy Action 1.3.22 Continue to promote physical and mental health in recreation and community centres by providing educational opportunities and foster social connections, enhancing overall community well-being.

	Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities		
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 1.3.7			Policy Action 1.4.4 Explore more opportunities for diverse and inclusive recreation and cultural programming in parks and open spaces. Policy Action 2.7.5 Ensure a good standard of service in City operations and programs for all Burnaby community members, by considering diverse needs and experiences, in alignment with the City Equity Policy.
		ii) green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Policy Action 1.4.2 Prioritize the integration of climate resiliency in park and open spaces planning, design, development and maintenance. Policy Action 1.4.3 Ensure a walkable or rollable proximity, 400 to 800m (5-10 minute walk), to parks and prioritize an equitable distribution of new park land, including natural areas, recreation and cultural spaces. Policy Action 1.4.4 Explore more opportunities for diverse and inclusive recreation and cultural programming in parks and open spaces. Policy Action 1.4.6 Ensure high-quality and inclusive open spaces on public and private property that augment the municipal park system. Policy Action 1.4.8 Encourage shade features in open spaces, such as deciduous trees in green spaces and canopies in plazas in alignment with the *Urban Forest Strategy*. Policy Action 2.1.6 Design publicly accessible outdoor and indoor spaces to be multi-functional and flexible with a range of uses like social gathering, cultural expression, food growing and vending, physical activity, and with adaptability to climate change and extreme weather where applicable. Policy Action 2.1.11 Encourage construction of healthy built environments at a human scale in high- and mid-density areas, prioritizing protection from noise and light pollution, sheltering from weather, appropriate landscaping, and the siting of complementary uses when planning and developing spaces. Policy Action 5.6.5 Manage the urban forest to increase the total canopy cover from 32% to 40% by 2075 by implementing the City's *Urban Forestry Strategy*. Policy Action 5.6.6 Reduce fragmentation and create more trail and green corridors between parks and open spaces to facilitate pedestrian access and habitat connectivity.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 1.3.7			*Burnaby's Urban Forest Strategy include a number of actions to integrate equity considerations into decision-making about urban forest investment:* *Action 5.1 Develop a 10-year urban tree planting program to prioritize areas of low tree equity and declining service value, supported by an inventory of vacant boulevard planting sites that considers conflicts with utilities and planned capital works.* *Action 5.2. Develop a capital program to retrofit green infrastructure (i.e. natural/ enhanced asset classes), increase pervious area and increase tree canopy into low tree equity blocks, including programs to encourage neighbourhood participation in project sponsorship, selection and design.* *Action 5.3. Explore opportunities to support school sites to plant and maintain trees.* *Action 5.4. Explore opportunities for improving urban forest access and education in low tree equity areas.*
		iii) safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Policy Action 1.4.8 Encourage shade features in open spaces, such as deciduous trees in green spaces and canopies in plazas in alignment with the *Urban Forest Strategy*. Policy Action 1.6.5 Prioritize maintenance and enhancement of streets, public spaces and active transportation networks around community facilities and between neighbourhood points of interest to improve safety and accessibility. Policy Action 2.1.3 Apply built design principles and consider the needs of all users to prevent exclusionary and discriminatory practices when maintaining and developing public spaces. Policy Action 4.1.1 Increase connectivity and encourage the use of active transportation by integrating neighbourhood streets, paths and open spaces into the transportation network. Policy Action 4.1.2 Continue to expand and enhance the city's local and regional cycle network to make it safer and more comfortable for everyone. Policy Action 5.6.6 Reduce fragmentation and create more trail and green connections between parks and open spaces to facilitate pedestrian access and habitat connectivity.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 1.3.7	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 Action 1.5.2 Encourage convenient access to healthy, fresh and culturally appropriate food options by protecting food assets (e.g., groceries and restaurants) and expanding commercial-retail opportunities in more neighbourhoods through permissive zoning. Policy Action 1.5.3 Cultivate diverse and resilient food infrastructure to support food security, including grocers, specialty shops, markets, street food vending, free or low-cost food options, food processing and food storage. Policy Action 1.5.4 Increase access to affordable, healthy food and support locally grown, sustainable food production by: » Creating and maintaining new and existing community kitchens and community gardens in City and non-City-owned facilities to allow for more local food production, food programming, education and healthy food access. » Partnering with community organizations promoting food security, food recovery and local agriculture. » Fostering more public and private community gardens throughout the city by considering opportunities in new developments, underused spaces, or on rooftops or vacant lands awaiting redevelopment.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Policy Action 2.1.11 Encourage construction of healthy built environments at a human scale in high- and mid-density areas, prioritizing protection from noise and light pollution, sheltering from weather, appropriate landscaping, and the siting of complementary uses when planning and developing spaces.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 1.3.7	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 2.1 Create inclusive public spaces that are accessible and respond to everyday needs. Policy Action 2.1.1 Minimize barriers to accessibility and provide space for all people to connect, recreate, participate in public events and take part in social activities. Policy Action 2.1.2 Enable the adaptive use of space to meet the needs of diverse and multi-generational users, allow for varied activities, and respond to different weather conditions. Policy Action 2.1.3 Apply built design principles and consider the needs of all users to prevent exclusionary and discriminatory practices when maintaining and developing public spaces. Policy Action 2.1.4 Apply universal accessibility and design standards when planning and designing new or upgraded indoor and outdoor City facilities and spaces. Policy Action 2.1.5 Expand public washroom accessibility in high-use indoor and outdoor City facilities and public spaces. Policy Action 2.1.6 Design publicly accessible outdoor and indoor spaces to be multi-functional and flexible with a range of uses like social gathering, cultural expression, food growing and vending, physical activity, and with adaptability to climate change and extreme weather where applicable. Policy Action 2.1.10 Encourage the provision of safe, convenient, connected, inclusive, functional amenity spaces and dedicated outdoor space in residential development projects to promote intergenerational connection and community use and programming. Policy Action 2.1.11 Encourage construction of healthy built environments at a human scale in high- and mid-density areas, prioritizing protection from noise and light pollution, sheltering from weather, appropriate landscaping, and the siting of complementary uses when planning and developing spaces. Objective 2.7 Foster a sense of safety and belonging for everyone. Policy Action 2.7.6 Continue to support public safety through crime prevention and reduction, focusing on concerns with long-term implications such as youth safety, substance use and gangs.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.3.7	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 2.3 Raise the visibility of Host Nations' connections to the land and resources, while supporting access to places of cultural significance. Policy Action 2.3.1 Continue to engage with Host Nations to identify opportunities and strategies to increase the visibility of Indigenous histories and awareness of colonialism in Burnaby, the connection of Host Nations to these lands, and the presence of First Nations for thousands of years. Policy Action 2.3.2 Explore opportunities to support access by Host Nations to traditional use areas and areas of cultural significance for cultural purposes, such as: » Exploring agreements and opportunities with Host Nations and Indigenous Peoples living in Burnaby to grow and harvest traditional foods, medicine and plants or wildlife that have cultural significance. » Coordinating with Host Nations to identify opportunities and cultural protocols to provide access to Indigenous Peoples living in Burnaby to harvesting and cultural sites of significance to the Host Nations, as appropriate. Policy Action 2.3.3 Identify and support the interpretation and commemoration of places of historical and cultural significance. Policy Action 2.3.4 Create an internal inventory of places of historical and cultural significance through engagement with the Host Nations, including places where there is not an associated tangible heritage resource to preserve, such as traditional use areas. Policy Action 2.3.5 Develop guidelines for City and non-City-owned projects to recognize places of historical and cultural significance, such as traditional use areas, where applicable, through public realm design and in public art. Policy Action 2.3.6 Continue to engage with Host Nations and Indigenous people living in Burnaby on community heritage and placemaking initiatives to conserve important stories and places that enhance cultural safety and acknowledge the original stewards of these lands. Policy Action 2.3.7 Support the sharing and practice of Indigenous cultural heritage in City-owned and private publicly accessible facilities and spaces.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.3.7			Objective 2.4 Encourage placemaking by recognizing the histories of diverse communities. Policy Action 2.4.1 Continue to engage with community members representing diverse cultures and lived experiences on heritage and placemaking initiatives, to record and preserve meaningful stories and places that reflect Burnaby's history and culture. Policy Action 2.4.2 Support the preservation, practice and sharing of cultural heritage in public spaces and facilities, including City-owned and publicly accessible private spaces. Policy Action 2.4.3 Identify opportunities to preserve heritage by creating an inventory of places of diverse historic and cultural significance, including places where there is no associated heritage building or other tangible built heritage to preserve. Policy Action 2.4.4 Develop policy and guidelines to support formal commemoration of places, people and events in City-owned spaces. Policy Action 2.4.5 Develop guidelines for City and non-City-owned projects to recognize places of diverse historical and cultural significance where applicable, through public realm design and in public art. Policy Action 2.4.6 Continue to recognize the unique heritage of the agricultural community through public education and commemorative initiatives. Policy Action 2.7.1 Foster cultural safety and cultural competency of Host Nations and Indigenous Peoples living in Burnaby by reflecting their cultures, such as through facility design and naming, placemaking, awareness building, public art, signage and education at City-owned facilities and spaces. Policy Action 2.7.2 Foster belonging by providing opportunities to share, practice, express and represent diverse cultural histories and stories in publicly accessible spaces, programming and public art.

Strategy 1.4: Protect rural lands from urban development			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 1.4.3	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Burnaby does not contain any Rural lands, as shown on RCS Map 1.
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Burnaby does not contain any Rural lands, as shown on RCS Map 1.
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Burnaby does not contain any Rural lands, as shown on RCS Map 1.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Burnaby does not contain any Rural lands, as shown on RCS Map 1, for agricultural land within the Urban Containment Boundary and applicable OCP agricultural policies, see Strategy 2.3.
	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	Burnaby does not contain any Rural lands, as shown on RCS Map 1.

Goal 2: Support a sustainable economy

Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.1.10	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	Policy Action 3.1.1 Encourage growth and intensification of employment lands and commercial spaces in Downtown, Town Centres, near transit stations and along major corridors to create more jobs and services close to where people live. Policy Action 3.1.2 Encourage and support the location of office spaces within 400 or 800 meters (5-to-10-minute walk) of a frequent transit network. Policy Action 3.1.4 Increase jobs in areas that are well served by public transit by identifying opportunities for specialty employment areas and districts, such as creative industry studios, maker spaces and live-work residential units. OCP Appendix B Form and Character Development Permit Area applies built form guidelines to all multiple family residential, intensive residential, commercial and industrial development throughout Burnaby.
	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 Action 3.1.1 Encourage growth and intensification of employment lands and commercial spaces in Downtown, Town Centres, near transit stations and along major corridors to create more jobs and services close to where people live. Policy Action 3.1.2 Encourage and support the location of office spaces within 400 or 800 meters (5-to-10-minute walk) of a frequent transit network. Policy Action 3.1.3 Continue supporting the development of small commercial spaces, especially near transit and corner sites in mixed use local nodes citywide. Policy Action 3.1.4 Increase jobs in areas that are well served by public transit by identifying opportunities for specialty employment areas and districts, such as creative industry studios, maker spaces and live-work residential units.

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
Adopt Regional Context Statements that:			
Policy 2.1.10	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	Policy Action 1.3.2 Locate community facilities with specialized users or larger audiences in areas with rapid transit, such as uses for arts and cultural, recreational and social purposes. Policy Action 1.6.3 Concentrate destination facilities and spaces in Downtown and in the Town Centres. Policy Action 2.1.4 Locate City-owned community facilities close to rapid transit routes to maximize convenience and access to facilities. Policy Action 3.1.1 Encourage growth and intensification of employment lands and commercial spaces in Downtown, Town Centres, near transit stations and along major corridors to create more jobs and services close to where people live. All commercial designated lands outside of Urban Centres/ Town Centres and FTDAs are only designated for neighbourhood commercial use and all major commercial designated lands (known as general commercial in OCP) are located within Urban Centres and FTDAs. Refer to OCP Part B: Land Use Framework and OCP Map 1: Land Use Map.

Strategy 2.2: Protect the supply and enhance the efficient use of Industrial land			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.2.9	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	See RCS Map 1.

Strategy 2.2: Protect the supply and enhance the efficient use of Industrial land			
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 2.2.9	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	Policy Action 3.2.7 Update the *Economic Development Strategy* and identify regionally significant parcels for trade-oriented lands. Policy Action 3.3.2 Protect, intensify and expand employment and industrial lands to support goods movement and foster thriving local and regional economies. *Trade-Oriented lands will be identified in the forthcoming update to the Economic Development Strategy.*
	c)	include policies for Industrial lands that:	See below.
		i) consistently define, support, and protect Industrial uses, as defined in *Metro 2050*, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	Objective 3.2 Protect and expand employment and industrial lands. Policy Action 3.2.2 Protect employment and industrial lands by preventing the conversion, rezoning or redesignation of these sites. Policy Action 3.2.3 Direct new industrial and employment growth to strategic locations to protect these areas from development pressures, facilitate access to networks, support existing industries, and accommodate new industrial sectors of the economy. Policy Action 3.2.5 Ensure industrial activities remain the primary use of industrial lands by limiting non-industrial activities to appropriate supportive accessory uses, services and amenities only. Policy Action 3.2.6 Ensure uses for designated employment and industrial lands are consistent with the intent of Metro Vancouver's Regional Growth Strategy.

Strategy 2.2: Protect the supply and enhance the efficient use of Industrial land			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.2.9		ii) support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Policy Action 3.2.5 Ensure industrial activities remain the primary use of industrial lands by limiting non-industrial activities to appropriate supportive accessory uses, services and amenities only.
		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	Policy Action 3.2.5 Ensure industrial activities remain the primary use of industrial lands by limiting non-industrial activities to appropriate supportive accessory uses, services and amenities only. Policy Action 3.2.6 Ensure uses for designated employment and industrial lands are consistent with the intent of Metro Vancouver's Regional Growth Strategy.
		iv) encourage improved utilization and increased intensification/ densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Policy Action 3.2.1 Encourage higher-density and intensity of development on employment and industrial lands, where appropriate. Policy Action 3.2.8 Regulate subdivision of industrial lands to protect and expand the existing supply of viable large-scale parcels. Policy Action 3.2.9 Regularly review and update bylaws and policies to ensure the definitions and the uses permitted on employment and industrial lands remain flexible and modern, allowing for emerging and diverse industries to settle in Burnaby. Policy Action 3.2.10 Streamline municipal policies and processes and decrease regulatory barriers to employment and industrial lands development. Policy Action 3.2.11 Explore a framework and incentives to encourage, guide and evaluate the redevelopment or intensification of industrial and employment sites to increase employment and efficiently use land. Policy Action 3.3.2 Protect, intensify and expand employment and industrial lands to support goods movement and foster thriving local and regional economies.

Strategy 2.2: Protect the supply and enhance the efficient use of Industrial land			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.2.9		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	Policy Action 3.2.9 Regularly review and update bylaws and policies to ensure the definitions and the uses permitted on employment and industrial lands remain flexible and modern, allowing for emerging and diverse industries to settle in Burnaby. *Employment and Industrial Parking and loading requirements are being reviewed and will be updated in the forthcoming Zoning Bylaw Rewrite.*
		vi) explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Policy Action 3.2.11 Explore a framework and incentives to encourage, guide and evaluate the redevelopment or intensification of industrial and employment sites to increase employment and efficiently use land. Policy Action 3.3.1 Explore incentives and programs to support new industries, technologies, emerging models and operations as part of the *Economic Development Strategy* update. *Municipal strategies and initiatives will be explored in the forthcoming update to the Economic Development Strategy.*
		vii) provide infrastructure and services in support of existing and expanding Industrial activities	Policy Action 4.1.3 Continue to work with partners to support goods movement in the region as outlined in Connecting Burnaby: Burnaby Transportation Plan. Policy Action 4.1.4 Continue to support goods movement in the city by continuing to integrate truck networks with industrial lands. Objective 4.2 Prioritize infrastructure improvements in areas of growth and in areas in need of upgrades. Policy Action 4.2.1 Ensure that infrastructure and services keep pace with population growth by updating projections and conducting ongoing capacity analysis. Policy Action 4.2.2 Support efficient infrastructure upgrades by focusing growth in higher density areas such as in Downtown, Town Centres and Rapid Transit Urban Villages.

Strategy 2.2: Protect the supply and enhance the efficient use of Industrial land			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.2.9		viii) support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Policy Action 4.1.3 Continue to work with partners to support goods movement in the region as outlined in Connecting Burnaby: Burnaby Transportation Plan. *Trade-oriented lands will be identified in the forthcoming update to the Economic Development Strategy.* *Connecting Burnaby: Burnaby Transportation Plan Policy 4.8.1 includes actions to preserve rail corridors in the City for transportation purposes and access to Burrard Inlet and Fraser River Foreshore for short-sea shipping purposes.*
		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	Policy Action 3.5.5 Reduce conflicts between agricultural and non-agricultural uses by requiring edge planning measures, such as landscape buffers, drainage controls, and siting requirements on the urban-side development, where possible, to minimize impacts on agricultural lands. The OCP establishes a Form and Character Development Permit Area (see OCP Appendix B) which covers the entire city and is applicable to all multiple family residential, intensive residential, commercial or industrial development. Form and Character DPA guidelines will include considerations for landscaping, siting, form, exterior design, compatibility with and transition between surrounding uses. *Burnaby's Zoning Bylaw Rewrite project is reviewing screening requirements and separation distances between heavy industrial uses and other sensitive land uses.*
		x) do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Policy Action 3.2.7 Update the *Economic Development Strategy* and identify regionally significant parcels for trade-oriented lands. Policy Action 3.2.8 Regulate subdivision of industrial lands to protect and expand the existing supply of viable large-scale parcels. *Trade-oriented lands will be identified and relevant policies developed in the forthcoming update to the Economic Development Strategy.*

Strategy 2.2: Protect the supply and enhance the efficient use of Industrial land			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.2.9	d)	include policies for Employment lands that:	See below.
		i) support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/ intensification of Industrial activities, where appropriate	Policy Action 3.2.1 Encourage higher-density and intensity of development on employment and industrial lands, where appropriate. Policy Action 3.3.7 Support the clustering of office, manufacturing and commercial uses to create destination nodes that encourage innovation, competition and specialization.
		ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	Regionally designated Employment lands are largely designated in the Burnaby Land Use Map (See OCP Land Use Map 1 and OCP Part B Land Use Framework as “Employment”, which is intended to support compatible light industrial, commercial and private recreational uses of a form and character that minimizes conflict with neighbouring residential and agricultural areas and provides creative employment opportunities.
		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	Policy Action 3.1.1 Encourage growth and intensification of employment lands and commercial spaces in Downtown, Town Centres, near transit stations and along major corridors to create more jobs and services close to where people live. Policy Action 3.3.5 Plan and support the growth of cultural and entertainment districts and complementary economic activity that is reflective of the city’s trends and diversity in Downtown, Town Centres and Rapid Transit Urban Villages. Policy Action 3.3.7 Support the clustering of office, manufacturing and commercial uses to create destination nodes that encourage innovation, competition and specialization.

Strategy 2.2: Protect the supply and enhance the efficient use of Industrial land			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.2.9		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	Policy Action 3.1.1 Encourage growth and intensification of employment lands and commercial spaces in Downtown, Town Centres, near transit stations, and along major corridors to create more jobs and services close to where people live. Policy Action 3.1.2 Encourage and support the location of office spaces within 400 or 800 metres (5-to-10-minute walk) of a frequent transit network. Policy Action 3.1.4 Increase jobs in areas that are well served by public transit by identifying opportunities for specialty employment areas and districts, such as creative industry studios, maker spaces and live-work residential units.
		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.	Policy Action 1.2.12 In accordance with the Regional Growth Strategy, support residential uses, with an emphasis on affordable rental housing, on lands that are designated for employment and are near rapid transit stations. Residential units should be limited to the upper storeys of buildings. Policy Action 3.1.4 Increase jobs in areas that are well served by public transit by identifying opportunities for specialty employment areas and districts, such as creative industry studios, maker spaces and live-work residential units. Policy Action 3.2.5 Ensure industrial activities remain the primary use of industrial lands by limiting non-industrial activities to appropriate supportive accessory uses, services and amenities only.

Strategy 2.2: Protect the supply and enhance the efficient use of Industrial land			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.2.9	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Policy Action 4.1.15 Continue to support pilot programs and partnerships aimed at increasing access to micromobility for commercial and goods movement within Burnaby. Policy Action 5.1.3 Collaborate with regional partners and other levels of government to advocate for climate-resilient adaptation for businesses, housing and transportation networks. Objective 5.2 Support transition to a low-carbon future by reducing greenhouse gas emissions in all sectors. This objective supports numerous policy actions around climate-friendly building design and transportation. Policy Action 5.2.8 Work with public and private partners to incentivize the shift of commercial vehicles to zero-emission vehicles and support the use of lower-impact low-emission vehicles in the local delivery of goods and services. Objective 5.3 Advance sustainable and climate-friendly development practices and processes. This objective supports policy actions promoting water conservation, green design, alternative energy, passive design, and other green building practices.
	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)	Objective 5.4 Reduce risk in natural hazard areas to protect public health and infrastructure, and to foster safety. Policy Action 5.4.2 Work with regional and provincial organizations for emergency planning, assessment, data collection and preparedness based on the *Sendai Framework for Disaster Risk Reduction*. Policy Action 5.4.3 Assess and manage natural hazards, including those influenced by climate change, by: » Using diverse approaches to reduce the risk of natural hazards, including protecting, accommodating and relocating infrastructure. » Directing growth and infrastructure development away from areas that are vulnerable to natural hazards through establishment of Development Permit Areas (DPAs) and guidelines. » Including Host Nations in climate change planning and emergency management.

Strategy 2.2: Protect the supply and enhance the efficient use of Industrial land			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.2.9			Policy Action 5.4.5 Reduce the impacts of flooding on community health and safety, infrastructure, property and agricultural and natural areas by: » Creating DPAs and guidelines to manage construction or alterations on floodplains. » Maintaining and updating flood data to understand flooding risks. » Evaluating and preventing risks to critical infrastructure in flood plains. » Repurposing and designing public infrastructure to minimize the impacts of flooding. » Working with residents and businesses to protect properties in flood plains. » Working with external agencies, like the Fraser Basin Council, to get the most up to date flood data available. Policy Action 5.4.6 Identify challenges, impacts and specific mitigation policies for the Still Creek Special Study Area, from Boundary Road to Burnaby Lake. Policy Action 5.4.7 Manage growth in the Still Creek Special Study Area in a way that considers natural impacts, restores the flood plain, and adapts to climate change. Policy Action 5.4.8 Continue with flood area risk mitigation along the Fraser River in alignment and partnership with regional strategies and initiatives. Policy Action 5.4.9 Protect people and property from flood hazards by planning and securing land for larger off-site rainwater management to improve flood storage capacity. OCP Appendix C. Streamside Protection and Enhancement Development Permit Area introduces a new Development Permit Area to protect and enhance aquatic habitats and riparian areas and regulate development near streams.

Strategy 2.3: Protect the supply of agricultural land and strengthen Agricultural viability			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.3.12	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	RCS Map 1 provides the location of agricultural designated lands and OCP Map 9 Agricultural Lands and Associated Assets provides a more detailed map denoting lands within the ALR.
	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	Policy Action 1.5.2 Encourage convenient access to healthy, fresh and culturally appropriate food options by protecting food assets (e.g. grocers and restaurants) and expanding commercial-retail opportunities in more neighbourhoods through permissive zoning. Policy Action 1.5.3 Cultivate a diverse and resilient food infrastructure to support food security, including groceries, specialty shops, markets, street food vending, free or low-cost food options, food processing and food storage. Policy Action 1.5.4 Increase access to affordable, healthy food and support locally grown, sustainable food production by: » Creating and maintaining new and existing community kitchens and community gardens in City and non-City-owned facilities to allow for more local food production, food programming, education and healthy food access. » Partnering with community organizations promoting food security, food recovery and local agriculture. » Fostering more public and private community gardens throughout the city by considering opportunities in new developments, underused spaces, or on rooftops or vacant lands awaiting redevelopment.

Strategy 2.3: Protect the supply of agricultural land and strengthen Agricultural viability			
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 2.3.12	c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	See below.
		i) assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	Objective 3.5 Protect and expand the agricultural land base. Policy Action 3.5.1 Protect agricultural lands by preventing the conversion, rezoning, or redesignation of these sites into non-agricultural uses. Policy Action 3.5.2 Align zoning and other regulations with the Provincial Agricultural Land Commission Act, the Agricultural Land Reserve regulations, the Farm Practices Protection Act, the Minister's Bylaw Standards and other applicable provincial legislation, while establishing local standards to meet community needs and maximize agricultural potential. Policy Action 3.5.3 Regulate subdivision of agricultural lands in ways that maximize farmland for agricultural purposes, such as increasing minimum lot sizes. Policy Action 3.5.4 Explore the feasibility of adding existing City-owned agricultural land to the Agricultural Land Commission. Policy Action 3.5.5 Reduce conflicts between agricultural and non-agricultural uses by requiring edge planning measures, such as landscape buffers, drainage controls, and siting requirements on urban-side development, where possible, to minimize impacts on agricultural lands.
		ii) encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Objective 3.5 Protect and expand the agricultural land base. Policy Action 3.5.1 Protect agricultural lands by preventing the conversion, rezoning, or redesignation of these sites into non-agricultural uses. Policy Action 3.5.3 Regulate subdivision of agricultural lands in ways that maximize farmland for agricultural purposes, such as increasing minimum lot sizes.

Strategy 2.3: Protect the supply of agricultural land and strengthen Agricultural viability			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.3.12		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	Policy Action 3.5.5 Reduce conflicts between agricultural and non-agricultural uses by requiring edge planning measures, such as landscape buffers, drainage controls, and siting requirements on urban-side development, where possible, to minimize impacts on agricultural lands. Policy Action 4.3.1 Design and develop infrastructure that manages the quantity of rainwater runoff, improves water quality, withstands and adapts to the changing climate and protects aquatic life. Policy Action 4.3.5 Encourage the capture and reuse of stormwater for agricultural and landscape irrigation. Policy Action 5.6.4 Protect, acquire and connect environmentally sensitive areas to increase the total area of land protected for nature in Burnaby from 22% to 25% by 2050, as the City's contribution to the 50% nature protection target in *Metro 2050*, the Regional Growth Strategy. Policy Action 5.7.1 Develop and implement a drainage management strategy for agricultural lands and adjacent lands. Policy Action 5.7.2 Identify opportunities to protect environmentally significant areas of farmland, including streams, wetlands, young forests, and other sensitive areas.
		iv) protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Policy Action 3.5.5 Reduce conflicts between agricultural and non-agricultural uses by requiring edge planning measures, such as landscape buffers, drainage controls, and siting requirements on urban-side development, where possible, to minimize impacts on agricultural lands.

Strategy 2.3: Protect the supply of agricultural land and strengthen Agricultural viability			
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 2.3.12		v) demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the *Agricultural Land Commission Act*	Policy Action 3.6.5 Work with other orders of government to advocate for provincial tax reforms, funding programs and other initiatives to support local farms. Policy Action 3.6.6 Support the economic viability of the agricultural sector in Burnaby, by identifying and addressing key challenges like land availability and affordability. Policy Action 3.6.7 Partner with other levels of government, businesses and organizations to facilitate educational programs that provide information on agriculture and its importance for the regional economy and local food systems.
		vi) align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Policy Action 3.5.2 Align zoning and other regulations with the Provincial *Agricultural Land Commission Act*, the Agricultural Land Reserve regulations, the *Farm Practices Protection Act*, the Minister's Bylaw Standards and other applicable provincial legislation, while establishing local standards to meet community needs and maximize agricultural potential.

Strategy 2.3: Protect the supply of agricultural land and strengthen Agricultural viability			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 2.3.13		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	Policy Action 2.2.7 Support awareness of Burnaby's agricultural community by promoting farm tours and walking and cycling routes in the Big Bend farming area. Policy Action 2.4.6 Continue to recognize the unique heritage of the agricultural community through public education and commemorative initiatives. Objective 3.6 Foster partnerships with the farming community and other levels of government to support the agricultural sector. Policy Action 3.6.1 Continue to support the efforts of the Agricultural Land Commission (ALC) to protect land in the Agricultural Land Reserve. Policy Action 3.6.2 Work with the local farming community, the Ministry of Agriculture and Food and other partners to develop an Agricultural Area Plan. Policy Action 3.6.4 Build relationships with the farming community by establishing an official channel of communication, such as an Agricultural Advisory Committee. Policy Action 3.6.5 Work with other orders of government to advocate for provincial tax reforms, funding programs and other initiatives to support local farms. Policy Action 3.6.7 Partner with other levels of government, businesses and organizations to facilitate educational programs that provide information on agriculture and its importance for the regional economy and local food systems.

Goal 3: Protect the environment, address climate change and respond to natural hazards

Goal 3 targets		
Policy with target	**Applicable OCP policies**	**Supplementary Information**
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: » increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and » increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.	
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050.	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.	

Strategy 3.1: Protect and enhance conservation and recreation lands			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 3.1.9	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	RCS Map 1 - Regional Land Use Designations identifies Conservation and Recreation designated lands and their boundaries. See also OCP Map 1 – Land Use Map, OCP Map 4 – Parks Planning and OCP Map 7 – Municipal Parks.
	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:	Objective 5.6 Protect, manage and restore the environment to support resilient ecosystems and biodiversity.
		i) drinking water supply areas	Not applicable.
		ii) environmental conservation areas	Policy Action 5.6.4 Protect, acquire and connect environmentally sensitive areas to increase the total area of land protected for nature in Burnaby from 22% to 25% by 2050, as the City's contribution to the 50% nature protection target in *Metro 2050*, the Regional Growth Strategy. The OCP Land Use Framework (OCP Part B) designates environmental conservation areas as Parks, Open Space and Natural Areas, which supports their protection and enhancement.
		iii) wildlife management areas and ecological reserves	Policy Action 5.6.4 Protect, acquire and connect environmentally sensitive areas to increase the total area of land protected for nature in Burnaby from 22% to 25% by 2050, as the City's contribution to the 50% nature protection target in *Metro 2050*, the Regional Growth Strategy. The OCP Land Use Framework (OCP Part B) designates wildlife management areas and ecological reserves as Parks, Open Space and Natural Areas, which supports their protection and enhancement.
		iv) forests	Policy Action 5.6.5 Manage the urban forest to increase the total canopy cover from 32% to 40% by 2075 by implementing the City's *Urban Forestry Strategy*. The OCP Land Use Framework (OCP Part B) designates forests as Parks, Open Space and Natural Areas, which supports their protection and enhancement. *Burnaby's Urban Forestry Strategy is a comprehensive and city-wide approach to expanding and protecting Burnaby's urban forest.*

Strategy 3.1: Protect and enhance conservation and recreation lands			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 3.1.9		v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater and intertidal ecosystems)	The OCP Land Use Framework (OCP Part B) designates wetlands as Parks, Open Space and Natural Areas, which supports their protection and enhancement. OCP Appendix C - Streamside Protection and Enhancement Development Permit Area establishes a Development Permit Area intended to protect and enhance Burnaby's rich aquatic habitats and riparian areas.
		vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams and rivers)	Policy Action 5.6.1 Keep areas near rivers and streams as natural as possible and explore ways to enhance and restore their natural functions to strengthen the resilience of riparian ecosystems and provide space for wildlife. Policy Action 5.6.2 Apply the Streamside Protection and Enhancement Development Permit Area (DPA) and guidelines to protect and restore streamside areas and continue to meet or exceed provincial standards. Policy Action 5.6.3 Reduce or remove barriers to fish passage on all streams, through infrastructure upgrades and restoring watercourses. Policy Action 5.7.2 Identify opportunities to protect environmentally significant areas of farmland, including streams, wetlands, young forests, and other sensitive areas. OCP Appendix C - Streamside Protection and Enhancement Development Permit Area establishes a Development Permit Area intended to protect and enhance Burnaby's rich aquatic habitats and riparian areas. The OCP Land Use Framework (OCP Part B) designates riparian areas on public property as Parks, Open Space and Natural Areas, which supports their protection and enhancement.
		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	Objective 5.6 Protect, manage and restore the environment to support resilient ecosystems and biodiversity. Policy Action 5.7.2 Identify opportunities to protect environmentally significant areas of farmland, including streams, wetlands, young forests, and other sensitive areas.

Strategy 3.1: Protect and enhance conservation and recreation lands			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 3.1.9		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	Policy Action 5.7.2 Identify opportunities to protect environmentally significant areas of farmland, including streams, wetlands, young forests, and other sensitive areas. Policy Action 5.8.1 Explore new initiatives and programs to involve the public, volunteers, and partners in environmental education, scientific research, and protecting and caring for the environment. Policy Action 5.8.2 Enhance natural area stewardship by providing diverse learning and volunteer opportunities that create stronger connections between people and nature. Policy Action 5.8.3 Raise awareness about the impact of pollution and work with property owners and other groups to improve water quality and fish habitat in rivers, creeks and streams.
	c)	Include policies that:	See below.
		i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Policy Action 3.5.6 Reduce conflicts between agricultural and non-agricultural uses by requiring edge planning measures, such as landscape buffers, drainage controls, and siting requirements on the urban-side development, where possible, to minimize impacts on agricultural lands. OCP Appendix C - Streamside Protection and Enhancement Development Permit Area establishes a Development Permit Area intended to protect and enhance Burnaby's rich aquatic habitats and riparian areas.

Strategy 3.1: Protect and enhance conservation and recreation lands			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 3.1.9		ii) encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Policy Action 5.6.4 Protect, acquire and connect environmentally sensitive areas to increase the total area of land protected for nature in Burnaby from 22% to 25% by 2050, as the City's contribution to the 50% nature protection target in *Metro 2050*, the Regional Growth Strategy. Policy Action 5.6.6 Reduce fragmentation and create more trail and green connections between parks and open spaces to facilitate pedestrian access and habitat connectivity.

Strategy 3.2: Protect, enhance, restore and connect ecosystems			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 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	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	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 5.6 Protect, manage and restore the environment to support resilient ecosystems and biodiversity. Policy Action 5.6.4 Protect, acquire and connect environmentally sensitive areas to increase the total area of land protected for nature in Burnaby from 22% to 25% by 2050, as the City's contribution to the 50% nature protection target in *Metro 2050*, the Regional Growth Strategy.

Strategy 3.2: Protect, enhance, restore and connect ecosystems			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 3.2.7		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	Policy Action 5.6.4 Protect, acquire and connect environmentally sensitive areas to increase the total area of land protected for nature in Burnaby from 22% to 25% by 2050, as the City's contribution to the 50% nature protection target in *Metro 2050*, the Regional Growth Strategy. Policy Action 5.6.6 Reduce fragmentation and create more trail and green connections between parks and open spaces to facilitate pedestrian access and habitat connectivity.
		iii) discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Policy Action 5.6.6 Reduce fragmentation and create more trail and green connections between parks and open spaces to facilitate pedestrian access and habitat connectivity.
		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 Action 3.5.5 Reduce conflicts between agricultural and non-agricultural uses by requiring edge planning measures, such as landscape buffers, drainage controls, and siting requirements on urban-side development, where possible, to minimize impacts on agricultural lands. OCP Appendix C - Streamside Protection and Enhancement Development Permit Area establishes a Development Permit Area intended to protect and enhance Burnaby's rich aquatic habitats and riparian areas.
	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	Policy Action 5.1.4 Develop and implement a coordinated approach to managing and supporting the protection of natural assets that provide ecosystem services on City and non-City owned lands, with an emphasis on: » Native plants » Species at Risk » Suitability and adaptability to climate change » Maintaining and enhancing soil quality » Investing in long-term invasive species management programs

Strategy 3.2: Protect, enhance, restore and connect ecosystems			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 3.2.7		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 Action 5.6.5 Manage the urban forest to increase the total canopy cover from 32% to 40% by 2075 by implementing the City's *Urban Forestry Strategy*. *Burnaby's Urban Forestry Strategy is a comprehensive and city-wide approach to expanding and protecting Burnaby's urban forest.*
		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 Action 5.1.4 Develop and implement a coordinated approach to managing and supporting the protection of natural assets that provide ecosystem services on City and non-City owned lands, with an emphasis on: » Native plants » Species at Risk » Suitability and adaptability to climate change » Maintaining and enhancing soil quality » Investing in long-term invasive species management programs Policy Action 5.6.9 Increase the City's capacity to manage invasive species and mitigate new infestations in parks, open spaces, and natural areas. Policy Action 5.7.3 Strengthen soil protection by creating specific soil removal and deposit regulations for agricultural lands.
		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	Policy Action 1.4.9 Work with other levels of government and institutions that manage parks and open spaces to ensure an accessible citywide network of green spaces and connected urban trail network. Policy Action 5.6.6 Reduce fragmentation and create more trail and green connections between parks and open spaces to facilitate pedestrian access and habitat connectivity.

Strategy 3.2: Protect, enhance, restore and connect ecosystems			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 3.2.7		v) support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives	Policy Action 4.3.1 Design and develop infrastructure that manages the quantity of rainwater runoff, improves water quality, withstands and adapts to the changing climate and protects aquatic life. Policy Action 4.3.2 Prioritize nature-based infrastructure options and complement existing natural networks where possible to adapt to climate change and enhance habitat connectivity. Policy Action 4.3.4 Continue to prepare and update integrated rainwater management plans to address land use changes and mitigate the impacts of development on streams and aquatic ecosystems. Policy Action 4.3.5 Encourage the capture and reuse of rainwater for agricultural and landscape irrigation. Policy Action 4.3.6 Promote water stewardship through policies and regulations and by partnering with private development and other government bodies. Policy Action 5.3.3 Explore strengthening requirements for groundwater management to: » Protect the water quality of streams by preventing discharge of pollutants from development sites during construction. » Conserve groundwater resources and the environment when development requires permanent structures below the water table. Policy Action 5.3.4 Reduce potable water consumption in buildings and landscaping by encouraging high-efficiency plumbing fixtures in all new buildings, landscaping methods that reduce water requirements, application of water efficiency standards and grey water collection and recycling. Policy Action 5.3.5 Continue water metering implementation for new and existing buildings as effective ways to measure and conserve water usage. Policy Action 5.3.6 Consider implementing a discounted “agricultural water rate” for active farms using highly efficient irrigation practices. Policy Action 5.6.3 Reduce or remove barriers to fish passage on all streams, through infrastructure upgrades and restoring watercourses.

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**
Adopt Regional Context Statements that:			
Policy 3.3.7	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.

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
Adopt Regional Context Statements that:			
Policy 3.3.7	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 Action 1.2.13 Provide opportunities for different forms of housing, tenures and affordability, especially in Town Centres, Urban Villages, and mixed-use areas that are close to transit and have shops and services nearby. Policy Action 1.6.1 Encourage the development of local commercial nodes in all neighbourhoods, especially in underserved areas, to improve walking and rolling access to shops, services and jobs. Policy Action 3.3.8 Encourage a variety of economic activities, especially in Downtown, Town Centres and near transit corridors, to allow residents to meet their day-to-day needs. Policy Action 4.1.1 Increase connectivity and encourage the use of active transportation by integrating neighbourhood streets, paths and open spaces into the transportation network. Policy Action 4.1.2 Continue to expand and enhance the city's local and regional cycle network to make it safer and more comfortable for everyone. Policy Action 5.2.1 Continue to require low carbon energy sources in new buildings. Policy Action 5.2.2 Continue to improve the energy efficiency of new and existing buildings with adoption of progressive steps in the BC Energy Step Code and through building retrofits. Policy Action 5.2.3 Continue to reduce GHG emissions in new and existing buildings through the implementation of the Zero Carbon Step Code and decarbonization retrofits of existing buildings. Policy Action 5.2.4 Continue to support zero-emissions for new buildings through the Green Building Policy and Construction and Demolition Waste Diversion Bylaw, as well as through emerging and proposed carbon reduction and embodied emissions strategies for new construction.

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**
Adopt Regional Context Statements that:			
Policy 3.3.7			Policy Action 5.2.5 Pursue energy use reporting requirements in buildings to establish baseline information and support accountability. Policy Action 5.2.6 Implement an approach to make existing buildings more energy efficient and climate ready through the *Zero-Emission Building Retrofit Strategy*. Policy Action 5.2.7 Reduce the amount of waste and carbon emissions in building materials and the development and construction industries by: » offering incentives for using low-carbon materials » adopting guidelines and zoning regulations that encourage prefabricated construction » repurposing or relocating buildings instead of demolishing them » establishing and sharing best practices
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Policy Action 1.3.2 Locate community facilities with specialized users or larger audiences in areas with rapid transit, such as uses for arts and cultural, recreational and social purposes. Policy Action 1.6.3 Concentrate destination facilities and places in Downtown and in the Town Centres. Policy Action 3.3.5 Plan and support the growth of cultural and entertainment districts and complementary economic activity that is reflective of the city's trends and diversity in Downtown, Town Centres and Rapid Transit Urban Villages.

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**
Adopt Regional Context Statements that:			
Policy 3.4.5	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 Action 5.1.1 Integrate climate change resilience and environmental protection into all City decision making, such as planning, operations and the development of City projects. Policy Action 5.1.2 Manage climate risks and environmental impact when planning for growth, infrastructure design and delivery, and project development, in alignment with the *Emergency and Disaster Management Act (EDMA)*. Policy Action 5.4.1 Conduct, plan and implement climate adaptation strategies in alignment with the *Emergency and Disaster Management Act (EDMA)*. Policy Action 5.4.2 Work with regional and provincial organizations for emergency planning, assessment, data collection and preparedness based on the *Sendai Framework for Disaster Risk Reduction*. Policy Action 5.4.3 Assess and manage natural hazards, including those influenced by climate change, by: » Using diverse approaches to reduce the risk of natural hazards, including protecting, accommodating and relocating infrastructure. » Directing growth and infrastructure development away from areas that are vulnerable to natural hazards through establishment of Development Permit Areas (DPAs) and guidelines. » Including Host Nations in climate change planning and emergency management.
	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	Objective 5.4 Reduce risks in natural hazard areas to protect public health and infrastructure, and to foster safety. Policy Action 5.4.3 Assess and manage natural hazards, including those influenced by climate change, by: » Using diverse approaches to reduce the risk of natural hazards, including protecting, accommodating and relocating infrastructure. » Directing growth and infrastructure development away from areas that are vulnerable to natural hazards through establishment of Development Permit Areas (DPAs) and guidelines. » Including Host Nations in climate change planning and emergency management.

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
Adopt Regional Context Statements that:			
Policy 3.4.5			Policy Action 5.4.4 Manage natural hazards on steep slopes by: » Creating DPAs and guidelines that restrict development on steep slopes. » Varying setbacks to avoid development on the top of steep slopes. » Considering the type of land use on the bottom or top of steep slopes. » Protecting and enhancing native plants to prevent erosion and runoff and maintain natural beauty. Policy Action 5.4.5 Reduce the impacts of flooding on community health and safety, infrastructure, property and agricultural and natural areas by: » Creating DPAs and guidelines to manage construction or alterations on floodplains. » Maintaining and updating flood data to understand flooding risks. » Evaluating and preventing risks to critical infrastructure in flood plains. » Repurposing and designing public infrastructure to minimize the impacts of flooding. » Working with residents and businesses to protect properties in flood plains. » Working with external agencies like the Fraser Basin Council, to get the most up to date flood data available. Policy Action 5.4.6 Identify challenges, impacts and specific mitigation policies for the Still Creek Special Study Area, from Boundary Road to Burnaby Lake. Policy Action 5.4.7 Manage growth in the Still Creek Special Study Area in a way that considers natural impacts, restores the flood plain, and adapts to climate change. Policy Action 5.4.8 Continue with flood area risk mitigation along the Fraser River in alignment and partnership with regional strategies and initiatives. Policy Action 5.4.9 Protect people and property from flood hazards by planning and securing land for larger off-site rainwater management to improve flood storage capacity.

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
Adopt Regional Context Statements that:			
Policy 3.4.6		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services	Policy Action 2.1.6 Design publicly accessible outdoor and indoor spaces to be multi-functional and flexible with a range of uses like social gathering, cultural expression, food growing and vending, physical activity, and with adaptability to climate change and extreme weather where applicable. Objective 5.1 Advance climate change adaptation and environmental protection through City planning, operations and advocacy. Policy Action 5.1.1 Integrate climate change resilience and environmental protection into all City decision making, such as planning, operations and the development of City projects. Policy Action 5.1.2 Manage climate risks and environmental impacts when planning for growth, infrastructure design and delivery, and project development, in alignment with the *Emergency and Disaster Management Act (EDMA)*.
Policy 3.4.7		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies	Policy Action 4.2.1 Ensure that infrastructure and services keep pace with population growth by updating projections and conducting ongoing capacity analysis. Objective 4.4 Ensure emergency services meet population needs and strengthen community resilience through emergency preparedness. Policy Action 4.4.1 Update plans, procedures, and services to improve the City's ability to respond and maintain City services during emergencies. Policy Action 4.4.2 Develop a Business Continuity and Disaster Recovery Program for City services and operations to support the City's ability to remain operational after an adverse event. Policy Action 4.4.7 Ensure that emergency services keep pace with population growth by expanding emergency facilities and related infrastructure as needed. Policy Action 4.4.8 Strengthen coordination between emergency services and development and transportation planning. Policy Action 5.1.2 Manage climate risks and environmental impacts when planning for growth, infrastructure design and delivery, and project development, in alignment with the *Emergency and Disaster Management Act (EDMA)*.

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**
Adopt Regional Context Statements that:			
Policy 3.4.7			Policy Action 5.4.1 Conduct, plan and implement climate adaptation strategies in alignment with the *Emergency and Disaster Management Act (EDMA)*. Policy Action 5.4.2 Work with regional and provincial organizations for emergency planning, assessment, data collection and preparedness based on the *Sendai Framework for Disaster Risk Reduction*.
Policy 3.4.8		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 Action 5.1.2 Manage climate risks and environmental impacts when planning for growth, infrastructure design and delivery, and project development, in alignment with the *Emergency and Disaster Management Act (EDMA)*. Policy Action 5.4.1 Conduct, plan and implement climate adaptation strategies in alignment with the *Emergency and Disaster Management Act (EDMA)*. Policy Action 5.4.2 Work with regional and provincial organizations for emergency planning, assessment, data collection and preparedness based on the *Sendai Framework for Disaster Risk Reduction*.

Goal 4: Provide diverse and affordable housing choices

Goal 4 targets		
Policy with target	**Applicable OCP policies**	**Supplementary Information**
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres 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 RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.	

Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 4.1.8	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	Policy Action 1.1.1 Maintain a Land Use Framework that: » provides a wide range of housing options suitable for different household sizes and needs, especially for medium-density housing. Objective 1.2 Provide a range of housing choices to meet the needs of all residents. Policy Action 1.2.1 Update the *Burnaby Housing Needs Report* to assess local housing needs. Policy Action 1.2.2 Regularly update *HOME: Burnaby's Housing and Homelessness Strategy* to reflect evolving strategic priorities and respond to the needs identified in the *Burnaby Housing Needs Report*. Policy Action 1.2.6 Update community plans and bylaws to encourage the construction of purpose-built market and non-market rental housing. Policy Action 1.2.7 Update the Zoning Bylaw to include regulations for inclusionary and replacement units and replace the Rental Use Zoning Policy. Policy Action 1.2.8 Support the delivery of affordable and special needs housing through the Community Benefit Bonus Policy. Policy Action 1.2.9 Protect existing purpose-built rental housing by applying rental zoning. Policy Action 1.2.10 Continue to lease City-owned land to meet housing needs. Policy Action 1.2.11 Support the Burnaby Housing Authority in pursuing partnerships with other orders of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing. Policy Action 1.2.12 In accordance with the Regional Growth Strategy, support residential uses, with an emphasis on affordable rental housing, on lands that are designated for employment and are near rapid transit stations. Residential units should be limited to the upper storeys of buildings.

Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 4.1.8	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Policy Action 1.1.1 Maintain a Land Use Framework that: » provides a wide range of housing options suitable for different household sizes and needs, especially for medium-density housing. Policy Action 1.2.13 Provide opportunities for different forms of housing, tenures and affordability, especially in Town Centres, Urban Villages, and mixed-use areas that are close to transit and have shops and services nearby. Policy Action 1.2.14 Encourage a mix of housing types that meet the needs of persons with disabilities, low- and moderate-income households, families, seniors, Indigenous Peoples living in Burnaby, recent immigrants, and other groups with specific housing needs. Policy Action 1.2.15 Explore opportunities for the development of alternative housing models, such as affordable homeownership and co-operative housing. Policy Action 1.2.18 Through the zoning bylaw, facilitate the development of more student housing for post-secondary educational institutions, including off-site dormitories close to campus.
	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 Action 1.2.13 Provide opportunities for different forms of housing, tenures and affordability, especially in Town Centres, Urban Villages, and mixed-use areas that are close to transit and have shops and services nearby. Policy Action 1.2.14 Encourage a mix of housing types that meet the needs of persons with disabilities, low- and moderate-income households, families, seniors, Indigenous Peoples living in Burnaby, recent immigrants, and other groups with specific housing needs. Policy Action 1.2.15 Explore opportunities for the development of alternative housing models, such as affordable homeownership and co-operative housing.

Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 4.1.8		ii) increased supply of family-friendly, age-friendly, and accessible housing	Policy Action 1.2.14 Encourage a mix of housing types that meet the needs of persons with disabilities, low- and moderate-income households, families, seniors, Indigenous Peoples, recent immigrants, and other groups with specific housing needs. Policy Action 1.2.16 Promote accessible housing by developing inclusive design principles for multi-family housing that serve families with children, people with disabilities, multi-generational households and seniors to allow residents to age in place.
		iii) increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Policy Action 1.2.13 Provide opportunities for different forms of housing, tenures and affordability, especially in Town Centres, Urban Villages, and mixed-use areas that are close to transit and have shops and services nearby. Policy Action 1.2.14 Explore opportunities for the development of alternative housing models, such as affordable homeownership and co-operative housing.
		iv) increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Policy Action 1.1.1 Maintain a Land Use Framework that: » Concentrates growth and density close to transit stations, bus exchanges and along frequent transit routes. » Provides a wide range of housing options suitable for different household sizes and needs, especially for medium-density housing. Objective 1.2 Provide a range of housing choices to meet the needs of all residents. Policy Action 1.2.13 Provide opportunities for different forms of housing, tenures and affordability, especially in Town Centres, Urban Villages, and mixed-use areas that are close to transit and have shops and services nearby. Policy Action 1.2.16 Promote accessible housing by developing inclusive design principles for multi-family housing that serve families with children, people with disabilities, multi-generational households and seniors to allow residents to age in place. *Ground-oriented housing is supported extensively in the Land Use Framework. The Small-Scale Multi-Unit Residential and Townhouse designations are intended for ground-oriented housing. The former also encourages infill development and is the most widespread residential designation in the Land Use Map. Ground-oriented housing in conjunction with denser residential forms is also supported in the remaining six residential designations.*

Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 4.1.8		v) integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Policy Action 1.1.1 Maintain a Land Use Framework that: » Supports compact, connected, walkable and rollable mixed-use development with a range of services to meet daily needs. » Concentrates growth and density close to transit stations, bus exchanges and along frequent transit routes. Policy Action 1.2.13 Provide opportunities for different forms of housing, tenures and affordability, especially in Town Centres, Urban Villages, and mixed-use areas that are close to transit and have shops and services nearby.
		vi) increased social connectedness in multi-unit housing	Policy Action 1.2.16 Promote accessible housing by developing inclusive design principles for multi-family housing that serve families with children, people with disabilities, multi-generational households and seniors to allow residents to age in place. *HOME: Burnaby's Housing and Homelessness Strategy includes the following strategy:* » *Strategy 4: Promote social connections and resilience.*
		vii) integrated housing within neighbourhood contexts and high quality urban design	Policy Action 1.2.13 Provide opportunities for different forms of housing, tenures and affordability, especially in Town Centres, Urban Villages, and mixed-use areas that are close to transit and have shops and services nearby. Policy Action 1.2.16 Promote accessible housing by developing inclusive design principles for multi-family housing that serve families with children, people with disabilities, multi-generational households and seniors to allow residents to age in place. Policy Action 1.2.17 Explore opportunities to locate affordable and rental housing projects away from major arterial routes and areas of noise and air pollution. *The new Form and Character Development Permit Area (OCP Appendix B) will introduce guidelines to regulate the exterior elements of buildings such as building shape, height, exterior design and finishes to align with the neighborhood context, land use designation and the OCP.*

Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 4.1.8		viii) existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Policy Action 5.2.1 Continue to require low carbon energy sources in new buildings. Policy Action 5.2.2 Continue to improve the energy efficiency of new and existing buildings with adoption of progressive steps in the BC Energy Step Code and through building retrofits. Policy Action 5.2.3 Continue to reduce GHG emissions in new and existing buildings through the implementation of the Zero Carbon Step Code and decarbonization retrofits of existing buildings. Policy Action 5.2.4 Continue to support zero-emissions for new buildings through the Green Building Policy and Construction and Demolition Waste Diversion Bylaw, as well as through emerging and proposed carbon reduction and embodied emissions strategies for new construction. Policy Action 5.2.5 Pursue energy use reporting requirements in buildings to establish baseline information and support accountability. Policy Action 5.2.6 Implement an approach to make existing buildings more energy efficient and climate ready through the *Zero-Emission Building Retrofit Strategy*.
Prepare and implement housing strategies or action plans that:			
Policy 4.1.9	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	*As per provincial legislation, Burnaby's Housing Needs Report was updated in 2024 to reflect current and projected housing need and to inform policy in the OCP and the Zoning Bylaw Rewrite. In compliance with the legislation, the City will complete a Housing Needs Assessment and prepare a new Housing Needs Report by 2028.*
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Policy Action 1.2.1 Regularly update the *Burnaby Housing Needs Report* to assess local housing needs. Policy Action 1.2.2 Update *HOME: Burnaby's Housing and Homelessness Strategy* to reflect evolving strategic priorities and respond to the needs identified in the *Burnaby Housing Needs Report*.

Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs			
	Section	Policy	Applicable OCP policies
Prepare and implement housing strategies or action plans that:			
Policy 4.1.9	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	Policy Action 1.2.1 Regularly update the *Burnaby Housing Needs Report* to assess local housing needs. Policy Action 1.2.2 Update *HOME: Burnaby's Housing and Homelessness Strategy* to reflect evolving strategic priorities and respond to the needs identified in the *Burnaby Housing Needs Report*. Policy Action 1.2.14 Encourage a mix of housing types that meet the needs of persons with disabilities, low- and moderate-income households, families, seniors, Indigenous Peoples living in Burnaby, recent immigrants and other groups with specific housing needs. Policy Action Action 5.4.3 Assess and manage natural hazards, including those influenced by climate change, by: » Directing growth and infrastructure development away from areas that are vulnerable to natural hazards through establishment of Development Permit Areas (DPAs) and guidelines.
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Policy Action 1.2.2 Update *HOME: Burnaby's Housing and Homelessness Strategy* to reflect evolving strategic priorities and respond to the needs identified in the *Burnaby Housing Needs Report*. *The HOME: Burnaby's Housing and Homelessness Strategy aligns very closely with Policy 4.1.8. Collectively, the goals, strategies and actions of the HOME Strategy seek to increase the supply of adequate, suitable, and affordable housing across the housing spectrum, in alignment with the first outcome listed under Policy 4.1.8.* *Below are examples of policies that align with other outcomes listed under Policy 4.1.8:* *Action 1.1 Launch a multi-phase program to expand housing choices:* *Phase 1:* » *Small scale infill* » *Introduce laneway homes and secondary suites in duplexes in R District neighbourhoods* » *Permit flex suites in all multi-family developments* » *Permit rowhomes in all R District neighbourhoods*

Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs			
	Section	Policy	Applicable OCP policies
Prepare and implement housing strategies or action plans that:			
Policy 4.1.9			*Phase 2:* » *Medium-scale infill – Permit triplexes, fourplexes, townhouses, rowhomes, low-rise apartments and other missing middle housing forms in designated R District neighbourhoods; consider secondary suites in townhomes and rowhomes.* » *Transition areas – Designated transition zones between lower density areas and Community Plan areas, to feature a range of missing middle housing forms, from fourplexes to low-rise and smaller mid-rise apartments* *Strategy 2 Create more housing in mixed-use, transit-friendly areas.* *Action 3.1 Work with community and government partners to* » *explore opportunities for more housing that meets the needs of specific populations identified in the Housing Needs Report* » *remove barriers and encourage access for all community members to a wide range of housing options* *Strategy 4 Promote social connections and resilience.* *Action 4.4 Develop guidelines and regulations for family-friendly housing, including zoning requirements and/or incentives for bedroom diversity and guidelines for recommended amenities.* *Action 4.6 Build on the City's current efforts to increase social connections and interactions amongst neighbours in multi-family residences:* » *Consider the feasibility of developing design guidelines and a resource guide for new developments* » *As part of their communications strategy, encourage new developments to offer an information session to orient new owners and/or tenants on features that enhance social connections* » *Explore opportunities to engage with local organizations that promote social well-being and engagement* *Strategy 5 Support climate-friendly and sustainable housing development.* *Strategy 6 Explore ways to make homeownership more affordable.* *Strategy 7 Support co-operatives, co-housing and other secure, collaborative housing options.*

Strategy 4.2: Protect tenants and expand, retain, and renew rental housing supply			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 4.2.7	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	See RCS Section titled "*Metro 2050* Regional Growth Strategy Targets" above.
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Policy Action 1.2.4 Continue to support renters impacted by building redevelopment through the implementation, monitoring and regular review of the City's policies and bylaws. Policy Action 1.2.5 Replace the Tenant Assistance Policy with a tenant protection bylaw to strengthen protection for tenants. Policy Action 1.2.9 Protect existing purpose-built rental housing by applying rental zoning.
	c)	identify the use of regulatory tools that protect and preserve rental housing	Policy Action 1.2.9 Protect existing purpose-built rental housing by applying rental zoning.

Strategy 4.2: Protect tenants and expand, retain, and renew rental housing supply			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 4.2.7	d)	identify policies and actions that contribute to the following outcomes:	See below.
		i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Policy Action 1.2.6 Update community plans and bylaws to encourage the construction of purpose-built market and non-market rental housing. Policy Action 1.2.10 Continue to lease City-owned land to meet housing needs. Policy Action 1.2.11 Support the Burnaby Housing Authority in pursuing partnerships with other orders of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing. Policy Action 1.2.12 In accordance with the Regional Growth Strategy, support residential uses, with an emphasis on affordable rental housing, on lands that are designated for employment and are near rapid transit stations. Residential units should be limited to the upper storeys of buildings. Policy Action 1.2.13 Provide opportunities for different forms of housing, tenures and affordability, especially in Town Centres, Urban Villages, and mixed-use areas that are close to transit and have shops and services nearby.
		ii) increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Policy Action 1.2.9 Protect existing purpose-built rental housing by applying rental zoning. Policy Action 1.2.10 Continue to lease City-owned land to meet housing needs. Policy Action 1.2.11 Support the Burnaby Housing Authority in pursuing partnerships with other orders of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing.

Strategy 4.2: Protect tenants and expand, retain, and renew rental housing supply			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 4.2.7			*HOME: Burnaby's Housing and Homelessness Strategy includes the following policies:* *Action 7.3 Develop a co-operative housing policy to support renewal of existing co-ops and facilitate new co-op development. (This technically isn't rental housing, but it is typically non-market housing)* *Action 8.5 Explore programs for utility, energy, and other upgrades for rental buildings, such as offered by BC Hydro, Fortis BC, and Landlord BC, and consider ways to promote and incentivize participation in these programs.* *Action 10.11 Support the conversion of rental buildings to non-market rental housing by:* » *advocating for provincial and /or federal programs to purchase and convert rental buildings, in partnership with non-profit housing providers* » *considering ways to support such partnerships, through supplementary funding, regulatory measures or other means.* *Action 11.2 Review the Official Community Plan (OCP) and Community Plans to identify ways to support renewal and redevelopment of non-market housing, such as by providing higher-density land use designations, where appropriate.*
		iii) protection and renewal of existing non-market rental housing	Policy Action 1.2.9 Protect existing purpose-built rental housing by applying rental zoning. Policy Action 1.2.10 Continue to lease City-owned land to meet housing needs. Policy Action 1.2.11 Support the Burnaby Housing Authority in pursuing partnerships with other orders of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing.

Strategy 4.2: Protect tenants and expand, retain, and renew rental housing supply			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 4.2.7			*HOME: Burnaby's Housing and Homelessness Strategy includes the following policies:* *Action 7.3 Develop a co-operative housing policy to support renewal of existing co-ops and facilitate new co-op development.* *Action 11.2 Review the Official Community Plan (OCP) and Community Plans to identify ways to support renewal and redevelopment of non-market housing, such as by providing higher-density land use designations, where appropriate.*
		iv) mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Policy Action 1.2.4 Continue to support renters impacted by building redevelopment through the implementation, monitoring and regular review of the City's policies and bylaws. Policy Action 1.2.5 Convert the Tenant Assistance Policy into a tenant protection bylaw to strengthen protection for tenants. *HOME: Burnaby's Housing and Homelessness Strategy includes the following policies:* *Action 7.3 Develop a co-operative housing policy to support renewal of existing co-ops and facilitate new co-op development.* *Action 8.5 Explore programs for utility, energy, and other upgrades for rental buildings, such as offered by BC Hydro, Fortis BC, and Landlord BC, and consider ways to promote and incentivize participation in these programs.*
		v) reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Policy Action 5.2.3 Continue to reduce GHG emissions in new and existing buildings through the implementation of the Zero Carbon Step Code and decarbonization retrofits of existing buildings.

Strategy 4.2: Protect tenants and expand, retain, and renew rental housing supply			
	Section	**Policy**	**Applicable OCP policies**
Prepare and implement housing strategies or action plans that:			
Policy 4.2.8	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Policy Action 1.2.6 Update community plans and bylaws to encourage the construction of purpose-built market and non-market rental housing. Policy Action 1.2.9 Protect existing purpose-built rental housing by applying rental zoning.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Policy Action 1.2.4 Continue to support renters impacted by building redevelopment through the implementation, monitoring and regular review of the City's policies and bylaws. Policy Action 1.2.5 Convert the Tenant Assistance Policy into a tenant protection bylaw to strengthen protection for tenants.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Policy Action 1.2.11 Support the Burnaby Housing Authority in pursuing partnerships with other levels of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing. *HOME: Burnaby's Housing and Homelessness Strategy includes the following action:* *ACTION 10.8 Engage with Metro Vancouver Housing, BC Housing, and CMHC to explore non-market housing development on regional, provincial, and federal properties.*

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 4.3.7	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 Action 1.2.3 Engage with Host Nations and Indigenous Peoples living in Burnaby and Indigenous housing providers to better understand Indigenous housing priorities and explore potential partnerships for housing development in Burnaby. Policy Action 1.2.11 Support the Burnaby Housing Authority in pursuing partnerships with other orders of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing.
	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 Action 1.2.11 Support the Burnaby Housing Authority in pursuing partnerships with other orders of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing. *The Mayor's Task Force on Unsheltered Community Members Final Report include Recommendation 1, to develop a shelter strategy for the City of Burnaby. This recommendation further aligns with HOME: Burnaby's Housing and Homelessness Strategy, which include Action 14.1, to develop a plan that identifies potential sites for supportive housing for people experiencing homelessness, and outlines on-site supports, in partnership with community organizations, BC Housing, and Fraser Health.*

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
	Section	**Policy**	**Applicable OCP policies**
Prepare and implement housing strategies or action plans that:			
Policy 4.3.8	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Policy Action 1.2.11 Support the Burnaby Housing Authority in pursuing partnerships with other orders of government, non-profit housing providers and Indigenous housing providers to increase the supply of non-market housing.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	*HOME: Burnaby's Housing and Homelessness Strategy includes the following actions:* *1.5 Promote awareness of new housing forms, by producing a series of information guides, developing self-guided housing tours, hosting and/or participating in public events, and encouraging Metro Vancouver to develop a regional public education campaign.* *7.5 Create information packages on alternative housing models, such as co-housing and co-living, including research on their potential benefits and barriers.*
	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 Action 1.2.2 Update *HOME: Burnaby's Housing and Homelessness Strategy* to reflect evolving strategic priorities and respond to the needs identified in the *Burnaby Housing Needs Report*. Policy Action 1.3.19 Collaborate with other levels of government to provide shelter and housing support for people experiencing homelessness, guided by a Housing First approach. Policy Action 1.3.20 Explore and advocate for the provision of day centres to address basic need services and programming, in alignment with the Mayor's Task Force on Unsheltered Community Members.

Goal 5: Support sustainable transportation choices

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking			
	Section	**Policy**	**Applicable OCP policies**
Adopt Regional Context Statements that:			
Policy 5.1.14	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Policy Action 1.6.1 Encourage the development of local commercial nodes in all neighbourhoods, especially in underserved areas, to improve walking and rolling access to shops, services and jobs. Policy Action 1.6.6 Encourage and facilitate local and regional partnerships to create mobility hubs for accessible, safe and user-friendly modes of transportation, including bike share, car share and other micromobility methods. Policy Action 1.6.9 Provide secure and convenient short-term bike parking infrastructure near active transportation networks and in Urban Villages and Neighbourhood Centres. Policy Action 3.1.1 Encourage growth and intensification of employment lands and commercial spaces in Downtown, Town Centres, near transit stations and along major corridors to create more jobs and services close to where people live. Policy Action 3.1.4 Increase jobs in areas that are well served by public transit by identifying opportunities for specialty employment areas and districts, such as creative industry studios, maker spaces and live-work residential units. Policy Action 3.3.8 Encourage a variety of economic activities, especially in Downtown, Town Centres and near transit corridors, to allow residents to meet their day-to-day needs. Policy Action 4.1.1 Increase connectivity and encourage the use of active transportation by integrating neighbourhood streets, paths and open spaces into the transportation network. Policy Action 4.1.2 Continue to expand and enhance the city's local and regional cycle network to make it safer and more comfortable for everyone.

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 5.1.14	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 micromobility, and shared mobility services	Policy Action 4.1.10 Build on the City's Transportation Demand Management (TDM) policies to effectively promote behavioural change and a shift towards sustainable transportation. Policy Action 4.1.15 Continue to support pilot programs and partnerships aimed at increasing access to micromobility for commercial and goods movement within Burnaby.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Policy Action 1.6.5 Prioritize maintenance and enhancement of streets, public spaces and active transportation networks around community facilities and between neighbourhood points of interest to improve safety and accessibility. Policy Action 1.6.6 Encourage and facilitate local and regional partnerships to create mobility hubs for accessible, safe and user-friendly modes of transportation, including bike share, car share and other micromobility methods. Policy Action 1.6.9 Provide secure and convenient short-term bike parking infrastructure near active transportation networks and in Urban Villages and Neighbourhood Centres. Policy Action 4.1.1 Increase connectivity and encourage the use of active transportation by integrating neighbourhood streets, paths and open spaces into the transportation network. Policy Action 4.1.2 Continue to expand and enhance the city's local and regional cycle network to make it safer and more comfortable for everyone. Policy Action 4.1.12 Increase active and sustainable transportation infrastructure and amenities outside the Town Centres, including along the regional cycling network and Frequent Transit Network.

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking			
	Section	Policy	Applicable OCP policies
Adopt Regional Context Statements that:			
Policy 5.1.14	d)	support the transition to zero-emission vehicles	Policy Action 5.2.8 Work with public and private partners to incentivize the shift of commercial vehicles to zero-emission vehicles and support the use of lower-impact low-emission vehicles in the local delivery of goods and services. Policy Action 5.2.9 Implement strategies that optimize City investment in publicly accessible electric vehicle (EV) charging, in alignment with Burnaby's *Public EV Charging Strategy*. Policy Action 5.2.10 Continue to require new residential and non-residential buildings to have EV-ready infrastructure. Policy Action 5.2.11 Explore opportunities to support EV charging in existing residential buildings. Policy Action 5.2.12 Explore ways to promote incentives for low- and zero-emission vehicles.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Policy Action 4.1.2 Increase active and sustainable transportation infrastructure and amenities outside of the Town Centres, including along the regional cycling network and Frequent Transit Network. OCP Map 10A Long range pedestrian network and OCP Map 10B Long range cycling network implement the Regional Greenway Network and Major Bikeway Network. *Connecting Burnaby: Burnaby Transportation Plan Policy 4.6.1 includes actions to work with adjacent municipalities, TransLink, Metro Vancouver, and Ministry of Transportation and Infrastructure to provide seamless connections across municipal boundaries and to support the development of the regional Major Bikeway Network and Regional Greenway Network.*
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Policy Action 1.6.6 Encourage and facilitate local and regional partnerships to create mobility hubs for accessible, safe and user-friendly modes of transportation, including bike share, car share and other micromobility methods. Policy Action 1.6.7 Work with partners to ensure that transportation hubs are vibrant and convenient places where people can access complementary services like convenience stores, cafes, parcel lockers, washrooms and high-quality off-street bike parking. OCP Map 10A Long range pedestrian network and OCP Map 10B Long range cycling network support this policy.

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**
Adopt Regional Context Statements that:			
Policy 5.2.6	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	RCS Map 3 and OCP Map 10D identify the long range goods movement network.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Policy Action 1.6.8 Develop a curbside management strategy that prioritizes multi-modal movement, access to people and goods, and support for businesses through activation and improving public space. Policy Action 3.3.2 Protect, intensify and expand employment and industrial lands to support goods movement and foster thriving local and regional economies. Policy Action 4.1.3 Continue to work with partners to support goods movement in the region as outlined in *Connecting Burnaby: Burnaby Transportation Plan*. Policy Action 4.1.4 Continue to support goods movement in the city by continuing to integrate truck networks with industrial lands. Policy Action 4.1.15 Continue to support pilot programs and partnerships aimed at increasing access to micromobility for commercial and goods movement within Burnaby. Policy Action 5.2.8 Work with public and private partners to incentivize the shift of commercial vehicles to zero-emission vehicles and support the use of lower-impact low-emission vehicles in the local delivery of goods and services.

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
Adopt Regional Context Statements that:			
Policy 5.2.6	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Policy Action 4.1.3 Continue to work with partners to support goods movement in the region as outlined in *Connecting Burnaby: Burnaby Transportation Plan*. Policy Action 4.1.8 Continue to partner with transportation agencies and other levels of government to identify and encourage future rapid transit investment opportunities in Burnaby. Policy Action 4.1.9 Continue to work with TransLink to regularly update its Area Transportation Plan for Burnaby to align bus service and routing with demand. Policy Action 4.1.10 Build on the City's Transportation Demand Management (TDM) policies to effectively promote behavioural change and a shift towards sustainable transportation. Policy Action 4.1.11 Encourage partnerships with TransLink and other transportation agencies to support regional initiatives that accelerate the adoption of sustainable modes of transportation. Policy Action 4.1.14 Continue to engage with regional and community partners to coordinate policies, programs and infrastructure to support and encourage more people to use active and sustainable transportation. Policy Action 4.1.15 Continue to support pilot programs and partnerships aimed at increasing access to micromobility for commercial and goods movement within Burnaby. Policy Action 5.2.8 Work with public and private partners to incentivize the shift of commercial vehicles to zero-emission vehicles and support the use of lower-impact low-emission vehicles in the local delivery of goods and services.
	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	Policy Action 4.1.3 Continue to work with partners to support goods movement in the region as outlined in *Connecting Burnaby: Burnaby Transportation Plan*. OCP Map 10D Long range goods movement network supports this policy.

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
Adopt Regional Context Statements that:			
Policy 5.2.6	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 Action 1.2.17 Explore opportunities to locate affordable and rental housing projects away from major arterial routes and areas of noise and air pollution. Policy Action 2.1.11 Encourage construction of healthy built environments at a human scale in high- and mid-density areas, prioritizing protection from noise and light pollution, sheltering from weather, appropriate landscaping and the siting of complementary uses when planning and developing spaces.
	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 Action 1.6.8 Develop a curbside management strategy that prioritizes multi-modal movement, access for people and goods, and support for businesses through activation and improving public space. Policy Action 4.1.3 Continue to work with partners to support goods movement in the region as outlined in *Connecting Burnaby: Burnaby Transportation Plan*. Policy Action 4.1.15 Continue to support pilot programs and partnerships aimed at increasing access to micromobility for commercial and goods movement within Burnaby. Policy Action 5.2.8 Work with public and private partners to incentivize the shift of commercial vehicles to zero-emission vehicles and support the use of lower-impact low-emission vehicles in the local delivery of goods and services.

Metro 2050 Implementation

	Metro 2050 implementation policies	City of Burnaby response
6.2.7	A member jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows: a) the member jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare; b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the member jurisdiction may redesignate land: » from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or » from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: • the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and • the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares; c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the member jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.	The OCP hereby permits such amendments.
6.2.8	A member jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	The OCP hereby permits such amendments.
6.2.9	Member jurisdictions will notify Metro Vancouver, in writing, of any and all adjustments, as permitted by sections 6.2.7 and 6.2.8, within thirty (30) days after the member jurisdiction has adopted its Official Community Plan amendment bylaw.	The City of Burnaby will implement *Metro 2050* Section 6.2.9.

	Metro 2050 implementation policies	City of Burnaby response
6.2.10	If a member jurisdiction includes language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require a new Regional Context Statement or consideration by the Metro Vancouver Regional District (MVRD) Board. All other adjustments to regional land use designation boundaries require an amendment to the member jurisdiction's Regional Context Statement, which must be submitted to the MVRD Board for acceptance in accordance with the requirements of the *Local Government Act*.	The OCP hereby permits such amendments.

Tables and Maps

Table A. Population, Dwelling Units and Employment Growth Projections

Section 1.1.9 b) of *Metro 2050* requires member jurisdictions adopt RCSs that "provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the UCB." An RCS should illustrate efforts to align the OCP with the member jurisdiction and regional projections over time. RCSs should indicate growth projections for the same time periods as indicated in *Metro 2050*: i.e. to 2030, 2040, and 2050.

	2021	2030	2040	2050
Population	261,8101[1]	311,510	361,630	408,150
Dwelling units	106,1702[2]	128,330	151,860	174,060
Employment	160,3303[3]	185,490	209,940	231,820

Based on Metro Vancouver June 2024 projection — high growth scenario

[1] 2021 Census population data adjusted by Metro Vancouver to account for Census undercount.

[2] 2021 Census household/unit data adjusted by Metro Vancouver to account for Census undercount.

[3] 2021 Census jobs data adjusted by Metro Vancouver to compensate for impacts of COVID-19 on jobs and work patterns.

Table B. Population, Dwelling Unit and Employment in Urban Centres and FTDAs

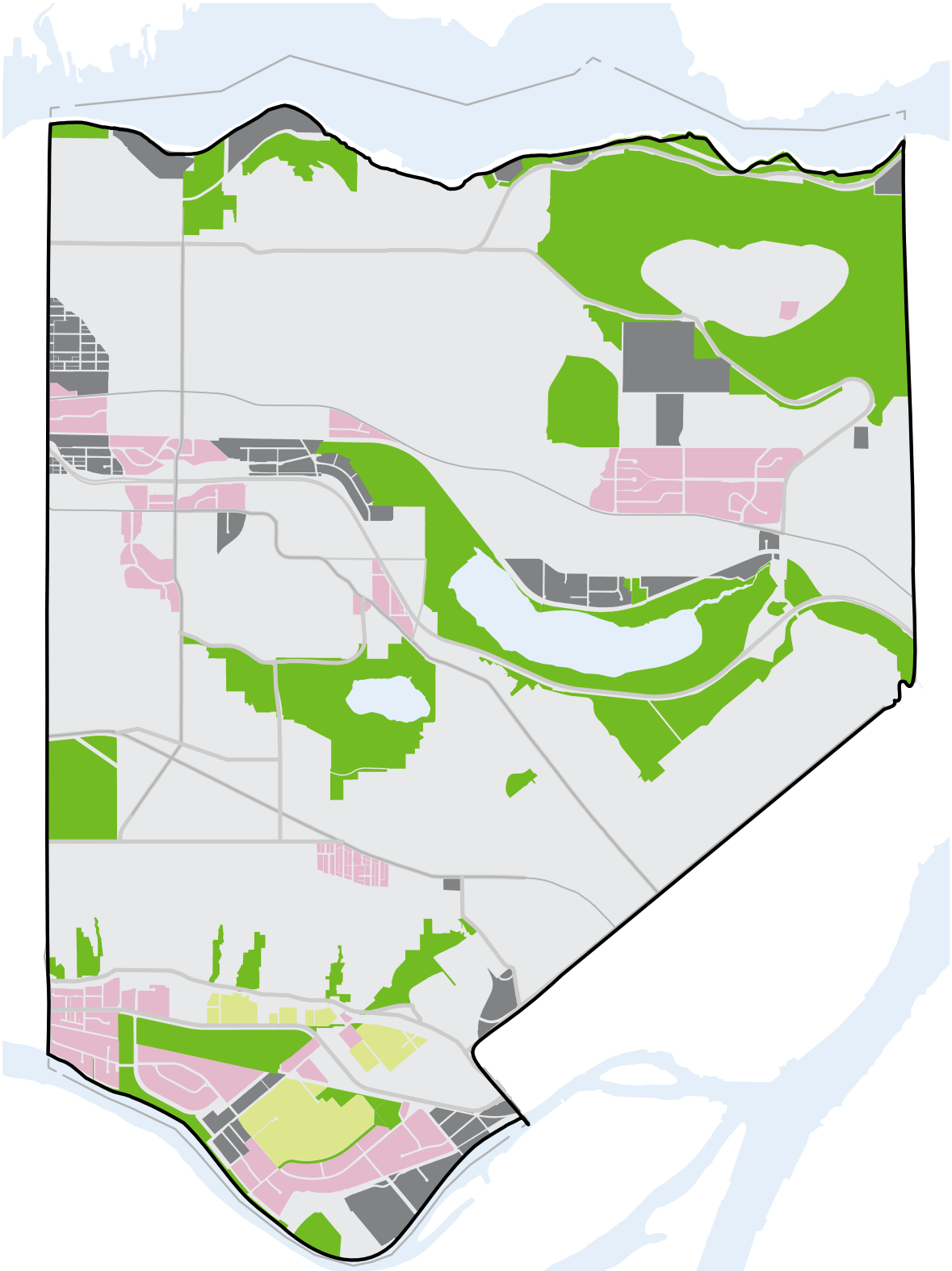
Section 1.2.24 a) of *Metro 2050* requires member jurisdictions adopt RCSs that "provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2."

2050	Proportion of new units	Proportion of all units	Proportion of new population	Proportion of all population
Urban Centres / Town Centres (4)	**65%**	**57%**	**61%**	**51%**
Metrotown	32%	23%	29%	19%
Brentwood	15%	14%	14%	12%
Lougheed	7%	7%	7%	7%
Edmonds	11%	13%	11%	13%
FTDAs (8)	**21%**	**24%**	**19%**	**27%**
Bainbridge	1%	1%	1%	1%
Broadview	3%	3%	3%	3%
Garden Village	1%	1%	1%	2%
Heights	5%	7%	6%	8%
Holdom	4%	4%	4%	4%
Lake City	1%	1%	1%	1%
Lochdale	1%	2%	2%	2%
Royal Oak	5%	5%	6%	6%

Based on Metro Vancouver June 2024 projection — high growth scenario

Employment forecast by Town Centres and FTDAs will be determined in the forthcoming update to Burnaby's *Economic Development Strategy.*

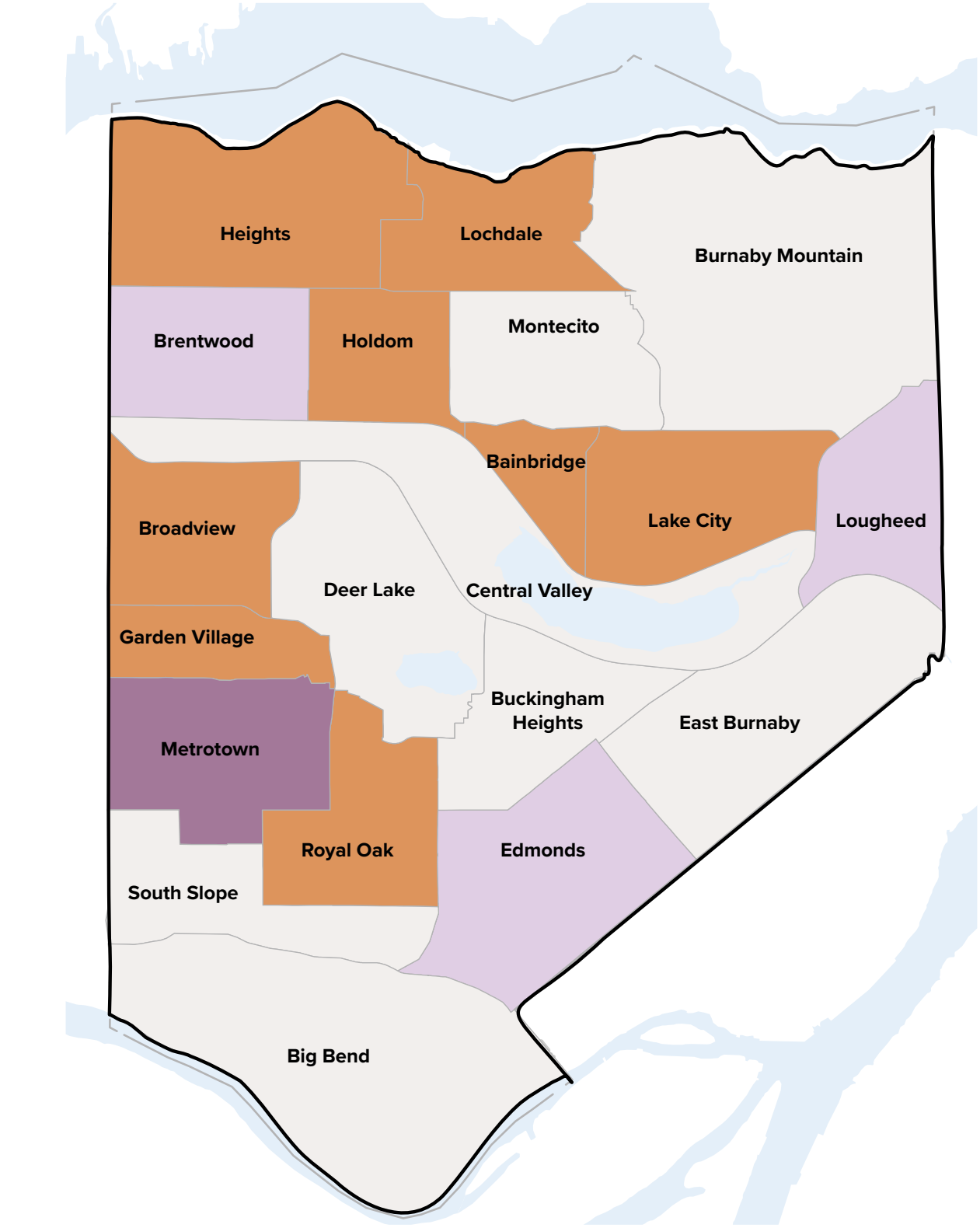
Map 1. Regional Land Use Designations



Regional Land Use Designations

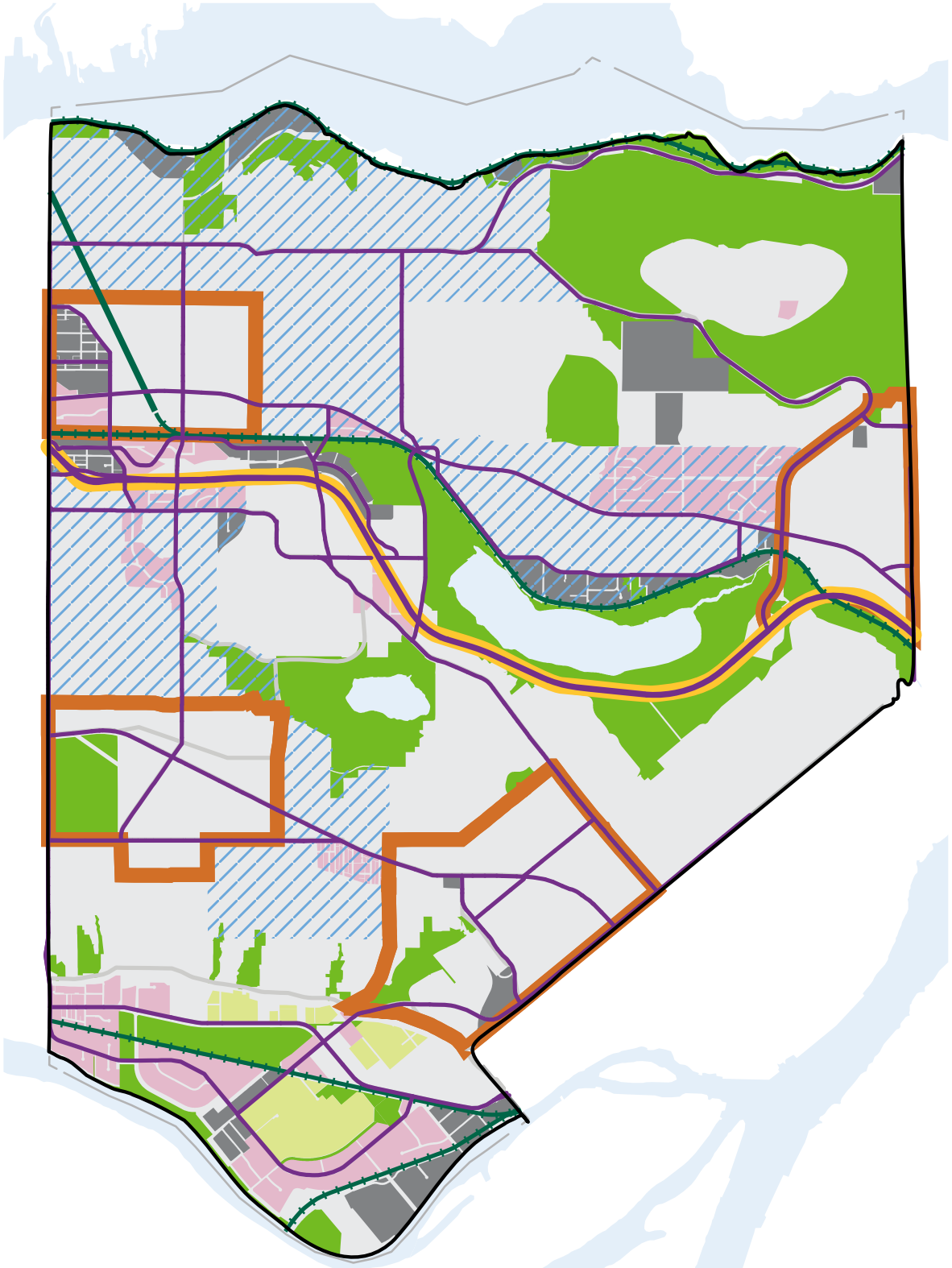
- Urban Containment Boundary
- City boundary
- Arterial roads
- Agriculture
- Conservation Recreation
- Industrial
- Employment
- General Urban

Map 2. Urban Centres and FTDAs



Urban Containment Boundary
City boundary
Regional City Centre
Municipal Town Centre
Frequent Transit Development Area

Map 3. Goods and Services Routes



Urban Containment Boundary
City boundary
Arterial roads
Railway
Tunneled railway
Long Range Truck Network
Freeway
Urban Centre
Frequent Transit Development Area

Regional Land Use Designations

Agriculture
Conservation Recreation
Industrial
Employment
General Urban

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: October 29, 2025 Meeting Date: November 6, 2025

Subject: **Metro 2050 Regional Context Statement – District of North Vancouver**

RECOMMENDATION

That the MVRD Board accept the District of North Vancouver's Regional Context Statement as submitted to Metro Vancouver on October 22, 2025 and notify the District of North Vancouver of the decision.

EXECUTIVE SUMMARY

The District of North Vancouver has completed a draft update to its Official Community Plan and submitted a revised Regional Context Statement that shows how the new Official Community Plan is consistent with the regional federation's goals, strategies and actions as laid out in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations, as expressed in OCPs, align with the regional growth strategy.

Although Regional Context Statements were required by the *Local Government Act* to be submitted by February 2025, two years following the adoption of *Metro 2050*, recent changes to provincial housing legislation introduced new requirements for Official Community Plan updates. In response, Metro Vancouver relaxed that requirement to coordinate the timing of Regional Context Statement submissions with housing-related OCP updates, lessening the administrative burden of two separate updates.

Staff have reviewed the District of North Vancouver's Regional Context Statement relative to *Metro 2050*'s goals, strategies, and policy actions, and have assessed it to be consistent. It is recommended that the Board accept the District of North Vancouver's Regional Context Statement.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider acceptance of the District of North Vancouver'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. A Regional Context Statement 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 District of North Vancouver's Regional Context Statement (Attachment 1 and 2) on October 22, 2025, for consideration of acceptance by the MVRD Board. As per section 448 of the *Local Government Act*, Metro Vancouver must either accept or not accept the Regional Context Statement within 120 days of receipt, or it is deemed to have accepted the Regional Context Statement as submitted. Following acceptance by the Board, the member jurisdiction can then give final reading to adopt the OCP bylaw, which includes the Regional Context Statement.

Metro Vancouver staff worked collaboratively with the District of North Vancouver throughout the development of the RCS, including reviewing and providing feedback on earlier draft versions prior to receiving the official submission on October 22, 2025. The District of North Vancouver's draft OCP is provided in Reference 1.

CHANGES IN THE DISTRICT OF NORTH VANCOUVER'S DRAFT OFFICIAL COMMUNITY PLAN

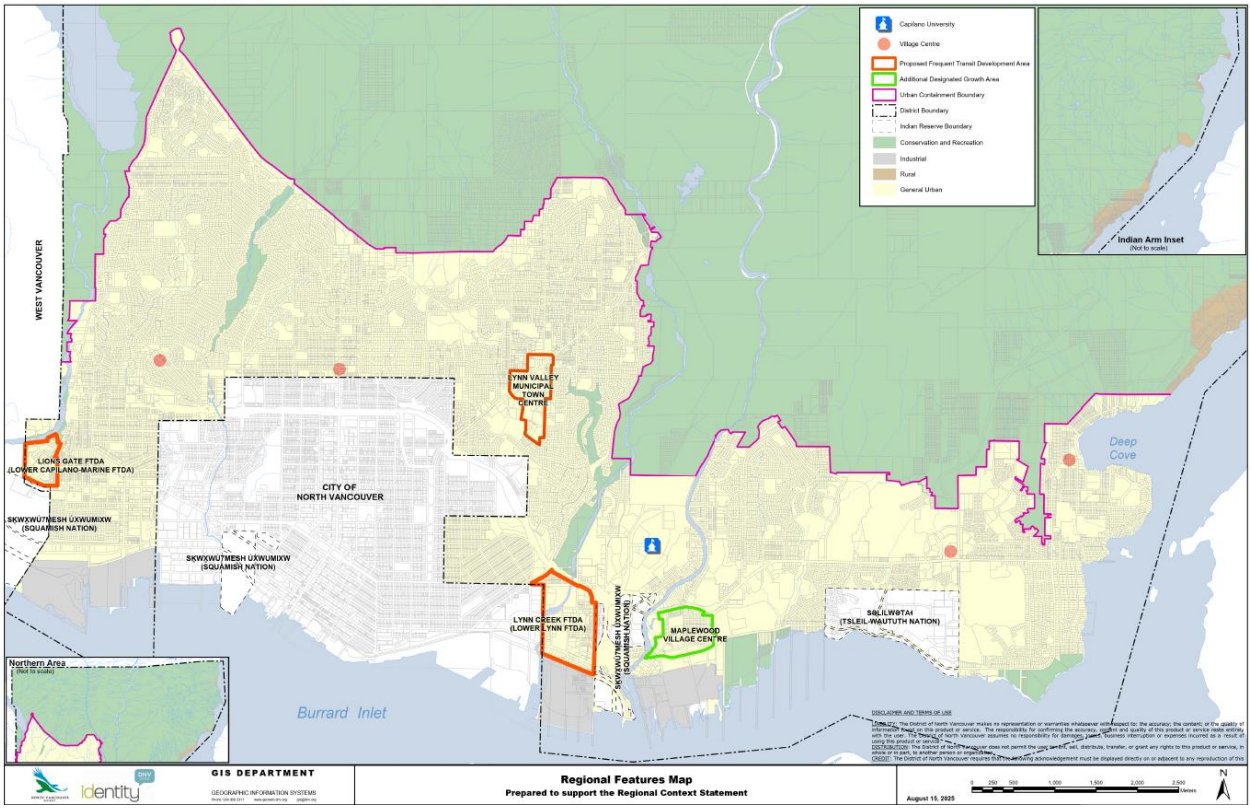
The District of North Vancouver is proposing minimal changes to its OCP, such as:

- Alignment with new provincial housing legislation; and
- Expanding one Urban Centre and one Frequent Transit Development Area (Figure 1), as permitted under *Metro 2050* Policy 6.2.8.

The Regional Context Statement does not propose changes to regional land use designations which are permitted in select conditions under *Metro 2050* Policy 6.2.7.

Figure 1

Proposed Urban Centre and FTDA expansions in the District of North Vancouver



REGIONAL CONTEXT STATEMENT ANALYSIS

Staff have reviewed the District of North Vancouver'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 District of North Vancouver's RCS outlines relevant OCP policies and supplementary information that demonstrate how the OCP will contribute to the regional targets set out in *Metro 2050*. Notably:

- The District of North Vancouver plans to meet or exceed regional targets for residential growth inside the Urban Containment Boundary and in FTDAs;
- The District of North Vancouver aims to contribute to regional targets for residential growth in Urban Centres, lands protected for nature, tree canopy cover, greenhouse gas emissions, and affordable rental housing near transit; and
- Employment projections are currently unavailable for the District. The District anticipates working towards detailed job allocation for these geographies in subsequent OCP reviews.

Notably, the District of North Vancouver's RCS proposes significant boundary expansions for the Lower Capilano – Marine FTDA and Lynn Valley Municipal Town Centre. One effect of this priority growth area expansion will be to increase the land area that contributes to regional growth targets (dwelling units and jobs) for Centres and Corridors, making it easier to achieve these targets regionally. However, growth targets are meant to be achieved by putting growth in the right places, rather than expanding the geographic areas of Centres and Corridors. For this reason, Metro Vancouver and its members may choose to increase the targeted levels of growth in Centres and Corridors through the forthcoming update to *Metro 2050*'s Table 2 targets.

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, within which are a variety of complete communities. The District of North Vancouver's RCS identifies OCP policies that support this goal, such as:

- Limiting infrastructure extension beyond the Urban Containment Boundary;
- Directing major office and retail uses and community infrastructure investment to Centres;
- Applying a Network of Centres land use concept to support compact, complete, mixed-use communities that are well connected by transit; and
- Limiting intensification (i.e. subdivision or service extension) of Rural lands through the Rural Residential designation, which caps residential density at 0.35 FSR.

Goal 2: Support a Sustainable Economy

Goal 2 aims to protect the viability of business sectors by supporting the long-term protection of industrial, employment, and agricultural lands. The District of North Vancouver's RCS identifies OCP policies that support this goal, such as:

- Directing major office and retail uses and community infrastructure investment to Centres;
- Supporting improvements in transportation, infrastructure, and municipal services in industrial areas; and
- Supporting initiatives promoting healthy local foods and food production.

The District does not have any regionally designated Employment or Agricultural lands.

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 District of North Vancouver's RCS identifies OCP policies that support this goal, such as:

- Establishing development permit areas to protect the natural environment, ecosystems, and biodiversity, and protect against hazards;
- Using acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions;
- Promoting green building practices; and
- Assessing climate change risks to inform asset management, community planning, and infrastructure planning.

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 District of North Vancouver's RCS identifies OCP policies that support this, such as:

- Encouraging family, seniors, rental, affordable and adaptable/accessible housing relative to specific Centres' current and future profiles;
- Supporting retention of existing rental units and ensuring rental replacement through redevelopment; and
- Collaborating with other orders of government and community partners to provide affordable, social, non-market, and supportive housing.

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

- Promoting high-quality transit, pedestrian and bicycle facilities and infrastructure within Centres; and
- Partnering with regional, provincial and federal authorities to facilitate bridgehead and port access.

The staff assessment indicates strong consistency between the District of North Vancouver'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 and expanding one Urban Centre and one Frequent Transit Development Area. In the future, a more comprehensive update may be considered. The District's policies support compact growth, environmental protection, housing diversity, and sustainable transportation. The OCP's emphasis on rental retention, affordable housing partnerships, and climate resilience demonstrates a clear alignment with the objectives of *Metro 2050's* five regional goals.

ALTERNATIVES

1. That the MVRD Board accept the District of North Vancouver's Regional Context Statement as submitted to Metro Vancouver on October 22, 2025 and notify the District of North Vancouver of the decision.

2. That the MVRD Board not accept the District of North Vancouver's Regional Context Statement as submitted to Metro Vancouver on October 22, 2025, indicating the provisions to which the Board objects and the reasons for objection, and request the District of North Vancouver 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. If the MVRD Board chooses Alternative 2, it would delay the acceptance of the District of North Vancouver's Regional Context Statement and, in turn, hinder the District's ability to adopt its updated OCP as required by provincial legislation.

CONCLUSION

The District of North Vancouver has submitted a new Regional Context Statement as part of its updated Official Community Plan, demonstrating alignment with the goals, strategies, and targets of Metro 2050. Metro Vancouver staff have conducted a comprehensive review of the Regional Context Statement and assessed its consistency with all five regional goals.

The assessment indicates strong alignment between the District of North Vancouver's OCP and *Metro 2050*, and the Regional Context Statement provides a clear framework for how the City will contribute to the goals and strategies of the Regional Growth Strategy. Staff recommend that the MVRD Board accept the District of North Vancouver's Regional Context Statement as submitted on October 22, 2025.

ATTACHMENT

1. Letter from District of North Vancouver, dated October 22, 2025.
2. Regional Context Statement (Schedule C) – District of North Vancouver's Official Community Plan Bylaw 8743.

REFERENCES

1. District of North Vancouver. (2025). *OCP Update 2025 – OCP Bylaw Amendments Introduction*. Retrieved from https://app.dnv.org/OpenDocument/Default.aspx?docNum=6607711

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DISTRICT OF NORTH VANCOUVER - REGIONAL CONTEXT STATEMENT

October 22, 2025

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

Dear Corporate Officer,

RE: District of North Vancouver Metro 2050 Regional Context Statement

The District of North Vancouver 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. On October 20, 2025 council passed a resolution to send the Regional Context Statement in Schedule B of the District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8743, 2025 (Amendment 57) to the Metro Vancouver Regional District Board for consideration and acceptance.

On October 20, 2025 Regular Meeting of Council, District of North Vancouver Council approved Option B in the report titled 'OCP Update 2025 – OCP Bylaw Amendments Introduction' (Attachment 1). This included recommendation to give first reading to District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8743, 2025 (Amendment 57) and to refer Bylaw 8743 to a Public Hearing.

A draft of the District of North Vancouver Regional Context Statement was submitted to Metro Vancouver for review on June 26, 2025. Metro Vancouver staff provided comments on August 5, 2025. The District provided a revised draft to Metro Vancouver on September 11, 2025, which received no additional comments from Metro Vancouver staff.

The District of North Vancouver Regional Context Statement (Attachment 2) has been provided in the template provided by Metro Vancouver for ease of review. The actual bylaw is formatted slightly differently – which will be the formatting used in the actual OCP document – and can be seen in Attachment 4 of Attachment 1.

The District of North Vancouver requests that Metro Vancouver Regional District Board consider and accept the District of North Vancouver Regional Context Statement. Should Metro Vancouver staff require any additional information regarding this matter, please contact Jayden Koop, Community Planner at 604-990-2297 or at koopj@dnv.org

Yours,

Zeralynne Te
Manager, Community Planning

Attachments:

1. Report to Council titled 'OCP Update 2025 – OCP Bylaw Amendments Introduction' (dated October 9, 2025)
2. District of North Vancouver Regional Context Statement (dated October 2020)
3. Regional Features Map (dated August 15, 2025)
4. GIS digital files

Schedule D to Bylaw 8755

Schedule C: Regional Context Statement

AUTHORITY AND PURPOSE OF THE REGIONAL CONTEXT STATEMENT

The District of North Vancouver is required under Section 866 of the *Local Government Act* to include a Regional Context Statement in its Official Community Plan. This legislation establishes that the function and requirement of the Regional Context Statement is to identify the relationship between the Official Community Plan and the Regional Growth Strategy and, if applicable, identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time. This document is included as Schedule C of the District's OCP to meet that requirement with respect to Metro 2050 Regional Growth Strategy (Bylaw No. 1339, 2022).

The District of North Vancouver may amend the Official Community Plan to adjust the boundaries of the District's regional land use designations within the Urban Containment Boundary, provided such adjustments satisfy the requirements set out in section 6.2.7 of the Regional Growth Strategy (Metro 2050 Regional Growth Strategy, Bylaw No. 1339).

The District of North Vancouver may amend the Official Community Plan to adjust the boundaries of the District's Urban Centres or Frequent Transit Development Areas, provided such adjustments satisfy the requirements set out in section 6.2.8 of the Regional Growth Strategy (Metro 2050 Regional Growth Strategy, Bylaw No. 1339).

INTRODUCTION

The District of North Vancouver is a member municipality of Metro Vancouver and Council has endorsed Metro 2050 Regional Growth Strategy. The District provides a number of significant regional assets and will continue to play a valuable role within the wider Metro Vancouver region.

The District's extensive and pristine alpine areas provide a high quality drinking water supply and outstanding recreational opportunities. Major highway and railway transportation corridors, in addition to nationally significant deep water port terminals, help connect and strengthen the regional economy.

Traditionally, the District has functioned as an inner suburb of Metro Vancouver, providing predominantly residential land uses within close commuting proximity to the City of North Vancouver and the downtown peninsula.

While the character of residential neighbourhoods will be sensitively preserved, the OCP recognizes and promotes the maturation of the District into a more complete and diverse community. These directions work very effectively in concert with the broader vision and strategy for a sustainable future for the region expressed in the Metro 2050 Regional Growth Strategy.

Compact Growth Management

Metro Vancouver 2050: Goal 1: Create a Compact Urban Area

- The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres. Growth is restricted outside the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.

Sustainable Economy

Metro Vancouver 2050: Goal 2: Support a Sustainable Economy

- The District OCP facilitates greater opportunities for local economic development and employment. Concentrated populations and enhanced transit and pedestrian access support businesses in centres. Industrial lands are protected, and economic activity are intensified and diversified.

The Natural Environment and Climate Change

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

- The District OCP protects local environmental assets through the establishment of an Urban Containment Boundary. Conservation, recreation and ecological functions are preserved. Growth is directed to established urban areas through coordinated land use, transportation and infrastructure planning to reduce energy consumption and greenhouse gases.

Housing Options

Metro Vancouver 2050: Goal 4: Provide Diverse and Affordable Housing Choices

- The District OCP supports a diversity of housing types for a balanced population. Centres provide for mixed-use and multifamily housing forms, while neighbourhoods provide for ground-oriented detached and attached housing forms. The need for affordable and supportive housing is recognized and supported.

Transportation Choice

Metro Vancouver 2050: Goal 5: Support Sustainable Transportation Choices

- The District OCP enables greater alternatives to the car through transit supportive settlement patterns and high pedestrian and bicycle design standards. Pedestrian, bicycle, transit and road networks are managed and integrated to provide safe and efficient options for all modes of transportation and users.

The District's OCP is supported by other planning documents that detail actions and strategies to achieve the goals of the OCP on a neighbourhood, theme, or sector basis. The District has adopted supporting planning documents that help achieve goals related to the environment, climate, economy, housing, tenant protection, child care, poverty reduction and homelessness, accessibility, transportation, parking, and parks. The District has also approved implementation plans for the four growth centres:

- Lynn Creek (originally named Lower Lynn) Town Centre (2013)
- Lions Gate (originally named Lower Capilano-Marine) Village Centre (2013)
- Lynn Valley Town Centre (2013)
- Maplewood Village Centre (2017)

The remaining sections 1 to 5 of the RCS, and the accompanying Regional Features Map, identify more closely the consistency of District OCP policies and objectives with the five regional goals contained in Metro 2050 Regional Growth Strategy (Bylaw No. 1339, 2022).

METRO 2050 GOAL 1: CREATE A COMPACT URBAN AREA

The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres (Chapters 1 and 2). The OCP also directs office and retail growth to a transit efficient network of centres. Growth is restricted outside the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.

Specific Actions

RGS Roles for Municipalities	District OCP Actions
Policy 1.1.9 Adopt Regional Context Statements that:	
1.1.9 a Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	Urban Containment Boundary illustrated on Regional Features Map.
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	Urban Containment Boundary established and growth restricted outside it (Policies 1.1 and 1.2). Parks, Open Space, and Natural Areas and Rural Residential Land Use designations applied to areas outside Urban Containment Boundary (OCP map 2). Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2) and Rural Residential Land Use designations does not envision intensification through the extension of services. The OCP identifies capacity for an additional 20,000 population, 10,000 housing units, and 10,000 jobs for year 2030 (Chapter 1). The assumed baseline population for the OCP is 85,000 (2011 census counted 84,500). The OCP therefore provides capacity for a population of 105,000 by 2030. The assumed baseline dwelling unit count is 30,500 (2006 census counted 30,000 units, 2011 census confirmed 30,500). The OCP therefore provides capacity for 40,500 housing units by 2030. The assumed baseline employment for the OCP is around 26,000 (2006 census counted 22,000 fixed workplace jobs, and around 4,000 no fixed workplace jobs are assumed). The OCP therefore provides capacity for 36,000 jobs by 2030.

RGS Roles for Municipalities	District OCP Actions
	Metro Vancouver's subregional population projections by decade are as follows for the District (June 2024, Medium Growth Scenario[1]): • 2021 – 91,595 • 2031 – 100,497 • 2041 – 108,462 • 2051 – 116,717 Metro Vancouver's subregional dwelling unit projections by decade are as follows for the District (June 2024, Medium Growth Scenario): • 2021 – 33,950 • 2031 – 38,419 • 2041 – 42,534 • 2051 – 46,678 Metro Vancouver's subregional employment projections by decade are as follows for the District (June 2024, Medium Growth Scenario): • 2021 – 35,972 • 2031 – 40,649 • 2041 – 44,856 • 2051 – 48,556 Metro Vancouver's projections for 2041 and 2051 are beyond the 2030 planning horizon of the District's OCP. The District commits to working towards consistency with Metro Vancouver's projections to 2041 and 2051 in future OCP updates. The OCP's 2030 projections (2011) are comparable to Metro Vancouver's projections for 2031 (June 2024, Medium Growth Scenario): - OCP projects 105,000 people by 2030 compared to Metro Vancouver's population projection of 100,497 by 2031 - OCP projects 40,500 housing units by 2030 compared to Metro Vancouver's dwelling unit projection of 38,419 by 2031 - OCP projects 36,000 total jobs by 2030 compared to Metro Vancouver's employment projection of 40,649 by 2031
1.1.9 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	Commitment to work with Metro Vancouver (Policies 1.8, 10.4.2).

[1] Metro Vancouver subregional population, dwelling units, and employment projections do not include Indian Reserve Lands.

RGS Roles for Municipalities	District OCP Actions
1.1.9 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	Land use and integrated employment land and economic development policies manage and minimize conflict between residential and industrial areas (Section 3, Section 8). The Industrial land use designation (Map 2, Section 3.5), which includes port-related uses, limits uses for residential, commercial, and office in these areas. The movement of goods and access to key port and industrial areas is facilitated to minimize potential impacts to residents (Policies 5.5.3, 3.4.1, 8.1.4).
Policy 1.2.23 Adopt Regional Context Statements that:	
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)	The OCP provides for approximately 10,000 net new housing units up to 2030. The assumed baseline dwelling unit count for the OCP is 30,500 (2011 Census). The OCP therefore provides capacity for 40,500 residential units by 2030 (or 33% growth in the number of residential units from 30,500 in 2011 to 40,500 in 2030). The OCP directs 75 to 90% of the residential growth to four centres (shown on Map 1 in the OCP): • ~2,500 new units in Lynn Valley Town Centre (Municipal Town Centre) (up to ~25% of the residential growth) • ~3,000 new units in Lynn Creek Town Centre (FTDA) (up to ~30% of the residential growth) • ~2,000 new units in Lions Gate/Marine Drive (which captures Lions Gate FTDA) (up to ~20% of the residential growth) • ~1,500 new units in Maplewood Village Centre (up to ~15% of the residential growth) Medium and higher density residential and mixed use land use designations are applied to the four growth centres, as shown in OCP Map 2. Additional policies direct residential growth to the four growth centres (Policies 1.3, 2.1.2, 2.2.3, 2.2.4, 2.2.5). One of the District's four growth centres (Lynn Valley Town Centre) is designated as a Municipal Town Centre in the RGS, and two (Lynn Creek Town Centre and Lions Gate Village Centre) are FTDAs. As the OCP designates Lynn Creek as a Town Centre and this area is beginning to redevelop as such with high rise and higher density forms, it is the District's intention to seek an amendment to the RGS in the future to recognize this area as a Municipal Town Centre. The District's Interim Housing Needs Report (2024) (HNR) identifies the District's 20-year housing need (2021-2041) as 22,369 net new housing units. The assumed baseline household unit count for the Housing Needs Report is 32,700 in 2021. The HNR therefore anticipates a total of 55,069 housing units are needed in the District by 2041 (or 68% growth in the number of residential units from 32,700 in 2021 to 55,069 in 2041).

RGS Roles for Municipalities	District OCP Actions
	Table 2 of the RGS includes residential growth targets for urban centres and FTDAs (from 2006 – 2041). The region-wide guideline is for 28% of residential growth to be located in FTDAs and 13% in Municipal Town Centres. The District's OCP plans for a 33% increase in the number of residential dwelling units between 2011 and 2030, with 75-90% of new dwelling units directed to our four growth centres (including Lynn Valley Municipal Town Centre, Lynn Creek FTDA, and Lions Gate FTDA). This growth pattern supports the RGS targets of directing 41% of future residential growth to FTDAs (28%) and Municipal Town Centres (13%). **Employment growth:** The OCP plans for 36,000 total jobs in the District by 2030. The assumed baseline of total jobs in the OCP is around 26,000 total jobs (in 2011). The OCP therefore plans for an increase of 10,000 new jobs by 2030 (or 38% growth in the number of total jobs from 26,000 in 2011 to 36,000 in 2021). The OCP provides significant policy support for job growth in Lynn Valley Town Centre (Municipal Town Centre), Lynn Creek Town Centre (FTDA), Lions Gate Village Centre (FTDA), and Maplewood Village Centre. Higher density Commercial Residential Mixed Use land use designations are applied to the four growth centres to facilitate office and retail development, as shown in OCP Map 2. Office and retail development are directed to the four growth centres (Policies 2.1.3, 3.1.3, 3.1.4). Table 2 of the RGS includes employment growth targets for Urban Centres and FTDAs (from 2006 – 2041). Table 2 of the RGS indicates employment growth region-wide is anticipated to occur at specific regional locations beyond the boundaries of the District, such as the Metropolitan Core (10% of job growth), Surrey Metro Core (5% of job growth) and across Regional City Centres (19% of job growth). Table 2 of the RGS also anticipates 16% of the region's overall job growth may occur within the 17 Municipal Town Centres (Map 4 in the RGS), of which Lynn Valley Town Centre is one. RGS Table 2 also indicates 27% of regional job growth may occur in Frequent Transit Development Areas, which includes Lynn Creek Town Centre and Lions Gate Village Centre. The RGS targets for employment growth are up to the year 2041, which is beyond the planning horizon of the OCP. The District commits to working towards consistency with Metro Vancouver's RGS employment growth targets beyond 2030 in future OCP updates. The OCP directs new jobs to the Municipal Town Centre and FTDAs through policies and land use designations in a manner consistent with the job distribution described in the RGS Table 2. The District anticipates working towards detailed job allocation between each of the four growth centres that align with Table 2 in the RGS in future OCP reviews.

RGS Roles for Municipalities	District OCP Actions
1.2.23 b include policies and actions for Urban Centres and Frequent Transit Development Areas that:	
1.2.23 b 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	Urban Centres and FTDAs illustrated on Regional Features Map (OCP Map 14).
1.2.23 b 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	Lynn Valley (the District's Municipal Town Centre) is designated a Town Centre (Policy 2.1.1). The District's intent is to request Lynn Creek, which is also designated as a Town Centre in the District's OCP, be designated as a Municipal Town Centre in the RGS once development in this centre has advanced. Medium and higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development as shown on Land Use Map (OCP Map 2). Mix and intensity of land uses, and transit-oriented infrastructure and design, facilitated to support frequent transit (Policy 1.4, Section 5.1). Residential growth directed to centres, including focus on affordable and rental housing (Policies 2.1.2, 7.2.7). Infrastructure investment directed to centres (Policy 2.1.4) and infrastructure planning coordinated with centres planning (Section 11.1). Major office and retail development directed to centres, specifically regionally designated FTDAs and the Municipal Town Centre (Policies 2.1.3, 3.1.3, 3.1.4). New park and open space planned for Town Centres (Policy 4.2.2). Objective established for Town Centres to create complete communities with diverse housing, employment and recreation (Objective for Section 2.1).

RGS Roles for Municipalities	District OCP Actions
	Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre provide guidance on growth and developments of these centres.
1.2.23 b iii encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Major office development directed to centres, specifically regionally designated FTDAs and the Municipal Town Centre (Policies 2.1.3, 3.1.4). Higher density mixed use land use designations are applied to centres to facilitate office development, Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) as shown on Land Use Map (OCP Map 2).
1.2.23 b 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	Parking reductions in centres and corridors considered (Policy 5.1.8).
1.2.23 b 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)	Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre provide guidance on growth and development while planning for housing diversity and affordability, community services and amenities, environmental protection, and infrastructure, all of which contribute to equity and resiliency. In order to support future growth, additional OCP policies include the need to plan for community services and social programs (Section 6.3), retain and maintain existing rental buildings (Section 7.2), mitigate against natural hazards (Section 9.4), and emergency response (Section 6.4, Policy 10.4.1). Implementation strategies (Section 12.3.1) include direction to undertake Centres Implementation Plans to achieve OCP goals and objectives for each of the centres. When developing supporting planning documents and neighbourhood plans, the District anticipates the use of tools and measures to ensure resiliency and equity.
1.2.23 b vi consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Support for child care across the District, including in centres (Policy 6.3.4). Focus community facilities and services, such as child care, in centres to meet the needs of expanded populations in these areas (Policy 2.1.4).
1.2.23 b vii consider the implementation of green infrastructure	Support for green infrastructure, including the creation of parks (Policy 4.2.2), protection and enhancement of forest, trees, and soils (policies in section 9.2), and stormwater management (Policies 9.3.4, 9.3.5, 11.2.3).
1.2.23 b viii	Focus infrastructure and amenity investment in centres (Policies 2.1.4, 11.1.1).

RGS Roles for Municipalities	District OCP Actions
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	
1.2.23 b ix support the provision of community services and spaces for non-profit organizations	Support for community services and social programs (Section 6.3), many of which are delivered by non-profit organizations.
1.2.23 b x consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	N/A (no Employment lands in the District)
1.2.23 b xi take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Manage streets that serve residential areas using traffic-calming measures (Policy 5.5.6). Consider public health implications, including air quality and noise, when evaluating new developments (Policy 9.5.2).
1.2.23 c include policies for General Urban lands that:	
1.2.23 c i identify General Urban lands and their boundaries on a map generally consistent with Map 2	General Urban lands illustrated on Regional Features Map.
1.2.23 c 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	Major office and retail uses (Policies 2.1.3, 3.1.3, 3.1.4) and community infrastructure investment (Policy 2.1.4) are directed to centres. The existing non-residential major trip generating uses of Capilano University, Capilano Suspension Bridge, and Grouse Mountain are already established on the transit network. New non-residential major trip generating uses, defined as non-residential major trip generating uses excluding those related to tourism, recreation and/or education, are excluded outside of centres consistent with the land use designations in Map 2, DNV OCP Land Uses. Further definition and policy guidance regarding major office and retail uses is anticipated to occur in future OCP reviews.
1.2.23 c iii encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking	Sensitive infill may be enabled through potential intensification of established centres (Section 2.2), neighbourhoods (Policies 2.3.5, 2.3.6, 7.1.2) and transit corridors (Policies 2.4.2, 2.4.3).

RGS Roles for Municipalities	District OCP Actions
distance of the Frequent Transit Network;	
1.2.23 c iv encourage neighbourhood-serving commercial uses	Neighbourhood-serving commercial needs are supported by policies for Town Centres, Village Centres, and neighbourhoods. New retail and commercial development is concentrated in Town Centres (Policy 2.1.3, Commercial Residential Land Use Designations shown on Map 2). Commercial uses to serve the surrounding neighbourhoods accommodated in Village Centres (Policy 2.2.3). Local commercial uses in neighbourhoods to be preserved and encouraged (Policy 2.3.5).
1.2.23 d with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Non-residential major trip generating uses is defined in the RCS as "non-residential major trip generating uses excluding those related to tourism, recreation and/or education" (referenced in regards to Action 1.2.23 c) ii)). The District anticipates adding a definition of "non-residential Major Trip-Generating uses" to the OCP in future OCP reviews. In relation, the District anticipates further definition and policy guidance regarding major office and retail uses to occur in future OCP reviews.
1.2.23 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	Of the District's four growth centres, one is designated as a Municipal Town Centre (Lynn Valley Town Centre) and two are designated as FTDAs (Lynn Creek Town Centre and Lions Gate Village Centre). Both FTDAs – Lynn Creek and Lions Gate – are either partially or fully within Major Transit Growth Corridors (Metro 2050, Map 5).
1.2.23 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	Commitment to work with Translink (Policies 5.1.2, 5.3.7, 5.4.2, 5.4.3, 5.4.7) and other public, private, and non-profit partners (Policies 5.3.4, 5.4.10, 5.5.10) to improve the transportation network.
Policy 1.3.7 Adopt Regional Context Statements that:	
1.3.7 a support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	The Network of Centres land use concept supports compact, complete, mixed-use communities that are well connected by transit (Section 2 Urban Structure). The concentration of mixed-uses maximizes transit and pedestrian access in the centres (Policies 2.1.3, 5.1.1). Transportation policies for the centres plan for pedestrian connectivity (Policy 5.1.6) and cycling infrastructure (Policy 5.1.7). In addition to supporting multi-modal transit in the centres, the OCP supports District-wide pedestrian and cycling connectivity (Policies 5.2.2, 5.3.2; Map 4 Bicycle Plan Concept Map).

RGS Roles for Municipalities	District OCP Actions
1.3.7 b locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	The Network of Centres land use concept focuses growth to centres and corridors to support enhanced transit provision (Map 1; Section 1). This includes concentrating community infrastructure (i.e., facilities and services) and major retail uses in centres (Policies 2.1.3, 2.1.4, 2.2.3). Section 6.2 provides additional direction to provide library, arts, cultural, and recreation services in developing neighbourhoods. Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre provide guidance on planning for commercial uses and community amenities, including recreation centres, public and open spaces, parks, public art, child care, adults/senior facilities, libraries, and other programs and services.
1.3.7 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	Section 4.1 outlines the District's objective to maintain a diverse, high quality parks and open space system across the District that serves community needs. Parks, open spaces, and recreational opportunities in neighbourhoods (Policies 2.3.3, 4.2.1) and in new developments (Policy 4.1.10) is supported. Place-making amenities, including community gardens, playgrounds, and gathering places is supported (Policies 6.3.12, 4.1.10, Schedule A Town and Village Centre Policies). Accessibility for parks, open spaces, and community spaces for all people and abilities is promoted (Policies 4.1.8, 6.4.7). Support to create spaces that provide social connection and are accessible for a diversity of people and abilities (Policies 6.3.3, 6.3.6, 6.3.7, 6.3.12).
1.3.7 d respond to health and climate change-related risks by providing equitable access to:	
1.3.7 d i recreation facilities	Accessibility for all community members to participate in leisure and recreation activities, which includes recreation facilities (Policies 6.2.4, 6.2.5), is encouraged. Facilitate the creation of accessible community and public spaces (Policy 6.4.7).
1.3.7 d ii green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Equitable access to green and public spaces is supported by OCP policies that aim to create and maintain green spaces across the District. Target established to exceed 2 hectares of community and neighbourhood park per 1,000 residents (Section 4). The objective in Section 4.1 is to maintain a diverse, high quality parks and open space system across the District that serves community needs. Parks and open spaces in neighbourhoods (Policy 2.3.3) and in centres (Policy 4.2.5) are encouraged. Additional policy supports improving accessibility of parks, open spaces, and public spaces for a diversity of people and abilities (Policies 4.1.8, 6.4.7).

RGS Roles for Municipalities	District OCP Actions
1.3.7 d iii safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Target established of achieving a 35% mode share of transit, walking, and cycling trips (Target 5), which is supported by policies in Sections 5.2, 5.3, and 5.4. Support for pedestrian-friendly features, accessibility, and cycling infrastructure for the pedestrian network (Policy 5.2.4), cycling network (Policy 5.3.3), and trail network (Policy 4.1.8).
1.3.7 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	Urban agriculture, community gardens, and farmers markets are supported (Policies 6.3.12, 6.3.13). Retail uses, such as grocery stores, are supported across the District (Policy 2.1.3 for Town Centres, Policy 2.2.3 for Village Centres, and Policy 2.3.5 for neighbourhoods).
1.3.7 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	Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre provide guidance on development of these centres, including support for the health and well-being of residents. Public health implications are considered when evaluating new developments (Policy 9.5.2, Schedule B design guidelines). The District plans to consider the mitigation of significant negative social and health impacts in future OCP reviews.
1.3.7 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	Development Permit Area for Form and Character (Schedule B) includes design guidelines that aim to achieve barrier-free development and accessibility, improve safety, and reduce opportunities for crime.
1.3.7 h consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	Work and partner with First Nations to foster the expression of their cultural identity (Policy 6.2.3).
Policy 1.4.3 Adopt Regional Content Statements that:	
1.4.3 a identify Rural lands and their boundaries on a map generally consistent with Map 2	Rural lands illustrated on Regional Features Map.

RGS Roles for Municipalities	District OCP Actions
1.4.3 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	Growth restricted outside Urban Containment Boundary (Policy 1.2) and Rural Residential land use designation does not envision intensification of use through subdivision. Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2) and Rural Residential land use designation does not envision intensification of use through the extension of services. Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).
1.4.3 c specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary as shown on Land Use Map (OCP Map 2), providing for low density detached housing on large lots (up to 0.35 FSR).
1.4.3 d prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	The District does not have any agricultural areas. Urban agriculture and other food initiatives are supported (Policies 6.3.12, 6.3.13, 6.3.14, 6.3.15).
1.4.3 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	Direction to map ecologically important areas and develop a management plan (Policy 9.1.1). Policies in Section 9.1 established to protect biodiversity, including ecosystem and habitat management and restoration (Policies 9.1.5, 9.1.7). Policy sections address distinct elements of the District's natural environment, its forests and soils (Section 9.2), its aquatic systems (Section 9.3), and its potential natural hazards (Section 9.4) Measures to protect, enhance and restore ecosystems include: acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions (Policies 4.2.6, 4.2.7, 9.1.3); and conservation tools such as covenants, land trusts, and tax exemptions supported where appropriate (Policy 9.1.6).

METRO 2050 GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

The urban structure, employment lands and economic development policies contained in the District's OCP (Chapters 1, 2, 3 and 8) place a strong emphasis on supporting sustainable economic activity in the District. This OCP protects employment lands for economic activity, seeks to intensify and diversify activity in these lands, encourage office development within a Network of Centres, and create a positive investment climate. Concentrated populations and enhanced transit and pedestrian access support businesses in centres.

Specific Actions

RGS Roles for Municipalities	District OCP Actions
Policy 2.1.10 Adopt Regional Context Statement that:	
2.1.10 a include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	New retail, service and major office development concentrated in the District's two Town Centres (Lynn Valley and Lynn Creek). Land use designations of Commercial Residential Mixed Use Level 2 (2.5 FSR) and Commercial Residential Mixed Use Level 3 (3.5 FSR) provide medium to high density opportunities for commercial development. These designations are only applied in the District's centres. Appropriate industrial and light industrial commercial economic activity is protected, intensified, diversified, and a high quality business environment ensured through policies in Chapter 3. Note: the District does not have lands within Metro Vancouver's 'Employment lands' designation. Economic development is promoted by: maintaining community competitiveness and providing competitive government services (policies in Chapter 8), encouraging appropriate and compatible economic activity including office, retail and live-work uses in and adjacent to centres, and industrial and light industrial uses in employment lands (Policy 8.1.3 b and c).
2.1.10 b support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	New retail, service, and major office development concentrated in the District's two Town Centres: Lynn Valley Municipal Town Centre, and Lynn Creek FTDA (Policies 2.1.3, 3.1.4). Land use designations of Commercial Residential Mixed Use Level 2 (2.5 FSR) and Commercial Residential Mixed Use Level 3 (3.5 FSR) provide medium to high density opportunities for commercial development. These designations are only applied in the District's centres. Schedule A (Town and Village Centre Policies) includes policies that promote office development in Lynn Valley Municipal Town Centre, and commercial floorspace in Lynn Creek FTDA, Lions Gate FTDA, and Maplewood Village Centre.
2.1.10 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	Retail, service, major office and community infrastructure investment are directed to centres (Policies 2.1.3, 2.1.4, 3.1.3, 3.1.4). Infrastructure provision is integrated with land use and transportation planning (Policy 1.6) and coordinated with the District's centres (Section 11.1). A target of providing one community hub type facility within easy access of every centre is established (Chapter 6, Policy 6.3.6). Commercial and Commercial Residential Mixed Use designations applied outside of centres are generally of a lower density (1.75 FSR) than those applied within centres (2.5 FSR and 3.5 FSR). Institutional and/or commercial development within Capilano University is integrated with the District's Network of Centres (Policy 2.2.8). Capilano University is connected via transit corridors to the Network of Centres (Map 1) and is deemed suitable for development where this is integrated with the District's

RGS Roles for Municipalities	District OCP Actions
	urban structure. Capilano University is identified OCP Map 14 (Regional Features Map).
Policy 2.2.9 Adopt Regional Context Statements that:	
2.2.9 a identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	Industrial lands illustrated on Regional Features Map (OCP Map 14). Note: the District does not have lands within Metro Vancouver's 'Employment lands' designation.
2.2.9 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	N/A – The District's OCP does not identify Trade-Oriented lands. The District anticipates identifying Trade-Oriented lands in future OCP reviews.
2.2.9 c include policies for Industrial lands that:	
2.2.9 c 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	Industrial lands are supported and protected (Policy 1.7, Section 3.1). Land use designations for employment lands in Section 3.5 identify the intended uses for industrial lands, and limit non-industrial uses. Policy direction further limits non-industrial use in industrial areas (Policies 1.7, 3.1.2, 3.1.4). The District's Industrial land use designation (Section 3.5) is generally consistent with Metro 2050's Industrial designation. Reviewing the District's Industrial land use designation for consistency with Metro 2050's is anticipated to occur in future OCP reviews.
2.2.9 c ii support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Accessory caretaker residential and accessory commercial uses may be permitted (Policies 3.1.2, 3.1.3, and description of Industrial land use designation in Section 3.5).
2.2.9 c 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	Retail uses are restricted to accessory and limited, conditional uses (Policy 3.1.3) and major retail and office uses are directed to centres (Policies 3.1.3, 3.1.4) and residential uses are limited to accessory caretaker units (Policy 3.1.2).

RGS Roles for Municipalities	District OCP Actions
stand- alone office uses, other than ancillary uses, where deemed necessary	
2.2.9 c 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	Intensification and better utilization of industrial areas encouraged (Section 3.2).
2.2.9 c 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	Improvements in transportation, infrastructure, and municipal services in industrial areas is supported (Policy 3.4.1). Policy to support effective access to industrial areas (Policy 5.5.3). The District anticipates reviewing parking and loading requirements in industrial areas in future OCP reviews.
2.2.9 c vi explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Section 3.1 outlines the District's objective to ensure an adequate supply of land for businesses to enable significant economic activity and jobs in the community. Policies in this section look to support and protect industrial lands while supporting economic growth.
2.2.9 c vii provide infrastructure and services in support of existing and expanding Industrial activities	Services and infrastructure to support industrial uses is promoted (Policy 3.4.1).
2.2.9 c viii support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Services and infrastructure to support industrial uses is promoted (Policy 3.4.1). Facilitate the movement of goods – including by rail and water - and improve access to key industrial, port, and commercial areas (Policy 5.5.3).
2.2.9 c 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	Schedule B includes design guidelines for Industrial and Business Park Development. The design guidelines encourage employment opportunities through provision of well-designed, attractive, high-quality development that is visually integrated with surrounding land uses and minimizes negative environmental impacts. Guidance around tree planting, landscaping, and fencing and screening is provided.
2.2.9 c x do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	N/A – The District's OCP does not identify Trade-Oriented lands. The District anticipates identifying Trade-Oriented lands in future OCP reviews.
2.2.9 d include policies for Employment lands that:	
2.2.9 d i support a mix of Industrial, small scale commercial and office, and other related employment uses, while	N/A - The District does not have Employment lands.

RGS Roles for Municipalities	District OCP Actions
maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/intensification of Industrial activities, where appropriate	
2.2.9 d ii allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	N/A - The District does not have Employment lands.
2.2.9 d 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	N/A - The District does not have Employment lands.
2.2.9 d iv support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	N/A - The District does not have Employment lands.
2.2.9 d v do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	N/A - The District does not have Employment lands.

RGS Roles for Municipalities	District OCP Actions
2.2.9 e include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	N/A - The District does not have Employment lands.
2.2.9 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)	N/A - The District does not have Employment lands.
Strategy 2.3.12 Adopt Regional Context Statements that:	
2.3.12 a specify the Agricultural lands within their juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	N/A - The District does not have Agricultural lands.
2.3.12 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	Community gardens, urban agriculture, and farmers markets are promoted (Policies 6.3.12, 6.3.13). Note, the District does not have Agricultural lands.
2.3.12 c include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	N/A - The District does not have Agricultural lands.
2.3.12 c 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	N/A - The District does not have Agricultural lands.
2.3.12 c ii encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	N/A - The District does not have Agricultural lands.
2.3.12 c iii support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on Agricultural land,	N/A - The District does not have Agricultural lands.

RGS Roles for Municipalities	District OCP Actions
• 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	
2.3.12 c 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	N/A - The District does not have Agricultural lands.
2.3.12 c 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*	N/A - The District does not have Agricultural lands.
2.3.12 c vi align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	N/A - The District does not have Agricultural lands.
Strategy 2.3.13 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	Initiatives promoting healthy local foods and food production supported (Policy 6.3.12). Collaboration with agencies and partners to provide food access (Policy 6.3.14). A food policy to support community and environmental health to be developed (Policy 6.3.15).

METRO 2050 GOAL 3: PROTECT THE ENVIRONMENT, ADDRESS CLIMATE CHANGE, AND RESPOND TO NATURAL HAZARDS

The District's OCP protects local environmental assets through the establishment of an Urban Containment Boundary. The Environmental Management and Climate Action policies contained in the District's OCP (Chapters 9 and 10) seek to preserve our vast natural assets and mitigate and adapt to climate change. This OCP preserves natural areas for conservation and recreation, protects and enhances ecosystems and habitats, and manages land use and infrastructure to reduce greenhouse gases, adapt to climate

change and to manage risks from natural hazards. The Conservation and Recreation areas illustrated on the Regional Features Map (Map 14) include regionally significant natural assets, major parks, watersheds and ecologically important areas.

Specific Actions

RGS Roles for Municipalities	District OCP Actions
Policy 3.1.9 Adopt Regional Context Statements that:	
3.1.9 a identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	Conservation and Recreation areas illustrated on Regional Features Map (OCP Map 14).
3.1.9 b include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	Conservation and Recreation areas have Parks, Open Space, and Natural Areas land use designation (Section 4.3) which provides for a range of uses including the protection of ecologically important habitats, the regional drinking water supply, outdoor recreation, and tourism (Map 2 DNV OCP Map). Map 3 (DNV Parks and Trails Concept Map) identifies different types of park and conservation areas and trail linkages. A significant portion of Conservation and Recreation areas exist outside the urban containment boundary, where uses include outdoor recreation, watershed and resource management, conservation, and research (Policy 1.2).
3.1.9 b i drinking water supply areas	
3.1.9 b ii environmental conservation areas	
3.1.9 b iii wildlife management areas and ecological reserves	
3.1.9 b iv forests	
3.1.9 b v wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	
3.1.9 b vi riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	
3.1.9 b 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	

RGS Roles for Municipalities	District OCP Actions
3.1.9 b 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	
3.1.9 c Include policies that:	
3.1.9 c 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	Schedule B of the OCP, Development Permit Areas (DPAs), includes DPAs for the Protection of the Natural Environment, its Ecosystems and Biodiversity (Natural Environment and Streamside) and for Protection of Hazard Conditions (Wildfire, Creek and Slope Hazard) which serve to manage how development occurs in these areas to protect natural systems and avoid natural hazards.
3.1.9 c ii encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation	Conservation and Recreation areas have Parks, Open Space, and Natural Areas land use designation (Section 4.3) which provides for a range of uses including the protection of ecologically important habitats, the regional drinking water supply, outdoor recreation, and tourism (Map 2 DNV OCP Map). These lands are protected from urbanization (Policy 4.1.3). A significant portion of Conservation and Recreation areas exist outside the urban containment boundary, where growth and development are not accommodated. Development Permit Areas (DPAs), includes DPAs for the Protection of the Natural Environment and for Protection of Hazard Conditions (Schedule B) which serve to manage how development occurs in these areas to protect natural systems and avoid natural hazards.
Policy 3.2.7 Adopt Regional Context Statements that:	
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	Section 4 and Section 9 include policy to maintain, protect, and enhance the ecology and natural systems in the District, including to increase the area of protected natural land (Policies 4.2.1, 4.2.5, 4.2.6, 4.2.7, 9.1.3, 9.1.6). Policy direction in Section 9 and Schedule B supports protecting, retaining, and planting trees. These policies will contribute to the Metro

RGS Roles for Municipalities	District OCP Actions
	Vancouver targets of increasing the area of protected natural land and tree canopy cover regionally. The District anticipates identifying targets for area of lands protected for nature and tree canopy cover in supporting policies, plans, strategies, or future OCP reviews.
3.2.7 b refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	
3.2.7 b 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 direction to map ecologically important areas and develop a management plan (Policy 9.1.1). Policies in Section 9.1 established to protect biodiversity, including ecosystem and habitat management and restoration (Policies 9.1.5, 9.1.7). Policy sections address distinct elements of the District's natural environment, its forests and soils (Section 9.2), its aquatic systems (Section 9.3), and its potential natural hazards (Section 9.4). Acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions (Policies 4.2.6, 4.2.7, 9.1.3). Conservation tools such as covenants, land trusts and tax exemptions supported where appropriate (Policy 9.1.6).
3.2.7 b 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	Support for the regional connectivity of green infrastructure through protection and maintenance (Policies 4.1.3, 4.1.5, 4.1.14). Policy 9.1.11 provides additional direction to collaborate with other municipalities, First Nations, and community organizations to manage and conserve ecologically important areas.
3.2.7 b iii discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Development Permit Areas (DPAs) (Schedule B) for Protection of the Natural Environment and Streamside Protection aim to protect nature, ecological systems, wildlife corridors, and ecosystem connectivity. The DPAs serve to manage how development occurs in these areas to protect natural systems.
3.2.7 b 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	Development Permit Areas (DPAs) (Schedule B) for Protection of the Natural Environment and Streamside Protection aim to protect nature, ecological systems, wildlife corridors, and ecosystem connectivity. The DPAs serve to manage how development occurs in these areas to protect natural systems.
3.2.7 c include policies that:	
3.2.7 c i support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	The value of ecological services is reflected and supported in OCP policy. Natural assets (which provide clean air and water, healthy soils, rainwater interception, soil stability, temperature regulation, and recreational opportunities) are supported by policies that protect and improve the nature and ecology in the District (Section 4, Section 9, Policy 11.2.3).

RGS Roles for Municipalities	District OCP Actions
	Town and Village Centre Policies (Schedule A) include policy direction to consider ecosystem services in the urban context, such as encouraging green walls and roofs, rain gardens and features, and native landscaping.
3.2.7 c 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	Trees and forests are protected and enhanced, including management of the urban forest (Section 9.2, Policies 9.2.4, 9.2.5). Guidance on tree retention, replacement, and/or compensation (Policy 9.2.2, Development Permit Areas in Schedule B).
3.2.7 c 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 direction to develop and implement an integrated invasive species management strategy (Policy 9.1.9).
3.2.7 c 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	The District anticipates exploring policy direction to support increasing green infrastructure along greenways, trails, the transit network in supporting policy or strategy documents or future OCP reviews.
3.2.7 c v support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives	Policy and Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1). Policies in Section 9.3 established to manage watershed and foreshore aquatic systems (Section 9.3). Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1). Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A), includes water conservation.
Policy 3.3.7 Adopt Regional Context Statements that:	
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	Target to reduce greenhouse gas emissions by 33% by 2030 (Target 10), which works towards regional target. Growth management strategy to direct 75-90% of anticipated residential development to four transit friendly centres (Target 1, Policy 1.3, 1.4).

RGS Roles for Municipalities	District OCP Actions
	High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1). Transit, bicycle, pedestrian mode share of 35% established for 2030 (Target 5). The District anticipates updating the greenhouse gas emission reduction target and considering alignment with the regional reduction target in future OCP reviews.
3.3.7 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	Network support for alternative energy vehicles provided as necessary (Policy 5.5.8). Green building practices promoted (Policy 10.1.1, and Town and Village Centre Policies in Schedule A). Building retrofits and energy ratings for home sales encouraged (Policies 10.1.2, 10.1.3). Section established to support alternative energy systems, including district systems (Section 10.2). Air quality considered in land use and transportation planning (Policies 9.5.2, 9.5.3). High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1), includes design expectations (Policies 5.1.3, 5.1.4, 5.1.5, 5.2.4, 5.3.6). Improve connections and access between the pedestrian and bicycle network to transit (Policies 5.2.7, 5.3.7, 5.4.5, 5.5.6).
3.3.7 c focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Infrastructure provision integrated with land use, transportation planning, energy conservation considerations and urban design (Policy 1.6) . Infrastructure investment directed to centres (Policy 2.1.4). Infrastructure planning, management, and investment, coordinated with the Network of Centres and corridors connecting them (Policies in Section 11.1). Specific Community Amenity Contributions strategies to be developed for growth centres (Section 12.3.3).
Policy 3.4.5 Adopt Regional Context Statements that:	

RGS Roles for Municipalities	District OCP Actions
3.4.5 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	Climate change risks to be assessed to inform asset management, community planning, and infrastructure planning (Policy 10.4.2). Facilitate mitigation measures to reduce risks of landslide, flood, debris flow, and forest interface wildfire (Policy 9.4.2). Continue developing information and communication systems to advance the natural hazard management program (Policy 9.4.3).
3.4.5 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	Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B).
3.4.6 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services	Climate change risks to be assessed to inform asset management, community planning, and infrastructure planning (Policy 10.4.2).
3.4.7 Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies	Climate change risks to be assessed to inform asset management, community planning, and infrastructure planning (Policy 10.4.2). Section 9.4 provides policy direction to reduce and mitigate risks associated with natural hazards. Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B). Proactively prevent risk and respond to emergencies, including fire safety and disaster response (Policies 6.4.1, 6.4.5, 6.4.6, 6.4.8, 6.4.9, 10.4.1).
3.4.8 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	Section 9.4 provides policy direction to reduce and mitigate risks associated with natural hazards. Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B). Development permit for Protection of Hazard Conditions (Wildfire, Creek, and Slope Hazard) serve to manage how development occurs in these areas to avoid natural hazards. Climate change risks to be assessed to inform asset management, community planning, and infrastructure planning (Policy 10.4.2)

METRO 2050 GOAL 4: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

The District's OCP supports housing choices across the full continuum of housing needs. The Network of Centres land use concept supports diverse housing forms, with mixed-use and multifamily developments directed to the four growth centres (Chapters 1, 2, 7), while neighbourhoods support ground-oriented detached and attached housing forms (Chapter 1). Policies support diverse and affordable housing options that are needed for seniors, young singles, couples, and families with children, and emergency, transitional, and supportive housing that is needed to support vulnerable populations (Chapter 7). The Plan Implementation Strategies in Section 12.3 of the OCP include preparation of Strategic Action Plans in specific policy areas including Housing. Housing Action Plan(s) are also directed to be undertaken (Policies 2.3.5, 7.1.2) to support low intensity infill housing options.

Specific Actions

RGS Roles for Municipalities	District OCP Actions
Policy 4.1.8 Adopt Regional Context Statements that:	
4.1.8 a indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	As referenced in the OCP, a Housing Needs Report (HNR) is a provincial legislative requirement for municipalities to have completed as of 2024. HNRs are required by provincial legislation to be updated every five years thereafter. The HNR document is separate from the OCP and the 2024 report is summarized here for reference only. The District's Interim Housing Needs Report (2024) identifies our 20-year housing need as 22,369 new units from 2021 to 2041. The Interim Housing Needs Report (HNR) (2024) estimates the District's five-year housing need (2021-2026) by number of bedrooms as: • 2,023 studio units • 1,406 1-bedroom units • 1,228 2-bedroom units • 1,001 3-bedroom units • 749 4-bedroom+ units The HNR (2024) estimates the District's five-year housing need (2021-2026) by tenure as: 3,950 ownership units, 2,458 rental units. The HNR (2024) estimates the District's five-year housing need (2021-2026) based on affordability by maximum monthly shelter costs: • 958 units under $1,125 • 646 units from $1,125 to $1,750 • 509 units from $1,750 to $2,250 • 1,025 units from $2,250 to $3,125 • 1,864 units from $3,125 to $5,000 • 1,407 units over $5,000 The District intends to work towards meeting estimated future demand as described in the most recent HNR.

RGS Roles for Municipalities	District OCP Actions
4.1.8 b articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	As referenced in the OCP, a Housing Needs Report (HNR) is a provincial legislative requirement for municipalities. The HNR document is separate from the OCP and the 2024 report is summarized here for reference only. The District's 2024 Housing Needs Report (HNR) identifies the need for more rental and ownership units, units with a variety of bedroom sizes ranging from studio to 4+ bedrooms, and units with a range of affordability levels including more affordable units. Policies in the OCP support the needs identified in the HNR: support for different tenure types including rental, support for diverse unit sizes and housing forms, and support for developing affordable and non-market housing (further details below). The District's OCP supports a diversity of housing forms: • Higher-density Commercial Residential Mixed Use and multifamily developments directed to centres (Policies 2.1.2, 2.2.4, 2.2.5). • Plan for low intensity infill housing options in single-family neighbourhoods(Policy 7.1.2). • Permit suites and lock-off units (Policy 7.2.2). OCP policies support diverse needs regarding tenure, size, and affordability of housing units (Policies in Section 7.1, 7.2, and 7.3): • Facilitate market, non-market, and supportive housing (Policy 7.1.1). • Support development of affordable housing through incentives such as density bonusing, pre-zoning, and parking reductions (Policy 7.3.3). • Require multifamily developments to contribute to the provision of affordable housing (Policy 7.3.4). Policy direction to pursue an inclusionary zoning tool (Policy 7.3.3). • Use District land to support the development of social and affordable housing (Policy 7.4.4). • Support the development and retention of rental housing including through development and zoning incentives, limiting conversion of rental units, and parking reductions (Policies 7.2.3, 7.2.4, 7.2.5, 7.2.8). • Facilitate a range of multifamily unit sizes (including smaller apartments and family-sized units) (Policy 7.1.5) Policy direction to update the Rental and Affordable Housing Strategy and/or rental and affordable housing policies in town and village centre implementation plans, including consideration of the most recent Housing Needs Report housing classes and target populations (Policy 7.2.11). Schedule A, Town and Village Centre Policies, includes housing policies for each centre which encourage family, seniors, rental, affordable and adaptable/ accessible housing relative to specific centres current and future profiles.

RGS Roles for Municipalities	District OCP Actions
	Housing Action Plan(s) are also directed to be undertaken (Policies 2.3.5, 7.1.2) to support low intensity infill housing options and are identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1). Target established to move from 70% detached (i.e. single-family housing) and 30% attached (i.e. multi-family housing) to 55% detached and 45% attached by 2030 (Target 2) to increase housing diversity, range of sizes, range of price points, and range of tenures.
4.1.8 c identify policies and actions that contribute to the following outcomes	
4.1.8 c i increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Section 7 focuses on the District's objective to increase housing choices across the full continuum of housing needs. Policies in this section include support for and facilitation of market, non-market, and supportive housing; infill housing types; multifamily housing; and accessible housing. Incentives for development of affordable and social housing include density bonusing, pre-zoning, reduced development charges, reduced parking requirements, inclusionary zoning, and contribution of District land (Section 7.3, Section 7.4). Ensure affordable housing has an appropriate mix, type, and size of units to support residents' needs (Policy 7.3.1). Direction to establish a minimum acceptable standard of for rental housing (Policy 7.2.6). Facilitate a diverse mix of housing type, tenure, and affordability to accommodate the needs or people at all stages of life (Policy 7.1.6). Require accessibility features in new multifamily developments where feasible (Policy 7.1.5). Facilitate unit suitability in multifamily housing by facilitating a wide range of unit sizes (Policy 7.1.4). Additional guidance on the size of units that are needed is outlined in the Housing Needs Report (2024), which estimated the five-year need (2021-2026) by number of bedrooms as: • 2,023 studio units • 1,406 1-bedroom units • 1,228 2-bedroom units • 1,001 3-bedroom units • 749 4-bedroom+ units Schedule A (Town and Village Centre Policies) includes housing policies for each growth centre which encourage family, seniors, rental, affordable, and adaptable/ accessible housing.
4.1.8 c ii increased supply of family-friendly, age-friendly, and accessible housing	Facilitate a diverse mix of housing type, tenure, and affordability to accommodate the needs or people at all stages of life (Policy 7.1.6). Accessibility features in multifamily developments required (Policy 7.1.5).

RGS Roles for Municipalities	District OCP Actions
	Having a range of unit sizes in multifamily developments, including units that are suitable for families is supported (Policy 7.1.4). Additional guidance on the number of units that are needed – including larger units that are suitable for families - is outlined in the HNR, which estimates the five-year housing need (2021-2026) by number of bedrooms as: • 2,023 studio units • 1,406 1-bedroom units • 1,228 2-bedroom units • 1,001 3-bedroom units • 749 4-bedroom+ units The District implements the HNR 2024's guidance on bedroom variety through the negotiated rezoning process. Housing units for people with disabilities promoted (Policies 7.4.1, 7.4.5). Schedule A (Town and Village Centre Policies) includes housing policies for each centre which encourage family, seniors, rental, affordable and adaptable/ accessible.
4.1.8 c iii increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Section 7 includes policies that support market, non-market, and supportive housing. More specifically, Section 7.2 focuses on providing alternatives to home ownership and support for rental housing in various forms. Affordable ownership options in multifamily developments is encouraged (Policy 7.3.4). Opportunities for co-operative housing is supported (Policy 7.4.2).
4.1.8 c 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	Residential land use designations support ground-oriented infill housing options in single-family neighbourhoods (Section 2.5, Map 2): • Residential Level 2: Detached Residential – accommodates secondary suites and coach houses • Residential Level 3: Attached Residential – accommodates ground-oriented multifamily housing such as duplexes and triplexes • Residential Level 4: Transition Multifamily – accommodates multifamily housing such as townhouses Support ground-oriented housing forms (e.g., townhouses, duplexes) to transition between centres and single-family neighbourhoods (Policies 2.1.5, 2.2.5). Permit secondary suites or lock-off units in townhouses and row houses (Policy 7.2.2). Neighbourhood Infill Plans and Housing Action Plans to be undertaken to identify infill options (such as duplexes, triplexes, row houses, and townhouses), particularly in areas near Town and Village Centres, commercial uses, and schools (Policies 2.3.5, 2.3.6, 7.1.2, Section 12.3.1).

RGS Roles for Municipalities	District OCP Actions
4.1.8 c v integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	An appropriate mix and intensity of land uses established to support enhanced transit (Policy 1.4) and transportation planning integrated with land use (Policy 1.6). The Network of Centres urban structure facilitates greater transit between centres and walking/cycling within centres (Chapter 2). High quality transit, pedestrian and bicycle facilities and infrastructure promoted within centres (Section 5.1). Mobility maps and associated policies in sections on Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre support transit, cycling and walking (Schedule A).
4.1.8 c vi increased social connectedness in multi-unit housing	Design guidelines (Schedule B) include various features that promote sense of community in multi-family housing, including communal outdoor spaces. Open space and play opportunities in multi-family developments encouraged (Policy 4.1.10). Policies in Schedule A support social connectedness in multi-unit housing, including through requirements for on-site play spaces, and encouraging community gardens.
4.1.8 c vii integrated housing within neighbourhood contexts and high quality urban design	High quality urban design promoted (Policies 1.6, 2.1.6, 2.2.6, 7.1.3, design guidelines in Schedule B). The District's urban structure balances housing type and form within neighbourhood contexts: Commercial Residential Mixed Use and multifamily developments directed to centres (Policies 2.1.2, 2.2.4, 2.2.5); sensitive transitions between centres and villages to adjacent residential neighbourhoods (Policies 2.1.5, 2.2.5); ground-oriented housing in residential neighbourhoods (Policies 2.3.1, 2.1.5); and densification along transit corridors (Policy 2.4.3). Schedule A (Town and Village Centre Policies) includes housing policies for each centre that fit the neighbourhood context.
4.1.8 c viii existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Section 10 focuses on the District's objective to reduce greenhouse gas emissions while adapting to climate change. This includes policies for energy efficient residential and multifamily buildings (Policies 10.1.1, 10.1.2) and assessing climate change risks in community and infrastructure planning (Policy 10.4.2). Design guidelines (Schedule B) include objectives and guidelines related to rainwater management, green roofs, durable materials, and energy efficiency, which further contribute to low carbon and resilient buildings. Town and Village Centre Policies (Schedule A) promote green building practices that further contribute to reduced energy use and emissions in residential buildings, as well as resiliency to climate change impacts.

RGS Roles for Municipalities	District OCP Actions
Policy 4.1.9 Prepare and implement housing strategies or action plans that:	
4.1.9 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	Direction to undertake Housing Action Plan(s) provided for (Policies 2.3.5, 7.1.2) with Housing Action Plan(s) identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1). Consistency with regional expectations of the housing actions plans and strategies - described in 4.1.9 sub-bullets a to d - will be achieved through the District's Housing Action Plan(s) and housing strategies. Policy direction to update the Rental and Affordable Housing Strategy and/or rental and affordable housing policies in town and village centre implementation plans, including consideration of the most recent Housing Needs Report housing classes and target populations (Policy 7.2.11).
4.1.9 b are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	
4.1.9 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	
4.1.9 d identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	
Policy 4.2.7 Adopt Regional Context Statement that:	
4.2.7 a indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Strategies to support the development of affordable housing outlined in Section 7, which will contribute towards the regional target. Concentrate affordable housing in centres (which are the regionally designated FTDAs and the Municipal Town Centre) (Policy 7.3.2). Require multifamily developments - which are primarily concentred in the centres - to contribute to the provision of affordable housing (Policy 7.3.4). Policy direction to consider inclusionary zoning as a tool to build more affordable units (Policy 7.3.3). Incentives for development of affordable and social housing include density bonusing, pre-zoning, reduced development charges, reduced parking requirements, and contribution of District land (Section 7.3, Section 7.4).

RGS Roles for Municipalities	District OCP Actions
	The District anticipates considering a target percentage of new housing units in centres be affordable rental housing units in supporting policies, plans, strategies, or future OCP reviews.
4.2.7 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	Support for retention of existing rental units (Policy 7.2.3) and ensuring rental replacement through redevelopment (Policy 7.2.4). Policy to support the maintenance and quality of rental housing (Policy 7.2.6). Limit the conversion of rental units to strata title ownership (Policy 7.2.5). Support residential tenants who face displacements as a result of redevelopment (Policy 7.2.12).
.2.7 c identify the use of regulatory tools that protect and preserve rental housing	Support for retention of existing rental units (Policy 7.2.3) and ensuring rental replacement through redevelopment (Policy 7.2.4). Policy to support the maintenance and quality of rental housing (Policy 7.2.6). Limit the conversion of rental units to strata title ownership (Policy 7.2.5).
4.2.7 d identify policies and actions that contribute to the following outcomes:	
4.2.7 d i increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Affordable housing directed to the centres (which are the regionally designated FTDAs and the Municipal Town Centre) (Policy 7.3.2), which support high quality transit and transit-oriented development (Section 5.1). District land considered for developing social and affordable housing (Policy 7.4.4).
4.2.7 d 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	Support for retention of existing rental units (Policy 7.2.3) and ensuring rental replacement through redevelopment (Policy 7.2.4). Policy to support the maintenance and quality of rental housing (Policy 7.2.6). Limit the conversion of rental units to strata title ownership (Policy 7.2.5).
4.2.7 d iii protection and renewal of existing non-market rental housing	Section 7 includes policy to protect and renew existing rental housing. The District plans to identify policies and actions that specifically speak to the protection and renewal of existing non-market rental housing in future OCP reviews.
4.2.7 d iv mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Support for retention of existing rental units (Policy 7.2.3) and ensuring rental replacement through redevelopment (Policy 7.2.4). Policy to support the maintenance and quality of rental housing (Policy 7.2.6).

RGS Roles for Municipalities	District OCP Actions
	Limit the conversion of rental units to strata title ownership (Policy 7.2.5). Support residential tenants who face displacements as a result of redevelopment (Policy 7.2.12).
4.2.7 d v reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Section 10 focuses on the District's objective to reduce greenhouse gas emissions, including support for energy efficient residential and multifamily buildings, energy conservation, and building retrofits. The Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area (Schedule B) aims to reduce energy, water, and greenhouse gas emissions in new buildings. Design guidelines (Schedule B) include objectives and guidelines related to energy efficiency in residential buildings. Town and Village Centre Policies (Schedule A) promote green building practices that further contribute to reduced energy use and emissions in residential buildings. In implementing policy to reduce energy use and emissions for rental housing, the District anticipates the consideration of impacts on tenants and affordability.
Policy 4.2.8 Prepare and implement housing strategies or action plans that:	
4.2.8 a encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Direction to undertake Housing Action Plan(s) provided for (Policies 2.3.5, 7.1.2) with Housing Action Plan(s) identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1). Consistency with regional expectations of the housing actions plans and strategies - described in 4.2.8 sub-bullets a to c - will be achieved through the District's Housing Action Plan and housing strategies.
4.2.8 b encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	
4.2.8 c cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	
Policy 4.3.7 Adopt Regional Context Statements that:	
4.3.7 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	Collaboration with senior levels of government and community partners to provide affordable, social, non-market, and supportive housing promoted (Section 7.3, Section 7.4).
4.3.7 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	Collaboration with senior levels of government and community partners to provide affordable, social, non-market and supportive housing promoted (Section 7.3, Section 7.4). This includes working with non-profits, housing groups, developers, and senior levels of government to develop transitional housing for homeless people and supportive housing for people with mental health and/or addictions issues.

RGS Roles for Municipalities	District OCP Actions
experiencing or at risk of homelessness	Support community partners in providing support services related to mental health, addictions, health services, housing, employment, and food security (Policy 7.4.8, Section 6.3).
Policy 4.3.8 Prepare and implement housing strategies or actions that	
4.3.8 a identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Direction to undertake Housing Action Plan(s) provided for (Policies 2.3.5, 7.1.2) with Housing Action Plan(s) identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1). Objective to work with senior levels of government and social service providers to support those experiencing or at risk of homelessness and those with substance abuse and mental health issues (Section 7.4). Direction to work with and advocate to senior levels of government to develop affordable housing, transitional housing, and supportive housing (Policies 7.3.6, 7.4.1). Consistency with regional expectations of the housing actions plans and strategies - described in 4.3.8 sub-bullets a to c - will be achieved through the District's Housing Action Plan and housing strategies.
4.3.8 b identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	
4.3.8 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	

METRO 2050 GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

The District's OCP coordinates land use and transportation planning to enable greater alternatives to the car, and provides for safe and efficient goods and vehicle movement (Chapters 2 and 5). The Network of Centres provides a compact and connected urban form that supports walkable communities, hubs for the bicycle network and enhanced transit potential. Managing the road network strategically enhances port access and supports people and goods movement. The Plan Implementation Strategies in Section 12.3 of the OCP include preparation of Strategic Action Plans in specific policy areas including Transportation.

Specific Actions

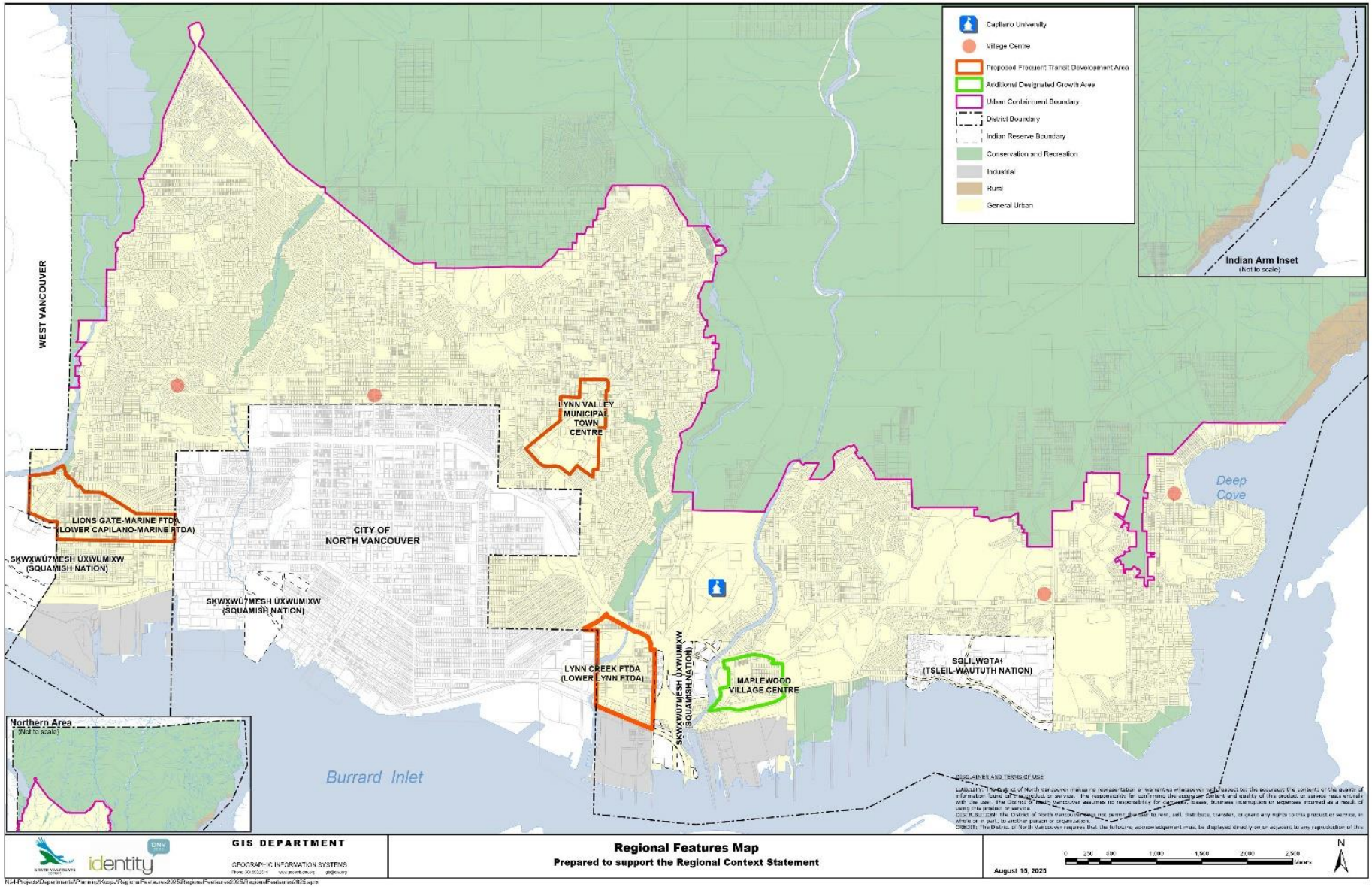
RGS Roles for Municipalities	District OCP Actions
Policy 5.1.4 Adopt Regional Context Statements that:	
5.1.14 a identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5). An appropriate mix and intensity of land uses established to support enhanced transit (Policy 1.4) and transportation planning integrated with land use (Policy 1.6). Urban structure of a Network of Centres facilitates greater transit between centres and walking/cycling within (Chapter 2). High quality transit, pedestrian and bicycle facilities and infrastructure promoted within centres (Section 5.1). Mobility maps and associated policies in sections on Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre support transit, cycling and walking (Schedule A).
5.1.14 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	Parking reductions in centres considered (Policy 5.1.8, Regional Features Map). Support for transportation demand management measures, including end-of-trip facilities, secure bicycle or scooter parking facilities, transit passes, and car-sharing (Policy 5.1.9). Transit priority measures provided where appropriate (Policies 5.4.4, 5.5.2). Policies supporting pedestrian facilities in Section 5.2. Policies supporting bicycle infrastructure including end of trip facilities (Policy 5.3.6) in Section 5.3. Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre support transit, cycling and walking.
5.1.14 c manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Municipal infrastructure provision integrated with land use, transportation, parks planning and urban design (Policy 1.6). Infrastructure investment focussed in transit, cycle and pedestrian friendly centres (Policy 2.1.4).

RGS Roles for Municipalities	District OCP Actions
	Pedestrian, bicycle, and transit needs considered in all road projects (Policies 5.2.1, 5.3.1, 5.4.1, 5.5.1). Transit supportive road treatments provided for (Policies 5.4.4, 5.5.2). Pedestrian and bicycle infrastructure enhanced (Policies 5.1.6, 5.1.7, 5.2.2, 5.2.3, 5.3.2, 5.3.3). Parks and trails integrated with pedestrian and bicycle networks (Policies 5.2.6, 5.3.5).
5.1.14 d support the transition to zero-emission vehicles	Low-emission vehicles and charging infrastructure supported (Policies 5.5.8, 9.5.3).
5.1.14 e support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Greenways and trails system managed and coordinated with regional and other authorities (Policies 4.1.3, 4.1.4, 4.1.5, 4.1.14, 4.1.15). New trails planned for in growth areas (Policy 4.2.2). Region-wide cycling network coordinated (Policy 5.3.4). Pedestrian and bicycle networks integrated with trails system (Policies 5.2.6, 5.3.5).
5.1.14 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	Encourage and facilitate access for people of all abilities in centres and transit corridors (Policy 5.1.4). Encourage high-quality, accessible pedestrian facilities (Policies 5.1.5, 5.2.4). Support for bicycle facilities in new developments (Policy 5.3.6). Encourage enhanced walking and cycling facilities to encourage a multi-modal network (Policy 5.4.6). Advance the Spirit Trail multi-use trail linking Deep Cove to Horseshoe Bay (Policy 4.1.15). Support for improving connectivity for active transportation, including connectivity with greenways, trails, transit, and the pedestrian and cycle network (Policies 4.1.5, 5.1.6, 5.2.2, 5.2.6, 5.2.7, 5.3.2, 5.3.4, 5.3.5, 5.3.7).
Policy 5.2.6 Adopt Regional Context Statements that:	
5.2.6 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	'Roads and Goods Movement Concept Map' is included in the OCP as Map 5, which indicates routes for goods and service vehicles.
5.2.6 b	Land use and integrated transportation policies creating a Network of Centres optimize passenger and goods movement

RGS Roles for Municipalities	District OCP Actions
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	on the road network by facilitating transit, pedestrian and bicycle transportation, thereby taking pressure off road network (Sections 2.1, 2.2, 5.1, 5.2, 5.3, 5.4). Goods movement facilitated (Policy 5.5.3). Arterials managed to maintain flow and mobility (Policy 5.5.5). Partner with regional, provincial and federal authorities to facilitate bridgehead and port access (Policies 5.5.3, 5.5.10). Employment Lands Policy 3.4.1 to promote infrastructure, transportation, and municipal service improvements in employment lands.
5.2.6 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	Transit priority and network management supported through features such as signal timing and lanes (Policies 5.4.4, 5.5.2).
5.2.6 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	Policy 5.5.3 to facilitate effective goods movement and work with federal and provincial agencies to improve access to key port, industrial, and commercial areas, while encouraging goods movement by rail or water. Industrial land uses as indicated on Map 2, DNV OCP Land Use Map which protects port uses. Map 5 – DNV Roads and Goods Movement Concept Map maintains rail corridors. Goods movement and transportation improvements promoted for employment areas, including port (Policies 3.4.1, 8.1.4).
5.2.6 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	Policies that support reduction of air pollution include support for low-emission vehicles and charging infrastructure, and anti-idling initiatives (Policies 5.5.8, 9.5.3, 9.5.4). Consideration of air quality and noise for new developments (Policy 9.5.2, design guidelines in Schedule B).
5.2.6 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	Section 5.5 outlines the District's objective to manage road infrastructure in a way that enables the efficient movement of goods and people, while minimizing negative impacts on local neighbourhoods. Promote infrastructure and transportation improvements in industrial areas (Policy 3.4.1). Support low-emission vehicle charging infrastructure (Policies 5.5.8, 9.5.3).

RGS Roles for Municipalities	District OCP Actions
	Facilitate effective goods movement (Policy 5.5.3).

Regional Features Map 14



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Sinisa Vukicevic, Program Manager, Regional Planning Analytics and
Filip Janicijevic, Planning Data Analyst, Regional Planning Analytics

Date: October 15, 2025 Meeting Date: November 6, 2025

Subject: **Extended Reality SIF Project – Completion Update**

RECOMMENDATION
That the MVRD Board receive for information the report dated October 15, 2025, titled "Extended Reality SIF Project – Completion Update".

EXECUTIVE SUMMARY
This report provides an update on Metro Vancouver's Extended Reality (XR) Project, which was funded through the Sustainability Innovation Fund (SIF) and approved by the Metro Vancouver Regional District Board in 2023. The SIF project is complete and will be used to produce an XR model that will be shared with member jurisdictions once finalized in 2026.

The XR Project was designed to help Metro Vancouver and member jurisdictions improve their ability to plan in three dimensions. Using advanced stereo mapping and other geospatial technologies, Metro Vancouver has developed a regional 3D model that captures detailed building information across the region, with a special focus on Urban Centres.

This model allows planners to monitor how urban areas are changing over time, tracking things like building height, density, and redevelopment activity. It also supports new tools for scenario modeling and virtual reality experiences, helping planners and decision-makers visualize future development and assess the impacts of new housing and planning policies.

PURPOSE
To provide the Regional Planning Committee and MVRD Board with an update on Metro Vancouver's Extended Reality SIF project.

BACKGROUND
The Extended Reality (XR) Project was initiated as part of Metro Vancouver's Regional District Sustainability Innovation Fund program, which supports innovative approaches to advancing regional sustainability, improving service delivery, and responding to emerging planning challenges. The SIF program was established to fund projects that reduce emissions, protect the environment, and build resilience across Metro Vancouver's service areas.

Approved by the MVRD Board in 2023, the XR Project was designed to explore new ways of visualizing and analyzing urban growth and land use change. The project aligns with Metro 2050's goals, by focusing on Urban Centres, key areas expected to accommodate significant population and employment growth.

PROJECT METHODOLOGY

The Extended Reality Project used a combination of advanced mapping technologies to create 3D models of buildings across Metro Vancouver. For priority areas like Urban Centres, the project applied a technique called stereo mapping. This method uses high-resolution aerial photos taken in 2022 to build detailed 3D images of buildings. These images were processed using specialized software that allows planners to view and measure buildings in three dimensions, capturing their height, size, and footprint with a high level of accuracy.

In other parts of the region, the project used LiDAR (a laser-based scanning technology) and overhead imagery to create simpler 3D building models. By combining these different approaches, the project produced a regional 3D model that includes both detailed representations in key areas and basic models elsewhere.

Figure 1
Building Model Derived from Stereo Mapping

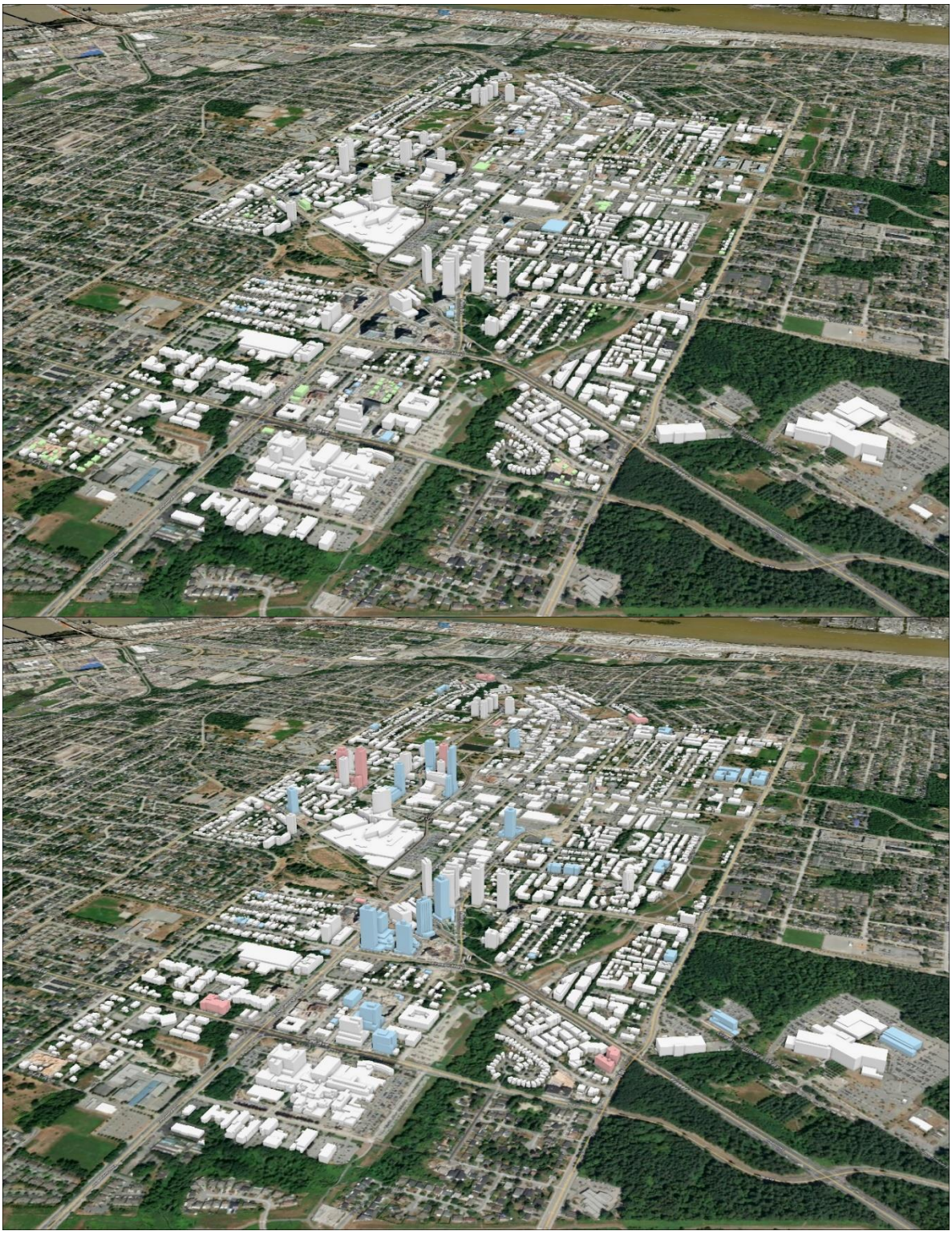
MODELLING RESULTS

The XR model provides a powerful platform for creating and maintaining 3D building models across the region. This model supports a wide range of planning applications, including:

- Monitoring changes in urban form over time;
- Tracking patterns of urban development;
- Running future development scenarios;
- Creating immersive Virtual Reality (VR) and Extended Reality (XR) experiences; and
- Visualizing building and land use information in new ways.

As the Metro Vancouver region's population is expected to grow to 4.2 million by 2051, Urban Centres will continue to densify and grow vertically. The XR model helps track this change by capturing detailed information about building activity, such as demolitions, redevelopments and new construction. The model provides snapshots of Urban Centres in both 2016 and 2022, allowing planners to compare how these areas have evolved over time.

Figure 2
Surrey Metro Centre in 2016 (top) and 2022 (bottom) showing redevelopments (blue), demolitions (green), and new developments (red)



Now that the model has been developed, it will be updated every two years when Metro Vancouver receives new ortho-imagery. This regular update will allow planners to continue tracking changes in building form and development patterns in future years. These ongoing updates will support long-term monitoring, help assess the impacts of new housing policies, and provide member jurisdictions with up-to-date information to guide planning decisions.

Figure 3
Urban Form for Surrey Metro Centre

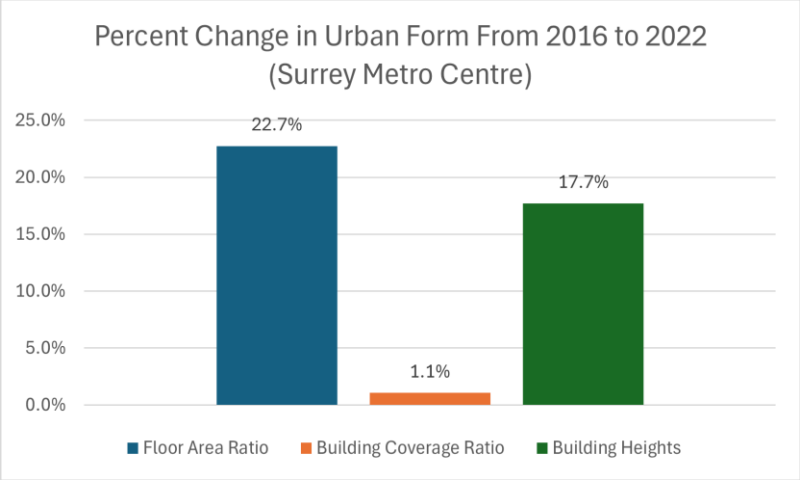


Figure 4
Metrotown Classified by Year Built from Older (dark brown) to Newer (light brown)

The data will supply realistic building models tied to Metro Vancouver's land use model and BC Assessment data to form a data hub that displays building models classified by various attributes such as year built and building types (see Figure 3). The data will be integrated into a virtual reality and extended reality experience to further map out urban areas. Supplementary to this, the model will serve as a base to generate scenario models and create realistic simulations. The scenarios will

create geospatially accurate 3D representations of existing and proposed structures, complete with details like building heights, footprints, floor area ratios, and building coverage ratios. The impacts of new housing legislation will also be able to be analyzed from a 3D perspective, allowing for a more comprehensive impact assessment. The precise data will allow planners to conduct and simulate different scenarios and show exactly how a proposed zoning change or new development would affect the surrounding environment.

VIRTUAL REALITY ENGAGMENT COMPONENT

As part of the Extended Reality Project, a dedicated Virtual Reality initiative was developed to enhance public engagement and education around regional planning and infrastructure. This component, known as the MetroVR Experience, was created in collaboration with the Centre for Digital Media. The MetroVR Experience was first showcased at the 2024 Pacific National Exhibition (PNE), where it provided visitors with an immersive look at key infrastructure projects. Using VR headsets and interactive displays, participants were able to explore realistic 3D environments and gain a better understanding of how infrastructure decisions shape the built environment.

The success of the PNE engagement demonstrated the potential of VR as a tool for public outreach. Building on this momentum, Metro Vancouver is continuing to refine the VR interface, expand its use of 360-degree video documentation, and increase accessibility by deploying the experience in libraries, municipal venues, and community events.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The Extended Reality (XR) Project was initially approved by the MVRD Board in 2023 with a budget of $800,000 through the Regional District Sustainability Innovation Fund. As the project evolved, its scope was refined to better align with shifting budgetary and planning priorities, resulting in a revised budget of $350,000. To date, approximately 70% of the revised budget has been expended. The project is on track for completion within the updated budget.

There are no additional financial implications associated with this report. Any unspent funds from the project will remain in the Sustainability Innovation Fund reserve and may be reallocated to future innovation initiatives in accordance with Metro Vancouver's financial policies.

OTHER IMPLICATIONS

This project introduces an innovative and practical approach to understanding land use change in Urban Centres across the region. By providing member jurisdictions with a detailed and interactive 3D planning tool, the XR model enables staff to test various development scenarios and visualize both real and potential changes in urban form. The model's ability to present complex planning data in a visually intuitive format supports more effective communication.

CONCLUSION

The Extended Reality Project has delivered a new 3D planning tool that enhances Metro Vancouver's ability to monitor urban growth, assess land use change, and simulate future development scenarios. Funded through the Sustainability Innovation Fund, the project supports data-driven planning and more effective public engagement.

Now that the SIF-funded project is complete, the XR model will be finalized and shared with member jurisdictions in 2026. With the model in place, Regional Planning will regularly update the data using new aerial imagery and other sources, enabling ongoing tracking of urban change and supporting long-term planning across the region.

ATTACHMENT

1. Presentation re: Extended Reality SIF Project – Completion Update.

78675889

Extended Reality SIF Project – Completion Update

Sinisa Vukicevic, PhD
Program Manager, Planning Analytics
Regional Planning and Housing Services

Filip Janicijevic
Planning Data Analyst
Regional Planning and Housing Services

Regional Planning Committee, November 6, 2025

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1

OBJECTIVES

- Develop a regional urban form model in 3D
- Monitor development and urban form for priority locations across the region
- Modelling and visualization

2

BUILDING STRUCTURES

Project Methodology

Building model data extracted in 2 ways:

Stereo mapping feature collection (Lonsdale Quay)

Imagery and LiDAR data

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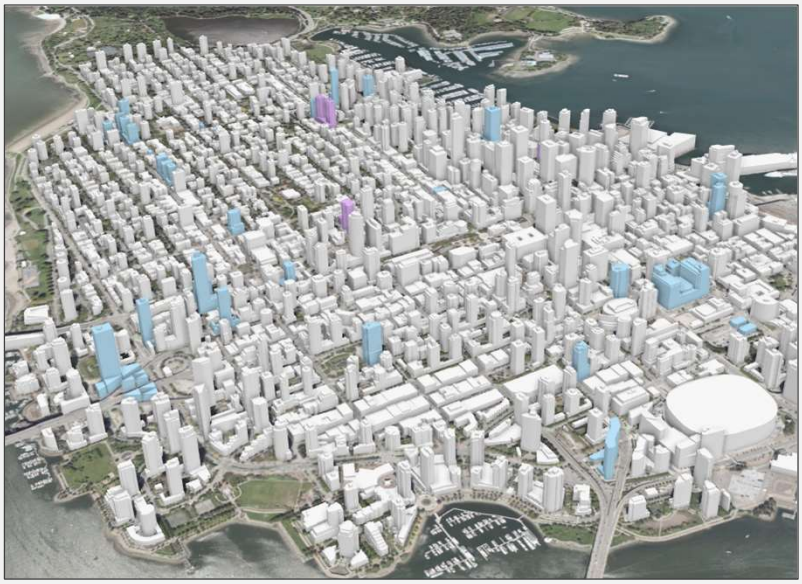
URBAN DEVELOPMENT

Downtown Vancouver

Redevelopment

In Development



Downtown Vancouver 2022

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URBAN DEVELOPMENT

Surrey Metro Centre

Demolition
Redevelopment
New Development

Surrey Metro Centre 2016

Surrey Metro Centre 2022

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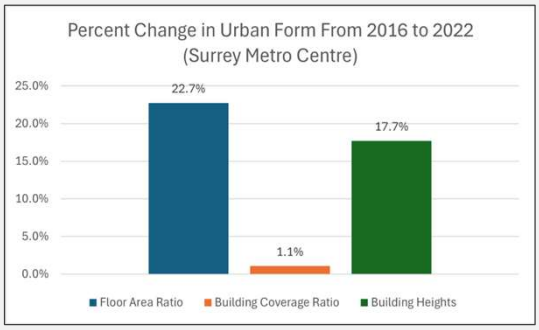
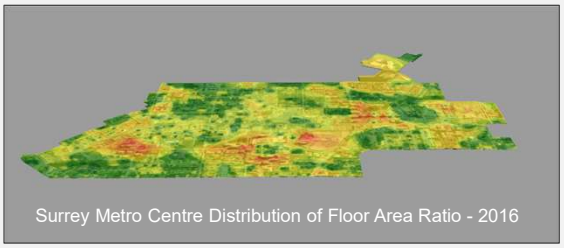
URBAN FORM

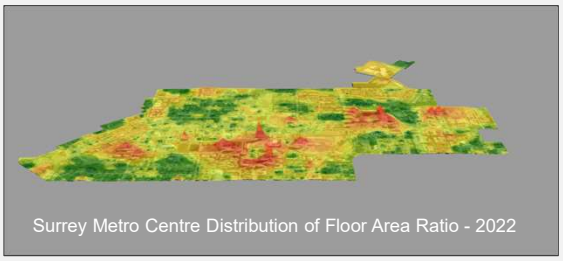
Surrey Metro Centre

Regional 3D model will assess impacts of development on urban form.





Surrey Metro Centre Distribution of Floor Area Ratio - 2016



Surrey Metro Centre Distribution of Floor Area Ratio - 2022

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INFORMATION MODELING AND VISUALIZATION

Mapping Out the Region

The regional 3D model will provide a building attribute visualization tool.

Metrotown Land Use (2016)

Metrotown Year-Built (2022)

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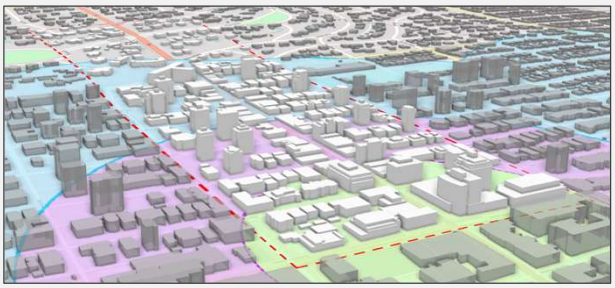
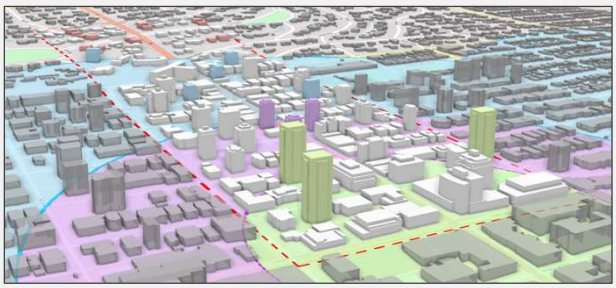
SCENARIO MODELING

Outcomes of this project will supply building models for use in scenario planning.

- Tier 1 (200m)
- Tier 2 (200 to 400m)
- Tier 3 (400 to 800m)
- Small-Scale, Multi Unit Housing



Current state



Future scenario

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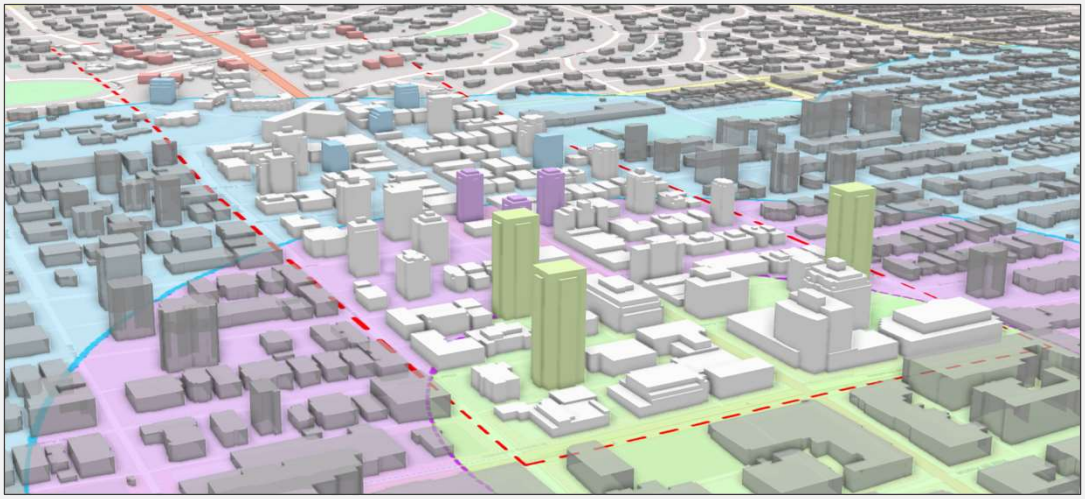
"TOA" LEGISLATION SCENARIO

Tier 1 (200m) Tier 2 (200 to 400m) Tier 3 (400 to 800m) SSMUH



9

A VISUALIZATION TOOL THAT OFFERS A VIRTUAL REALITY EXPERIENCE

Video 1

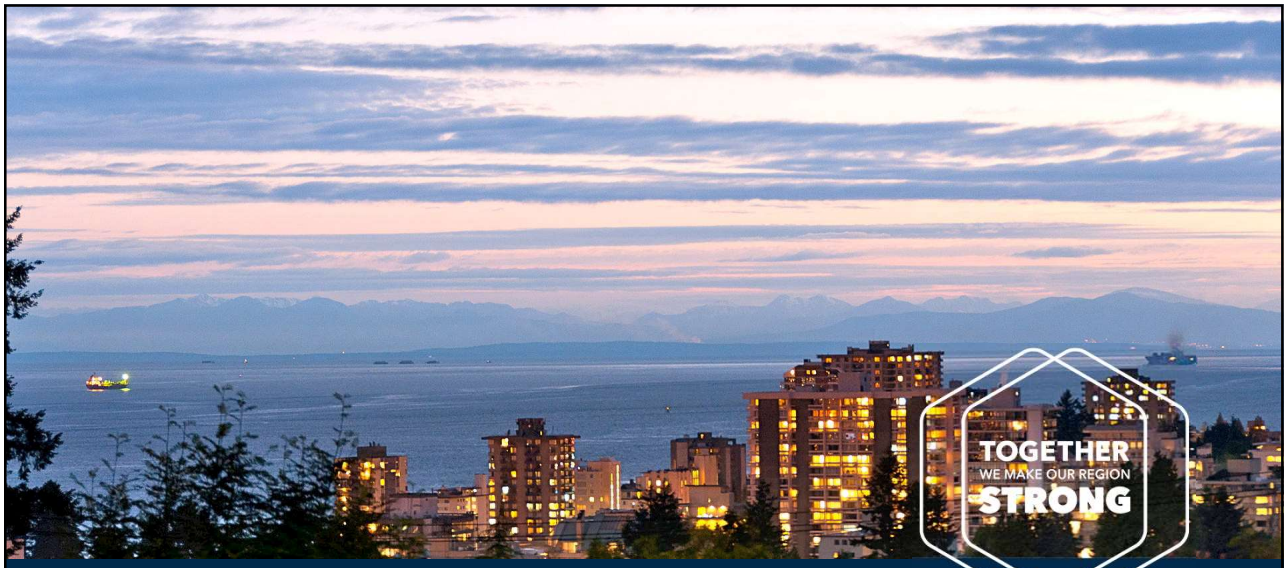
Video 2

10

NEXT STEPS
2026 work plan

- Finalize 3D data collection for all Urban Centres
- Explore options using ArcGIS Urban – Scenario builder
- Share 3D data with municipalities

11



Thank You

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Laurel Cowan, Division Manager, Regional Land Use Planning & Policy, Regional Planning and Housing Services

Date: October 16, 2025 Meeting Date: November 6, 2025

Subject: **Project Update - Infrastructure Demand to Support Growth in the Metro Vancouver Region**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated October 16, 2025, titled "Project Update - Infrastructure Demand to Support Growth in the Metro Vancouver Region."

EXECUTIVE SUMMARY

At the request of the Regional Planning Committee Metro Vancouver is undertaking a high-level analysis of infrastructure demand and associated costs to better understand the region's infrastructure needs to support anticipated growth. This study aims to include local, regional, and provincial infrastructure needed to support complete and livable communities to support local planning and to inform advocacy efforts for increased infrastructure funding from provincial and federal governments. The study will quantify existing infrastructure deficits and estimate future investment requirements aligned with regional growth projections. In June 2025, the MVRD Board received the scope of work for the project. This report provides additional detail on the proposed approach and next steps.

As an update, to advance this work, Metro Vancouver has retained Watson & Associates Economists Ltd. to:

- **Review existing infrastructure assets and recent investments across local, regional, and provincial levels**, supported by data collection from member jurisdictions and public sources.
- **Estimate investment needs for future growth** through the development of high-level per-unit infrastructure investment estimates aligned with regional housing growth projections, including quantification of existing infrastructure deficits.
- **Provide recommendations** – summarizing total investment needs and providing recommendations to align infrastructure delivery with growth, manage financial pressures, and support advocacy for funding.

PURPOSE

To inform the Regional Planning Committee about progress to date on the Infrastructure Demand study and outline next steps to complete the work.

BACKGROUND

At its April 3, 2025 meeting, the Regional Planning Committee expressed interest in better understanding the corresponding investments in infrastructure that would be needed as the region grows, particularly as member jurisdictions across Metro Vancouver work to respond to the

significant need for new housing supply. In June 2025, a high level scope of work was brought to the Regional Planning Committee (Reference 1), outlining a general approach to quantify the cost of existing and future infrastructure needs. This report provides additional detail on the proposed approach and next steps. Since the scope of work was received by the Board, Watson & Associates Economists Ltd. has been retained to support this initiative, bringing specialized expertise in infrastructure costing and development charge methodologies to help advance the analysis.

OVERVIEW OF APPROACH

Phase One: Current State Analysis

The initial phase will involve a review of existing capital infrastructure investments at the local, regional, and provincial levels. A survey will be distributed to member jurisdictions, TransLink, and Metro Vancouver to collect service-specific data (e.g. total length of watermains, number and floor area of facilities). Existing asset management plans and other related documents will also be collected along with information on recent infrastructure investments to reflect current costs. Prior to distributing the survey, publicly available data, such as municipal general and financial statistics information published by the Province, will be compiled to minimize effort by member jurisdiction staff and support data validation.

For Provincial infrastructure, publicly accessible sources will be reviewed to identify funding levels and existing assets. Where data gaps exist, reasonable assumptions will be developed to ensure continuity in the analysis, drawing on national comparables and benchmarks where appropriate to inform these estimates.

Phase Two: Estimating Investment Needs for Future Growth

Using the data collected in Phase One, a per-person/per-household investment estimate will be calculated for each member jurisdiction. This estimate will reflect the local, regional, and provincial infrastructure that would be required to support future growth and include approximate replacement costs for the various asset types. These estimates will be high-level and will not account for jurisdiction-specific factors that may influence infrastructure costs.

The per-unit investment estimate will be applied to the Regional Housing Needs Report to determine the total infrastructure investment required to support housing growth in the region. Additionally, the existing infrastructure deficit will be estimated on a per-person or per-household basis for each service category to capture the full picture of infrastructure investment required to meet existing and future needs.

Phase Three: Develop Recommendations

A final report will summarize the total investment needed to support anticipated regional growth. It will include recommendations to help manage financial pressures, align infrastructure investments with projected growth, explore funding options, and highlight best practices for timing infrastructure delivery. The intent of the report is to support local and regional infrastructure planning and advocacy to provincial and federal governments for appropriate infrastructure funding to meet our growing region’s needs.

Caveats
While this study is designed to fulfill its primary objective of providing a high-level estimate of growth-related infrastructure needs across the region, there are inherent limitations due to available resources, data constraints, and the scope of engagement. The following caveats outline the key constraints and potential limitations of this study:

- This study will provide a high-level, order-of-magnitude estimate of growth-related infrastructure needs. It will not include detailed assessments of master plans or consultations with individual service areas.
- The analysis assumes current service levels will be maintained and does not account for planned changes in service delivery.
- The accuracy of findings is contingent on receiving complete and reliable survey responses. Where data is missing or incomplete, assumptions will be made, which may affect the precision of results.
- Identifying existing infrastructure gaps may be challenging due to data limitations. In such cases, best practices from other jurisdictions will inform high-level assumptions.

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

FINANCIAL IMPLICATIONS
Watson & Associates Economists Ltd. has been retained to support this work and a maximum budget of $50,000 for consulting services is allocated to this project. The 2025 Board approved Regional Planning budget included funding to assess the implications of provincial housing legislation which has been allocated to this project. Although this project was not initially part of the 2025 work program, given this allocation, its costs can be accommodated within the 2025 budget. The final report is anticipated in Spring of 2026.

OTHER IMPLICATIONS
This work will rely on input and information from member jurisdictions, TransLink, and other provincial and government agencies. A survey for member jurisdictions will be shared through the Regional Planning Advisory Committee, to connect with various local government departments to collect information on existing assets.

The final results of the project, as well as the detailed survey results, will be shared with member jurisdictions to provide additional context to support local level capital planning and asset management. For example, survey data can show the range of infrastructure provision in different contexts and provide baseline information on infrastructure needs per capita to support level of service targets.

This work is intended to support future advocacy by Metro Vancouver and member jurisdictions, and could support relationship-building with the Province through evidence-based requests for funding.

This project will not fully capture the infrastructure needs for housing on First Nations reserve lands, although it will account for major market developments on First Nations lands that respond to regional and subregional housing needs (e.g., Seṅáḵw), which are summarized in the Regional Housing Needs report. Recognizing the importance of Indigenous housing and associated infrastructure needs, future engagement on regional housing and infrastructure needs may provide opportunities to explore these considerations further. The findings of this study may also serve as a useful reference for local First Nations in supporting their own infrastructure planning and advocacy efforts through Indigenous-specific funding streams.

CONCLUSION

Based on feedback from the Regional Planning Committee, Metro Vancouver is undertaking analysis of existing and future infrastructure needs to support anticipated growth. This work will provide a high-level analysis of associated costs to support local infrastructure planning and advocacy to provincial and federal governments for enhanced infrastructure funding to support housing mandates.

REFERENCES

1. Cote, J. (2025, May). *Scope of Work – Infrastructure Demand to Support Growth in the Metro Vancouver Region* https://metrovancouver.org/boards/GVRD/RD-2025-06-27-AGE.pdf#page=27

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Edward Nichol, Senior Planner, and Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services

Date: October 16, 2025 Meeting Date: November 6, 2025

Subject: **Urban Tree Canopy Cover and Housing Study: Scope of Work**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 16, 2025, titled "Urban Tree Canopy Cover and Housing Study: Scope of Work".

EXECUTIVE SUMMARY

Recent changes to provincial housing legislation are expected to impact both local and regional tree canopy cover objectives. However, the extent of these impacts has not yet been quantified, and there is a lack of comprehensive tools to support member jurisdictions to meet both housing and tree canopy cover goals. In response to growing interest and requests from member jurisdictions, Metro Vancouver is undertaking an Urban Tree Canopy Cover and Housing Study which will:

- Research and analyze the potential impacts of provincial housing legislation on the ability to retain, replace, and maintain trees in the urban environment;
- Identify and compile policy tools that can help member jurisdictions to navigate these challenges; and
- Support advocacy for provincial housing legislation amendments that address policy challenges related to urban tree canopy retention, replacement, and maintenance, as identified through the study's findings.

Member jurisdictions will be invited to engage on this project throughout 2026, and results will be shared to the Regional Planning Committee and MVRD Board.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the scope of work for a project to study the impacts of provincial housing legislation on tree canopy cover goals.

BACKGROUND

Metro 2050 sets a regional target to "increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050" (Policy Action 3.2.1b). *Metro 2050* also identifies a role for Metro Vancouver to collect and maintain regionally-consistent tree canopy cover data, and to share such datasets with member jurisdictions (Policy Action 3.2.2a). In addition, Metro Vancouver's *Board Strategic Plan 2022-2026* includes strategic direction to support member jurisdictions to both: a) update existing or implement new housing policies and b) develop and implement effective policies and tools that will help the region achieve its targets to protect 50 per cent of lands for nature and achieve a 40 per cent urban tree canopy.

Recent provincial housing legislation aims to accelerate housing delivery through measures such as mandatory zoning for small-scale multi-unit housing (SSMUH), transit-oriented development, and streamlined development approvals. As member jurisdictions implement recent provincial housing legislation, including requirements for increased housing density, there is an anticipated impact on urban tree canopy cover and the effectiveness of local tree protection policies.

ADDITIONAL CONTEXT

Metro Vancouver's Role in Urban Forestry

Urban forests are comprised of trees on both public and private lands, including parks, streetscapes, and residential areas, and play a vital role in supporting healthy, resilient communities. They provide essential ecosystem services such as shade and cooling, stormwater absorption, habitat creation, and carbon storage. However, trees in urban environments often face challenging growing conditions and increasing pressures from climate change.

Since 2016, Metro Vancouver has supported member jurisdictions by providing urban forestry data and resources, convening practitioners, and advocating for innovative approaches. In 2025, Metro Vancouver became a convening partner with the 'Trees and Wires Solutions Lab', a research collective of staff from BC Hydro, several member jurisdictions, academia, and other partner organizations. This lab will explore integrated solutions for connecting new developments to electrical services while protecting and expanding urban tree canopy.

As set out in *Metro 2050*, Metro Vancouver collects and maintains regional ecological health indicator data, including spatial datasets on regional tree canopy cover and impervious surfaces. Examples of materials developed by Metro Vancouver to support local urban forestry work include the Metro Vancouver Tree Guide (Reference 1) and the Tree Regulations Toolkit (Reference 2). While the Tree Regulations Toolkit was updated in 2023 to provide more information on land-use specific tools to protect tree canopy, this was completed prior to the release of new provincial housing legislation and does not reflect its potential impacts.

Tree Canopy Cover and Provincial Housing Legislation

The regional tree canopy cover and impervious surface datasets were updated in 2023, and the results showed a 1% decline in regional tree canopy cover within the urban containment boundary between 2014 and 2020 (Reference 3). In late 2023, the Provincial government introduced new housing legislation designed to increase housing supply throughout British Columbia. The new legislation allows density increases beyond what has traditionally been permitted. In areas previously zoned for single-family or duplex housing, 'small-scale multi-unit housing' of up to 4 units is now permitted on most lots while in areas near frequent transit service, as many as 6 units are permitted. The legislation also calls for further increased density in 'transit-oriented areas' (TOAs), such as areas near SkyTrain stations and bus exchanges. While the full extent of the impact of this legislation on development patterns is still emerging, it is anticipated that the associated changes, particularly increased density and reduced space for vegetation, will present challenges for maintaining and expanding tree canopy cover across the region. Loss of tree canopy cover can exacerbate the urban heat island effect, leading to extreme temperatures in urban areas and increased risk of heat-related morbidity and mortality. During periods of extreme rainfall, areas with low tree canopy cover and high impervious surface area (e.g., pavement, buildings) may experience overland flooding.

SCOPE OF WORK

The Urban Tree Canopy and Housing Study will involve:

- researching and analyzing the potential impacts of provincial housing legislation and associated changes in density on the ability to retain, replace, and maintain trees in the urban environment;
- exploring and compiling potential policy tools to mitigate these challenges; and
- supporting advocacy for provincial housing legislation amendments if significant tree canopy cover impacts are predicted.

This process will involve technical analysis of density impacts, engaging with member jurisdictions, planners, urban forestry practitioners, and other partners, and updating tools and resources, such as the Tree Regulations Toolkit, to better support member jurisdictions.

Anticipated tasks are likely to include (but not be limited to) the following:

Task 1: Modelling methodology

- Convene a working group to develop a methodology for assessing future tree canopy cover changes with planned development reflected in updated Official Community Plans (OCPs);
- Assess the latest regional datasets including regional tree canopy cover, impervious surface, and potential planting areas;
- Develop scenarios to consider variations in housing density, rates of tree retention, removal, replanting on or offsite, tree growth, and other considerations; and
- Seek feedback from the working group, Regional Planning Advisory Committee, and the Regional Planning Advisory Committee – Environment Subcommittee on the proposed scenarios.

Task 2: Scenario modelling and assessment

- Simulate tree canopy cover outcomes for the 3 scenarios; and
- Summarize results by regional land use designation, urban centres, FTDAs, TOAs, and other geographies.

Task 3: Policy Research

- Research additional land use policy tools that can be leveraged to maintain and increase tree canopy in concert with the provincial housing legislation.

Task 4: Recommendations

- Recommend edits to the Tree Regulations Toolkit based on these results and other relevant work across the region (e.g., Trees and Wires Solutions Lab);
- Develop advocacy recommendations to support provincial housing legislation amendments if significant tree canopy cover impacts are predicted;
- Seek feedback on the recommendations from the working group, Regional Planning Advisory Committee, and the Regional Planning Advisory Committee – Environment Subcommittee; and
- Present results to the Regional Planning Committee and MVRD Board.

ALTERNATIVES

This is an information report. No alternatives are presented.

OTHER IMPLICATIONS

This project is expected to assist member jurisdictions with policy options to better retain tree canopy cover, while also adhering to provincial housing legislation. Results of this project may have implications for future policy updates, such as future amendments to Metro 2050. In addition, the findings may be of interest to other organizations and levels of government that are working to balance housing growth with urban tree canopy protection and climate resilience objectives. Furthermore, the results may support advocacy for provincial housing legislation amendments.

FINANCIAL IMPLICATIONS

The project will be completed through a mix of in-house resources and consultant services to draw on technical expertise as needed. The MVRD Board-approved 2026 Regional Planning budget includes $50,000 for the Urban Tree Canopy and Housing Study.

CONCLUSION

Provincial housing legislation mandating increased residential density is expected to challenge local and regional tree canopy cover goals and policies. These impacts have not yet been quantified, and member jurisdictions lack comprehensive tools to balance tree retention with housing goals. This report outlines the scope of a study to assess the effects of the legislation on urban tree canopy and identify potential policy solutions to support the needs of member jurisdictions. The outcomes of this project will also support Metro Vancouver in updating its tree canopy-related guidance materials, such as the Metro Vancouver Tree Guide and the Tree Regulations Toolkit to reflect evolving development patterns and policy needs.

REFERENCES

1. Metro Vancouver Tree Guide. (2025). https://treeguide.ca/
2. Metro Vancouver Tree Regulations Toolkit (Second Edition). (2024, March). https://metrovancouver.org/services/regional-planning/Documents/metro-vancouver-tree-regulations-toolkit.pdf
3. 2020 Regional Tree Canopy and Impervious Surface in Metro Vancouver. (2024, March). https://metrovancouver.org/services/regional-planning/Documents/regional-tree-canopy-cover-impervious-surface-2020.pdf

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Sinisa Vukicevic, Program Manager, Regional Planning Analytics and
Agatha Czekajlo, Senior Policy and Planning Analyst, Regional Planning and Housing Services

Date: October 6, 2025 Meeting Date: November 6, 2025

Subject: **Dwelling Unit Projections Update**

RECOMMENDATION

That the MVRD Board:

a) receive for information the report dated October 6, 2025, titled "Dwelling Unit Projections Update"; and
b) direct staff to forward a copy of the report dated October 6, 2025 titled "Dwelling Unit Projections Update" to member jurisdiction staff.

EXECUTIVE SUMMARY

In October 2025, the MVRD Board received updated regional population projections. Based on this update, corresponding projections for dwelling units have been completed and are being provided for information and regional planning purposes.

Between 2024 and 2051, the region is expected to add an average of approximately 20,500 net new dwelling units annually, reflecting an average annual growth rate of 1.4 per cent. This is a slight decrease from the 1.5 per cent growth rate reported in the 2024 update, primarily due to revised population growth assumptions.

These updated projections incorporate recent reductions to federal immigration targets. However, they do not yet fully reflect the potential impacts of new provincial housing legislation and associated housing targets. Staff will continue to assess the implications of these updated growth forecasts on the distribution of growth across member jurisdictions.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with an update on Metro Vancouver's dwelling unit projections.

BACKGROUND

Metro Vancouver conducts annual updates to regional dwelling unit projections to ensure alignment with evolving housing trends, policy developments, and planning requirements. These updates support informed decision-making across regional and municipal levels.

In October 2025, the MVRD Board received updated population projections indicating a temporary slowdown in growth, primarily due to reduced federal immigration targets and a decline in the number of non-permanent residents. Population growth is expected to stabilize over the longer term.

Following this update, revised dwelling unit projections have been completed and are now being provided for information and regional use. These projections are developed for regional, sub-regional, and municipal geographies to support coordinated planning and policy implementation across jurisdictions.

DWELLING UNIT PROJECTIONS

Methodology

Metro Vancouver's dwelling unit projections are developed using a combined top-down and bottom-up approach. This methodology integrates key drivers of growth and migration—such as population projections (Reference 1)—with current and historical household formation patterns (e.g., household size), and adjustments based on select approved development plans.

Consistent with the 2024 update, the methodology also incorporates supply-side considerations, including land availability, development capacity, and housing affordability, to better reflect the region's housing conditions. Projections are disaggregated by four dwelling structure types: single detached, row house, multiplex, and apartment. These categories follow Statistics Canada's definitions (Reference 2), with further detail provided in Attachment 1, Table 1.

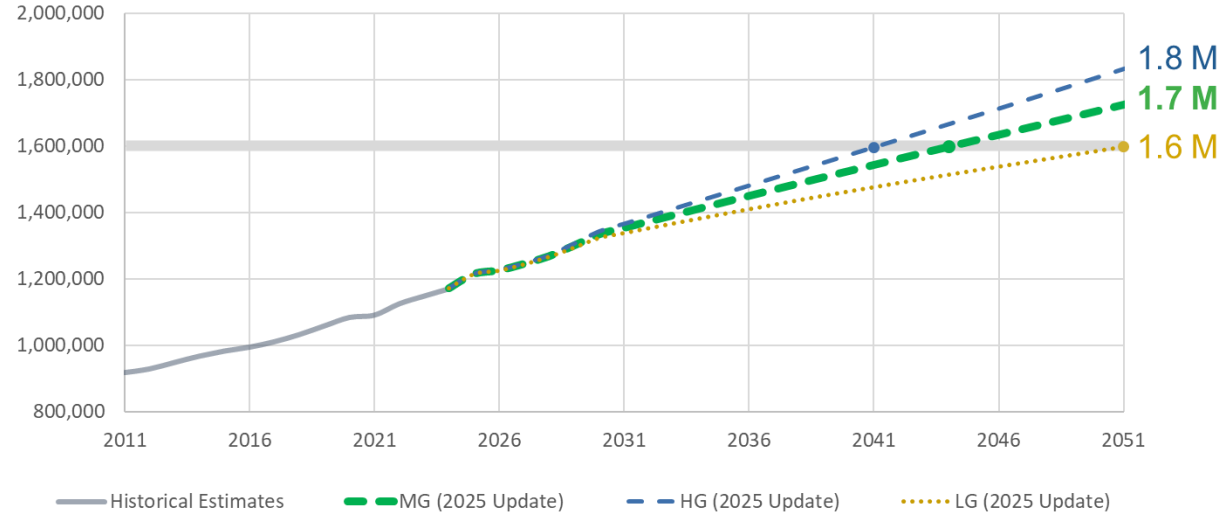
To account for uncertainty in future growth, three scenarios have been developed for dwelling unit projections: low growth (LG), medium growth (MG), and high growth (HG). These scenarios reflect potential variability in population growth, primarily influenced by immigration and fertility rates. The Medium Growth scenario is considered the most likely outcome, while the Low and High Growth scenarios explore alternative trajectories based on different assumptions. For dwelling unit projections, the primary variable across scenarios is the projected population living in private dwellings; all other inputs remain constant.

At this time, the dwelling unit projections do not fully incorporate the impacts of recent provincial housing legislation, due to limited availability of historical and supporting data. Metro Vancouver will continue to collaborate with member jurisdictions to ensure future updates reflect the implications of provincial housing targets, new legislation, and revised official community plans.

Modelling Results

Under the 2025 Update MG scenario, Metro Vancouver is projected to reach 1.7 million dwelling units by 2051 (Figure 1). From 2024 to 2051, the region is projected (MG) to add on average about 20,500 net new units annually. This is greater than the average net completions estimated from 2019 to 2023 (19,950 net new units; Reference 3). During the 2024 to 2051 period, the annual growth rate of dwelling units is projected (MG) to be 1.4 per cent, lower than the 1.5 per cent reported in the previous update (2024) due to decreased population growth.

Figure 1
Total Dwelling Unit Projections (2025 Update), Including Medium Growth (MG), High Growth (HG), And Low Growth (LG) Scenarios



Following a projected record-high annual growth rate of 3.7 per cent between 2024 and 2025, the pace of net new housing development is expected to slow between 2025 and 2026, before increasing again in alignment with anticipated changes to federal immigration policy. As a result, regional dwelling unit growth is projected to decline to 0.9 per cent in 2026, before rising to 2.6 per cent by 2030, depending on the growth scenario. Despite short-term fluctuations in population growth resulting from recent immigration policy changes incorporated into the 2025 Update, all three growth scenarios project dwelling unit growth to remain within a one percentage point margin of the 2024 Update projections. Over the long term, growth rates are expected to return to levels more consistent with historical trends.

Between 2016 and 2021, the Township of Langley, the City of North Vancouver, and New Westminster experienced higher rates of dwelling unit growth compared to other member jurisdictions (References 4 and 5). During this period, nearly half of the region's housing growth occurred in Vancouver and Surrey. Under the 2025 Update Medium Growth Scenario, projections indicate that between 2024 and 2051, approximately 25 percent of the region's net new dwelling units will be located in Surrey, with an additional 21 per cent in Vancouver. Surrey's dwelling unit stock is projected to grow at an average annual rate of 1.9 per cent, while Vancouver's is expected to grow at 1.1 per cent annually. Other member jurisdictions—including the Township and City of Langley, Coquitlam, New Westminster, and Maple Ridge—are projected to exceed an annual growth rate of 1.5 per cent during this period.

Consistent with the 2024 Update, the 2025 Update (MG scenario) anticipates a continued decline in the share of single-detached units, alongside a significant increase in apartment units (Figure 2). Apartments are expected to account for approximately 67 per cent of net new units added to the

region's housing stock, up from 61 per cent based on Census data from 2016 to 2021 (References 4 and 5). This trend aligns with historical patterns in housing starts, completions (Reference 6), and net completions (Reference 3) from 2015 to 2024. By 2051, apartments are projected to represent more than half of the region's total dwelling units, increasing from a 46 per cent share in 2024 (Figure 3).

Figure 2
Dwelling Unit Projections (2025 Update, Medium Growth Scenario), By Structure Type

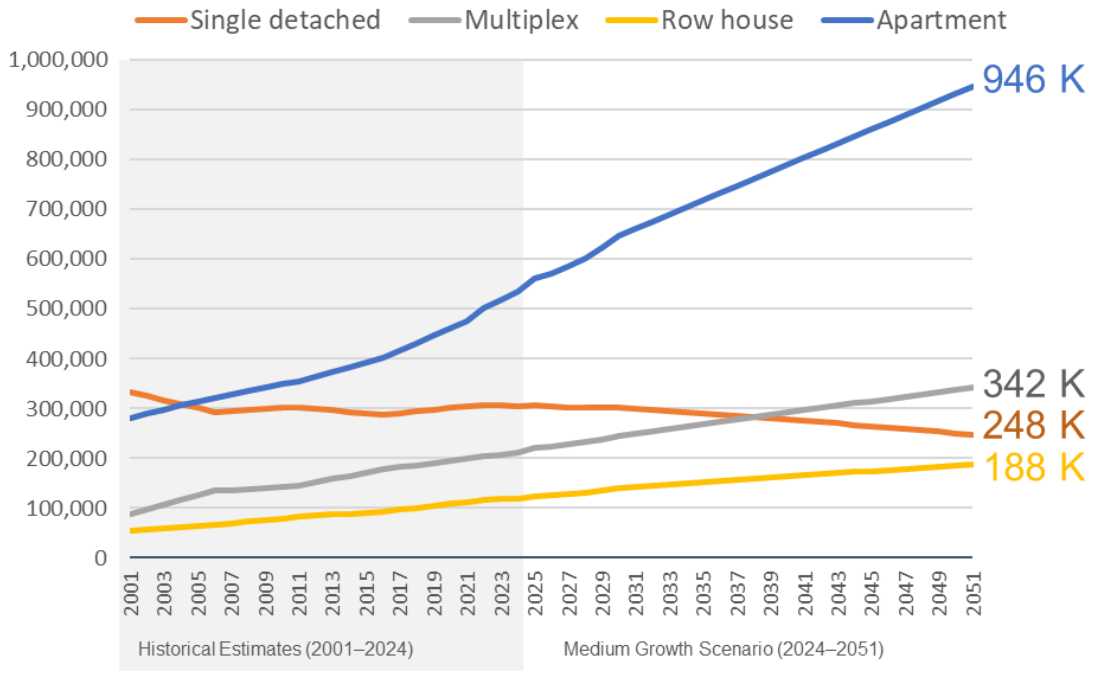
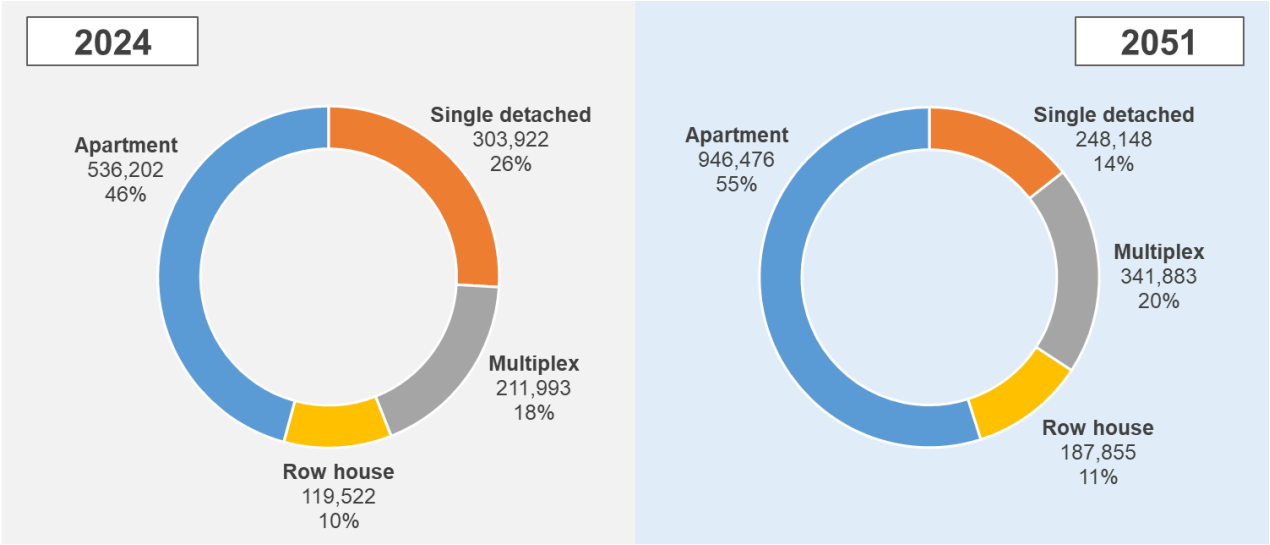


Figure 3
Dwelling Unit Projections (2025 Update, Medium Growth Scenario) By Structure Type, As A Count and Percentage of Total Dwelling Units Per Year, For 2024 And 2051



Recent Changes to Average Household Sizes

Under the 2024 Update Medium Growth Scenario, the estimated average household size for net new units added in the region was 2.21, closely aligned with the five-year historical average of 2.19 persons per household observed between 2016 and 2021. However, net new housing completions since 2021 have not kept pace with the region's unprecedented population growth. To account for this imbalance, average household size estimates for the period from 2021 to 2024 were adjusted upward.

As a result, the 2024 baseline estimate for average household size across all dwelling structure types increased to 2.62, up from 2.49 in the previous update. Notably, the average household size for single detached homes rose to 3.27, an increase of 0.18. Row houses saw an increase of 0.16, reaching an average of 2.91 in the 2025 Update. Multiplex units increased by 0.15 to an average of 3.15 persons per household, while apartments experienced a more modest increase of 0.11, reaching an average household size of 1.97.

These adjustments reflect the region's evolving housing dynamics and the need to accommodate population growth within existing and planned housing stock.

ALTERNATIVES

1. That the MVRD Board:
   a) receive for information the report dated October 6, 2025, titled "Dwelling Unit Projections Update"; and
   b) direct staff to send a copy of the report dated October 6, 2025 titled "Dwelling Unit Projections Update" to member jurisdiction staff.

2. That the MVRD Board receive for information the report dated October 6, 2025, titled "Dwelling Unit Projections Update".

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. All work related to population projections is undertaken in-house by staff within the Regional Planning Department.

CONCLUSION

The 2025 Update dwelling unit projections reflect the updated population projections, including the impact of recent federal immigration and non-permanent resident policy changes. The updated dwelling unit projections model also incorporated new average household size estimates based on recent net completions data and population growth. Following updated population projections, dwelling units are projected to slow temporarily in the near-term (2025 to 2027 period). These fluctuations underscore the importance of regular updates to Metro Vancouver's projections, particularly in response to evolving federal policy. Metro Vancouver's annual projection updates remain a critical tool for adapting to changing conditions and ensuring coordinated, evidence-based planning across member jurisdictions and regional services.

ATTACHMENTS

1. Summary of Dwelling Unit Projections.
2. Dwelling Unit Projections Tables (Low, Medium, and High Growth Scenarios).

REFERENCES

1. Vukicevic, S. & Czekajlo, A. (2025). *Population Projections Update* [Staff report to MVRD Board meeting on 2025, October 3]. https://metrovancouver.org/boards/GVRD/RD-2025-10-03-AGE.pdf
2. Statistics Canada. *Type of Dwelling Reference Guide, Census of Population, 2021.* Catalogue no. 98-500-X, issue 2021001. https://www12.statcan.gc.ca/census-recensement/2021/ref/98-500/001/98-500-x2021001-eng.cfm
3. Metro Vancouver Housing Data Book. (2025, February). *2.10. Housing Demolitions*. https://metrovancouver.org/services/regional-planning/Documents/metro-vancouver-housing-data-book-2025.pdf#page=79
4. Statistics Canada. (2017; modified 2019). *Table 98-400-X2016017, Structural Type of Dwelling (10) and Household Size (8) for Occupied Private Dwellings of Canada, Provinces and Territories, Census Divisions and Census Subdivisions, 2016 Census - 100% Data*. https://www150.statcan.gc.ca/n1/en/catalogue/98-400-X2016017
5. Statistics Canada. (2022; modified 2025). *Table 98-10-0041-01, Structural type of dwelling and household size: Canada, provinces and territories, census divisions and census subdivisions*. https://doi.org/10.25318/9810004101-eng
6. Canada Mortgage and Housing Corporation. (2025). *Housing Market Information Portal*. www03.cmhc-schl.gc.ca/hmip-pimh/en#Profile/1/1/Canada

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Table 1

Summary of Dwelling Structure Types in Metro Vancouver Dwelling Unit Projections, 2025 Update

Metro Vancouver Projections – Dwelling Structure Types Definitions		
Dwelling Structure Types (2025 Update)	**Statistics Canada, Dwelling Structure Type**	**Statistics Canada, Dwelling Structure Type Definitions**
Single detached	Single-detached house	A single dwelling not attached to any other dwelling or structure (except its own garage or shed). A single-detached house has open space on all sides, and has no dwellings either above or below it.
	Mobile home	A single dwelling designed and constructed to be transported on its own chassis and capable of being moved to a new location on short notice.
	Other moveable dwelling	A single dwelling, other than a mobile home, used as a place of residence, but capable of being moved on short notice, such as a tent, recreational vehicle, travel trailer, houseboat, or floating home.
Multiplex	Semi-detached house	One of two dwellings attached side by side (or back to back) to each other, but not to any other dwelling or structure (except its own garage or shed). A semi-detached dwelling has no dwellings either above or below it, and the two units together have open space on all sides.
	Apartments or flat in a duplex	One of two dwellings located one above the other.
	Other single-attached house	As single dwelling that is attached to another building and that does not fall into any of the other categories.
Row house	Row house	One of three or more dwellings joined side by side (or occasionally side to back), such as a townhouse or garden home, but not having any other dwellings either above or below.
Apartment	Apartment in a building that has fewer than five storeys	A dwelling unit attached to other dwelling units, commercial units or other non-residential space in a building that has fewer than five storeys.
	Apartment in a building that has five or more storeys	A dwelling unit in a high-rise apartment building that has five or more storeys. Also included are apartments in a building with five or more storeys where the first floor or second floor is commercial establishments.

Source: Statistics Canada. *Type of Dwelling Reference Guide, Census of Population, 2021*. Catalogue no. 98-500-X, issue 2021001. https://www12.statcan.gc.ca/census-recensement/2021/ref/98-500/001/98-500-x2021001-eng.cfm

DWELLING UNIT PROJECTIONS

LOW GROWTH SCENARIO	2024	2031	2041	2051
Metro Vancouver Regional Total	1,171,640	1,333,087	1,465,989	1,583,380
BURRARD PENINSULA Sub-Region	502,898	561,453	610,230	656,226
City of Burnaby	116,721	128,972	139,813	149,548
City of New Westminster	39,701	47,769	53,993	59,115
City of Vancouver	337,159	371,367	397,742	423,762
Electoral Area A - UBC	7,833	8,472	9,843	10,998
Electoral Area A - UEL	1,484	4,872	8,839	12,803
NORTH SHORE Sub-Region	92,327	100,713	108,440	116,144
Bowen Island Municipality	1,916	2,132	2,378	2,541
City of North Vancouver	31,472	35,080	38,663	41,755
District of North Vancouver	37,553	40,574	43,190	45,822
District of West Vancouver	20,806	22,214	23,386	25,118
Village of Lions Bay	524	655	759	842
Electoral Area A - Howe Sound	56	59	63	68
NORTHEAST Sub-Region	105,440	117,464	129,087	140,307
City of Coquitlam	63,830	72,260	80,498	88,605
City of Port Coquitlam	24,818	27,539	29,570	31,233
City of Port Moody	15,671	16,462	17,752	19,144
Village of Anmore	802	868	938	996
Village of Belcarra	265	279	267	263
Electoral Area A - Indian Arm/Pitt Lake	54	57	62	66
RIDGE MEADOWS Sub-Region	44,243	53,408	60,384	66,201
City of Maple Ridge	36,397	44,348	50,441	55,540
City of Pitt Meadows	7,846	9,060	9,943	10,660
SOUTH OF FRASER – EAST Sub-Region	293,459	350,165	394,482	430,325
City of Langley	14,406	17,188	18,526	19,726
City of Surrey	210,395	252,433	284,721	310,261
City of White Rock	11,322	13,205	14,349	15,493
Township of Langley	57,276	67,277	76,819	84,773
Electoral Area A - Barnston Island	59	63	67	72
SOUTH OF FRASER – WEST Sub-Region	133,274	149,885	163,365	174,178
City of Delta	40,545	46,568	50,180	53,421
City of Richmond	90,804	100,491	109,062	115,731
scəẇaθən məsteyəxʷ (Tsawwassen First Nation)	1,924	2,826	4,123	5,026

1. Municipal totals, with exception of scəẇaθən məsteyəxʷ (Tsawwassen First Nation), include the estimates of Indian Reserves located within the respective municipal boundary.

DWELLING UNIT PROJECTIONS

MEDIUM GROWTH SCENARIO	2024	2031	2041	2051
Metro Vancouver Regional Total	1,171,640	1,353,375	1,542,957	1,724,361
BURRARD PENINSULA Sub-Region	502,898	569,542	640,821	711,344
City of Burnaby	116,721	131,164	148,341	164,960
City of New Westminster	39,701	48,366	56,310	63,616
City of Vancouver	337,159	376,540	416,934	457,953
Electoral Area A - UBC	7,833	8,600	10,398	12,012
Electoral Area A - UEL	1,484	4,872	8,839	12,803
NORTH SHORE Sub-Region	92,327	102,163	113,668	125,833
Bowen Island Municipality	1,916	2,142	2,416	2,615
City of North Vancouver	31,472	35,523	40,334	44,931
District of North Vancouver	37,553	41,139	45,195	49,508
District of West Vancouver	20,806	22,637	24,867	27,807
Village of Lions Bay	524	663	793	905
Electoral Area A - Howe Sound	56	59	63	68
NORTHEAST Sub-Region	105,440	119,135	135,315	152,407
City of Coquitlam	63,830	73,322	84,522	96,587
City of Port Coquitlam	24,818	27,918	30,892	33,646
City of Port Moody	15,671	16,687	18,611	20,796
Village of Anmore	802	872	961	1,046
Village of Belcarra	265	278	268	267
Electoral Area A - Indian Arm/Pitt Lake	54	57	62	66
RIDGE MEADOWS Sub-Region	44,243	54,150	62,898	70,930
City of Maple Ridge	36,397	44,986	52,581	59,547
City of Pitt Meadows	7,846	9,163	10,318	11,383
SOUTH OF FRASER – EAST Sub-Region	293,459	356,194	418,179	473,738
City of Langley	14,406	17,439	19,421	21,350
City of Surrey	210,395	257,243	304,043	345,416
City of White Rock	11,322	13,336	14,831	16,405
Township of Langley	57,276	68,114	79,817	90,495
Electoral Area A - Barnston Island	59	63	67	72
SOUTH OF FRASER – WEST Sub-Region	133,274	152,191	172,075	190,109
City of Delta	40,545	47,215	52,580	57,927
City of Richmond	90,804	102,151	115,372	127,156
scəẇaθən məsteyəxʷ (Tsawwassen First Nation)	1,924	2,825	4,123	5,026

1. Municipal totals, with exception of scəẇaθən məsteyəxʷ (Tsawwassen First Nation), include the estimates of Indian Reserves located within the respective municipal boundary.

DWELLING UNIT PROJECTIONS

HIGH GROWTH SCENARIO	2024	2031	2041	2051
Metro Vancouver Regional Total	1,171,640	1,369,901	1,606,039	1,846,114
BURRARD PENINSULA Sub-Region	502,898	576,008	665,997	759,789
City of Burnaby	116,721	132,883	155,215	178,198
City of New Westminster	39,701	48,858	58,228	67,530
City of Vancouver	337,159	380,699	432,838	488,221
Electoral Area A - UBC	7,833	8,696	10,877	13,037
Electoral Area A - UEL	1,484	4,872	8,839	12,803
NORTH SHORE Sub-Region	92,327	103,383	117,997	134,176
Bowen Island Municipality	1,916	2,151	2,448	2,678
City of North Vancouver	31,472	35,887	41,702	47,660
District of North Vancouver	37,553	41,621	46,866	52,689
District of West Vancouver	20,806	22,995	26,097	30,124
Village of Lions Bay	524	671	821	958
Electoral Area A - Howe Sound	56	59	63	68
NORTHEAST Sub-Region	105,440	120,542	140,462	162,769
City of Coquitlam	63,830	74,210	87,858	103,468
City of Port Coquitlam	24,818	28,245	31,988	35,698
City of Port Moody	15,671	16,878	19,309	22,181
Village of Anmore	802	875	979	1,087
Village of Belcarra	265	276	267	269
Electoral Area A - Indian Arm/Pitt Lake	54	57	62	66
RIDGE MEADOWS Sub-Region	44,243	54,818	65,040	74,989
City of Maple Ridge	36,397	45,563	54,411	62,997
City of Pitt Meadows	7,846	9,255	10,630	11,992
SOUTH OF FRASER – EAST Sub-Region	293,459	361,076	437,387	510,710
City of Langley	14,406	17,650	20,149	22,715
City of Surrey	210,395	261,065	319,605	375,350
City of White Rock	11,322	13,448	15,226	17,173
Township of Langley	57,276	68,851	82,340	95,401
Electoral Area A - Barnston Island	59	63	67	72
SOUTH OF FRASER – WEST Sub-Region	133,274	154,073	179,156	203,680
City of Delta	40,545	47,762	54,575	61,819
City of Richmond	90,804	103,486	120,458	136,835
scəwaθən məsteyəxʷ (Tsawwassen First Nation)	1,924	2,825	4,123	5,026

1. Municipal totals, with exception of scəwaθən məsteyəxʷ (Tsawwassen First Nation), include the estimates of Indian Reserves located within the respective municipal boundary.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

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

Date: October 16, 2025 Meeting Date: November 6, 2025

Subject: **Manager's Report**

RECOMMENDATION
That the Regional Planning Committee receive for information the report dated October 16, 2025, titled "Manager's Report".

REGIONAL PLANNING COMMITTEE 2025 WORK PLAN
The Regional Planning Committee's Work Plan for 2025 is attached to this report (Attachment 1). The status of work program elements is indicated as pending, in progress, or complete. The listing is updated as needed to include new issues that arise, items requested by the committee, and changes to the schedule.

PROJECT UPDATES – ONGOING WORK

- **Centres and Corridors Growth Target Update**: Metro Vancouver is preparing to update dwelling unit and employment targets for growth areas identified in *Metro 2050*, including Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors. The project will collaborate closely with member jurisdictions to develop ambitious yet achievable targets that support effective implementation. Originally planned for launch in 2024, the timeline has shifted to incorporate recent legislative and policy changes, such as provincial housing legislation and immigration updates that are now reflected in updated population, dwelling, and employment projections. Next steps include forming a working group with member jurisdiction staff to integrate local goals and input.

- **Regional Industrial Lands Inventory:** Following Committee approval of the scope of work in July, Metro Vancouver has initiated data collection from member jurisdictions and external sources such as commercial brokers and orthophotography. Staff have also met with the Province to coordinate related efforts, explore opportunities for data sharing, and avoid duplication of effort. The final report and inventory is anticipated in Spring 2026.

- **Agricultural Data Book:** Data collection and analysis are underway using the Census of Agriculture and Agricultural Land Use Inventory (ALUI). Census and ALUI data will be combined with additional food system data into the Data Book to provide deeper insights into the regional food system as a whole so as to support member jurisdictions and inform local and regional food and agricultural planning. Data will be published in phases throughout 2026.

- **Regional Green Infrastructure Network:** Metro Vancouver is working with member jurisdictions, local First Nations, and other agencies to finalize a Regional Green Infrastructure Network Opportunity Map that highlights opportunities for protecting, restoring, and connecting natural green spaces. The map can serve as a tool for planners, developers, and decision makers to support land use and conservation choices and it is anticipated to be complete in early 2026.

- **Best Management Practices for Invasive Species:** In response to member requests, Metro Vancouver is working with the Cities of Vancouver and Burnaby, as well as the Invasive Species Council of Metro Vancouver to develop best management practice guides (BMPs) for two priority invasive species – lesser celandine and brown marmorated stink bug. These new guides will complement the existing suite of BMPs for the Metro Vancouver region (Reference 1). Completion is anticipated in early 2026, with additional guides to be developed as requested by member jurisdictions.

METRO VANCOUVER'S ROLE IN SUPPORTING THE INTEGRATED REGIONAL PLAN

As part of the federal government's new Canada Public Transit Fund, regions across the country are now required to develop Integrated Regional Plans (IRPs) to be eligible for transit infrastructure funding. These plans are intended to align land use, housing, and transportation planning at a regional scale to support sustainable growth and improve transit outcomes.

In Metro Vancouver, TransLink is the lead agency responsible for developing the IRP. However, given Metro Vancouver's role in regional planning and housing policy, the Regional Planning and Housing Policy teams have supported TransLink in the development of the housing-related components of the IRP. This includes leveraging Metro Vancouver's data, analytical capacity, and policy expertise to ensure the housing sections of the IRP are robust, evidence-based, and aligned with regional objectives.

The development of the IRP was informed by Metro Vancouver's long-range strategies, *Metro 2050* and *Transport 2050,* which provided a foundational policy framework. This work was further supported by new data and analysis to reflect current housing and growth trends across the region. To support this work, the federal government has provided financial resources to assist with IRP development. TransLink is allocating a portion of this funding to Metro Vancouver for its efforts in developing and monitoring the housing components of the IRP.

This collaboration reflects a natural alignment of roles and responsibilities, with Metro Vancouver contributing its regional perspective and technical expertise to help develop and monitor the housing dimensions of the IRP.

ECONOMIC IMPACTS OF COMMERCIAL REAL ESTATE

Published by NAIOP (the Commercial Real Estate Development Association) in partnership with Altus Group, this report analyzes the economic impact of Canada's commercial real estate (CRE) sector (Reference 2). Highlights include:

- In 2024, the sector's construction activity (including industrial, retail and entertainment, office, and institutional multifamily housing) and ongoing operations generated:
  - $342.3 billion in total economic activity
  - $172.5 billion in GDP contribution
  - $61.9 billion in labour income
  - 1 million jobs, including 365,300 direct positions
- Canada's economy shifted from rapid post-pandemic recovery to slower growth between 2021–2024, shaped by rising interest rates that peaked in 2023 and eased in 2024, impacting construction and investment decisions.
- Labour markets remained tight throughout 2024, with growth in office-using jobs in major centres; however, the office sector continues to face supply-demand imbalances due to hybrid work and space compression.
- Population growth sustained strong demand for housing and consumer spending, supporting multifamily and retail sectors.
- Looking ahead, trade tensions with the US and broader global trade disruptions pose risks to CRE performance.

ATTACHMENT

1. Regional Planning Committee 2025 Work Plan.

REFERENCES

1. Best Management Practices for Invasive Species in the Metro Vancouver region. https://metrovancouver.org/services/regional-planning/resources-and-studies#k=best%20management%20practice%23l=1033
2. Altus Group, NAOIP Research Foundation (2025, August). *Economic Impacts of Commercial Real Estate in Canada*. https://www.naiop.org/globalassets/research-and-publications/report/economic-impacts-of-commercial-real-estate-in-canada-2025-edition/2025-economic-impacts-of-cre-canada.pdf

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Regional Planning Committee 2025 Work Plan

Report Date: October 16, 2025

1st Quarter	Status
Measures for Affordable and Diverse Housing Dashboard	Completed
Regional Parking Strategy – Update	Completed
Metro 2050 Climate Policy Enhancement Bylaw	Completed
Housing Databook - Update	Completed
Metro 2050 – Regional Affordable Rental Housing Target – Baseline Data	Completed
Regional Food Systems Strategy Engagement – Update Report	Completed
Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal – Regional Housing Needs Report	Completed
Rental Housing Blueprint – Update	Completed
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Completed
2nd Quarter	**Status**
Regional Green Infrastructure Network Phase 2 - Update Report	In Progress
Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal – Affordable Housing Gap Analysis	Completed
Agricultural Awareness Grant Awards	Completed
Housing + Transportation Cost Burden Study Update – Final Report	Completed
Regional Parking Study – Final Report	Completed
Best Management Practices for Invasive Species – Update and 3 New Guides	In Progress
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
3rd Quarter	**Status**
Metro 2050 – Performance Measures Update	Completed
Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal – Policy Alternatives Discussion Paper	In Progress
Regional Projections Update – Population, Housing and Employment	Completed
Industrial Lands Bring to Market Study – Final Report	Completed
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
4th Quarter	**Status**
Urban Centres/FTDA Growth Target Update	Pending
Regional 3D/XR Modeling Platform	In Progress
Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal	Pending
Enhancing Urban Forestry – Scope of Work	In Progress
Industrial Lands Inventory - Update	In Progress
Agricultural Data Book - Update	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD/GVWD/GVS&DD Board of Directors

From: Laurel Cowan, Division Manager, Regional Land Use Planning & Policy

Date: August 25, 2025 Meeting Date: October 3, 2025

Subject: **Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions**

RECOMMENDATION

That the MVRD/GVWD/GVS&DD Board endorse the recommended updates to Development Cost Charge categories and definitions as described in the report dated August 25, 2025, titled "Recommended Updates to Development Cost Charge Categories and Definitions", and direct staff to integrate these updates into the planned 2027 DCC Program Update.

EXECUTIVE SUMMARY

Metro Vancouver is reviewing its Development Cost Charge (DCC) program through a series of coordinated projects. As an initial step, a report was presented to the Finance Committee and the MVRD Board in June 2025, outlining best practices, proposed updates to DCC categories and definitions, and a framework for engagement (Reference 1). Throughout July, Metro Vancouver engaged member jurisdictions, industry representatives, and the public. Overall feedback was generally supportive of proposed updates, and specific comments were used to help refine definitions and develop resources to support implementation.

This report summarizes feedback received and presents draft definitions and recommendations for Board review and approval. If the Boards approve the revised categories and definitions, they will be integrated into the planned 2027 DCC Program update, alongside updated population projections and capital plans, to inform new rate structures effective in 2028.

PURPOSE

To seek MVRD/GVWD/GVS&DD Board approval of the proposed updates to DCC categories and definitions as part of the work to update Metro Vancouver's DCC Bylaws in 2027.

BACKGROUND

In January 2025, the Finance Committee and MVRD Board endorsed a scope of work for five interrelated projects aimed at reviewing and updating the Metro Vancouver Development Cost Charge (DCC) program. The following month, the Boards approved a detailed scope for Project 2, which focuses on a policy review of best practices and the refinement of DCC categories and definitions (Reference 2). Updating these categories and definitions is essential to align the DCC Program with recent changes in provincial housing legislation and to better reflect current and emerging development patterns. This work also supports a more accurate distribution of DCC rates across various land uses and development forms, ensuring that charges more accurately reflect their impact on regional infrastructure. This report presents engagement feedback, along with definitions and recommendations for Board review and approval. If approved, these elements will be incorporated into the 2027 DCC Program update.

Due to the absence of a Finance Committee meeting in September, this report is being brought directly to the Boards. Timely consideration is critical, as this work forms a foundational input to the broader 2027 DCC Program update and is necessary to maintain the project timeline.

DCC CATEGORIES AND DEFINITIONS REVIEW

Overview & Proposed Updates to DCC Categories

The initial phase of the review focused on six key topics[1]. Based on best practices and preliminary analysis, proposed changes have been identified in three priority areas:

- **Small-scale multi-unit housing:** In response to recent provincial housing legislation (Bill 44), which permits up to 4–6 units per single-detached lot, the review examined how best to accommodate this increased density and the evolving forms of small-scale multi-unit housing.
- **Non-residential categories:** Metro Vancouver currently applies a single DCC rate to all non-residential development, which may not equitably reflect the varying infrastructure demands of different land uses. The review explored the potential for introducing sub-categories to better align rates with actual impacts.
- **DCC reductions for projects with low environmental impact:** In May 2025, Metro Vancouver adopted an interim waiver/reduction bylaw for agricultural developments with low environmental impact. Through engagement, the review considered whether this bylaw should be retained—regardless of the creation of a standalone agricultural category in the 2027 DCC Program update—and whether similar provisions could be extended to other land uses, such as institutional developments.

In addition to these focus areas, the review identified the need to revise and expand DCC Bylaw definitions. These updates aim to better reflect the diversity of development scenarios across the region and ensure that different housing types are appropriately categorized for DCC rate purposes. Table 1 summarizes the proposed updates to DCC categories. Draft definitions are provided in Attachment 1 and will be further refined and incorporated into the 2027 DCC Program update.

[1] For additional information on topic areas that did not include proposed changes, see Reference 1.

Table 1: Summary of Proposed Recommendations for Key Topic Areas

Topic Area	Current	Proposed Change & Rationale
Small-scale multi-unit housing	Laneway homes added to single detached lots are not charged separately and are included under the Lot definition. When added to a site with a duplex or multiplex, they are charged at a full Lot rate per unit.	• **Introduce a separate rate category for laneway homes** added to single detached lots to account for the additional density and its impact on regional infrastructure. This approach ensures consistent treatment of laneway homes, regardless of other development on the lot. • **Apply the lowest Apartment rate category on a per-unit basis to laneway homes**, recognizing that these units are typically smaller in size and have a lower infrastructure demand compared to other housing forms.
	Duplex charged at Lot rate category per unit	• **Apply the Townhouse rate category on a per-unit basis to duplex developments**, recognizing that duplex units are generally more comparable in size and infrastructure impact to townhouses than to single detached homes across the region. This approach supports more accurate and equitable rate assignments within the DCC framework.
	Triplex charged at Lot rate category per unit	• **Apply the Apartment rate category on a per-unit basis to triplex and multiplex developments**, recognizing that 'plex' units are generally more comparable in size and infrastructure impact to apartments across the region. This approach ensures more consistent and equitable rate assignments aligned with actual development characteristics.
	Multiplex (4+ units) charged at Townhouse rate category per unit	
	Lack of definitions for duplexes, multiplexes, laneway homes (outside of single detached development), and lock-off suites. While DCCs are applied to these developments, existing rate categories may not accurately reflect their average household size or infrastructure impact.	• **Add and refine definitions within the DCC Bylaws:** Update definitions to ensure a wide range of development scenarios can be clearly interpreted and appropriately categorized. These updates will support the logical assignment of rate categories based on average household size, which serves as a proxy for the level of impact on regional infrastructure.

Topic Area	Current	Proposed Change & Rationale
Non-residential categories	General non-residential definition and rate category	• **Establish Distinct Definitions and Rate Categories for Industrial, Commercial, Institutional, and Agricultural Development**: Introduce separate definitions and DCC rate categories for each of these land uses to more accurately align development charges with the specific infrastructure demands and impacts associated with each type of use.
DCC waiver/Reduction bylaw for projects designed to result in low environmental impact	Interim waiver/reduction bylaw for Agricultural Development designed to result in low environmental impact (introduced May 2025 until a specific Agricultural Development DCC rate could be established)	• **Explore a Permanent Waiver/Reduction Bylaw for Agricultural Development**: Further assess the potential for a permanent waiver or reduction of DCC rates for agricultural projects that demonstrate very low water consumption and minimal impact on regional infrastructure. • **Explore a DCC Reduction Bylaw for Other Low-Impact Uses**: Explore the feasibility of introducing a DCC reduction bylaw for additional land uses—such as institutional developments—that can demonstrate low environmental impact and reduced infrastructure demand.

ENGAGEMENT PROCESS & FEEDBACK

To inform the proposed DCC program updates, Metro Vancouver staff conducted a series of engagement activities targeting sectors likely to be impacted or interested. These included:

- **Online survey** with 125 responses, primarily from business (36%), residents (19%), government (9%), and other (3%).
- **Joint advisory workshop** on July 18 with 136 senior staff from member jurisdictions, including participants from the Regional Finance, Engineers, Administrators, and Planning Advisory Committees.
- **Technical workshop** on July 21 with 26 member jurisdiction staff involved in DCC implementation.
- **Public/industry workshop** on July 23 with over 30 participants.
- **Outreach and promotion** via the Metro Vancouver DCC mailing list and targeted engagement with industry associations such as UDI, HAVAN, NAIOP, BC Landscape and Nursery Association, BC Agriculture Council, and municipal agriculture advisory committees.

The following table provides a summary of feedback received from the survey and workshops. Additional information is provided in the What We Heard report in Attachment 2.

Topic	Engagement Question	Engagement Feedback
Laneway homes	**Option A:** Separate laneway houses from the single detached category and applying the lowest rate category to reflect that laneway homes typically have small average household sizes.	• **84% preferred this option**
	Option B: Leave laneway houses in the single detached category and increase the rate to account for the potential number of people (regardless of whether a laneway house is built).	• **16%** preferred this option
Update Definitions	Update existing definitions to reflect a wider range of small-scale multi-unit types and formations	• **70% agree / strongly agree** • 13% neutral • 18% disagree / strongly disagree
Rate Category for Duplex	Apply a medium DCC rate category for duplexes to reflect that they are typically larger than apartments but smaller than single-detached homes	• **63% agree / strongly agree** • 15% neutral • 22% disagree / strongly disagree
Rate Category for Multiplexes	Apply the lowest rate category for multiplexes and suites to reflect that they typically have small average household sizes.	• **66% agree / strongly agree** • 15% neutral • 19% disagree / strongly disagree
Non-residential categories	Separate definitions and rate categories for Industrial, Commercial, Institutional, and Agricultural Development.	• **72% agree or strongly agree** • 15% neutral • 12% disagree / strongly disagree
DCC waiver/Reduction bylaw for projects designed to result in low environmental impact	Keep a DCC waiver/reduction for Agricultural Development, in addition to creating a new stand-alone category. This would further reduce DCC rates for projects with very low water use (and low impact on regional infrastructure).	• **52% agree / strongly agree** • 36% neutral • 12% disagree / strongly disagree
	Explore a DCC reduction bylaw for other uses such as institutional that demonstrate a low environmental impact.	• **51% Support** • 31% Don't know, need more information • 18% Don't support

Workshop participants expressed general support for the proposed updates and provided the following feedback:

- Use square metres instead of square feet for non-residential rates to align with member jurisdictions and submitted drawings.
- Align definitions and approaches with member jurisdictions to avoid conflicting interpretations.
- Coordinate with TransLink's DCC Bylaw where possible.
- Consider alternative measures of residential infrastructure impact, such as bedroom count, square footage, or units per lot.
- Ensure the effective date for new rates is January 1, to align with member jurisdictions and TransLink.

Responding to Feedback

Based on the feedback received and overall support for the proposed updates, Metro Vancouver staff recommend proceeding with the changes outlined in Table 1. Input from engagement activities has also informed refinements to definitions and implementation details:

- Definitions have been adjusted to align with member jurisdiction and TransLink bylaws where possible, supporting consistency and ease of interpretation. For terms such as *Industrial*, *Laneway Homes*, and *Gross Floor Area*, Metro Vancouver will defer to member jurisdiction definitions when available; otherwise, Metro Vancouver's definitions will apply.
- Non-residential rate categories may shift from square feet to square metres to align with architectural drawings and municipal practices, reducing conversion errors and improving consistency for applicants and staff.
- Effective date for updated DCC rates will be set as January 1, 2028, aligning with member jurisdictions and TransLink.
- Alternative residential rate methodologies (e.g., charging by floor area or bedroom count) were explored earlier in the process (see Reference 1). While not feasible within the current timeline, these approaches may be considered for future updates.
- Further analysis and engagement will be undertaken to explore DCC reduction bylaws for other uses with low environmental impact such as institutional, with additional information and details brought forward for review and feedback.

Next Steps

Pending MVRD/GVWD/GVS&DD Boards' approval, the recommended updates (Table 1) and definitions (Attachment 1) will be incorporated into the broader 2027 DCC Program update. The next phase will also involve integrating updated population projections and the capital program to establish new DCC rates for further engagement and analysis.

Following public engagement and formal review by the provincial inspector throughout 2026, revised DCC Bylaws will be presented to the Metro Vancouver Boards in 2027. Upon approval, new rates will take effect on January 1, 2028.

Separate processes will be undertaken to further explore DCC reduction bylaws for other uses with low environmental impact such as institutional. This will include further analysis and engagement to define eligibility criteria, define applicable institutional uses, and determine appropriate levels of reduction. More detailed proposals will be brought forward to the Finance Committee and Board for review and consideration.

ALTERNATIVES

1. That the MVRD/GVWD/GVS&DD Board endorse the recommended updates to Development Cost Charge categories and definitions as described in the report dated August 25, 2025, titled "Recommended Updates to Development Cost Charge Categories and Definitions", and direct staff to integrate these updates into the planned 2027 DCC Program Update.
2. That the MVRD/GVWD/GVS&DD Board receive for information the report dated August 25, 2025, titled "Recommended Updates to Development Cost Charge Categories and Definitions" and provide alternative direction as follows...

FINANCIAL IMPLICATIONS

There are no financial impacts to Metro Vancouver at this stage. The proposed updates to DCC categories and definitions aim to better reflect the infrastructure impact of additional density, based on average household size, in alignment with the Provincial Development Cost Charge Best Practices Guide.

While these updates will not change the overall cost of the DCC program, they may shift how rates are distributed across categories. In effect, the total "size of the pie" remains the same, but the allocation will be refined to ensure a more equitable reflection of infrastructure demand. These refinements will be incorporated into the broader 2027 DCC Program update, which will include a comprehensive financial analysis.

OTHER IMPLICATIONS

Since member jurisdictions collect regional DCCs on behalf of Metro Vancouver, clear and consistent implementation of the new regional DCC Bylaws is essential. To support this, Metro Vancouver will develop resources to support interpretation and application. Aligning key definitions and processes—such as the measurement of Gross Floor Area—with member jurisdiction practices will help minimize discrepancies and reduce confusion. Metro Vancouver will continue to work with member jurisdiction staff to develop tools and guidance to support effective implementation.

CONCLUSION

As part of the initial phase of the 2027 DCC Program update, Metro Vancouver conducted a best practice review and engagement process to refine DCC categories and definitions. This report summarizes that process and presents proposed updates for Board consideration.

If approved, the revised categories and definitions will be incorporated into the broader DCC Program update. The next phase will involve integrating updated population projections and the capital program to inform new DCC rates, followed by further engagement and provincial review throughout 2026. Updated DCC Bylaws are targeted for adoption in 2027, with new rates taking effect on January 1, 2028.

ATTACHMENTS

1. Draft Definitions.
2. Metro Vancouver's Development Cost Charges Program Revisions (2025-2027). Project 2: Review and Update DCC Categories and Definitions. Engagement Summary, July 2025.

REFERENCES

1. Cowan, L. (2025). *Best Practice Review & Proposed Updates for Development Cost Charge Categories* [Staff report to Finance Committee meeting on 2025, June 12]. https://metrovancouver.org/boards/Finance/FIN-2025-06-12-AGE.pdf#page=231
2. Cowan, L. (2025). *Development Cost Charge Work Program Update – Proposed Scope of Work for Project 2: DCC Categories and Definitions* [Staff report to Finance Committee meeting on 2025, February 13]. https://metrovancouver.org/boards/Finance/FIN-2025-02-13-AGE.pdf#page=32.

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Draft Definitions

Note: The following definitions are provided in a simplified format for ease of reading. Wording will be further refined throughout the DCC Bylaw Update. Additional definitions will be created for non-residential uses.

Residential Definitions and Applicable Rate Categories (for 2027 DCC Bylaw update)

Residential Rate Category	Definitions
Residential Lot Rate (per lot)	• Single Detached Residence (includes secondary suite)
Townhouse Rate (per unit)	• Duplex Dwelling Unit • Townhouse Dwelling Unit
Apartment Rate (per unit)	• Apartment Dwelling Unit • Multiplex Dwelling Unit • Laneway Dwelling Unit • Lock-off Suite

For the purposes of the draft definitions below, **Dwelling Unit** means one or more rooms comprising a self-contained unit that is used or intended to be used for living and sleeping purposes and for which are provided cooking facilities, or the facilities for installation of cooking facilities, and one or more bathrooms having a sink or wash-basin, a water closet, and a shower or bath.

Apartment Dwelling Unit

- means a Dwelling Unit in a building that contains **three or more** Dwelling Units, and
- has one main exterior entrance used in common for access to all the Dwelling Units

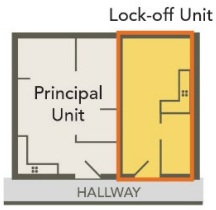
Duplex Dwelling Unit

- means a Dwelling Unit in a building that contains **two principal** Dwelling Units, where:
  - each has a direct exterior entrance
  - neither is a Secondary Suite

Laneway Dwelling Unit

- as defined by the relevant municipality where the application is located, or in absence of a local definition, means a Dwelling Unit:
  - in a detached building containing up to two Dwelling Units that is:
    - constructed in the yard of a lot
    - materially subordinate to the principal building in terms of size, scale, and massing
    - And is not a Duplex, Townhouse, or Multiplex

Lock-off Suite



- means a separate, smaller Dwelling Unit constructed in or connected to a Dwelling Unit in a:
  - Duplex Dwelling Unit
  - Townhouse Dwelling Unit
  - Apartment Dwelling Unit
  - Multiplex Dwelling Unit
- is not a secondary suite in a Single Detached Residential Dwelling

Multiplex Dwelling Unit

- means a Dwelling Unit in a building that includes **three or more** attached Dwelling Units
- is not a Duplex, Townhouse, Apartment, Lock-off Suite, or Secondary Suite.

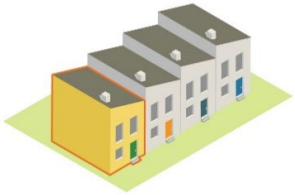
Secondary Suite

- means the smaller Dwelling Unit contained within a Single Detached Residential Dwelling
- is not a Lock-off Suite

Single Detached Residential Dwelling

- means a principal Dwelling Unit on a residential lot that may or may not include **up to one** Secondary Suite
- is not a Duplex, Townhouse, Multiplex, or Apartment.

Townhouse Dwelling Unit



- means a Dwelling Unit in a building that contains **three or more** Dwelling Units that are:
  - separated one from another by party walls extending from the foundation to the roof
  - each has a direct exterior entrance

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Metro Vancouver's Development Cost Charges Program Revisions (2025-2027)

Project 2: Review and Update DCC Categories and Definitions

Engagement Summary | July 2025

Acknowledgements

Thank you to everyone who provided input on updating Metro Vancouver's Development Cost Charge (DCC) categories and definitions for the 2027 DCC Bylaw update. Metro Vancouver embraces collaboration and innovation to provide sustainable regional services, contributing to a livable and resilient region, and a healthy natural environment for current and future generations. This engagement gathered feedback from the development community, related housing industries, agriculture representatives, and staff from member jurisdictions. The feedback provided insights that staff have used to refine recommendations for decision makers. We appreciate your time as well as the insights and comments you shared with us.

This report provides a summary of the engagement program that took place during July 2025, to hear from interested parties about.

About Metro Vancouver

Metro Vancouver is a diverse organization that plans for and delivers regional utility services, including water, sewers and wastewater treatment, and solid waste management. It also regulates air quality, plans for urban growth, manages a regional parks system, provides affordable housing, and serves as a regional federation. The organization is a federation of 21 municipalities, one electoral area, and one treaty First Nation located in the region of the same name. The organization is governed by a Board of Directors of elected officials from each member jurisdiction.

4515 Central Boulevard, Burnaby, BC, V5H 0C6

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August, 2025

Reviewing and Updating the DCC Project Categories and Definitions

Metro Vancouver is updating its DCC Program in 2027 (with rates to take effect in 2028). The workplan for this update is occurring 2005 through 2027. As part of this work, staff are reviewing the existing DCC categories and definitions to ensure they align with current development trends, housing legislation, provincial and local best practices, and reflect the relative impact of different land uses on the infrastructure needed to support our growing region.

The proposed updates discussed during engagement included updating residential housing definitions to better reflect evolving housing types, such as multiplex developments and laneway homes, as well as expanding the non-residential use categories to better account for different infrastructure demands of different land uses, like industrial, commercial, institutional, and agricultural.

The engagement plan, supported by the Metro Vancouver Regional District (MVRD) Board, includes engaging with other governments, member jurisdictions, the development industry, the agriculture industry and other interested parties to gather feedback and identify and minimize unintended consequences to updating DCC categories and definitions.

Executive Summary

Staff delivered a four-week engagement program to gather feedback on policy options for definition and category recommendations. Engagement focused on those likely to comment, be impacted, or have a role in implementation. For this initiative, this is largely member jurisdictions, the development community, the agriculture industry and those with a connection to development on residential and non-residential lands.

The engagement program was tailored toward specific audiences. In addition to outreach by Metro Vancouver, development and agriculture industry associations were asked to promote the engagement opportunities to their members. The engagement program included information sessions for member staff and industry, a meeting with regional advisory committee members and TransLink staff, a public survey, the option to provide input through correspondence, and an offer to meet directly with project staff.

Information provided to participants highlighted the need for updating the categories and definitions, including aligning with current development trends, housing legislation, provincial and local best practices, and the relative impact of different land uses and growth on infrastructure.

Participants generally supported the intent of the proposed updates and emphasized the importance of fairness, clarity, and alignment with similar categories and definitions used by member jurisdictions and TransLink. Key themes heard in the engagement included ensuring charges reflect actual infrastructure demand, avoiding unnecessary complexity, supporting equitable cost distribution, and providing clear definitions and methodologies to guide implementation.

About the Engagement Program

The engagement program was intended to inform interested and impacted parties about the DCC category update process and gather their feedback on proposed changes.

Participants were encouraged to provide feedback through correspondence, an online survey, information sessions, meetings, phone calls, or other preferred means. A dedicated project web page provided information and highlighted opportunities for feedback. A survey was promoted to developers, municipal staff, and agricultural association members, and available publicly on the Metro Vancouver website. Members were engaged through two activities; first, through a joint meeting of the regional advisory committees (agenda covered the full DCC program update), and then through a meeting with staff who work closely with the development cost charge programs in their municipality (agenda focused specifically on categories and definitions).

All feedback was documented, analyzed, and used to inform the proposed approach to be considered by the MVRD Board.

This table provides a summary of engagement activities.

ACTIVITY	AUDIENCE	TIMING	MEDIUM
Invitation to complete feedback form and attend an information session	Developers, member jurisdictions, relevant agencies (e.g., BC Hydro, TransLink), non-profits (e.g. Small Housing BC), agriculture representatives	July 2025	Webpage, emails, industry association correspondence
Presentation to joint regional advisory committees	Regional Administrators Advisory Committee (RAAC), Regional Engineers Advisory Committee (REAC), Regional Finance Advisory Committee (RFAC), and Regional Planning Advisory Committee (RPAC) and TransLink.	July 15, 2025	Virtual and in person
Industry Information Session	Developers (particularly those that develop small housing), non-profit housing organizations, homebuilders' associations	July 23, 2025	Virtual
Municipal Information Session	Member staff who work closely with the development cost charge programs in their municipality	July 21, 2025	Virtual
Meetings with external organizations	Industry and institutional organizations (e.g. Small Housing BC, UBC, NAIOP)	July 2025	Virtual
Survey	All audiences (promotions focused on development industry, agriculture industry, member municipalities, related agencies)	July 2025	Virtual
Reminder to provide feedback notification	All audiences (as above)	July 2025	Virtual

Engagement Promotion

The engagement was promoted on the Metro Vancouver website and directly to interested stakeholders. Development and agriculture industry associations promoted information directly to their members.

Website

During this engagement, there were over 1,400 project webpage views and visits from 970 unique users. The survey was promoted on the Metro Vancouver homepage and on the Metro Vancouver DCC project webpage.

E-mail Newsletters

Engagement opportunities were promoted to the project database of 59 contacts, and Metro Vancouver DCC database subscribers. The engagement opportunities were also promoted via association member databases, including the Urban Development Institute, Homebuilders Association Vancouver, NAIOP (National Association for Industrial and Office Parks), BC Landscape and Nursery Association, British Columbia Agriculture Council, and municipal agriculture advisory committees.

Engagement Participation

Joint regional advisory committee meeting

136 member staff who are members of one of RAAC, RFAC, REAC or RPAC, plus staff from TransLink participated in this session on July 15, 2025. The agenda covered all aspects of Metro Vancouver's DCC update workplan, including content focused on categories and definitions. A post-session survey was distributed again including content focused on categories and definitions and received responses from 8 member municipalities and Tsawwassen First Nation.

Municipal Information Session

26 participants from 11 member jurisdictions and TransLink joined this session on July 21, 2025.

Industry Information Session

Over 30 participants from the development industry and related organizations joined this session on July 23, 2025.

Feedback Form Responses

Staff received 125 completed surveys (in addition to the 9 surveys stemming from the joint advisory meeting participants), largely from the development industry and local government staff.

What We Heard

This table summarizes all feedback received and highlights the key insights shared across audiences and methods.

INTEREST AREA	WHAT WE HEARD
Update existing definitions and residential rate categories for duplexes and multiplexes	The majority of respondents either agreed or strongly agreed with expanding definitions to reflect a wider range of small-scale multi-unit types (70%), applying a medium DCC rate category for duplexes to reflect that they are typically larger than apartments but smaller than single-detached homes (63%), and applying the lowest rate category for multiplexes to reflect that they typically have small average household sizes (66%). Comments emphasized that multiplexes are an important form of housing, with mixed comments about whether certain forms of housing should be charged more or less. Participants noted that data should be used to determine the cost impacts on regional infrastructure, and that more information on actual DCC rates will be needed to understand true impacts.
Laneway house options	The majority of respondents (84%) supported separating laneway houses from the single-detached category and applying the lowest rate category. Feedback tended to highlight concerns about fairness and implementation. Some participants suggested alternative approaches to charging, such as by floor area or number of bedrooms, rather than a flat per-unit rate. It was noted that defining laneway homes can be challenging, as they are not always smaller than the main dwelling. Several participants felt it was unfair to apply a laneway-specific charge to all single-detached homes, as not all will include a laneway unit, and so they preferred a separate charge for laneway homes. Other participants suggested that laneway homes should be exempt from DCCs altogether.
Adding non-residential categories	Most respondents either agreed or strongly agreed with adding the proposed non-residential categories: industrial (73%), commercial (70%), institutional (66%), and agricultural development (69%). Several comments emphasized support for a separate agricultural development category with a lower rate. Mixed feedback was received on how to define non-residential categories, with suggestions to align definitions with municipal zoning and/or to further break down commercial into retail and office uses. Some questions were noted about how mixed-use developments, such as live/work units and combined industrial-commercial buildings, would be treated. Some participants suggested basing fees on actual demand, supported by tools like water metering. Other participants noted a preference to use square metres instead of square feet and to keep categories simple for easier administration. Additional requests included aligning definitions of gross floor area between regional and municipal levels, coordinating with TransLink, and ensuring clarity on how categories like hotels, long-term care, and clinics are handled. A few participants felt the DCC system is overly complex and bureaucratic, and that rates are too high, particularly for residential and commercial developments.

INTEREST AREA	WHAT WE HEARD
Keeping a waiver/ reduction approach in addition to creating a new standalone category	Most respondents either agree or strongly agree (52%) or are neutral (36%) with keeping a waiver/reduction approach. Participants emphasized the importance of supporting agriculture by keeping fees low, while others noted agricultural development should fairly contribute to infrastructure costs. Concerns were raised about expanding waivers for developments with perceived lower environmental impact, with several participants noting that waivers do not eliminate infrastructure costs but rather redistribute them to other projects. Participants noted any reduction, or exemptions should be grounded in evidence showing reduced infrastructure demand. Creating a distinct category for agricultural development was supported to reflect its unique infrastructure needs.
Developing a DCC reduction/waiver bylaw for developments designed to result in low-environmental use	A slight majority (51%) supported developing a reduction/waiver bylaw for developments designed to result in low environmental use, and some (31%) needed more information to form an opinion. Participants emphasized the need for more clarity, particularly around what qualifies as low environmental impact and how institutional uses are defined. Some expressed concern that offering waivers or reductions could compromise development viability and simply shift costs to other projects. A few participants suggested applying reduced rates across all development types if environmental benefits can be demonstrated. Other suggestions included offering a lower rate instead of a reduction bylaw to minimize complexity and administrative burden.
General	Some feedback expressed concern that DCC rates are generally too high and recommended that Metro Vancouver consider alternative revenue sources. There was a recurring suggestion that Metro Vancouver should align its DCC bylaws with member jurisdictions and TransLink where possible.

How Feedback Will Be Used

Feedback gathered through this engagement process is considered, in addition to other inputs such as financial considerations, legal requirements, experiences in other jurisdictions and more, in the staff recommendation to the MVRD Board on changes to the categories and definitions within the Metro Vancouver DCCs. This feedback is also applicable to the broader Metro Vancouver DCC Bylaw update.

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To: Finance Committee

From: Laurel Cowan, Division Manager, Regional Land Use Planning & Policy;
Eva Lau, Division Manager, Financial Planning and Business Support

Date: September 14, 2025 Meeting Date: October 8, 2025

Subject: **Scope of Work for DCC Project 4 - New Regional Economic Analysis Model**

RECOMMENDATION
That the MVRD / GVWD / GVS&DD Board receive for information the report dated September 14, 2025, titled "Scope of Work for DCC Project 4 - New Regional Economic Analysis Model."

EXECUTIVE SUMMARY
As directed by the MVRD Board, Metro Vancouver conducts annual analysis of its Development Cost Charge (DCC) program to monitor evolving market conditions and assess implications for development viability across the region. Analysis has been completed for 2025 and is provided to the Finance Committee and MVRD Board through the 2026 – 2030 Financial Plan report.

A broad review of the DCC program is underway with 5 key projects to support a 2027 DCC Bylaw update. Project 4 involves developing a more comprehensive regional economic analysis model. This report outlines a scope of work for Project 4 to support an in-depth assessment of development viability across the region, including the effects of municipal, regional, and other government charges and requirements as well as other macro-economic factors. The primary purpose of developing this model is to support Metro Vancouver and its members in assessing the impacts of DCCs to inform decision-making.

PURPOSE
To inform the Finance Committee and MVRD / GVWD / GVS&DD Boards of the proposed scope for a new model to assess DCC impacts moving forward.

BACKGROUND
At the Oct 27, 2023 meeting, the MVRD Board directed Metro Vancouver staff to conduct annual review of its Development Cost Charge (DCC) bylaws, including economic impact analysis to monitor evolving market conditions and assess implications for development viability across the region.

In January 2025, the Finance Committee and MVRD Board endorsed a scope of work for five interconnected workstreams to review and update Metro Vancouver's DCC program. Regular updates to the program ensure alignment with best practices, updated population and housing projections, feedback from developers and member jurisdictions, and evolving provincial and federal initiatives. One workstream focuses on developing an economic analysis model to further

enhance the assessment of the impacts of development fees and other factors on development viability across the region. This report outlines the proposed scope to develop the model, in collaboration with the development industry and member jurisdictions. The model will be used by Metro Vancouver with the potential to create a resource for optional use by member jurisdictions.

A NEW REGIONAL MODEL FOR DCC ECONOMIC ANALYSIS – SCOPE OF WORK

While past analyses have focused primarily on Metro Vancouver's DCCs, the development industry has emphasized the need for a more holistic approach to consider the cumulative impact of local and regional DCCs, other government fees and charges, and other municipal requirements such as the inclusion of affordable or non-market units. The aim of this model is to provide a more in-depth assessment of development viability in various scenarios across the region, including the effects of municipal, regional, and other government charges as well as other factors.

Initial discussions with member jurisdictions and industry representatives have shown general support for the idea and noted the need to reach consensus on model inputs and accommodate diverse regional contexts. Developing the model will require extensive engagement with government and industry stakeholders to ensure it reflects the needs of potential users and supports consistent, transparent evaluation of development viability.

The following presents a high-level overview of the proposed scope and objectives for the project. These will be further refined through stakeholder engagement once a consultant is retained.

Project Objectives:

- **Represent a diverse range of development scenarios** across the region to reflect varying market and geographic contexts.
- **Engage key stakeholders** — including the development industry, member jurisdictions, the Province, and others — in the design and development of the model.
- **Create a flexible and practical tool** that can be used by Metro Vancouver, member jurisdictions, TransLink, and other audiences to assess the cumulative impacts of DCCs and broader development and market factors.

Key Tasks & Timeline

- **Fall 2025 – Establish Working Groups**
  Engage member jurisdictions, TransLink, and the development industry to refine the project scope, inform key assumptions, and provide ongoing feedback during model development.
- **Fall / Winter 2025 – Define Scope and Assumptions**
  Confirm data sources and assumptions to support a representative range of development scenarios across the region, such as:
    - Tenure types: strata, rental, and non-market
    - Market contexts: low, medium, and high land cost areas
    - Housing forms: low-, mid-, and high-density (e.g., wood vs. concrete construction)
    - Non-residential and mixed-use developments
    - Policy-driven cost factors (e.g., affordable housing, offsite requirements)
    - Regional sewerage areas with varying DCC rates
    - Key financial variables (e.g., interest rates, construction costs, sales/lease revenues)

- **Winter / Spring 2026 – Develop Draft Model & Seek Feedback**
  Develop a pro forma tool (e.g., Excel-based) that enables users to test a range of variables and scenarios, illustrating the relative impact of different cost drivers on development viability. Engage stakeholders throughout the process to review, test, and refine the tool to ensure it meets diverse needs and reflects real-world conditions.
- **Spring / Summer 2026 – Finalize Model & Run Scenarios**
  Finalize the model and apply it to regionally significant scenarios to assess viability under proposed DCC rates. This will inform the update to Metro Vancouver's DCC Bylaw for implementation in 2028.
- **Fall 2026 – Test Proposed DCC Rates & Prepare Assessment Report**
  Use the model to evaluate the impacts of proposed DCC rates and prepare a report for review by the Provincial Inspector, as required for DCC Bylaw updates.
- **Ongoing – Conduct Regular Viability Analysis**
  Metro Vancouver will use the model to perform regular assessments of the impact of local and regional DCCs and market conditions on development viability.

The primary purpose of developing this model is to support Metro Vancouver and its members in assessing the impacts of Development Cost Charges to inform decision-making regarding regional DCC rates. The model will be collaboratively developed with member jurisdictions, and engagement with the development industry and the Province, with the aim of creating a resource that may also be used by member jurisdictions as part of their own DCC review processes. Use of the model by member jurisdictions would be entirely optional, allowing each jurisdiction to determine how best to incorporate it into their planning and financial analysis frameworks. By creating a consistent and transparent tool for economic analysis, Metro Vancouver and members may find time and cost savings while also bringing greater certainty to the process.

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

FINANCIAL IMPLICATIONS
For the development of the proposed regional economic model, a maximum consulting budget of up to $75,000 is proposed. This will be funded through the Regional Planning annual budget and co-led by Regional Planning and Finance. The primary purpose of the model is to support Metro Vancouver's future regional DCC analysis and decision-making. By investing in a robust and flexible tool, Metro Vancouver will be able to conduct ongoing viability assessments largely in-house, significantly reducing reliance on external consultants. This could also provide an optional resource for member jurisdictions to support their own planning and financial analysis, reducing the need for external consultants and supporting operational efficiencies and savings.

CONCLUSION

In response to feedback from the development industry and member jurisdictions, Metro Vancouver is proposing to create a comprehensive regional economic analysis model to better assess the cumulative impacts of DCCs and other factors on development in the region. This model will offer a more holistic framework for evaluating development viability, incorporating a broader range of cost drivers and policy requirements. Designed for use by Metro Vancouver and optionally by member jurisdictions, the model can support more consistent and informed decision-making around DCC rates.

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