

METRO VANCOUVER REGIONAL DISTRICT REGIONAL PLANNING COMMITTEE

MEETING

Thursday, January 15, 2026

9:00 am

28th Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia

AGENDA

A. ADOPTION OF THE AGENDA

1. January 15, 2026 Meeting Agenda

THAT the Regional Planning Committee adopt the agenda for its meeting scheduled for January 15, 2026 as circulated.

B. ADOPTION OF THE MINUTES

1. November 6, 2025 Meeting Minutes

pg. 7

THAT the Regional Planning Committee adopt the minutes of its meeting held November 6, 2025 as circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. 2026 Regional Planning Committee Meeting Schedule and Work Plan

pg. 12

Report dated December 18, 2025 from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services.

Executive Summary

This report conveys the 2026 priorities and terms of reference for the Regional Planning Committee, and aligns with the 2026 Budget and Business Plan for the Regional Planning function, approved by the MVRD Board. The Terms of Reference for the Regional Planning Committee set out the committee responsibilities in the areas of providing advice and recommendations on work related to Metro Vancouver's Regional Planning service, which provides guidance and oversight on the implementation of the annual work plan. Work plan priorities for 2026 include the monitoring and implementation of *Metro 2050*, with the larger projects highlighted below, and the complete project list noted later in the report.

1. Processing member jurisdiction Regional Context Statements
2. Regional Industrial Lands Inventory Update
3. Infrastructure Demand to Meet Regional Growth Study
4. Regional Food System Strategy
5. Housing 2050 – Implementing Metro 2050 Housing Policy
6. Regional Growth Projections Updates

Pursuant to the Terms of Reference, 9 meetings will be scheduled for 2026. Meetings can be cancelled if there are not time sensitive or substantive agenda packages.

Recommendation

THAT the Regional Planning Committee:

- a) receive for information the Regional Planning Committee Terms of Reference and the 2026 Annual Meeting Schedule, as presented in the report dated December 18, 2025, titled “2026 Regional Planning Committee Meeting Schedule and Work Plan”; and
- b) endorse the 2026 Work Plan, as presented in the report dated December 18, 2025, titled “2026 Regional Planning Committee Meeting Schedule and Work Plan”.

2. Metro 2050 Regional Context Statement – City of Port Coquitlam

pg. 24

Report dated December 19, 2025 from Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services.

Executive Summary

The City of Port Coquitlam has 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 in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations align with the regional federation’s goals.

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

- **Compact Urban Growth:** Reinforcing Downtown as the primary centre with a vibrant commercial core and higher-density residential development, and encouraging mixed-use development along Westwood Street, consistent with *Metro 2050* Goal 1.
- **Housing Diversity and Affordability:** Providing for a range of housing forms, including small-lot single-detached, duplexes, triplexes, and purpose-built rental housing, and collaborating regionally to address homelessness, consistent with Goal 4.
- **Environmental Protection and Climate Action:** Protecting natural areas through Development Permit Areas, requiring parkland dedication, and working with the Province on flood protection and dike upgrades, consistent with Goal 3.
- **Sustainable Economy and Transportation:** Protecting industrial and agricultural lands, supporting intensification of employment areas, and improving infrastructure for transit, walking, and cycling, consistent with Goals 2 and 5.

While the current OCP update introduces modest changes, primarily to align with provincial housing legislation, the City has committed to further work on its next OCP review to strengthen alignment with regional objectives. Metro Vancouver and the City will work together in the next OCP, RCS update to establish growth targets for Centres, and Corridors, strengthen policies for nature protection and industrial intensification, and integrate updated population and employment projections.

It is recommended that the MVRD Board accept the City of Port Coquitlam's Regional Context Statement.

Recommendation

THAT the MVRD Board:

- a) accept the City of Port Coquitlam's Regional Context Statement as submitted to Metro Vancouver on December 12, 2025 and notify the City of Port Coquitlam of the decision; and
- b) include in the correspondence to the City of Port Coquitlam that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 23, 2025, titled "Metro 2050 Regional Context Statement – City of Port Coquitlam" in line with the *Local Government Act*'s request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

3. Metro 2050 Regional Context Statement – City of North Vancouver

pg. 82

Report dated December 5, 2026 from Mark Seinen, Senior Planner, Regional Planning and Housing Services.

Executive Summary

The City of North Vancouver has completed the draft update to its Official Community Plan (OCP) and submitted a Regional Context Statement demonstrating that the new OCP is consistent with the regional federation's goals, strategies and actions in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations align with the regional federation's goals.

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

- **Compact Urban Growth:** Directing growth to the Lonsdale Regional City Centre and Frequent Transit Development Areas, including the proposed extension along W. Keith Road, consistent with *Metro 2050* Goal 1.
- **Housing Diversity and Affordability:** Retaining and renewing rental housing, encouraging affordable housing near transit, and supporting a full spectrum of housing options, consistent with Goal 4.
- **Environmental Protection and Climate Action:** Expanding the urban forest, identifying a natural habitat network aligned with the Regional Green Infrastructure Network, and designating hazard lands for protection, consistent with Goal 3.
- **Sustainable Economy and Transportation:** Protecting industrial lands, supporting goods movement for Port lands, and implementing transportation demand strategies that promote active transportation and transit-oriented development, consistent with Goals 2 and 5.

While the current OCP update introduces modest changes, primarily to align with provincial housing legislation, the City has committed to further work in its next OCP review to strengthen alignment with regional objectives. Metro Vancouver and the City will work together in the next OCP and Regional Context Statement update to establish growth targets for Centres and Corridors, refine nature protection policies, and integrate updated population and employment projections.

It is recommended that the MVRD Board accept the City of North Vancouver's Regional Context Statement.

Recommendation

THAT the MVRD Board:

- a) accept the City of North Vancouver's Regional Context Statement as submitted to Metro Vancouver on November 20, 2025 and notify the City of North Vancouver of the decision; and
- b) include in the correspondence to the City of North Vancouver that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 5, 2025, titled "Metro 2050 Regional Context Statement – City of North Vancouver" in line with the *Local Government Act*'s request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

4. Metro 2050 Regional Context Statement – City of Richmond

pg. 139

Report dated December 23, 2025 from Victor Cheung, Regional Planner, Regional Planning and Housing Services.

Executive Summary

The City of Richmond has 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. The Regional Context Statement supports the regional federation's vision by advancing:

- **Compact Urban Growth:** Directing high-density, mixed-use development to the Richmond City Centre and transit-oriented villages, and concentrating growth near Canada Line stations and frequent transit routes, consistent with Metro 2050 Goal 1.
- **Housing Diversity and Affordability:** Supporting rental-oriented development in Urban Centres through incentives and requiring Low-End Market Rental (LEMR) units in multi-family developments, consistent with Goal 4.
- **Environmental Protection and Climate Action:** Protecting environmentally sensitive areas, reducing greenhouse gas emissions through energy plans and building standards, and committing to net-zero emissions by 2050, consistent with Goal 3.

- **Sustainable Economy and Transportation:** Protecting and intensifying employment and industrial lands, safeguarding agricultural lands, and promoting transit-oriented villages to support sustainable transportation choices, consistent with Goals 2 and 5.

While the current OCP update introduces modest changes, primarily to align with provincial housing legislation and expand the Richmond City Centre, there is opportunity for further work in its next OCP review to strengthen alignment with regional objectives. Metro Vancouver and the City will work together to establish growth targets for Centres and Corridors, clarify trade-oriented lands and permitted uses, and advance nature protection and tree canopy targets.

It is recommended that the MVRD Board accept the City of Richmond's Regional Context Statement.

Recommendation

THAT the MVRD Board:

- a) accept the City of Richmond's Regional Context Statement as submitted to Metro Vancouver on December 11, 2025 and notify the City of Richmond of the decision; and
- b) include in the correspondence to the City of Richmond that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 23, 2025, titled "Metro 2050 Regional Context Statement – City of Richmond" in line with the *Local Government Act*'s request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

5. 2025 Long Range Employment Projections

pg. 245

Report dated December 5, 2025 from Sinisa Vukicevic, Program Manager, Planning Analytics, Regional Planning and Housing Services.

Executive Summary

In October 2025, the MVRD Board received updated regional population projections. Based on this update, corresponding projections for employment 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 jobs annually, reflecting an average annual growth rate of 1.1 per cent. The medium growth (MG) scenario of the updated employment projections indicates the region will reach nearly 2.1 million jobs by 2051.

These updated projections incorporate recent reductions to federal immigration targets. However, they do not yet fully reflect the potential impacts of recent changes to trade agreements or the uptake of artificial intelligence on labour demand, due to the lack of historical data or relevant new studies that can be relied on. 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 December 5, 2025, titled "2025 Long Range Employment Projections"; and
- b) direct staff to forward a copy of the report dated December 5, 2025, titled "2025 Long Range Employment Projections" to member jurisdiction staff.

6. Manager's Report

pg. 254

Report dated December 22, 2025 from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services.

Recommendation

THAT the Regional Planning Committee receive for information the report dated December 22, 2025, titled "Manager's Report".

F. INFORMATION ITEMS

1. **Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaws** pg. 285
2. **Regional Hazard, Risk, and Vulnerability Analysis: Project Update** pg. 329

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 January 15, 2026.

Membership:

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



**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, November 6, 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 Korleen Carreras, Maple Ridge*
Councillor Angela Girard, North Vancouver City*
Councillor Tasha Henderson, New Westminster
Director Megan Knight, White Rock
Director Dylan Kruger, Delta*
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

MEMBERS ABSENT:

Director Brad West, Port Coquitlam*

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

STAFF PRESENT:

Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development
Jacque Killawee, Deputy Corporate Officer, Board and Information Services
Laurel Cowan, Division Manager, Regional Land Use Planning & Policy, Regional Planning and Housing Services
Filip Janicijevic, Planning Data Analyst, Regional Planning Analytics, Regional Planning and Housing Services
Heather McNeil, Deputy CAO, Policy and Planning
Sinisa Vukicevic, Program Manager, Regional Planning Analytics, Regional Planning and Housing Services

A. ADOPTION OF THE AGENDA**1. November 6, 2025 Meeting Agenda****It was MOVED and SECONDED**

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

CARRIED

B. ADOPTION OF THE MINUTES**1. October 9, 2025 Meeting Minutes****It was MOVED and SECONDED**

That the Regional Planning Committee adopt the minutes of its meeting held October 9, 2025 as circulated.

CARRIED**C. DELEGATIONS**

No items presented.

D. INVITED PRESENTATIONS

No items presented.

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER**1. Metro 2050 Amendment Request from the Township of Langley
(22940 – 48 Avenue)**

Report dated October 20, 2025 from Victor Cheung, Regional Planner, Regional Planning and Housing Services, providing an update to the Regional Planning Committee and MVRD Board, noting 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 related local plan amendments by the Township of Langley.

It was MOVED and SECONDED

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)”.

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

Report dated October 29, 2025, from Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee and MVRD Board with an opportunity to consider acceptance of the City of Burnaby’s Regional Context Statement contained in their updated Official Community Plan.

It was MOVED and SECONDED

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.

CARRIED

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

Report dated October 29, 2025 from Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee and MVRD Board with an opportunity to consider acceptance of the District of North Vancouver's Regional Context Statement contained in their updated Official Community Plan.

It was MOVED and SECONDED

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.

CARRIED**4. Extended Reality SIF Project – Completion Update**

Report dated October 15, 2025 from Sinisa Vukicevic, Program Manager, Regional Planning Analytics, and Filip Janicijevic, Planning Data Analyst, Regional Planning Analytics, providing the Regional Planning Committee and MVRD Board with an update on Metro Vancouver's Extended Reality Sustainability Innovation Fund (SIF) project.

Sinisa Vukicevic and Filip Janicijevic provided a presentation titled "Extended Reality SIF Project – Completion Update," outlining the project's objective of creating a 3D model of the region that displays urban form, using the properties of height, floor space ratio, and building site coverage. It allows municipalities and Metro Vancouver to see changes through time and model the impacts of new legislation on the built environment.

It was MOVED and SECONDED

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

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

Report dated October 16, 2025 from Laurel Cowan, Division Manager, Regional Land Use Planning & Policy, Regional Planning and Housing Services, informing the Regional Planning Committee about progress to date on the Infrastructure Demand study and outline next steps to complete the work.

Laurel Cowan provided an overview of the report for the committee, noting that the project is in response to the committee's request to understand the implications of housing legislation on critical infrastructure needed to support livable communities. The project will use municipal, provincial, and federal policy to determine infrastructure requirements.

It was MOVED and SECONDED

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”.

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

Report dated October 16, 2025 from Edward Nichol, Senior Planner, and Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services, providing 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.

Edward Nichol and Laurie Bates-Frymel provided an overview of the study, noting it aims to address questions raised by municipalities around the impact of the new housing legislation on tree canopy goals in the region. All member jurisdictions were encouraged to participate in the study.

It was MOVED and SECONDED

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

CARRIED**7. Dwelling Unit Projections Update**

Report dated October 6, 2025 from Sinisa Vukicevic, Program Manager, Regional Planning Analytics, and Agatha Czekajlo, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee and MVRD Board with an update on Metro Vancouver’s dwelling unit projections.

It was MOVED and SECONDED

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.

CARRIED**8. Manager's Report**

Report dated October 16, 2025, from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Services, informing the Committee about Metro Vancouver’s supporting role, with TransLink, in developing the required integrated regional plan for the new Canada Public Transit Fund. The impact of the federal budget on the fund is not currently known.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated October 16, 2025, titled “Manager’s Report”.

CARRIED**F. INFORMATION ITEMS**

1. **Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions**
2. **Scope of Work for DCC Project 4 - New Regional Economic Analysis Model**

G. OTHER BUSINESS

No items presented.

H. RESOLUTION TO CLOSE MEETING

No items presented.

I. ADJOURNMENT**It was MOVED and SECONDED**

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

CARRIED

(Time: 9:46 am)

Hadir Ali,
Legislative Services Coordinator

80275308

Eric Woodward,
Chair



To: Regional Planning Committee

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

Date: December 18, 2025

Meeting Date: January 15, 2026

Subject: **2026 Regional Planning Committee Meeting Schedule and Work Plan**

RECOMMENDATION

THAT the Regional Planning Committee:

- a) receive for information the Regional Planning Committee Terms of Reference and the 2026 Annual Meeting Schedule, as presented in the report dated December 18, 2025, titled “2026 Regional Planning Committee Meeting Schedule and Work Plan”; and
- b) endorse the 2026 Work Plan, as presented in the report dated December 18, 2025, titled “2026 Regional Planning Committee Meeting Schedule and Work Plan”.

EXECUTIVE SUMMARY

This report conveys the 2026 priorities and terms of reference for the Regional Planning Committee, and aligns with the 2026 Budget and Business Plan for the Regional Planning function, approved by the MVRD Board. The Terms of Reference for the Regional Planning Committee set out the committee responsibilities in the areas of providing advice and recommendations on work related to Metro Vancouver’s Regional Planning service, which provides guidance and oversight on the implementation of the annual work plan. Work plan priorities for 2026 include the monitoring and implementation of *Metro 2050*, with the larger projects highlighted below, and the complete project list noted later in the report.

1. Processing member jurisdiction Regional Context Statements
2. Regional Industrial Lands Inventory Update
3. Infrastructure Demand to Meet Regional Growth Study
4. Regional Food System Strategy
5. Housing 2050 – Implementing Metro 2050 Housing Policy
6. Regional Growth Projections Updates

Pursuant to the Terms of Reference, 9 meetings will be scheduled for 2026. Meetings can be cancelled if there are not time sensitive or substantive agenda packages.

PURPOSE

To provide the Regional Planning Committee with its 2026 Work Plan, Terms of Reference, and the Annual Meeting Schedule.

BACKGROUND

Annually, following the MVRD Board Inaugural meeting in November, the Board Chair establishes the committee structure and the terms of reference for each committee for the new year. To support the Committee in its work, this report brings forward the committee’s Work Plan and Schedule of Meetings for 2026.

2026 WORK PLAN

Metro Vancouver is responsible for developing, implementing, and stewarding *Metro 2050*, the federation's regional growth strategy. In support of *Metro 2050*, the Regional Planning function analyzes and communicates data, conducts policy research to support and guide decision making, convenes stakeholders on planning issues of common interest, advocates to other levels of government, and acts as a planning resource for member jurisdictions and others. Regional Planning aims to deliver forward-thinking strategies by integrating evidence-based practices and innovative tools that strengthen regional resilience.

The Annual Work Plans for the Regional Planning function are based on the 2026 Budget approved by the MVRD Board on October 31, 2025, which include a list of key actions that were used to develop the Regional Planning Committee's Work Plan presented in this report (**Attachment 1**).

The Work Plan presented in this report is consistent with the Regional Planning Committee's Terms of Reference (**Attachment 2**) and with the 2022-2026 Board Strategic Plan, and is being brought forward for the Committee's information, review and endorsement.

Key actions in the 2026 Work Plan for the Committee are described below and listed according to the service teams within the Regional Planning function.

Regional Land Use Policy

- Complete Infrastructure Demand to Meet Regional Growth Study
- Complete Regional Food Systems Strategy
- Complete Region-wide Economic Analysis of DCC impacts
- Complete Regional Industrial Lands Inventory Update
- Complete Land Use Resilience Best Practice Guide (Flooding)
- Undertake Land Use Resilience Best Practice Guide (Wildfires)
- Undertake Tree Canopy and Housing Interface Study
- Complete Regional Green Infrastructure Network Mapping
- Undertake Urban Centres Targets Update

Housing Policy

- Undertake Housing Policy Research to Support Housing 2050

Planning Analytics

- Update Housing Databook
- Update *Metro 2050* Performance Measures
- Update Regional Growth Projections
- Develop Sub-Catchment and Nodal Zones Projections Model

In addition to the projects listed above, each year the Regional Planning Committee is responsible for reviewing and providing recommendations to the MVRD Board on any proposed amendments to the Regional Growth Strategy and on Regional Context Statements submitted by member jurisdictions. In 2026, with many municipalities anticipated to update their Official Community Plans, a significant volume of Regional Context Statements is expected to come forward for Committee and MVRD Board consideration.

2026 Regional Planning Committee Meeting Schedule and Work Plan

Regional Planning Committee Regular Meeting Date: January 15, 2026

Page 3 of 3

The Work Plan is not a static item. At the Committee and Board's discretion additional projects can be undertaken within the approved annual budget.

2026 COMMITTEE MEETING SCHEDULE

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

Meeting Place

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

ALTERNATIVES

1. THAT the Regional Planning Committee:
 - a) receive for information the Regional Planning Committee Terms of Reference and the 2026 Annual Meeting Schedule, as presented in the report dated December 18, 2025, titled "2026 Regional Planning Committee Meeting Schedule and Work Plan"; and
 - b) endorse the 2026 Work Plan, as presented in the report dated December 18, 2025, titled "2026 Regional Planning Committee Meeting Schedule and Work Plan".

2. THAT the Regional Planning Committee:
 - a) receive for information the Regional Planning Committee Terms of Reference and the 2026 Annual Meeting Schedule, as presented in the report dated December 18, 2025, titled "2026 Regional Planning Committee Meeting Schedule and Work Plan"; and
 - b) endorse the 2026 Work Plan, as presented in the report dated December 18, 2025, titled "2026 Regional Planning Committee Meeting Schedule and Work Plan", incorporating the requested changes from the Regional Planning Committee.

FINANCIAL IMPLICATIONS

The priorities in the 2026 Work Plan of the Regional Planning Committee are consistent with the 2026 Regional Planning budget approved by the MVRD Board on October 31, 2025, and with key actions included in the Annual Work Plans. Committee meeting expenses and remuneration associated with meeting attendance have been allocated in the annual budget.

CONCLUSION

The Work Plan presented in this report identifies the priorities for the Regional Planning Committee in 2026 and is consistent with its Terms of Reference and the 2026 Budget approved by the MVRD Board. To assist the Committee, the 2026 annual meeting schedule has been established to guide the Committee's success in completing the business of the Work Plan. Staff recommends that Alternative 1 be approved.

ATTACHMENTS

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

Regional Planning Committee 2026 Work Plan

Report Date: December 18, 2025

1st Quarter	Status
Regional Planning Committee 2026 Work Plan	In Progress
Housing 2050 Update	In Progress
Metro 2050 Advocacy Actions – Update	In Progress
Land Use Resilience Best Practice Guide – Flooding & Related Hazards – Final Report	In Progress
Regional Green Infrastructure Network - Update	In Progress
Agricultural Data Update	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
2nd Quarter	Status
Infrastructure Demand to Meet Regional Growth – Final Report	Pending
Urban Centres Growth Target Review – Progress Update	Pending
Housing Databook/Dashboard	Pending
Regional Food Systems Strategy – Final Report	Pending
Housing 2050 – Policy Research – Update	Pending
Agricultural Awareness Grant Awards	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
3rd Quarter	Status
Metro 2050 – Performance Measures Update	Pending
Regional Projections Update	Pending
Sub-Catchment and Nodal Zones Projections Model –Update	Pending
Regional Industrial Land Inventory Update – Final Report	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
4th Quarter	Status
Annual Budget and Five-Year Financial Plan	Pending
Tree Canopy and Housing Interface Study – Update	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing



Regional Planning Committee

Terms of Reference

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

Committee Responsibilities

Within the scope of the *Board Strategic Plan, Metro 2050*, and the *Metro Vancouver Five-Year Financial Plan*, the Committee provides guidance and oversight on the implementation of the annual work plans and business plans that govern the Regional Planning service.

Specific Committee responsibilities include:

- Reviewing and endorsing the annual budget and five-year financial plan for the Regional Planning function.
- Advising on the development and implementation of *Metro 2050*, including monitoring progress toward its five regional goals.
- Guiding policies and actions to:
 - Support growth management by containing development within the Urban Containment Boundary and focusing growth in Urban Centres and along transit corridors.
 - Promote land use, housing, and transportation integration to create diverse, connected, and liveable communities.
 - Advance strategies that reduce greenhouse gas emissions and improve climate resilience through land use and infrastructure planning.
 - Protect and enhance industrial and agricultural lands and support economic vitality through coordinated regional planning.
 - Conserve and restore ecologically important lands and implement environmental policy actions in *Metro 2050*.
- Reviewing regional context statements, proposed amendments to *Metro 2050*, and related applications for consistency with the Regional Growth Strategy.
- Producing and reviewing annual population projection updates to ensure alignment with regional growth objectives.
- Reviewing *Metro 2050* performance metrics annually and reporting on progress toward achieving regional goals.

Organizational Responsibilities

- Metro Vancouver respects the traditional territories, histories, and cultures of First Nations. The Committee, as it undertakes its work, should consider First Nations' interests and ways to enhance engagement and collaborative relationships between Metro Vancouver and First Nations.
- Metro Vancouver has corporate objectives to reduce greenhouse gas emissions and use clean and renewable energy in its operations. The Committee, as it undertakes its work, should consider the climate action implications of capital and operating programs and projects, in addition to ensuring resilience to climate-related impacts and risks.

Regional Planning Committee Terms of Reference

Page 2 of 2

Committee Membership and Meetings

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

Committee Management

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

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

Regional Planning Committee

Thursday, January 15	9:00 am
Thursday, February 5	9:00 am
Thursday, March 5	9:00 am
Thursday, April 2	9:00 am
Thursday, May 7	9:00 am
Thursday, June 11	9:00 am
Thursday, July 2	9:00 am
Thursday, September 3	9:00 am
Thursday, October 8	9:00 am



2026 Priorities and Work Plan

REGIONAL PLANNING COMMITTEE

Jonathan Cote

Deputy General Manager, Regional Planning and Housing
Development
Regional Planning Committee – January 15, 2026

metrovancouver

1

Regional Planning

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

Regional Planning Teams

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

2

METRO 2050 REGIONAL GOALS

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



metrovancouver

3

3

Committee Terms of Reference

Purpose

The Regional Planning Committee is the standing committee that provides advice and recommendations to the MVRD Board on issues related to the Regional Planning service.

Responsibilities

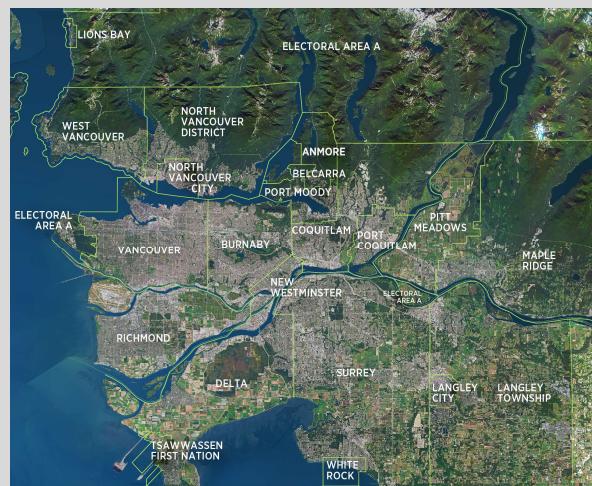
- Reviewing and endorsing the annual budget and five-year financial plan for the Regional Planning function.
- Advising on the development and implementation of Metro 2050, including monitoring progress toward its five regional goals.
- Reviewing regional context statements, proposed amendments to Metro 2050, and related applications for consistency with the Regional Growth Strategy.
- Reviewing annual population projection updates to ensure alignment with regional growth objectives.

4

2026 Work Plan Priorities

Regional Land Use Policy

- Metro 2050 Urban Centres & Corridors Target
- Regional Food System Strategy
- Land Use Resilience Best Practice Guides
- Infrastructure Demand to Meet Regional Growth Study
- Regional Industrial Land Inventory Update
- Tree Canopy and Housing Interface Study



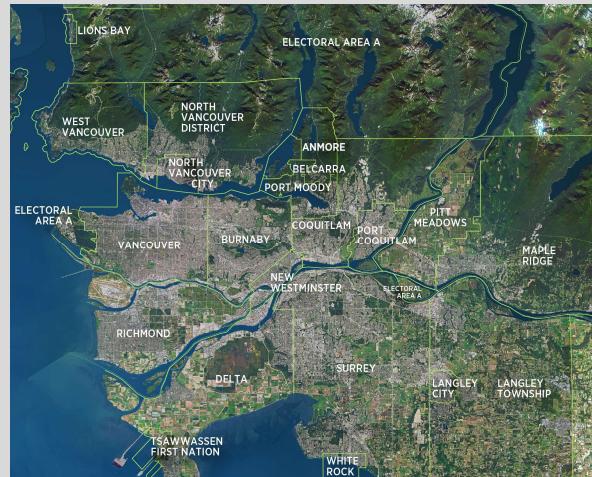
5

5

2026 Work Plan Priorities

Implementation Services

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



6

6

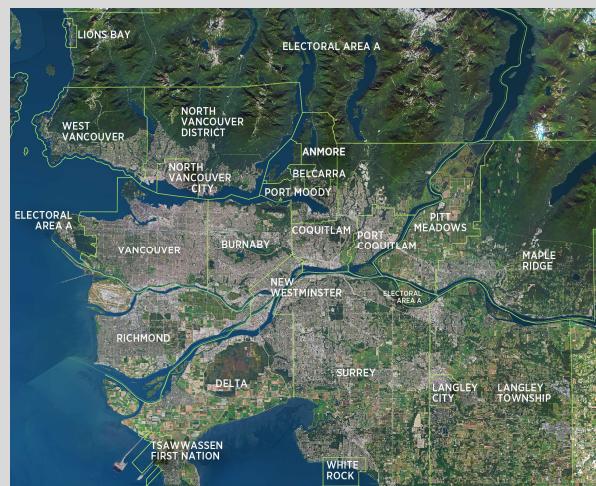
2026 Work Plan Priorities

Housing Policy

- Housing 2050 – Policy Research

Planning Analytics

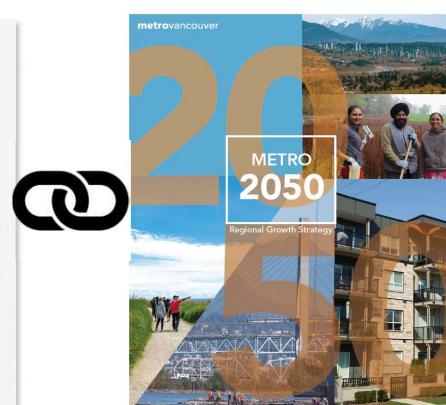
- Population, Dwelling Unit and Employment Projections Annual Update
- Housing Databook Update
- Performance Measures Update



7

7

Regional Context Statements



8





To: Regional Planning Committee

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

Date: December 19, 2025

Meeting Date: January 15, 2026

Subject: **Metro 2050 Regional Context Statement – City of Port Coquitlam**

RECOMMENDATION

THAT the MVRD Board:

- a) accept the City of Port Coquitlam's Regional Context Statement as submitted to Metro Vancouver on December 12, 2025 and notify the City of Port Coquitlam of the decision; and
- b) include in the correspondence to the City of Port Coquitlam that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 23, 2025, titled "Metro 2050 Regional Context Statement – City of Port Coquitlam" in line with the *Local Government Act*'s request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

EXECUTIVE SUMMARY

The City of Port Coquitlam has 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 in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations align with the regional federation's goals.

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

- **Compact Urban Growth:** Reinforcing Downtown as the primary centre with a vibrant commercial core and higher-density residential development, and encouraging mixed-use development along Westwood Street, consistent with *Metro 2050* Goal 1.
- **Housing Diversity and Affordability:** Providing for a range of housing forms, including small-lot single-detached, duplexes, triplexes, and purpose-built rental housing, and collaborating regionally to address homelessness, consistent with Goal 4.
- **Environmental Protection and Climate Action:** Protecting natural areas through Development Permit Areas, requiring parkland dedication, and working with the Province on flood protection and dike upgrades, consistent with Goal 3.
- **Sustainable Economy and Transportation:** Protecting industrial and agricultural lands, supporting intensification of employment areas, and improving infrastructure for transit, walking, and cycling, consistent with Goals 2 and 5.

While the current OCP update introduces modest changes, primarily to align with provincial housing legislation, the City has committed to further work on its next OCP review to strengthen alignment with regional objectives. Metro Vancouver and the City will work together in the next OCP, RCS update to establish growth targets for Centres, and Corridors, strengthen policies for nature protection and industrial intensification, and integrate updated population and employment projections.

It is recommended that the MVRD Board accept the City of Port Coquitlam's Regional Context Statement.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider acceptance of the City of Port Coquitlam'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 RCS identifies the alignment between the municipality's local aspirations as expressed in its OCP and the regional federation's objectives as laid out in the regional growth strategy and/or explains how the OCP will be made consistent with the regional growth strategy over time, according to the *Local Government Act*.

Metro Vancouver staff received the City of Port Coquitlam's RCS on December 12, 2025 (**Attachments 1, 2, and 3**). As per section 448 of the *Local Government Act*, the MVRD Board must either accept or not accept the RCS within 120 days of receipt and explain what elements it objects to, or it is deemed to have accepted the RCS as submitted. Following acceptance by the MVRD Board, the member jurisdiction can then give final reading to adopt the OCP bylaw, which includes the RCS.

Metro Vancouver staff worked collaboratively with City of Port Coquitlam staff throughout the development of the RCS, including reviewing and providing feedback on earlier draft versions prior to receiving the official submission on December 12, 2025. The City of Port Coquitlam's current OCP is provided in Reference 1. Proposed amendments to the OCP are described in **Attachment 3**.

KEY CHANGES IN THE CITY OF PORT COQUITLAM'S DRAFT OFFICIAL COMMUNITY PLAN

Port Coquitlam is proposing modest changes to its OCP, primarily to align with new provincial housing legislation. The RCS does not propose any changes to regional land use designations, which are permitted under select conditions under *Metro 2050* Policy 6.2.7, nor to the boundaries of Port Coquitlam Municipal Town Centre, as permitted under *Metro 2050* 6.2.8.

Since most of the OCP is not changing, the City of Port Coquitlam notes in the RCS that future work will be done to align the OCP with *Metro 2050*. These include, for example:

- Identifying most targets;
- Strengthening office, commercial, and employment uses within the Urban Centre;
- Accommodating urban densification and infill development in a resilient and equitable way;
- Supporting the intensification and densification of Industrial lands; and
- Strengthening the viability of agriculture and increasing the availability of local food.

In addition, Metro Vancouver staff intend to work collaboratively with the City of Port Coquitlam to incorporate further updates into the City's next RCS.

REGIONAL CONTEXT STATEMENT ANALYSIS

Staff have reviewed the City of Port Coquitlam'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 Port Coquitlam'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:

- Port Coquitlam plans to meet or exceed regional targets for dwelling unit growth inside the Urban Containment Boundary; and
- Port Coquitlam aims to contribute to regional targets for tree canopy cover.

The City currently does not have targets for the shares of dwelling unit and employment growth in its Urban Centre, the area of lands protected for nature, GHG emissions reduction, or affordable rental housing. In keeping with the *Local Government Act* (section 447), the City commits in its RCS, upon a future OCP review, to consider identifying how these targets will be made consistent with the RGS over time. Metro Vancouver staff look forward to an updated RCS when that work is complete.

In particular, *Metro 2050*'s dwelling unit and employment growth targets for Centres and Corridors are an essential tool in shaping regional growth. Metro Vancouver staff intend to work with the City of Port Coquitlam to develop Centre and Corridor growth targets, in part through Metro Vancouver's Centres and Corridors Growth Targets Update project.

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

- Reinforce the Downtown as the primary City centre with a vibrant commercial core, a densified residential population, and municipal-serving community facilities; and
- Encouraging new commercial development in the Downtown and Northside commercial areas to be at least two stories in height.

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

- Encouraging mixed-use commercial and residential development along Westwood Street in proximity to the Coquitlam Regional City Centre;
- Protecting existing and designated industrial areas, ensuring that heavy industrial areas are buffered by lighter industrial uses, and discouraging office-based business and commercial retail uses in industrial areas; and
- Protecting agricultural land and discouraging non-agricultural uses on farmland.

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

- Using the Natural Environment Protection and the Watercourse Protection DPAs to mitigate potential disruption of the environment by proposed uses or developments within the area;
- Requiring 5% dedication of parkland for all new subdivisions, as either land area or payment of money in lieu for parkland acquisition;
- Advancing policies on design, infrastructure, and programs to encourage forms of transportation alternative to driving personal vehicles; and
- Working with the Province to develop a comprehensive approach to flood protection, the maintenance and upgrading of the dike system, and regulating development in the flood plain.

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

- Providing for small lot single-detached developments, duplexes, triplexes, secondary suites and innovative approaches for infill development and for redevelopment at higher densities;
- Encouraging the supply of rental housing through retention, renewal and development of secure, purpose-built rental housing; and
- Collaborating with Coquitlam and Port Moody in planning solutions to address homelessness in the community.

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

- Improving municipal infrastructure for transit, walking, cycling, and rolling; and
- Working cooperatively with the Ministry of Transportation and Infrastructure and its subsidiaries, TransLink, and other municipalities to plan and implement an integrated, efficient regional and local transportation system.

The staff assessment indicates strong consistency between the City of Port Coquitlam's Official Community Plan and RCS and the goals, strategies, and targets set out in *Metro 2050*. The proposed changes to the OCP are modest, focused primarily on aligning with provincial housing legislation. In the future, a more comprehensive update is expected. The City's policies support compact growth, environmental protection, housing diversity, and sustainable transportation and demonstrate a clear alignment with the goals of *Metro 2050*.

ALTERNATIVES

1. THAT the MVRD Board:
 - a) accept the City of Port Coquitlam's Regional Context Statement as submitted to Metro Vancouver on December 12, 2025 and notify the City of Port Coquitlam of the decision; and
 - b) include in the correspondence to the City of Port Coquitlam that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 23, 2025, titled "Metro 2050 Regional Context Statement – City of Port Coquitlam" in line with the *Local Government Act*'s request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.
2. THAT the MVRD Board not accept the City of Port Coquitlam's Regional Context Statement as submitted to Metro Vancouver on December 12, 2025, indicating the provisions to which the Board objects and the reasons for objection, and request that the City of Port Coquitlam amend its Regional Context Statement and re-submit it to the Board for consideration.

FINANCIAL IMPLICATIONS

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

OTHER IMPLICATIONS

If the MVRD Board chooses Alternative 2, it would delay the acceptance of the City of Port Coquitlam'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 Port Coquitlam and reduce opportunities for integration of local priorities with regional goals, under *Metro 2050*.

CONCLUSION

The City of Port Coquitlam 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 RCS and assessed its consistency with all five regional goals.

The assessment indicates strong alignment between Port Coquitlam'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 Port Coquitlam's Regional Context Statement as submitted on December 12, 2025.

When the City of Port Coquitlam undertakes a future update of its OCP and RCS, Metro Vancouver will work collaboratively with the City to advance the areas identified in this report.

ATTACHMENTS

1. Letter from the City of Port Coquitlam dated December 12, 2025.
2. City of Port Coquitlam Council Resolution granting Third Reading to refer their Regional Context Statement to the Metro Vancouver Board.
3. City of Port Coquitlam Staff Report with OCP Amendment Bylaw including a Draft Regional Context Statement.

REFERENCES

1. City of Port Coquitlam. (2024). *POCOPLAN: Planning our community*. <https://www.portcoquitlam.ca/media/file/3838-official-community-plan>. Accessed December 12, 2025.

80548092



December 12, 2025

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

Dear Corporate Officer,

Re: The City of Port Coquitlam Metro 2050 Regional Context Statement

The City of Port Coquitlam 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 December 9th, 2025, Port Coquitlam Council granted 3rd Reading to the Official Community Plan Amendment Bylaw No.4422 and that the Regional Context Statement be referred to the MVRD board for acceptance (Council resolution and staff report are attached).

The City of Port Coquitlam requests that Metro Vancouver Regional District Board consider and accept Port Coquitlam's Regional Context Statement. Should Metro Vancouver staff require any additional information regarding this matter, please contact Ben Ricketts, Planner, at 604-927-5390 or at rickettsb@portcoquitlam.ca.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben Ricketts".

Ben Ricketts
Planner I, Community Planning Division
City of Port Coquitlam

Planning I City of Port Coquitlam
#200-2564 Shaughnessy St.,
Port Coquitlam, BC Canada V3C 3G4
604.927.5442 | Email: planning@portcoquitlam.ca

portcoquitlam.ca



CERTIFIED RESOLUTION

This letter is to certify that at its December 9, 2025, Council meeting, the City of Port Coquitlam Council adopted the following resolution:

7.1 Official Community Plan Amendment Bylaw – Third Reading

Moved-Seconded:

"That "Official Community Plan Bylaw, 2013, No. 3838, Amendment Bylaw, 2025, No. 4422", be given third reading and that reading and that the Regional Context Statement be referred to the Metro Vancouver Board for acceptance.

Carried"

A handwritten signature in black ink that appears to read "Carolyn Deakin".

Carolyn Deakin, CMC
Corporate Officer
December 11, 2025

OCP Amendment Bylaw (Legislative Updates) - Third Reading

RECOMMENDATION:

That “Official Community Plan Bylaw, 2013, No. 3838, Amendment Bylaw, 2025, No. 4422”, be given third reading.

PREVIOUS COUNCIL/COMMITTEE ACTION

On November 25, 2025, Council approved the following resolution:

“That Official Community Plan Bylaw, 2013, No. 3838, Amendment Bylaw, 2025 No. 4422” be given first two readings.”

On October 28, 2025, Committee of Council approved the following resolution:

“That Committee of Council:

- 1) *direct staff to draft an OCP Amendment Bylaw as outlined in this report; and*
- 2) *recommend Council support the early and ongoing consultation, as outlined in this report, to be undertaken for the proposed Official Community Plan amendment.”*

BACKGROUND

Notice of the Public Hearing for “Official Community Plan Amendment Bylaw No. 4422 was posted on the City’s website, social media and public posting place on November 28, 2025, and mailed to residents and/or businesses within 122 m (400 ft.) of the subject property.

OPTIONS (✓ = Staff Recommendation)

	#	Description
<input checked="" type="checkbox"/>	1	Give third reading to the Bylaw.
	2	Defer third reading of the Bylaw and ask staff to provide further information (to be specified).
	3	Decline third reading of the Bylaw, which will retain the existing Bylaw.

Attachment 1 – Bylaw 4422

Attachment 2 – Report to Committee, October 28, 2025

CITY OF PORT COQUITLAM

OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2025

Bylaw No. 4422

The Council of the Corporation of the City of Port Coquitlam enacts as follows:

1. CITATION

This Bylaw is cited as "Official Community Plan Bylaw, 2013, No. 3838, Amendment Bylaw, 2025, No. 4422".

2. ADMINISTRATION

2.1 That Section 7 Policies, Subsection 7.2 Housing and Neighbourhoods, "Policies for Housing", is amended by:

a) Removing Policy 10 and replacing with the following:

10. Support homelessness response in the Tri-cities as a collaboration between Port Coquitlam, Coquitlam and Port Moody and continue to participate in collaborative planning solutions for independent and supportive housing to help people move out of homelessness.

b) Add the following policies after Policy 11 as follows:

12. Encourage housing affordability across the housing spectrum.

13. Encourage the supply of rental housing by ways of retention, renewal, and development of secure, purpose built rental housing.

14. Support stable and affordable housing for populations more represented in core housing need such as low-income seniors.

15. Encourage new multi-unit residential developments to contain two and three bedrooms to support family friendly housing and to encourage the incorporation of family friendly features and amenities within new residential developments such as secure child care space, play areas, and larger family sized units to support households with children.

2.2 That Section 8 Implementation, Subsection 8.2 OCP Land Use Designations and Zoning, "Map 16: Land Use Designations", is amended to reflect the following land designations:

2.2.1 That the parcels of land situated in Port Coquitlam, British Columbia, which is more particularly described as follows are designated from CH Highway Commercial to FTD Frequent Transit Development:

LOT A, DISTRICT LOT 464, NEW WESTMINSTER DISTRICT, PLAN NWP5943, GROUP 1, EXCEPTPLAN 10030 & 55864, (PT N OF RD)

LOT 24, BLOCK 5, DISTRICT LOT 464, NEW WESTMINSTER DISTRICT, PLAN NWP1897, EXCEPTPLAN 55864

LOT 23, BLOCK 5, DISTRICT LOT 464, NEW WESTMINSTER DISTRICT, PLAN NWP1897

LOT 21, BLOCK 5, DISTRICT LOT 464, NEW WESTMINSTER DISTRICT, PLAN NWP1897, GROUP 1 & LOT 22, BLOCK 5, DISTRICT LOT 464, NEW WEST DISTRICT, PLAN NWP1897, GROUP 1

LOT 21, BLOCK 5, DISTRICT LOT 464, NEW WESTMINSTER DISTRICT, PLAN NWP1897, GROUP 1 & LOT 22, BLOCK 5, DISTRICT LOT 464, NEW WEST DISTRICT, PLAN NWP1897, GROUP 1

2.2.2 Remove Map 16: Land Use Designations and replace with the map attached as Schedule 1 and forming part of this bylaw.

2.3. Remove Section 6 Regional Context Statement in its entirety, and replace as attached as Schedule 2 and forming part of this bylaw.

2.4. Remove “Appendix 1 – Statement of Compliance between the Policies of the OCP and Regional Growth Strategy” and replacing with “Appendix 1 – Statement of Compliance between the Policies of the OCP and Regional Growth Strategy” as attached as Appendix 1 and forming part of this bylaw.

READ A FIRST TIME this 25th day of November, 2025

READ A SECOND TIME this 25th day of November, 2025

PUBLIC HEARING this day of , 2025

READ A THIRD TIME this day of , 2025

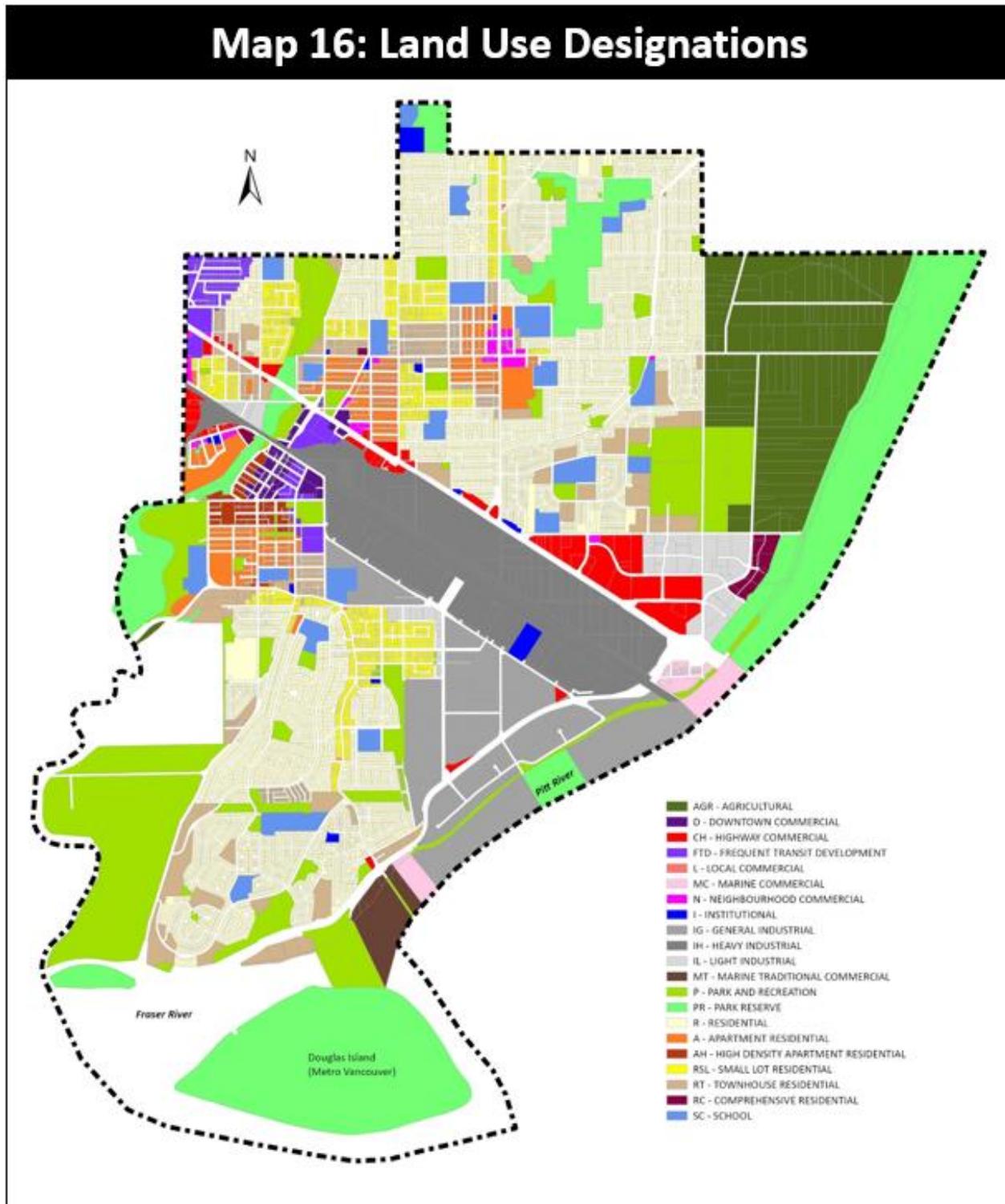
REFERRED to Metro Vancouver day of , 2025
Regional District to amend the
Regional Context Statement this

ADOPTED this day of , 2026

Mayor

Corporate Officer

SCHEDULE "1"
Map 16: Land Use Designations



SCHEDULE “2“

Section 6: Regional Context Statement

6.0 Regional Context Statement

“**Metro 2050 – Regional Growth Strategy**” (Bylaw 1339, 2022) was endorsed by the City of Port Coquitlam on June 28, 2022 and adopted by Metro Vancouver as the Regional Growth Strategy on February 24, 2023. The City of Port Coquitlam is required by the *Local Government Act* to include, in its OCP, a Regional Context Statement which identifies the relationship between the OCP and the Regional Growth Strategy and, as applicable, identify how the OCP will be made consistent with the Regional Growth Strategy over time.

The Regional Growth Strategy sets out five goals to guide the actions of Metro Vancouver and its member municipalities in achieving a vibrant, diverse, prosperous and sustainable Region:

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

These goals are consistent with the vision and policies of this OCP. This Regional Context Statement describes how the OCP addresses the five major goals and the strategies of the Regional Growth Strategy and outlines actions that will be taken by the City to fulfill the required municipal roles and to achieve population and employment projections.

Within the Urban Containment Boundary of the Regional Growth Strategy, the City of Port Coquitlam may amend this OCP to adjust the boundaries of regional land use designations from one regional designation to another, provided such adjustments satisfy its requirements that the aggregate area of all proximate sites so re-designated does not exceed one hectare. Larger sites of up to three hectares may be re-designated from Industrial to General Urban if they are on the edge of an industrial site and within 150 metres of TransLink’s Frequent Transit Network, or re-designated to Employment if the site is within 250 metres of TransLink’s Frequent Transit Network. All together, such re-designation of lands cannot exceed two percent of the City’s total lands within each applicable regional land use designation.

The City of Port Coquitlam may amend this OCP to adjust the boundary of the Municipal Town Centre, provided such adjustment satisfies the requirements set out in the Regional Growth Strategy and its guidelines for urban centres and frequent transit development areas.

Map 1 – Port Coquitlam within Metro Vancouver



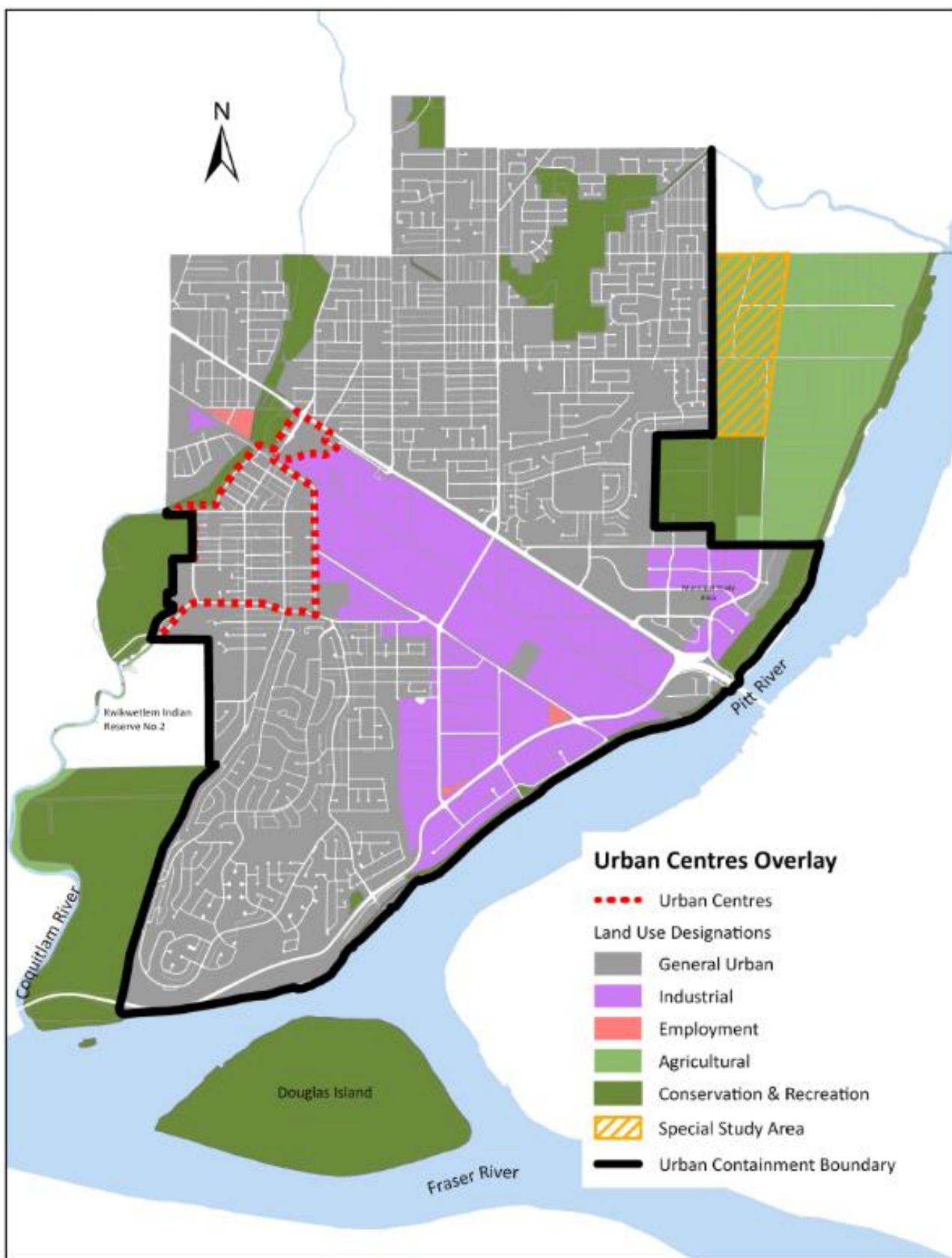
Source: Metro 2050 – Regional Growth Strategy

To assist Port Coquitlam in long-range planning the Regional Growth Strategy provides projections for the following:

Year	2021	2030	2040	2050
Population	64,260	71,650	78,680	84,820
Dwelling Units	23,870	27,390	30,780	33,770
Employment	28,350	32,320	35,990	38,900

The Regional Growth Strategy in Map 2 sets out the regional land use designations. Map 2 of OCP illustrates how these designations apply to Port Coquitlam.

Appendix 1, Statement of Compliance between the Policies of the OCP and Regional Growth Strategy, identifies how the policies of this Plan comply, or over time intend to be consistent with the Regional Growth Strategy. The Regional Context Statement is integral to, and forms part of this Plan.

Map 2 – Regional Land Use Designations, Municipal Town Centre and Urban Containment Boundary

APPENDIX "1"

Appendix 1 – Statement of Compliance between the Policies of the OCP and Regional Growth Strategy

A) METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

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

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area Targets		
Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<p>Section 5.1 History and Population contains historical population data, and population, dwelling unit, and employment projections.</p> <p>OCP Section 6.0 Regional Context Statement contains the projected growth numbers for population, dwelling unit and employment.</p> <p>The majority of the City of Port Coquitlam is within the Urban Containment Boundary as shown on Map 3 of the Regional Growth Strategy and Map 2 of the OCP. Land outside the Urban Containment Boundary is designated for Agriculture, Parks and Recreation and Park Reserve uses.</p> <p>In accordance with the <i>Local Government Act</i>, particularly sections pertaining to housing needs reports the City will review this plan as well as associated bylaw every five years and update each as required.</p>	
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth	Map 2 in the OCP shows the Port Coquitlam Urban Centre and specifically identified as a Municipal Town Centre in the RGS in Map 4. Currently, Port Coquitlam does not have a Frequent Transit	

<p>Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 	<p>Development Area as defined in the RGS.</p> <p>Map 16 - Land Use Designations shows OCP land use designations in the Urban Centre that support infill and intensified residential and employment growth. The prominent land use designations in this area include Frequent Transit Development (FTD), Downtown Commercial (D), Apartment Residential (AH), Apartment Residential (A) and Townhouse Residential (RT) which support medium to high density forms of residential uses and in some instances such commercial uses.</p> <p>The OCP in Section 7.2 provides policy guidance on Housing and Neighbourhoods and Section 7.3 provides policy guidance on Economy.</p> <p>Port Coquitlam's Downtown Area is its only area considered an Urban Centre. Section 7.2 Housing and Neighbourhoods, Housing Development outlines how Port Coquitlam promotes development of dwelling units within the Urban Centre and frequent Transit Development Areas through Permitting Apartment and multifamily developments in the downtown.</p> <p>Section 7.3 Economy, Policies for Commercial lands and development states the intention to Reinforce the Downtown as the primary City centre with a vibrant commercial core and a densified residential population.</p> <p>Section 8.2 OCP Land Use Designations and Zoning describes the Downtown Commercial Land Use Designation to allow for a higher density of development appropriate to the Downtown,</p>	
---	---	--

	<p>including residential uses above the first storey.</p> <p>In keeping with the <i>Local Government Act</i> consideration will be given upon review of the OCP to identify targets for residential and employment growth that will be made consistent with the RGS over time.</p>	
<p>1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13</p> <p><i>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</i></p> <ul style="list-style-type: none"> <i>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</i> <i>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</i> <i>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</i> 	<p>Map 2 in the OCP shows the Port Coquitlam Urban Centre and specifically identified as a Municipal Town Centre in the RGS in Map 4. Currently, Port Coquitlam does not have a Frequent Transit Development Area as defined in the RGS.</p> <p>Map 16 Land Use Designations shows OCP land use designations in the Urban Centre that support infill and intensified residential and employment growth. The prominent land use designations in this area include Frequent Transit Development (FTD), Downtown Commercial (D), Apartment Residential (AH), Apartment Residential (A) and Townhouse Residential (RT) which support medium to high density forms of residential uses and in some instances such commercial uses.</p> <p>The OCP in Section 7.2 provides policy guidance on Housing and Neighbourhoods and Section 7.3 provides policy guidance on Economy.</p> <p>In keeping with the <i>Local Government Act</i> consideration will be given upon review of the OCP to identify targets for dwelling unit growth within the Urban Containment Boundary, dwelling unit and employment growth within the Urban Centre that will be made consistent with the RGS over time.</p>	

<u>Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets</u>		
Policy with Target	Applicable OCP Policies	Supplementary Information
<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>The OCP in Section 7.4 provides policy guidance on Environment and Parks including protecting environmentally sensitive areas, promoting preservation and planting of trees through Development Permit Areas and development control, road infrastructure projects, and the Tree Protection Bylaw.</p> <p>The OCP in Section 9, Development Permit Areas (DPAs), speaks to retention of mature trees and optimization of tree canopy through tree selection. Landscaped areas fronting onto streets are encouraged to use trees whenever possible.</p> <p>In keeping with the <i>Local Government Act</i> consideration will be given upon review of the OCP to identify targets for lands protected for nature and tree canopy cover that will be made consistent with the RGS over time.</p>	<p>The OCP is supported by Port Coquitlam's Urban Forest Roadmap, which outlines the goal of increasing canopy cover through targeting planting areas, building partnerships, reducing property owner responsibility, and prioritizing public spaces. The canopy cover in Port Coquitlam is 23.0%. The 2050 target canopy cover is 30%. The Urban Forest Roadmap provides relevant land use policies that support achieving this target.</p>
<p>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;</p>	<p>The OCP in Section 7.1 provides policy guidance on Growth Management and Sustainability including smart growth principles and working towards reducing GHG emissions of 8% below 2007 levels. In OCP Section 7.5 provides policy guidance on Transportation including evaluating GHGs in transportation planning and choices and advocating for senior governments to reduce GHGs in their operations, investments and regulations.</p> <p>The OCP land use designations and policies throughout the document but specifically in Section 8.2</p>	<p>The OCP is supported by Port Coquitlam's 2025 Climate Action Plan, which contains actions that have been carefully defined to build on the climate action initiatives the City already has underway and reflect regional best practices to make climate action as affordable and cost-effective as possible, by:</p> <ul style="list-style-type: none"> Building on initiatives being led by Metro Vancouver, the Province and Federal government Focusing on opportunities to embed climate change

	<p>support a land use framework that have increased densities in the Urban Centre close to transit and services which contributes to overall emissions reductions.</p> <p>In keeping with the <i>Local Government Act</i> consideration will be given upon review of the OCP to identify GHG emissions reduction targets that will be made consistent with the RGS over time.</p>	<p>considerations into existing City plans, policies and programs</p> <ul style="list-style-type: none"> • Prioritizing new projects and initiatives to leverage shared and external funding sources to amplify City funding
--	---	---

Goal 4 Provide Diverse and Affordable Housing Choices Target

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<p>The OCP in Section 7.2 provides policy guidance on Housing and Neighbourhoods including examine opportunities to encourage housing affordability across the housing spectrum and to support stable and affordable housing for populations more represented in core housing need.</p> <p>The OCP defines affordable housing as where the occupant is paying no more than 30 percent of income for gross housing costs, including utilities.</p> <p>In keeping with the <i>Local Government Act</i> consideration will be given upon review of the OCP to identify targets for affordable rental housing units that will be made consistent with the RGS over time.</p>	<p>Port Coquitlam received a Housing Target Order from the Province to complete 2,279 net new housing units by 2028. In the guidelines associated with that order, the City is recommended to complete 508 below-market rental units.</p> <p>Port Coquitlam's Housing Needs Report states that the city needs an estimated 1,136 affordable rental units or rental subsidies to address immediate housing need, which the City is working towards achieving.</p> <p>Port Coquitlam was a recipient of the Housing Accelerator Fund. One of the Initiatives is to develop an affordable housing grant program by the end of 2026.</p>

Metro 2050 Goal 1: Create a Compact Urban Area

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Port Coquitlam's OCP directs growth within the Urban Containment Boundary and supports Transit Oriented Areas while preserving employment lands while allowing strategic intensification near transit.

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	<i>See response in targets section</i>	
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: <ul style="list-style-type: none">• All Urban Centre Types: 40%• Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: <ul style="list-style-type: none">• All Urban Centre Types: 50%• Frequent Transit Development Areas: 27%	<i>See response in targets section</i>	
1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	<i>See response in targets section</i>	

<p><i>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</i></p> <p><i>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</i></p> <p><i>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</i></p> <p><i>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</i></p>		
--	--	--

Strategy 1.1: Contain urban development within the Urban Containment Boundary

Policy 1.1.9	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	Please refer to Map 2	
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	<i>Please see response in Targets section</i>	
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	Section 7.8 acknowledges expansion of the sanitary sewer system would require approval of Metro Van Board and compliance with the Regional Growth Strategy. Port Coquitlam will work towards including a policy 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.	
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	Section 7.2 Housing and Neighbourhoods, Policies for Neighbourhoods, Policy 3 is to ensure that neighbourhoods are buffered from the impacts	

		<p>of adjacent non-residential uses through appropriate zoning regulations.</p> <p>Section 7.4, Environment and Parks, Policies for Environment, Policy 12 relates to monitoring the impact of noise on the livability of the community and take appropriate City action to regulate the impacts, if necessary.</p> <p>Section 8.2, OCP Land Use Designations and Zoning, contains the Light Industrial designation, allowing for clean, business industrial, and advanced technology uses which serve as a transition between the industrial and nearby commercial, residential, and agricultural uses.</p>
--	--	--

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

Policy 1.2.24	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)	provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)		<i>Please see response in Targets section</i>
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		Map 2 – Regional Land Use Designations, Municipal Town Centre and Urban Containment Boundary. Port Coquitlam has an Urban Centre but does not have a Frequent Transit Development Area as identified in the RGS.
ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13		<i>Please see response in Targets section.</i>

	<p>iii)</p> <p>encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives</p>	<p>Section 3.0, Objectives, Objective 3 Economy provides framework for the City to facilitate business and employment opportunities in the industrial, retail, office, service, public and agricultural sectors in support of a diversified local economy and a higher quality of life in the community. Policies discourage community commercial uses in highway commercial and industrial areas.</p> <p>Section 7.3 Economy, Policies for Commercial Lands and Development:</p> <p>Policy 2: states Community Commercial uses, such as small retail, offices, and personal services should be discouraged from locating in Highway Commercial or Industrial areas. Office uses should be encouraged to locate in the Downtown and Neighbourhood Commercial areas with increased residential density and close to public transportation choices.</p> <p>Policies for Industrial Lands and Development:</p> <p>Policy 4: Discourage office-based businesses and commercial retail uses in all industrial areas.</p> <p>Consideration will be given upon review of the OCP to work towards policies that strengthen office uses and employment within the Urban Centre.</p>	
	<p>iv)</p> <p>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</p>	<p>The OCP is supported by the Parking and Development Management Bylaw, which states that parcels designated for Frequent Transit Development (FTD) by the</p>	

		Official Community Plan are exempt from residential off-street parking space requirements. This also aligns with the Provincial requirements of Bill 47 Transit Oriented Development Areas.
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)	<p>Section 7.7, Community, Policies for Public Health and Safety speak to emergency services, emergency preparedness, community health, community safety.</p> <p>Consideration will be given upon review of the OCP to work towards policies that accommodate urban densification and infill development in a resilient and equitable way.</p>
vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Child care is broadly permitted in the land use designations in Section 8.2 OCP Land Use Designations and Zoning, including small scale businesses in residential areas with potential for larger scale child care businesses.
vii)	consider the implementation of green infrastructure	<p>Section 7.4 Environment and Parks, Policies for Environment speaks to protecting and enhancing areas of environmental sensitivity and require low impact development standards.</p> <p>Consideration will be given upon review of the OCP to work towards policies for the inclusion green stormwater and rainwater infrastructure in Urban Centres and frequent Transit Development Areas.</p>
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	Port Coquitlam is in the process of developing an Amenity Cost Charge (ACC) Program to fund public amenities, including in key area of the city including Downtown

		and in Frequent Transit Development Areas.
ix)	support the provision of community services and spaces for non-profit organizations	Section 7.7 Community, Policies for Community Facilities and Services, Policy 1: Ensure that sufficient arts, culture, recreation and leisure services and facilities are available to meet the needs of a growing and diverse population through a combination of public, private, and non-profit endeavors.
x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	Section 7.3 Economy, Policies for Commercial Lands and Development: Policy 6: Encourage new commercial development in the Downtown and Northside commercial areas to be at least two stories in height. Policy 7: Support the regional Urban Centres concept and transit-oriented development by encouraging mixed-use commercial and residential development along Westwood Street in proximity to the Coquitlam Town Centre.
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Section 9.0 Development Permit Areas contains guidelines encouraging screening and noise mitigation from road to new residential developments.
c)	Include policies for General Urban lands that:	
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	Map 2 – Regional Land Use Designations, Municipal Town Centre and Urban Containment Boundary
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	Section 7.3 Economy reinforces the Downtown as the primary commercial core and municipal serving community facilities. The policies and land use designations of the OCP do not provide for major, new non-residential trip generating uses

		<p>outside of the Municipal Town Centre or FTDAs.</p> <p>Consideration will be given upon review of the OCP to work towards policies that strengthen commercial focus of the Downtown and review policies which direct commercial uses which serve a regional population to Highway Commercial areas adjacent to major arterial roads.</p>
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;	<p>Section 7.2 Housing and Neighbourhoods provides ground oriented and infill housing (Small-Scale Multi-Unit Housing), low and midrise apartment are permitted in some of Residential, Small-Lot Residential, Townhouse, Apartment, and High-Density Apartment OCP land use designations (See Section 8.2 OCP Land Use Designation and Zoning). These designations apply to lands in the transition areas surrounding the Frequent Transit Development Areas.</p> <p>See Map 16: Land Use designations for the locations of parcels with these designations.</p>
iv)	encourage neighbourhood-serving commercial uses	<p>Section 8.2 OCP Land Use Designations and Zoning outlines the Local Commercial, and Neighbourhood Commercial OCP Land Use Designations, intended to serve both large and small neighbourhoods.</p> <p>See Map 16: Land Use designations for the locations of parcels with these designations.</p>
d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip- Generating uses” that includes, but is not limited to, the following uses: office or	Consideration will be given upon review of the OCP to work towards including a definition of ‘non-residential Major Trip-Generating uses”

	business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	that includes its offices, business parks, and major shopping centres.
e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	Consideration will be given upon review of the OCP to work towards identification of additional lands to be considered and designated as Frequent Transit Development (FTD) within Major Transit Growth Corridors.
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	Section 7.5 Transportation, Policies for Transportation, Policy 2: Work cooperatively with the Ministry of Transportation and Infrastructure and its subsidiaries, TransLink and other municipalities to plan and implement an integrated, efficient regional and local transportation system while advocating for improvements in Port Coquitlam.

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

Policy 1.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	The overall development pattern of Port Coquitlam is for a compact, mixed use community focused on a vibrant commercial core. As opportunities for greenfield development are limited, Port Coquitlam will become more compact over time. Section 7.5, Transportation, Policies for transportation call for improvements to increase transit, cycling, walking, a cycling network plan, policies to ensure that all road infrastructure projects accommodate pedestrian needs and a trails network that connects neighbourhoods to parks, schools, open space and commercial centres.

	<p>b)</p>	<p>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</p>	<p>Section 7.3, Economy, Policies for Commercial Lands and Development, reinforces the Downtown as the primary centre for municipal serving community facilities.</p> <p>Section 7.7, Policies for Community Facilities and Services, focuses arts and culture through the development of the Leigh Square Community Arts Village.</p> <p>Section 9.3, Downtown DPA Guidelines, contains objectives to reinforce the Downtown as the cultural centre of the community.</p>
	<p>c)</p>	<p>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</p>	<p>Section 7.6, Design, Policy 5 explore ways to emphasize public urban spaces, and to better emphasize public urban spaces such as parks, paths, trails, squares, streets, plazas and civic buildings.</p>
	<p>d)</p>	<p>respond to health and climate change-related risks by providing equitable access to:</p>	<p>See below</p>
	<p>i)</p>	<p>recreation facilities</p>	<p>Section 7.7 Community, Policies for Community Facilities and Services contains policies to emphasize endeavors to improve quality and access to recreation facilities.</p> <p>See Map 8 for Port Coquitlam's recreation facilities.</p>
	<p>ii)</p>	<p>green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)</p>	<p>Section 7.4 Environment and Parks, Parks, contains a table of Public Open Space Inventory and Requirements.</p>
	<p>iii)</p>	<p>safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities</p>	<p>Section 7.5 Transportation, Policies for Cycling and Walking outlines how the City will facilitate opportunities for cycling and walking by a providing a cycling network plan, bicycle lanes on major roads, bicycle parking, and a trail network through commercial, parks, and residential areas.</p>

		Consideration will be given upon review of the OCP to work towards policies for tree retention and planting.
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	Section 7.4 Environment and Parks, Policies for Parks, Policy 7: Support community ownership of the parks and open space system through community gardens and stewardship programs, where appropriate.
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	Consideration will be given upon review of the OCP to work towards policies that mitigate significant social and health impacts through design and infrastructure.
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	Section 7.6 Design, policy 2 ensures that new development considers crime prevention and design for people with accessibility needs. Section 9.0 Development Permit Areas provides guidelines for development.
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	Section 7.6 Design, Policy 3 looks to promote building design and streetscapes that help promote the community's unique heritage and culture and Policy 9 supports the implementation of public art and culture initiatives. Consideration will be given upon review of the OCP to work towards policies that to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres.

Strategy 1.4: Protect Rural lands from urban development

Policy	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Not applicable (there are no Rural designated areas)

	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Not applicable (there are no Rural designated areas)
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Not applicable (there are no Rural designated areas)
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Not applicable (there are no Rural designated areas)
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Not applicable (there are no Rural designated areas)

Metro 2050 Goal 2: Support a Sustainable Economy

Describe how the OCP and other supporting plans and policies contribute to this Goal:

One of the objectives of Port Coquitlam's OCP is to facilitate business and employment opportunities in the industrial, retail, office, service, public and agricultural sectors in support of a diversified local economy and a higher quality of life in the community.

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

Policy 2.1.10	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	<p>Section 7.3, Economy, Policies for Commercial Lands and Development reinforce the Downtown as the primary city centre and commercial core.</p> <p>Section 7.3, Economy, Policies for Industrial Lands and Development direct appropriate uses to Heavy and Light Industrial areas.</p> <p>Mixed Employment areas are designated for Highway Commercial and Industrial employment uses.</p> <p>See Map 16 Land Use Designations.</p>

	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	Section 7.3, Economy, Policies for Commercial Lands and Development encourage offices in the Downtown and identify the Downtown as the primary commercial core. Section 7.2, Housing and Neighbourhoods, Policies for Housing, Policy 11 contains considerations for rezoning of properties within the Frequent Transit Development Designation that includes a mix of commercial and residential uses.
	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	Section 7.3, Economy, Policies for Commercial Lands and Development reinforce Downtown as the primary City centre with a vibrant commercial core and support the regional Urban Centres concept and transit-oriented development by encouraging mixed use commercial and residential development along Westwood Street in proximity to the Coquitlam Town Centre. Consideration will be given upon review of the OCP to work towards policies that look at the future placement of institutional land uses.

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

Policy 2.2.9	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	Industrial areas as identified in the RGS are shown on Map 2.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	N/A
	c)	include policies for Industrial lands that:	See below

	<p>i)</p>	<p>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</p>	<p>Section 4.0 Policies and Land Use Designations, designates land for industrial uses.</p> <p>Section 7.3, Economy, Policies for Industrial Land and Development, contains policies to protect existing and designated industrial areas, ensure that heavy industrial areas are buffered by lighter residential uses, and discourage office based business and commercial retail uses in industrial areas.</p> <p>Section 9.7, Industrial DPAs, facilitates the orderly development and controls the interface between industrial and other uses.</p>
	<p>ii)</p>	<p>support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units</p>	<p>Section 8.2, Land Use Designations and Zoning, defines the General Industrial designation as permitting typical industrial uses. Three industrial designations are defined including Light Industrial, General Industrial, and Heavy Industrial. Through the corresponding Zoning Bylaw regulations provide for accessory uses including commercial space and caretaker accommodation. Medium and large format retail, residential uses (with the exception of caretaker accommodation) and freestanding offices are excluded from all industrial designations.</p>
	<p>iii)</p>	<p>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</p>	<p>Section 7.3, Economy, Policies for Industrial Land and Development, discourages office-based businesses and commercial retail uses in all industrial areas.</p> <p>Section 8.2, OCP Land Use Designations and Zoning, excludes office and residential uses as uses permitted within Industrial designations. As well, residential and commercial uses and zones are specifically restricted from industrial designations (refer to the table, OCP Designations and Permitted Zones).</p>
	<p>iv)</p>	<p>encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any</p>	<p>The Dominion Triangle area is designated as a Municipal Study Area to promote high levels of employment and ensure</p>

	unnecessary municipal policies or regulatory barriers related to development form and density	compatibility with surrounding developments. Consideration will be given upon review of the OCP to work towards policies that support of intensification and densification of Industrial lands
v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking	Section 9.7, Industrial Lands DPA, guides that loading spaces shall not be permitted in front yards or side yards that face onto streets. Section 9.7, Industrial Lands DPA, iii. Dominion Triangle guides that parking will be encouraged to locate in multi level structure.
vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Consideration will be given upon review of the OCP to work towards exploring municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning.
vii)	provide infrastructure and services in support of existing and expanding industrial activities	Section 7.3, Economy, Policies for Economic Development, speak to how the City can support industrial activities and how industrial developments can contribute to infrastructure serving industrial lands.
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	Section 7.5, Transportation, Policies for Freight Rail and Marine Transportation outlines how the City will liaise with CP rail, work cooperatively with Port Metro Vancouver and the Fraser River Estuary Management Program, and ensure transports are integrated with marine development sites.
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	Section 7.3, Economy, Policies for Industrial Lands and development relate to the planning of development in industrial lands. Section 9.7, Industrial Lands DPA, contains guidelines for the form and character of industrial development

	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	N/A
	d)	include policies for Employment lands that:	See below.
	i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	The areas designated Mixed Employment in Map 2 are designated Light Industrial or Highway Commercial in Map 16. The area adjacent to Coquitlam River North is a small pocket of land designated for Light Industrial uses but surrounded by residential and environmental uses. The area in the Mary Hill Industrial area provides for highway commercial, office and service uses which complement the adjacent industrial designation.
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	The areas designated Mixed Employment are not of sufficient size and are not in locations appropriate for large format retail development.
	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	Section 7.3, Economy, reinforces the Downtown as the primary commercial core. Commercial uses which serve a regional population and require greater parking considerations are provided for in established Highway Commercial designations.
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Not applicable. Mixed Employment designations are located outside of the Municipal Town Centre.
	v)	do not permit residential uses, except for: <ul style="list-style-type: none"> • 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. 	The Light Industrial and Highway Commercial designations which apply to the Mixed Employment area do not include residential uses; with the exception of accessory caretaker accommodation, residential uses are not permitted in areas designated Mixed Employment.

	<p>e)</p> <p>include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems</p>	<p>Section 9.11 Environmental Conservation DPA, establishes objectives to promote energy conservation, water conservation, and reduction of greenhouse gas emissions for developments in Commercial and Industrial DPA, Northside Centre, and Downtown.</p>
	<p>f)</p> <p>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)</p>	<p>Consideration will be given upon review of the OCP to work towards policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazard risks.</p>

Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability

Policy 2.3.12	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Agricultural areas as identified in the RGS are shown on Map 2.
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Consideration will be given upon review of the OCP to work towards policies 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.
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	Section 7.3, Economy, Policies for Agriculture, contains policies protecting agricultural land and discouraging non-agricultural uses.
	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	<p>Section 8.2, OCP Land Use Designations and Zoning designates and describes Agricultural Land</p> <p>230 hectares of land within the Agricultural Land Reserve (ALR) are designated Agriculture in the RGS (see Map 2) and Agriculture in the OCP (see Map 16).</p> <p>Policy 7.1.6, Section 7.1, Growth Management and Sustainability, supports the protection and</p>

			enhancement of Agricultural designated land in the ALR. Section 7.3, Economy, Policies for Agriculture, contains policies supporting the regulation of non-agricultural uses and limiting further non-farm uses.
ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land		Section 7.3, Economy, Policies for Agriculture, contains policies protecting agricultural land and limiting further subdivision.
iii)	support climate change adaptation including: <ul style="list-style-type: none">• monitoring storm water, flooding, and sea level rise impacts on agricultural land,• implementing flood construction requirements for residential uses, and• maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies		Section 7.8, Policies for Utilities and Services, contains policies to work with the province to develop a comprehensive approach to flood protection and maintenance and upgrading of the dike system and regulating development in the flood plain. Section 7.6, Design, requires all development in the floodplain to comply with applicable flood proofing requirements.
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		Section 9.0, DPAs, regulates development for the protection of farming. Guidelines for intensive residential development in the Dominion Riverfront (Section 9.5 xv) require the siting and design to transition between residential and agricultural uses. Section 7.1, Policies for Growth Management and Sustainability, addresses a need to consider appropriate uses for ALR lands which may be impacted by the construction of the Fremont Connector. Section 7.5, Transportation, Policies for the Road Network, Policy 1 notes that the Fremont Connector corridor is in the ALR and requires the approval of the ALC
v)	demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and		Section 7.3, Economy, Policies for Agriculture, contains policies to

		enhance primary agricultural production as defined by the <i>Agricultural Land Commission Act</i>	support agricultural land, businesses and enterprises.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Section 7.5, Transportation, Policies for the Road Network, Policy 1 notes that the Fremont Connector corridor is in the ALR and requires the approval of the ALC.
Policy 2.3.13	Section	Policy	Supplementary Information
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	Section 7.3 Economy, Agriculture policies includes identifying opportunities to support the agricultural community by establishing an advisory committee or initiating an agriculture strategy.

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

Describe how the OCP and other supporting plans and policies contribute to this Goal:

The OCP provides for the protection of environmentally sensitive areas, the provision of adequate park space and the establishment of links between public open spaces.

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: <ul style="list-style-type: none"> increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 	See response in targets section	See response in targets section
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	See response in targets section	See response in targets section

Strategy 3.1: Protect and enhance Conservation and Recreation lands

Policy 3.1.9	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	Conservation and Recreation areas are identified on Map 2.	
b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	See below	
i)	drinking water supply areas	N/A	
ii)	environmental conservation areas	N/A	
iii)	wildlife management areas and ecological reserves	Watercourse Protection DPAs are indicated in Map 22. Natural Environment Protection DPAs are indicated in Map 23.	

		<p>Both the Natural Environment Protection and the Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area.</p> <p>Portions of these DPAs align with the Conservation and Recreation Land Use Designation and the Park Reserve designation as outlined in the RGS</p>
iv)	forests	<p>Section 7.4 Environment and Parks, Policies for Environment contains policies related to natural environment and ecosystems, including forests.</p> <p>Section 9.11, Environmental Conservation DPAs, Part 3 Guidelines, Paragraph b. Water Conservation, Policy i. notes the following considerations for design of an integrated stormwater management plan for developments within this DPA, including the retention or restoration of forest, wetland, and other high-value vegetation.</p>
v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	<p>Section 7.4 Environment and Parks, Policies for Environment contains policies related to natural environment and ecosystems, including wetlands.</p> <p>Section 9.8 Watercourse Protection DPA has objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of wetlands by any proposed use or development within the area.</p>
vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	<p>Section 7.4 Environment and Parks, Policies for Environment contains policies related to natural environment and ecosystems, including riparian areas.</p>

		Section 9.8 Watercourse Protection DPA contains objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of riparian areas by any proposed use or development within the area.
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	Section 7.4 Environment and Parks, Policies for Environment contains policies related to natural environment and ecosystems. Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area.
viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: <ul style="list-style-type: none">○ 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	The main uses of these lands are parks and open space of varying sizes used for a variety of recreational and environmental purposes including but not limited to passive green spaces and natural open spaces with restricted access.
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	Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area. The DPA includes associated guidelines that where applicable, the establishment of potential buffer zones to ensure that modifications to surface and ground

			water regimes and vegetation cover do not contribute to the loss of important vegetation.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Lands with the regional land use designation of Conservation and Recreation are designated in the OCP as Agricultural or Parks. Section 7.3 Economy, Policies for Agriculture, Policy 1 is to limit further subdivision of agricultural lands. Section 7.4 Environment and Parks, Policies for Parks, Policy 3 is to maintain areas designated as Park Reserve as natural areas for passive recreation with limited improvements such as trails, seating, and interpretative signage.

Strategy 3.2: Protect, Enhance, Restore, and Connect Ecosystems

Policy 3.2.7	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>Please see response in Targets section</i>
	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	Section 7.4 Environment and Parks, Policies for Environment, contains policies relevant to the protection, enhancement, and restoration of ecosystems. Section 9.0 Development Permit Areas, have various development permit requirements supporting the protection, enhancement, and restoration of ecosystems. Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA contain objectives to protect the natural environment of the areas within the

		DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area.
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	Consideration will be given upon review of the OCP to develop policies that will seek to acquire, restore, enhance, and protect lands that will further enable ecosystem connectivity in a regional green infrastructure network.
iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area. All DPAs encourage the minimization of disturbances to ecosystems through low impact development practices that enable ecosystem 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.	Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area. The DPA includes associated guidelines that where applicable, identify the establishment of potential buffer zones to ensure that modifications to surface and ground water regimes and vegetation cover do not contribute to the loss of important vegetation.
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	Section 7.3 Economy, Policies for Economic Development, Policy 7 encourages Port Coquitlam to be a viable tourist destination by promoting historical, cultural and natural assets. Section 9.9, Natural Environment Protection DPA and Section 9.8

		Watercourse Protection DPA contain objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area.
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	Consideration will be given upon review of the OCP to look at developing policies to 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
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	<p>Section 7.4, Environment and Parks, Environment, refers to Port Coquitlam's Soil Removal and Deposit Bylaw, which outlines requirements for soil removal and deposit.</p> <p>Section 9.8, Watercourse Protection DPA, Subsection 6, Watercourse Protection Area Management, Paragraph F, Invasive Plant Species, contains policies relating to the management of invasive species.</p> <p>Consideration will be given upon review of the OCP to develop policies that will work towards reducing the spread of invasive species.</p>
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	<p>Section 1.2, Related Plans, refers to Port Coquitlam's Greenways Plan and Parks, Recreation and Culture Master Plan.</p> <p>Consideration will be given upon review of the OCP to look at developing policies to enable</p>

			connectivity in a regional green infrastructure network.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	<p>Section 7.8, Utilities and Services, Policies for Utilities and services:</p> <p>Policy 2 is to consider the implementation of a water conservation program that may include a universal water metering program.</p> <p>Policy 4 is to explore integrated stormwater management practices and alternative development standards for managing stormwater by increasing pervious surfaces, improving on-site water management and revising City infrastructure specifications.</p> <p>Section 9.11 Environmental Conservation DPA, Subsection 3, Guidelines, paragraph b, Water Conservation, contains policies on water conservation including language on integrated stormwater plans.</p>

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

Policy 3.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>Please see response in Targets section</i>
	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:	See below
	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy	Section 9.11 Environmental Conservation DPA, Subsection 3, Guidelines, paragraph a, Energy Conservation, contains policies on greenhouse gas emission reduction including from transportation,

	systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure	construction, and demolition of buildings.
ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	Section 7.5, Transportation, Policies for Transportation, contains policies on design, infrastructure, and programs to encourage forms of transportation alternative to driving personal vehicles.
c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Section 7.8, Policies for Utilities and Services, and Maps 12, 13 and 14 identify water, drainage and sanitary sewer facilities and upgrades which will serve the city and provide for the increased development in the Downtown.

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

Policy 3.4.5	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Section 7.8, Policies for Utilities and Services, contains policies to work with the province to develop a comprehensive approach to flood protection and maintenance and upgrading of the dike system and regulating development in the flood plain. Section 7.6, Design, requires all development in the floodplain to comply with applicable flood proofing requirements.
	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	Section 9.10, Hazardous Conditions DPA, provide for the protection of a steeply sloping area including landscaping and retention requirements, and requirement of a geo-technical engineer where necessary. Map 24: DPA – Hazardous Conditions indicates the Hazardous Conditions Area.
Policy 3.4.6	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Section 7.8, Utilities and Services, Policies for Utilities and Services, provide for the planning, implementation, and delivery of municipal utilities and services, including:

			<p>Policy 2: Consider the implementation of a water conservation program that may include a universal water metering program.</p> <p>Policy 9: Consider energy efficiency principles and practices in land use planning, site planning, and building design.</p>
Policy 3.4.7	Section	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Consideration will be given upon review of the OCP to look at developing policies that integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.

Policy 3.4.8	Section	Policy	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	<p>Section 7.6, Design, requires all development in the floodplain to comply with applicable flood proofing requirements.</p> <p>Section 7.8, Utilities and Services, Policies for Utilities and Services, contains policies to work with the province to develop a comprehensive approach to flood protection and maintenance and upgrading of the dike system and regulating development in the flood plain.</p> <p>Section 7.7 Community, Policies for Public Health and Safety, contains policies on best practices for development and fire services.</p>

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Port Coquitlam's OCP and its supporting policies and plans work together to promote diverse and affordable housing choices through designating lands for a mix of housing types, supporting transit-oriented development and Affordable and Family Friendly Housing Policy, Density Bonus Policy and a suite of program and initiatives under the Housing Accelerator Fund.

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)	<i>See response in targets section</i>	See response in Targets section The OCP Housing Policies are reflective of the Port Coquitlam's Housing Needs Report, which outlines the need for affordable rental housing units.
Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs		
Section	Policy	Applicable OCP Policies
Policy 4.1.8	Adopt Regional Context Statements that:	
	a) indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	The OCP responds to Port Coquitlam's Housing Needs Report by providing for the indicated the need for 4,727 housing units over the next 5 years, and 15,249 units over the next 20 years. The key statement of need is also reflected within the OCP. Moving forward with the Province's proactive planning cycle the Housing Needs Report and OCP and Zoning Bylaw will continually be monitoring, review and respond to the community's housing needs.
	b) articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Section 7.2 Housing and Neighbourhoods, Policies for Housing, speaks to methods of facilitating a variety of housing options by size, tenure, and affordability.
	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	Section 7.2 Housing and Neighbourhoods, Policies for Housing, speaks to methods of facilitating a variety of housing

		options by size, tenure, and affordability.
ii)	increased supply of family-friendly, age-friendly, and accessible housing	<p>Section 7.2 Housing and Neighbourhoods, Policies for Housing, assess the need for and consider density bonus programming to facilitate special needs housing, this could include other development finance tools.</p> <p>The OCP is supported by the Port Coquitlam's Zoning Bylaw, which contains the regulation that at least 25% of the total number of dwelling units in a multi-family development with more than 10 units must be family-orientated dwelling units, and at least 5% of the total number of dwellings units within the development must have three or more bedrooms.</p>
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	<p>Section 7.2 Housing and Neighbourhoods, Policies for Housing, policies seek to explore opportunities to support and encourage the development of rental housing, where appropriate, to ensure that this option is available to households that do not want to or cannot afford to own their home.</p> <p>Section 7.2 Housing and Neighbourhoods, Policies for Housing, examine opportunities to encourage the continued availability of housing at an affordable rate to first time homeowners.</p>
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	<p>Section 5.3, Growth and Change recognizes that most of the land designated for residential development is already developed and new small-scale development will be largely infill and subdivision of larger parcels.</p> <p>Section 7.2, Housing, provides for small lot single-detached developments, duplexes, triplexes, secondary suites and innovative approaches for infill development</p>

		<p>and for redevelopment at higher densities.</p> <p>Land in and adjacent to the Municipal Town Centre is designated to provide for redevelopment of older neighbourhoods to higher density townhouse and apartment development.</p>
v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	<p>Section 8.2 OCP Land Use Designation and Zoning and Map 16 show the Frequent Transit Development (FTD) designation that allows for comprehensive mixed use (residential and commercial) and residential development located in close proximity to a transit station.</p>
vi)	increased social connectedness in multi-unit housing	<p>Section 7.6, Design, Policies for Design, Policy 8 encourages incorporating a mix of land uses including multiple family residential use and commercial or community amenity space in higher density designated areas</p> <p>Policy 12 ensures residential development in the Dominion Triangle is designed to provide an appropriate amount and form of community amenity space</p> <p>Location specific design guidelines encourages providing amenity space for residents, and providing access to natural amenities.</p>
vii)	integrated housing within neighbourhood contexts and high-quality urban design	<p>Section 7.6 Design, Policies for Design, Policy 1 is to encourage all new development, buildings and streetscapes to present a coordinated appearance with an appropriate balance of built and natural elements by ensuring new small-scale multi-unit housing, commercial, industrial and multiple family residential development follows design principles contained in the DPA guidelines.</p>
viii)	existing and future housing stock that is low carbon and resilient to climate change impacts	<p>Section 9.10, Hazardous Conditions Development Permit area is</p>

		and natural hazards	designated as a DPA for the protection of development from hazardous conditions. Section 9.11, Environmental Conservation DPA, identifies areas as DPAs for the establishment of objectives to promote energy conservation, water conservation, and reduction of greenhouse gas emissions.
Policy 4.1.9	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Please refer to Port Coquitlam's Housing Needs Report
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Please refer to Port Coquitlam's Housing Needs Report
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	Please refer to Port Coquitlam's Housing Needs Report
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Please refer to Port Coquitlam's Housing Needs Report

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)	<i>Please see response in Targets section</i>
	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	Section 7.2 Housing and Neighbourhoods Policies for Housing look to encourage the supply of rental housing by ways of retention, renewal and development of secure, purpose built rental housing.

	c)	identify the use of regulatory tools that protect and preserve rental housing	Section 7.2, Housing and Neighbourhoods, Policies for Housing, explore opportunities to support and encourage the development of rental housing, where appropriate, and encourage the supply of rental housing by ways of retention, renewal and development of secure, purpose built rental housing and to ensure that this option is available to households that do not want to or cannot afford to own their home as well as encouraging affordability across the housing spectrum.
	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	Section 7.2 Housing and Neighbourhoods, Policies for Housing, includes the considerations for rezoning of properties within the Frequent Transit Development (FTD) land use designation, provided the development achieves residential uses which include a mixture of housing tenure that align with identified housing need.
	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	Section 7.2, Housing and Neighbourhoods, Policies for Housing, is to explore opportunities to support and encourage the development of rental housing, where appropriate, to ensure that this option is available to households that do not want to or cannot afford to own their home and to encourage affordability across the housing spectrum.
	iii)	protection and renewal of existing non-market rental housing	Section 7.2, Housing and Neighbourhoods, Policies for Housing, includes policy to establish a policy for non-market housing that also addresses the City's role in this sector.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Section 7.2 Housing and Neighbourhoods Policies for Housing look to encourage the supply of rental housing by ways of retention, renewal and

Policy 4.2.8			development of secure, purpose built rental housing.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Section 9.11 Environmental Conservation Development Permit area notes the establishment of objectives to promote energy conservation, water conservation, and reduction of greenhouse gas emissions. The Environmental Conservation Development Permit Area includes the Downtown, Northside Centre, Intensive Residential, Small-Scale Multi-Unit Housing, Commercial and Industrial Development Permit Areas and lands within the Institutional Zones P1 and P2.
Section Policy		Supplementary Information	
Prepare and implement housing strategies or action plans that:			
a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Section 7.2 Housing and Neighbourhoods, Policies for Housing include exploring opportunities to support and encourage the development of rental housing and to encourage the supply of rental housing by ways of retention, renewal and development of secure, purpose-built housing.	
b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	The City of Port Coquitlam's Business Bylaw provides for accommodation of tenants during renovations or repairs to rental apartment buildings.	
c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Section 7.1 Growth Management and Sustainability, policies include to continue to participate in regional planning with Metro Vancouver and member municipalities.	

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

Policy 4.3.7			Applicable OCP Policies
		Adopt Regional Context Statements that:	
a)		indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	Section 7.2, Housing and Neighbourhoods, Policies for Housing, states that the City will explore opportunities to support and encourage the development of rental housing.

	b)	<p>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</p>	<p>Section 7.2 Housing and Neighbourhoods, Policies for Housing includes policy that identifies homelessness response in the Tri-cities is a collaboration between Port Coquitlam, Coquitlam and Port Moody and to continue to participate in collaborative planning solutions for independent and supporting housing for people to move out of homelessness.</p> <p>Section 7.7 Community, Social Issues, has policy which encourages partnerships and support for community groups and agencies in providing essential social services to the community.</p>
Policy 4.3.8	Section	Policy	Supplementary Information
		Prepare and implement housing strategies or action plans that	
	a)	<p>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</p>	<p>Section 7.2 Housing and Neighbourhoods, Policies for Housing includes policy to support stable and affordable housing for populations more represented in core housing need.</p>
	b)	<p>identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development</p>	<p>7.2 Housing and Neighbourhoods, Policies for Housing includes policy to assess the need for community care facilities, assisted living residences, and special needs housing for people with physical, mental or lifestyle challenges and permit these uses in residential and institutional areas subject to City Bylaw requirements.</p>
	c)	<p>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</p>	<p>7.2 Housing and Neighbourhoods, Policies for Housing includes policy to support stable and affordable housing for populations more represented in core housing need and to identify homelessness response in the Tri-cities that is a collaborative between Port Coquitlam, Coquitlam and Port Moody and to continue to participate in collaborative planning solutions for independent and supporting housing for people to move out of homelessness</p>

--	--	--	--

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

The OCP includes policies to add and improve upon active transportation routes, encourage transit use, work cooperatively with other levels of government to support sustainable transportation choices.

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

Policy 5.1.14	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Section 7.5, Transportation, Policies for Transportation, speak to supporting mode shift from personal vehicles.	
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	Section 7.5, Transportation, Policies for Transportation, Policy 4, speaks to Transportation Demand Management.	
c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Section 7.5, Transportation, Policies for Transportation, Policy 1 speaks to improving municipal infrastructure for transit, walking, cycling, and rolling.	
d)	support the transition to zero-emission vehicles	Section 7.5 Transportation, Policies for Transportation speak to implementing transportation improvements for transit, trucks and private passenger cars in an orderly and efficient manner in accordance with the City's Master Transportation Plan, which speaks to supporting zero-emission vehicles.	
e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Section 7.5 Transportation, Policies for Transportation speak to implementing transportation improvements for transit, trucks and private passenger cars in an orderly and efficient manner in accordance with the City's Master Transportation Plan, which speaks to supporting implementation of greenways and bikeways.	

	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	Section 7.5 Transportation, Policies for Transportation speak to implementing transportation improvements for transit, trucks and private passenger cars in an orderly and efficient manner in accordance with the City's Master Transportation Plan, which speaks to supporting implementation of local active transportation and micro-mobility facilities.
--	----	---	---

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

Policy 5.2.6	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Please see Map 9a: Major Road Network and Map 9b: Transportation 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	Section 7.5, Transportation, Policies for Road Network, speaks to supporting the optimization of the road network.
	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	Section 7.5, Transportation, Policies for Transportation, Policy 2 is to work cooperatively with the Ministry of Transportation and Infrastructure and its subsidiaries, TransLink and other municipalities to plan and implement an integrated, efficient regional and local transportation system while advocating for improvements in Port Coquitlam. speaks to improving municipal infrastructure for
	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	Section 7.5, Transportation, Policies for Freight Rail and Marine Transportation speak to protecting and enhancing routes for goods movement.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Section 7.4 Environment and Parks, Policies for Environment, Policy 12 speaks to monitoring the impact of noise on the community and to take action where necessary.

	f)	<p>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</p>	<p>Section 9.11, Environmental Conservation DPA, Subsection 3, Guidelines, paragraph c, GHG Emission Reduction, encourages electric vehicle charging stations.</p> <p>Section 9.7, Industrial DPA, establishes objectives and provision of guidelines for the form and character of industrial development.</p>
--	----	--	---

Metro 2050 Implementation

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

Policy 6.2.7	Policy	Applicable OCP Policies
	<p>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:</p> <p>a) the member jurisdiction may re-designate land from one (1) regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare;</p> <p>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:</p> <ul style="list-style-type: none"> from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or Metro 2050 - the regional growth strategy 87 F: Implementation from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: <ul style="list-style-type: none"> 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; <p>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.</p>	The RCS hereby permits this.

	<p>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.</p>	<p>The RCS hereby permits this.</p>
--	---	-------------------------------------



To: Regional Planning Committee

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

Date: December 5, 2025

Meeting Date: January 15, 2026

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

RECOMMENDATION

THAT the MVRD Board:

- a) accept the City of North Vancouver's Regional Context Statement as submitted to Metro Vancouver on November 20, 2025 and notify the City of North Vancouver of the decision; and
- b) include in the correspondence to the City of North Vancouver that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 5, 2025, titled "Metro 2050 Regional Context Statement – City of North Vancouver" in line with the *Local Government Act*'s request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

EXECUTIVE SUMMARY

The City of North Vancouver has completed the draft update to its Official Community Plan (OCP) and submitted a Regional Context Statement demonstrating that the new OCP is consistent with the regional federation's goals, strategies and actions in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations align with the regional federation's goals.

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

- **Compact Urban Growth:** Directing growth to the Lonsdale Regional City Centre and Frequent Transit Development Areas, including the proposed extension along W. Keith Road, consistent with *Metro 2050* Goal 1.
- **Housing Diversity and Affordability:** Retaining and renewing rental housing, encouraging affordable housing near transit, and supporting a full spectrum of housing options, consistent with Goal 4.
- **Environmental Protection and Climate Action:** Expanding the urban forest, identifying a natural habitat network aligned with the Regional Green Infrastructure Network, and designating hazard lands for protection, consistent with Goal 3.
- **Sustainable Economy and Transportation:** Protecting industrial lands, supporting goods movement for Port lands, and implementing transportation demand strategies that promote active transportation and transit-oriented development, consistent with Goals 2 and 5.

While the current OCP update introduces modest changes, primarily to align with provincial housing legislation, the City has committed to further work in its next OCP review to strengthen alignment with regional objectives. Metro Vancouver and the City will work together in the next OCP and Regional Context Statement update to establish growth targets for Centres and Corridors, refine nature protection policies, and integrate updated population and employment projections.

It is recommended that the MVRD Board accept the City of North Vancouver's Regional Context Statement.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider acceptance of the City of 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 RCS identifies the alignment between the municipality's local aspirations as expressed in the OCP and the regional federation's objectives as laid out in 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 North Vancouver's RCS (**Attachment 1**) on November 20, 2025. As per section 448 of the *Local Government Act*, the MVRD Board must either accept or not accept the RCS within 120 days of receipt, or it is deemed to have accepted the RCS as submitted. Following acceptance by the Board, the member jurisdiction can then give final reading to adopt the OCP bylaw, which includes the RCS.

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

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

The City of North Vancouver (CNV) is proposing modest changes to its OCP, primarily to align with new provincial housing legislation. The RCS does not propose any changes to regional land use designations, which are permitted under select conditions under *Metro 2050* Policy 6.2.7.

The RCS proposes to expand the Marine Drive Frequent Transit Development Area (FTDA) along the W. Keith Road corridor, as permitted under *Metro 2050* Policy 6.2.8. This area is within the Major Transit Growth Corridor and connects directly to Lonsdale Regional City Centre. As described in the RCS, the proposed extension of the FTDA will support anticipated residential and employment growth.

Since most of the OCP is not changing, the City of North Vancouver notes in the RCS that future work will be done to align the OCP with *Metro 2050*. These include:

- more detailed analysis and projections of population and employment growth by location;
- identifying lands to be protected for nature through means such as covenants and bylaws;
- a definition of "non-residential Major Trip-Generating uses;" and
- policy prohibiting the stratification or subdivision of Trade-Oriented lands.

In addition, Metro Vancouver staff intend to work collaboratively with the City of North Vancouver to incorporate further updates into the City's next RCS.

REGIONAL CONTEXT STATEMENT ANALYSIS

Staff have reviewed the City 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 City of North Vancouver'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:

- CNV plans to meet or exceed regional targets for greenhouse gas emissions and dwelling unit growth inside the Urban Containment Boundary; and
- CNV aims to contribute to regional targets for: lands protected for nature, tree canopy cover, and affordable rental housing near transit.

The City of North Vancouver is located entirely within the Urban Containment Boundary and does not include any Rural- or Agricultural-designated lands in *Metro 2050*.

The City currently does not have targets for the shares of dwelling unit and employment growth in its Urban Centres and FTDAs. In keeping with the *Local Government Act* (section 447), the City commits in its RCS, upon a future OCP review, to consider identifying how these targets will be made consistent with the RGS over time. Metro Vancouver staff look forward to an updated RCS when that work is complete.

In particular, *Metro 2050*'s dwelling unit and employment growth targets for Centres and Corridors are an essential tool in shaping regional growth. Metro Vancouver staff intend to work with the City of North Vancouver to develop Centre and Corridor growth targets, in part through Metro Vancouver's Centres and Corridors Growth Targets Update project.

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 transit corridors. The City of North Vancouver's RCS identifies OCP policies that support this goal, such as:

- Concentrating growth towards the Lonsdale Regional City Centre and two adjacent Frequent Transit Development Areas; and
- Encouraging child care and other community services in multi-family developments and high-density neighbourhoods.

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

- Identifying the Lonsdale Regional City Centre as the commercial core of the City and concentrating commercial uses, including office, into this area;
- Protecting industrial lands and increasing their utilization and intensification; and
- Supporting the goods movement and infrastructure needs of Port 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 City of North Vancouver's RCS identifies OCP policies that support this goal, such as:

- Supporting the protection and expansion of the urban forest;
- Identifying a natural habitat network which aligns with the Regional Green Infrastructure Network; and
- Identifying a Hazard Lands Development Permit Area that provides protections for land within 200-year flood plains or steep areas.

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

- Supporting the retention, renewal, and replacement of rental housing units;
- Encouraging the development of affordable rental housing through collaboration with housing partners and using tools like density bonusing and density transfers; and
- Supporting the provision of various housing options along the housing spectrum, including shelters, safe houses, transitional housing, 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 City of North Vancouver's RCS identifies OCP policies that support this goal, such as:

- Implementing transportation demand strategies that simultaneously encourage active transportation and support local businesses with parking; and
- Supporting the City's existing rail network and recognizing its role in moving goods and services.

The staff assessment indicates strong consistency between the City of North Vancouver's OCP and RCS and the goals, strategies, and targets set out in *Metro 2050*. The proposed changes to the OCP are modest, focused primarily on aligning with provincial housing legislation and expanding one Frequent Transit Development Area. The City's policies support compact growth, environmental protection, housing diversity, and sustainable transportation, demonstrating a clear alignment with the goals of *Metro 2050*.

ALTERNATIVES

1. THAT the MVRD Board:
 - a) accept the City of North Vancouver's Regional Context Statement as submitted to Metro Vancouver on November 20, 2025 and notify the City of North Vancouver of the decision; and
 - b) include in the correspondence to the City of North Vancouver that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 5, 2025, titled "Metro 2050 Regional Context Statement – City of North Vancouver" in line with the *Local Government Act*'s request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.
2. THAT the MVRD Board not accept the City of North Vancouver's Regional Context Statement as submitted to Metro Vancouver on November 20, 2025, indicating the provisions to which the Board objects and the reasons for objection, and request the City 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.

OTHER IMPLICATIONS

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

CONCLUSION

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

The assessment indicates strong alignment between CNV'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 North Vancouver's RCS as submitted on November 20, 2025.

The City of North Vancouver is planning a more in-depth future update of its OCP. This will provide an important opportunity for Metro Vancouver to continue working collaboratively with the City of North Vancouver to advance the areas identified in this report.

ATTACHMENT

1. Letter from City of North Vancouver dated November 20, 2025 and draft Regional Context Statement.

REFERENCES

1. City of North Vancouver. (2025). *Bylaw No. 9114: A Bylaw to amend "Official Community Plan Bylaw, 2014, No. 8400"*. Retrieved from <https://www.cnv.org/-/media/City-of-North-Vancouver/Documents/Council-Meeting-Agenda/2025/2025-11-17-Regular-Agenda-Package-for-November-17-2025.pdf> (page 311).

80755285



PLANNING, DEVELOPMENT & REAL ESTATE DEPARTMENT
CITY OF NORTH VANCOUVER T 604 985 7761
141 WEST 14TH STREET F 604 985 9417
NORTH VANCOUVER CNV.ORG
BC / CANADA / V7M 1H9

November 20, 2025
Corporate Officer Metro Vancouver
Metrotower III, 4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Corporate Officer,

RE: City of North Vancouver Metro 2050 Regional Context Statement

The City 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 November 17th, at the regular Council meeting, the City of North Vancouver Council gave third reading to “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2025, No. 9141” (City Initiated Amendment to Update Regional Context Statement), allowing the City of North Vancouver’s Regional Context Statement to submit for acceptance to the MVRD Board.

On October 20th, at the regular Council meeting, City of North Vancouver Council approved recommendations in the “Provincial Legislation Alignment: Regional Context Statement” Report. This included recommendations to give first and second readings to the Bylaw and instructed the City of North Vancouver Clerk to set a date for Public Hearing. On November 14th, the City of North Vancouver received feedback from TransLink in response to a referral letter that was sent out in regards to the Regional Context Statement OCP Update. This response included suggestions for a minor map label change to be made. City staff will incorporate this feedback in a later amendment.

On November 17th, at Council – Public Hearing Meeting, City of North Vancouver Council passed a Bylaw to give third reading to the proposed City of North Vancouver OCP Bylaw and endorsed referring the Bylaw to Metro Vancouver.

The City of North Vancouver requests that Metro Vancouver Regional District Board consider and accept the City of North Vancouver’s Regional Context Statement. Should Metro Vancouver staff require any additional information regarding this matter, please contact Daniella Fergusson at (604) 982-8320 or at dfergusson@cnv.org.

Kind regards,

A handwritten signature in black ink, appearing to read "D. Fergusson".

Daniella Fergusson

Manager, Planning (City Design and Planning)
Planning, Development and Real Estate

THE CORPORATION OF THE CITY OF NORTH VANCOUVER
BYLAW NO. 9141

A Bylaw to amend “Official Community Plan Bylaw, 2014, No. 8400”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2025, No. 9141” (City Initiated Amendment to Update Regional Context Statement)**.
2. “Part 1 – Foundation” of “Official Community Plan Bylaw, 2014, No. 8400” is hereby amended by:
 - A. Replacing Subsections “Regional Priorities” and “Working With Neighbours and Community Partners” under Section “Plan Context” in its entirety and replacing it with “Regional Priorities” and “Working With Neighbours and Community Partners” attached to this Bylaw as Schedule A.
3. “Chapter 1 Land Use: Housing, Population & Employment” of “Part 2 Community Directions” of “Official Community Plan Bylaw, 2014, No. 8400” is hereby amended by:
 - A. Replacing Figure 7 “Frequent Transit Development Areas” under Section 2.4 “Area-Specific Planning Policies” with Figure 7 “Frequent Transit Development Areas” attached to this Bylaw as Schedule B.
4. “Schedule E Regional Context Statement” of “Official Community Plan Bylaw, 2014, No. 8400” is hereby amended by replacing Schedule E with “Schedule E Regional Context Statement” attached to this Bylaw as Schedule C.

5. Appendix 4.0 "Regional Context Statement" of "Official Community Plan Bylaw, 2014, No. 8400" is hereby amended by replacing Appendix 4.0 "Regional Context Statement" in its entirety with Appendix 4.0 "Regional Context Statement" attached to this Bylaw as Schedule D.

I CERTIFY THIS DOCUMENT
TO BE A TRUE COPY OF

BYLAW NO. 9141



CORPORATE OFFICER

November 19, 2025

DATE

THE CORPORATION OF THE
CITY OF NORTH VANCOUVER

READ a first time on the 20th day of October, 2025.

READ a second time on the 17th day of November, 2025.

READ a third time on the 17th day of November, 2025.

ADOPTED on the <> day of <>, 20<>.

MAYOR

CORPORATE OFFICER

SCHEDULE A**Regional Priorities**

The Metro Vancouver region's Regional Growth Strategy (RGS), *Metro 2050*, was adopted on February 24, 2023. *Metro 2050* is the regional federation's collective vision for how growth will be managed to support the creation of complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure like transit and utilities.

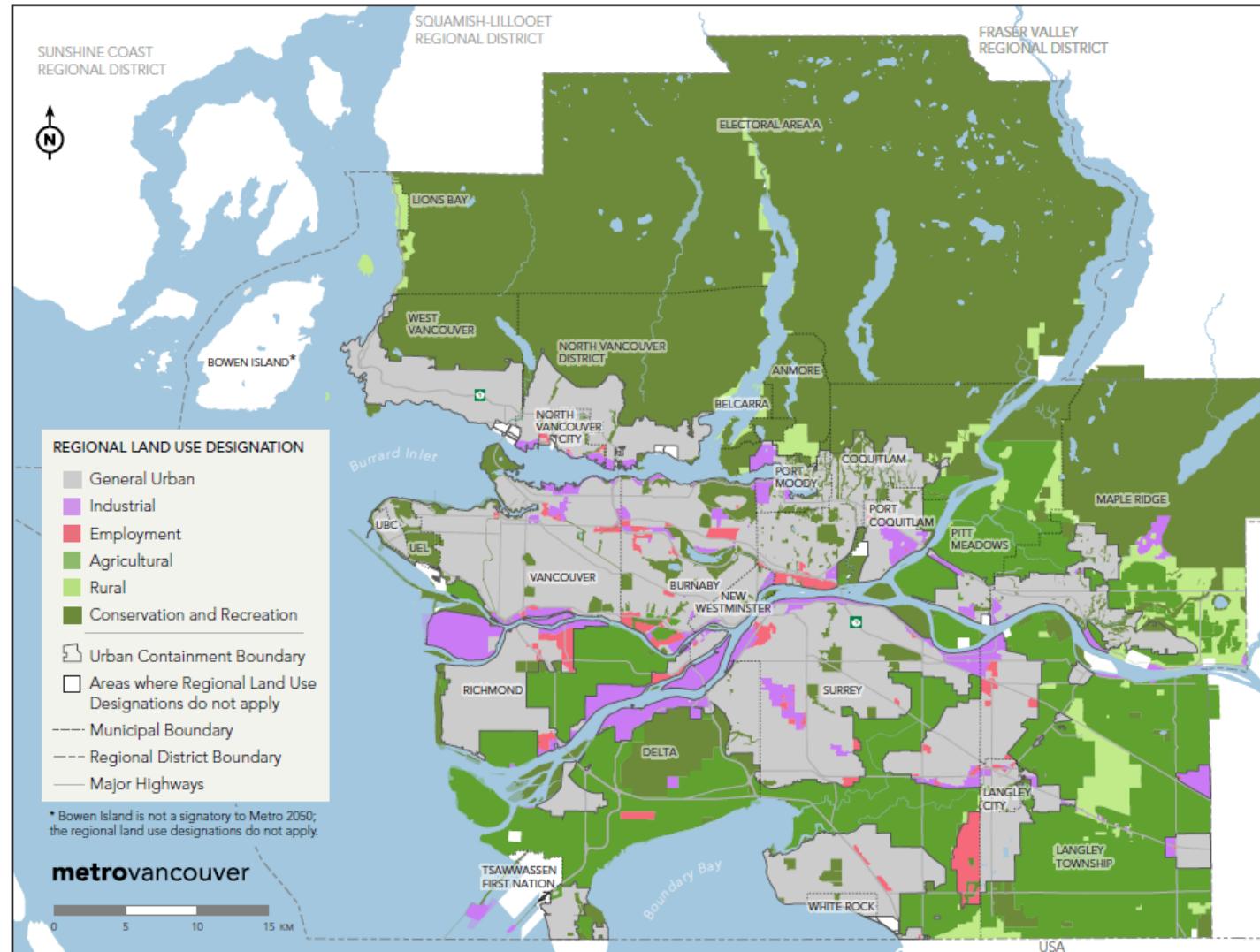
Metro 2050 is the region's shared vision of how projected population, housing, and job growth will be managed over the next 30 years. The strategy considers significant drivers of change in the region and integrates closely with *Transport 2050*, the Regional Transportation Strategy.

There are five fundamental strategies within *Metro 2050* designed to achieve a more livable and balanced region:

- Goal 1: Create a Compact Urban Area
- Goal 2: Support a Sustainable Economy
- Goal 3: Protecting the Environment, Address Climate Change, and Respond to Natural Hazards
- Goal 4: Provide Diverse and Affordable Housing Choices
- Goal 5: Support Sustainable Transportation Choices

Like the predecessor Regional Growth Strategy, *Metro 2040*, *Metro 2050* establishes a hierarchy of urban centres (see Figure 2), urban land use designations and non-urban land use designations. Within this hierarchy the Lonsdale core is the only urban centre on the North Shore that is designated as a Regional City Centre. Urban centres are intended to be priority locations for employment, services, higher density housing, commercial, cultural, entertainment and institutional uses. It is in this context that the Lonsdale Regional City Centre acts as the "downtown" for the entire North Shore.

MAP 2 Regional Land Use Designations



This map is a small scale representation of the parcel-based Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land-use designation boundaries. The official Regional Land Use Designation Map can be found at metrvancouver.org. Revised by Bylaw 1392, 2024

Figure 2 The Regional Context (Metro Vancouver 2050, Metro Vancouver 2024)

The *Local Government Act* requires that each municipality prepare a Regional Context Statement (RCS) as part of its OCP. This document identifies the relationship between the local plan and the Regional Growth Strategy (RGS), and is updated over time as new RGSSs are adopted. The City's OCP contains goals and objectives that support the fundamental strategies of the RGS, and specifically includes policies to meet the population, housing and employment projections set out in the RGS. An RCS map (Schedule E in Appendix 1.0), a summary chart (Table 2 on the following page) and complete document (Appendix 4.0) have been prepared to indicate how the City's Plan supports the Regional Growth Strategy.

The RGS projections for the City are as follows:

Table 1 The Regional Context (Metro Vancouver 2050, Growth Projections 2024 Update)

	Census (Statistics Canada)		Metro Vancouver Medium Growth Scenario Projection		
	2011	2021	2030	2040	2050
Population	48,196	58,120	76,260	89,210	99,080
Dwelling Units	24,206	29,021	35,760	41,880	46,530
Employment	30,422	32,620	39,270	44,730	48,770

Per the 2024 Interim Housing Needs Report, the City's 20-year housing need is 21,301 housing units. This is in addition to the existing 29,021 residential units within the City as recorded by the 2021 Census. A total of 50,322 units of capacity are needed to meet the City's 20 year housing need. In early 2025, the City determined that the OCP land use designations provide for a gross residential capacity of more than 71,000 units. Growth is directed to the Regional City Centre and Frequent Transit Development Areas so that employment and housing options are located within short distances to employment areas, services, and schools. In particular, a broader range of housing types, supported by local commercial uses is anticipated along the City's current and planned transit routes. Figure 6 illustrates this basic City Structure.

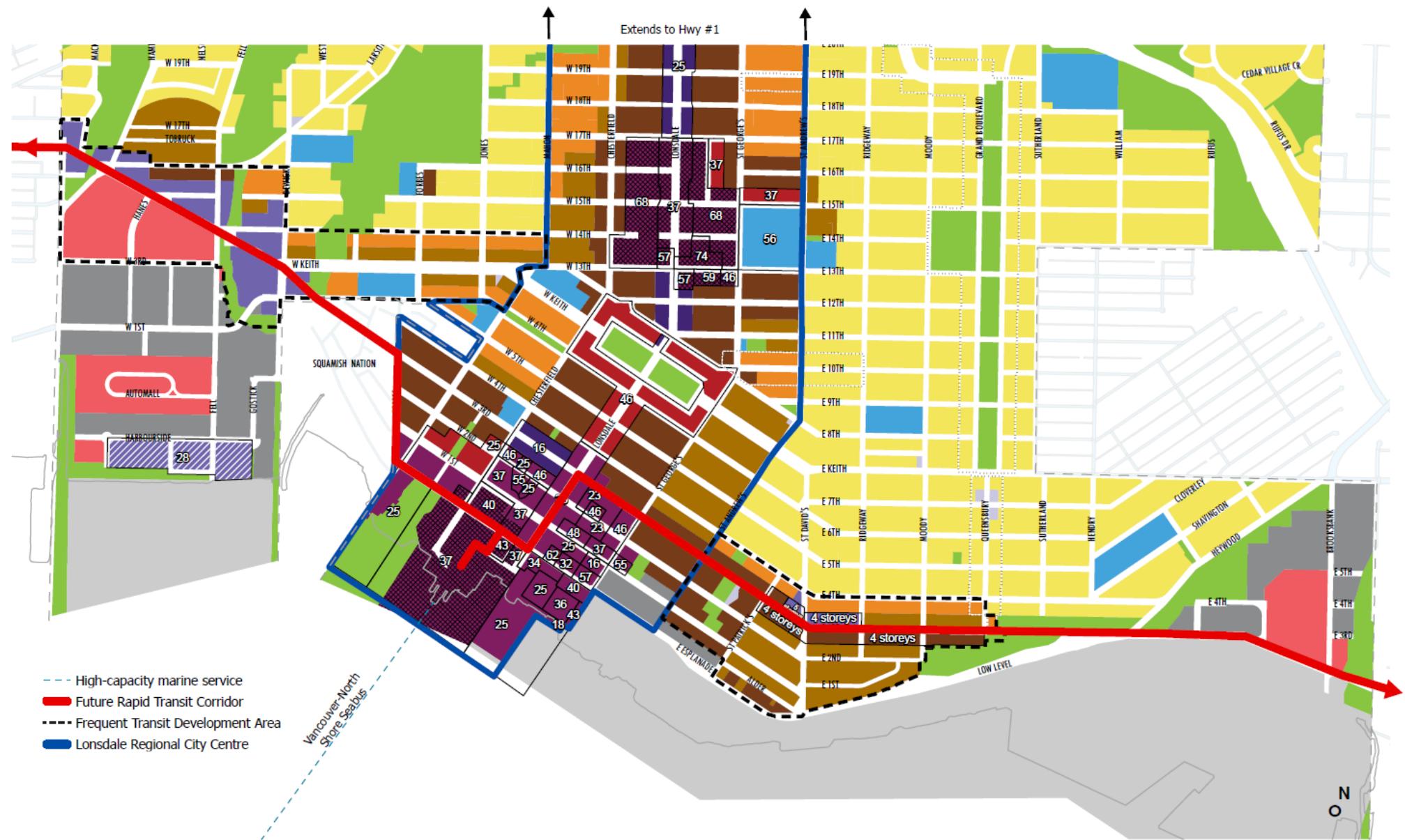
Working With Neighbours and Community Partners

Success in the development and implementation of the OCP will be achieved through ongoing collaboration with our neighbouring jurisdictions, including the Squamish Nation, the District of North Vancouver and the District of West Vancouver. As well, ongoing collaboration will be needed with Vancouver Coastal Health, the North Vancouver School District and various community agencies that provide services to the community and support the development of the next generation.

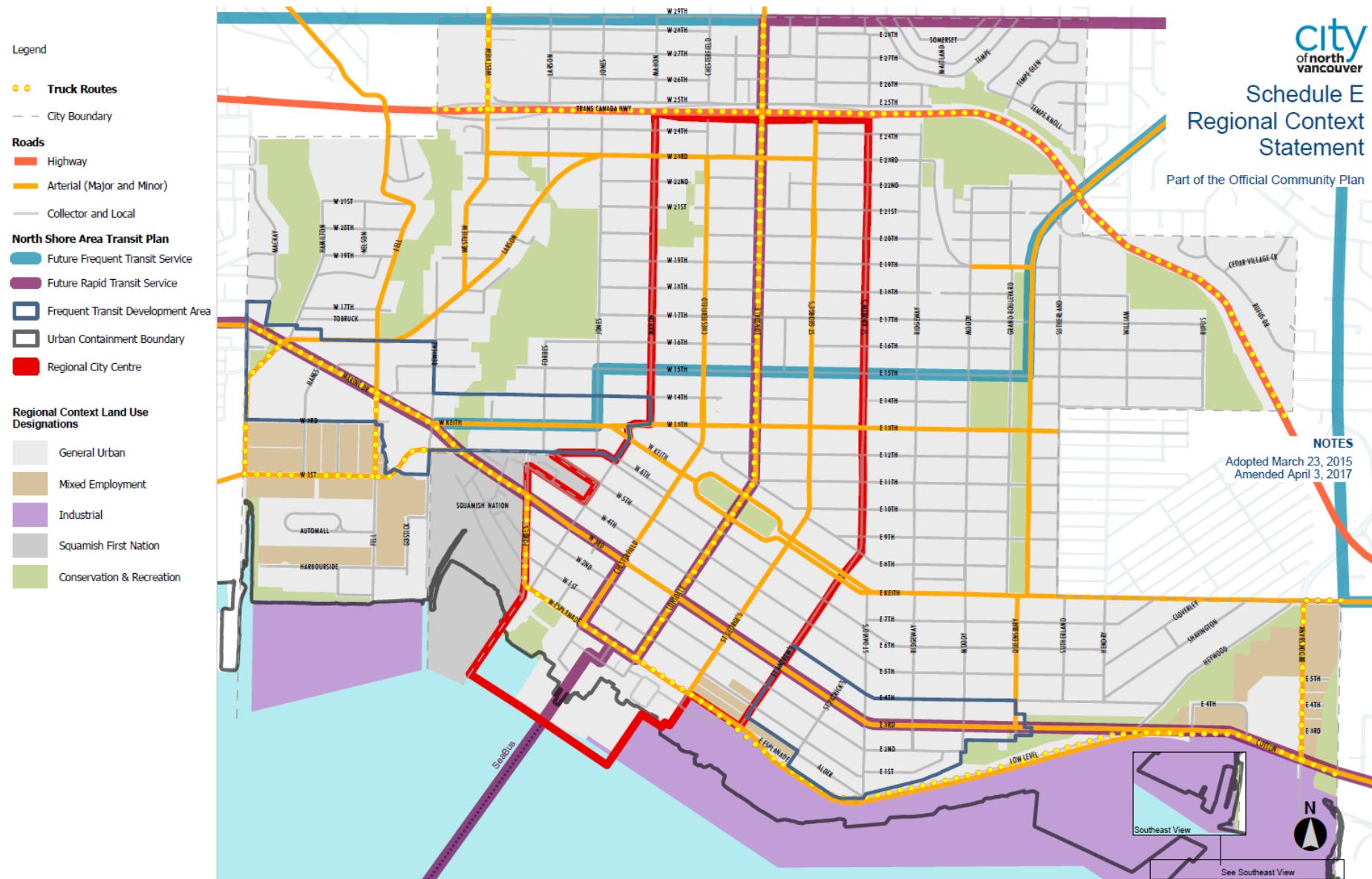
Table 2 Regional Context Statement Summary Chart

RCS Policy	OCP Chapter & Goal							
	1 Housing, Population & Employment	2 Transportation, Mobility & Access	3 Community Well-being	4 Natural Environment, Climate & Energy	5 Parks, Recreation & Open Space	6 Arts, Culture & Heritage	7 Employment & Economic Development	8 Municipal Services & Infrastructure
Regional Context Statement: Required Policies and Content								
Goal 1: Create a Compact Urban Area								
Contain urban development within the Urban Containment Boundary	1.1	Goal 1.1						Goal 8.2
Focus growth in Urban Centres and Frequent Transit Development Areas	1.2	Goal 1.1	Goal 2.2				Goal 7.2	Goal 8.2
Develop resilient, healthy, connected, and complete communities with a range of services and amenities	1.3	Goal 1.1 – 1.5	Goal 2.1, 2.3	Goal 3.1 – 3.5	Goal 4.3	Goal 5.2, 5.3	Goal 6.1 – 6.3	Goal 7.1
Protect Rural lands from urban development	1.4			Goal 4.2				
Goal 2: Support a Sustainable Economy								
Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live	2.1	Goal 1.1					Goal 7.1, 7.2	
Protect the supply and enhance the efficient use of Industrial land	2.2	Goal 1.1		Goal 4.2			Goal 7.1, 7.2	
Protect the supply of agricultural land and strengthen Agricultural viability	2.3							
Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards								
Protect and enhance Conservation and Recreation lands	3.1	Goal 1.2		Goal 4.2	Goal 5.2			Goal 8.1
Protect, enhance, restore, and connect ecosystems	3.2			Goal 4.2	Goal 5.1			Goal 8.1
Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality	3.3	Goal 1.2	Goal 2.1 – 2.3	Goal 4.1				Goal 8.1, 8.3
Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards	3.4	Goal 1.2	Goal 2.1, 2.2	Goal 3.2, 3.3	Goal 4.1 – 4.3			Goal 8.1, 8.3
Goal 4: Provide Diverse and Affordable Housing Choices								
Expand the supply and diversity of housing to meet a variety of needs	4.1	Goal 1.1, 1.5						
Protect tenants and expand, retain, and renew rental housing supply	4.2	Goal 1.1, 1.5						
Meet the housing needs of lower income households and populations experiencing or at risk of homelessness	4.3	Goal 1.1, 1.5		Goal 3.1				
Goal 5: Support Sustainable Transportation Choices								
Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking	5.1		Goal 2.1, 2.2, 2.3		Goal 5.1			
Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services	5.2		Goal 2.1, 2.2, 2.3				Goal 7.2	

SCHEDULE B



SCHEDULE C



SCHEDULE D

**Metro 2050
Implementation Guideline
Regional Context Statement**

July 2025

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

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

Metro 2050 Regional Targets		
<u>Goal 1 Create a Compact Urban Area Targets</u>		
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	<p>The entirety of the City of North Vancouver is within the Urban Containment Boundary.</p> <p>Please see Table A for population, dwelling unit, and employment projections.</p> <p>Objectives 1.2.1, 4.2.2, 7.2.2, 8.1.1 speak to how projected growth will be directed within the Urban Containment Boundary.</p>	<p>Current population, dwelling unit, and employment projections indicate that the City of North Vancouver is making healthy progress in sustaining the medium growth scenario provided by Metro Vancouver (2024 Update).</p>

Table A: Population, Dwelling Unit, Employment Projections

	2021	2030	2040	2050
Population	61,550	76,260	89,210	99,080
Dwelling Units	28,770	35,760	41,880	46,530
Employment	32,620	39,720	44,730	48,770

Source: *Metro Vancouver Growth Projection Tables – June 2024 Update, Medium Growth Scenario*.

Metro 2050 Policy with Target	Applicable OCP Policies	Supplementary Information
<p>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)</p> <p>Regional Targets for Residential Growth by Location:</p>	<p>Sections 2.4.3 – 2.4.6 highlight the Lonsdale Regional City Centre and adjacent Frequent Transit Development Areas (FTDAs) as areas where growth will be concentrated into new multi-family and mixed-use developments to 2041 and beyond.</p> <p>Objectives 1.1.4, 1.3.1, 1.4.3, 1.4.5, 2.2.4, 6.2.1, 6.2.2, 7.1.5, 7.2.2, 8.1.1, and 8.2.3 support the concentration of growth towards</p>	<p>The City of North Vancouver is planning a comprehensive OCP update, which will include a more detailed analysis and projections of population and employment growth by location.</p> <p>The OCP update will also include extending the Marine Drive Frequent Transit Development Area (FTDA) to accommodate and support the</p>

<ul style="list-style-type: none"> All Urban Centre Types: 40% Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> All Urban Centre Types: 50% Frequent Transit Development Areas: 27% 	<p>the Regional City Centre and the Frequent Transit Development Areas, ensuring the primacy of the Regional City Centre in the City.</p>	<p>anticipated residential and employment growth. See OCP Schedule E Regional Context Statement Map which shows the proposed expansion to the Marine Drive FTDA.</p>
<p>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</p> <p><i>1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:</i></p> <ul style="list-style-type: none"> <i>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</i> <i>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</i> <i>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</i> 	<p>Objectives 1.1.4, 1.3.1, 1.4.3, 1.4.5, 2.2.4, 6.2.1, 6.2.2, 7.1.5, 7.2.2, 8.1.1, and 8.2.3 support the concentration of growth towards the Regional City Centre and the Frequent Transit Development Areas, ensuring the primacy of the Regional City Centre in the City.</p> <p>Please see OCP Schedule E Regional Context Statement Map for the boundaries of the Urban Containment Boundary, Regional City Centre, and the two FTDAs, where growth is focused with consistency to the guidelines in Metro 2050 Table 3.</p>	<p>The proposed extension of the Marine Drive Frequent Transit Development Area (FTDA) will accommodate and support the anticipated residential and employment growth.</p>
<p><u>Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets</u></p>		
<p>Policy with Target</p> <p>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:</p> <ul style="list-style-type: none"> increase the area of lands protected for nature from 40% to 50% of the 	<p>Applicable OCP Policies</p> <p>Objectives 4.2.3, 4.2.9, and 4.2.12 speak to protecting the local ecosystem and environmentally sensitive areas, riparian and wetlands areas, and expanding the urban forest.</p>	<p>Supplementary Information</p> <p>The Climate & Environment Strategy (2024) sets a canopy target of 22-24% by 2035. Pathway 1 of this strategy supports the protection of local ecosystems and the protection and expansion of tree canopy.</p>

<p>region's land base by the year 2050; and</p> <ul style="list-style-type: none"> increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 	<p>The City of North Vancouver has identified lands protected for nature through its OCP, but recognizes Metro Vancouver's desire for lands that are protected for nature through more secure means. The City is working on identifying existing and potential lands for protection through means such as covenants and bylaws, and will be included in a future OCP update.</p>	<p>The City has an Urban Forest Implementation Project that aims to add canopy cover and biodiversity by funding density planting projects in Natural Areas.</p> <p>The City is developing an Urban Forest Plan that will provide a roadmap for protecting and enhancing the City's tree canopy.</p>
<p>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;</p>	<p>Objective 4.1.1 states the City's greenhouse gas emissions target of reducing community-wide emissions by 15% below 2007 levels by 2020, and 50% below 2007 levels by 2050. These figures were adopted in 2014.</p> <p>Chapters 1 & 2 in the City's OCP contain land use and transportation policies that support the regional GHG emissions reduction target.</p> <p>The City's land use designations direct growth to the Regional City Centre and the Frequent Transit Development Areas, which brings homes, shops, jobs, and services close together to reduce trips and increase access to transit.</p>	<p>The City's Climate & Environment Strategy (2024) provides an updated target for reducing greenhouse gas emissions, committing to becoming net zero by 2050. Pathways 2 and 3 of this strategy support the reduction of GHG emissions.</p> <p>This is further supported by the City's Mobility Strategy (2022) which aims to increase mode share of active transportation and transit to 50% of all trips in the City by 2030.</p>

Goal 4 Provide Diverse and Affordable Housing Choices Target

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>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)</p>	<p>Objectives 1.1.4, 1.3.1, 2.2.4, 7.1.5, 7.2.2, 8.1.1, and 8.2.3 support the concentration of growth towards the Regional City Centre and the Frequent Transit Development Areas.</p> <p>Objectives 1.5.2 – 1.5.5, and 1.5.7 – 1.5.9 supports the development of a range of affordable housing options including non-market housing, non-profit and affordable</p>	<p>The City has a Housing Target Order that requires the completion of 3,320 net new housing units by June 2029, a portion of which will include below-market rental units.</p> <p>To meet the legislated 20-year housing needs set by the Province, the City's OCP and Zoning Bylaw has added additional housing capacity to meet the identified need.</p>

	<p>rental housing, supportive housing, and other tenure types.</p> <p>Section 2.2 provides additional support for acquiring rental housing by permitting density bonusing.</p>	<p>Council has recently endorsed an Inclusionary Housing policy and adopted Zoning Bylaw changes to adapt the City's existing Mid-Market Housing policy into the new Provincial legislative framework.</p> <p>Additional reports and policy documents published by the City that support the OCP in the provision of affordable rental include the Housing Needs Report (2021), Housing Action Plan (2016), Community Well-being Strategy (2024), North Shore Poverty Reduction Strategy (2023), and Inclusionary Housing Policy (2025).</p>
--	---	---

Metro 2050 Goal 1: Create a Compact Urban Area		
<i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i>		
<p>The policies in the City of North Vancouver's OCP help direct growth and redevelopment into a compact urban form by focusing on the Lonsdale Regional City Centre and adjacent Frequent Transit Development Areas (FTDAs) as urban centres (Chapter 1). Subsequent chapters of the OCP support the concentration of this growth and redevelopment by ensuring that complementary transportation, environmental, recreational, social, and servicing infrastructure are provided (Chapters 2–8). Additional plans and policies that support the OCP include the Housing Action Plan (2016), Community Wellbeing Strategy (2024), and Climate & Environment Strategy (2024).</p>		
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	<i>Please see response in Targets section</i>	<i>Please see response in Targets section</i>
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: <ul style="list-style-type: none">• All Urban Centre Types: 40%• Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: <ul style="list-style-type: none">• All Urban Centre Types: 50%• Frequent Transit Development Areas: 27%	<i>Please see response in Targets section</i>	<i>Please see response in Targets section</i>
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	<i>Please see response in Targets section</i>	<i>Please see response in Targets section</i>

<p>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</p> <p><i>1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:</i></p> <ul style="list-style-type: none"> <i>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</i> <i>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</i> <i>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</i> 		
Strategy 1.1: Contain urban development within the Urban Containment Boundary		
Policy 1.1.9	Section Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:	
	a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	See OCP Schedule E Regional Context Statement Map , which indicates that the entirety of the City is located within the Metro Vancouver Urban Containment Boundary.
	b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>Please provide response in Targets section</i>
	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	This policy is not included in the current OCP but will be added in the next OCP update.

	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	Objectives 2.3.4 and 4.2.2 relate to minimizing the effects of development to residents and the environment. There are no airports in the vicinity of the City of North Vancouver.
--	----	---	---

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

Policy 1.2.23	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	<i>Please provide response in Targets section</i>
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	<i>See below</i>
	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 OCP Schedule E Regional Context Statement Map.
	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	<i>Please provide response in Targets section</i>
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Objectives 1.1.4 and 1.1.5 identify the Lonsdale Regional City Centre as the commercial core of the City, encouraging a concentration of uses – including office, into this core. Objectives 7.2.1, 7.2.2, 7.2.9, 7.2.10, and 7.2.11 seek to increase the concentration of economic activity – including the provision of office space, in the Lonsdale Regional City Centre and FTDAs.
	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	Objectives 2.2.2 and 7.2.10 support a modal shift by prioritizing sustainable forms of transportation and reducing

		<p>parking requirements in areas in close proximity to transit.</p> <p>Action 8C of the City's Mobility Strategy (2022) further supports these objectives.</p>
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)	<p>Objectives 1.1.4 and 1.5.1 support Lonsdale as the Regional City Centre and enable a wide range of housing types to allow for flexible infill densification.</p> <p>Objectives 1.3.1 – 1.5.9, and 3.1.1 – 3.5.4 relate to the diversity, resiliency, equitability, and liveability of densification and development in the City.</p> <p>Pathways 1, 4, and 5 of the City's Community Wellbeing Strategy (2024), as well as the Residential Tenant Displacement Policy (2021) further support these objectives.</p>
vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	<p>Objectives 1.1.7 and 1.4.1 encourage child care services and amenities in residential areas and multi-family developments.</p> <p>Action 12 of the City's Child Care Action Plan (2020) further supports these objectives.</p>
vii)	consider the implementation of green infrastructure	Objective 8.3.3 refers to the implementation of green infrastructure.
viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	<p>Objectives 1.4.5, 2.2.4, 8.1.1, and 8.2.3 address the corresponding investment in and intensification of infrastructure in the Lonsdale Regional City Centre, FTDAs, and other locations along transit corridors experiencing growth.</p> <p>Objectives 1.1.2, 1.1.6, 1.4.3, 1.4.5 and 2.1.3 refer to the investment in commercial,</p>

		<p>residential, and cultural amenities in the Lonsdale Regional City Centre, FTDAs, and other locations along transit corridors experiencing growth.</p> <p>The City's Asset Management Plans support these objectives and are being updated in anticipation of future growth.</p>
ix)	support the provision of community services and spaces for non-profit organizations	<p>Objective 1.4.3 supports the provision of community services and spaces, particularly in high-density neighbourhoods.</p> <p>Pathway 6 of the City's Community Wellbeing Strategy (2024) further supports this objective.</p>
x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	<p>Objectives 1.1.3 – 1.1.5, 2.2.4, 7.2.2, 7.2.6 – 7.2.9, and 7.2.12 recognize and support the different uses of the overlapping areas between Urban Centre, FTDAs, and Employment lands.</p>
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	<p>Objective 4.2.2 and 4.2.14 refer to minimizing environmental impacts and its effects on residents of new development.</p> <p>Action 7D of the City's Mobility Strategy (2022) further supports these objectives.</p>
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 OCP Schedule E Regional Context Statement Map .
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	<p>See OCP Schedule A Land Use Map which show the Urban Centre and FTDAs, where Major-Trip-Generating Uses are permitted.</p> <p>Objectives 1.1.4, 7.1.5, and 7.2.2 support the concentration of Major-Trip-Generating Uses in the Urban Centre and FTDAs.</p>

	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;	<p>Objective 2.2.4 encourages infill and intensification in appropriate locations within walking distance of FTDA. The City's Community Wellbeing Strategy (2024) and Density Bonus and Community Benefits Policy (2018) further support this objective.</p>
	iv)	encourage neighbourhood-serving commercial uses	<p>Objective 1.1.6 supports the provision of strategically located neighbourhood-serving commercial uses.</p>
	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	<p>This definition is not in the current OCP but will be added in the next OCP update.</p>
	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	<p>See OCP Schedule E Regional Context Statement Map which shows the proposed expansion to the Marine Drive FTDA.</p>
	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	<p>Objectives 2.1.5, 2.1.8, and 2.2.4 refer to the collaboration between different organizations in considering long-term growth and transportation planning.</p>

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

Policy 1.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	<p>Objectives 2.1.1 – 2.3.10 support alternative modes of transportation across the City.</p> <p>Direction 1 of the City's Community Wellbeing Strategy (2024) supports building complete, connected, social active communities, where daily needs are met within a short walk or roll of every home.</p>

		Action 8A of the City's Mobility Strategy (2022) further supports these objectives.
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	Objectives 1.4.3, 6.2.2, and 7.1.4 support Lonsdale Regional City Centre and other high-density neighbourhoods in accommodating a variety of community, arts, cultural, recreational, and other uses.
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	Objectives 1.4.3, 5.1.2, 5.1.4, 5.1.5, and 5.2.1 – 5.3.6 support the provision of public spaces and other place-making amenities and facilities for people of all ages and abilities in every season.
d)	respond to health and climate change-related risks by providing equitable access to:	See below.
i)	recreation facilities	Objective 5.1.2, 5.2.3, 5.2.4, and 5.2.5 promote accessibility to recreation facilities in the City. The City's Community Recreation Strategy (2020) further supports these objectives.
ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Objectives 1.3.10, 5.1.2, 5.2.3, 5.3.1, and 5.3.5 promote accessibility to green spaces and other public spaces in the City. The City's Parks Master Plan (2010) further supports these objectives.
iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Objectives 2.1.1, 2.3.2, and 2.3.5 support safe and accessible active transportation throughout the City. Strategy 1 of the City's Mobility Strategy (2022) further supports these objectives. The City is developing a city-wide sidewalk assessment which will identify and quantify the condition, function, and

		accessibility of existing sidewalks.
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	<p>Objectives 3.4.1 – 3.4.5 recognize the City's role in providing nutritious, healthy, and local food opportunities for its residents.</p> <p>The City's Community Wellbeing Strategy (2024) further supports these objectives.</p>
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	<p>Objectives 1.4.4, 1.3.10, and 5.2.8 relate to mitigating the negative social and health impacts of new development through thoughtful planning and design principles and practices.</p> <p>Pathways 1 and 4 of the City's Community Wellbeing Strategy (2024) further support these objectives.</p>
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	<p>Objectives 1.3.10, and 3.2.1 – 3.2.3 promote social connectedness, accessibility, and crime prevention through thoughtful planning and design principles and practices.</p> <p>These objectives are supported by the Development Permit Guidelines in Division VII of the City's Zoning Bylaw (1995).</p>
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	<p>Objective 7.2.1 relates to the partnership and collaboration with Indigenous Groups to achieve economic objectives.</p> <p>The City's Community Wellbeing Strategy (2024) further supports this objective.</p>

Strategy 1.4: Protect Rural lands from urban development

Policy	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	N/A

	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	N/A
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	N/A
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	N/A
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	N/A

Metro 2050 Goal 2: Support a Sustainable Economy

Describe how the OCP and other supporting plans and policies contribute to this Goal:

The policies within the City of North Vancouver's OCP recognize the importance of supporting and enhancing its existing local economy while fostering an environment that encourages new economic pursuits to create a diverse economy. The City is fortunate to have a vibrant urban centre, as well as a thriving port, which provide abundant economic opportunities. Chapters 2 and 8 of the OCP support the existing and future economy by directing economic growth to these hubs, optimizing the movement of people and goods, and aligning infrastructure and servicing needs accordingly. The OCP is strongly supported by the City's **Economic Development Strategy (2023)**, which provides updated guidance to support innovation-driven employment growth, marine and logistics sector expansion, and retention of commercial and office uses in key nodes. The Strategy also emphasizes workforce attraction, land intensification, and targeted support for key sectors including health, clean tech, and the creative economy.

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

Policy 2.1.10	Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:			
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	<p>Objectives 1.1.3 and 1.1.5 support economic support through provision of jobs and commercial uses.</p> <p>Objectives 1.1.4, 2.2.4, 7.2.2, and 7.2.8 support the concentration of economic growth around the Lonsdale Regional City Centre and FTDAs.</p> <p>Objectives 2.5.3, 7.2.6, 7.2.7, 7.2.9, and 7.2.12 provide support for the City's industrial and employment lands.</p> <p>Tactic 1.3 of the City's Economic Development Strategy (2023) further supports these objectives.</p>
	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	<p>Objectives 1.1.4, 1.1.5, and 7.2.2 support the appropriate development and expansion of office and commercial uses in the Urban Centre and FTDAs.</p> <p>Objective 7.2.8 encourages additional floor area devoted to employment-generating uses.</p>

	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	Objectives 1.1.4, 7.1.5, and 7.2.2 support Lonsdale Regional City Centre and the FTDAs as the commercial and institutional cores of the City, discouraging development and expansion elsewhere.
--	----	--	---

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

Policy 2.2.9	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	See OCP Schedule E Regional Context Statement Map .
	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	See OCP Schedule A Land Use Map , which identifies industrial lands situated around the City's waterfront port that are crucial in supporting inter-regional, provincial, national, and international trade.
	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	Objectives 7.2.6, 7.2.7, and 7.2.9 provide support to and protect the City's industrial land. Objective 7.2.12 ensures that uses on industrial lands are appropriate for their location and consistent with the intent of the industrial lands.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Objectives 7.2.7 and 7.2.12 support auxiliary uses on these lands, such as limited-scale ancillary commercial spaces and caretaker units.
	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	Objective 7.2.12 ensures that uses on industrial lands are appropriate for their location and consistent with the intent of the industrial lands.
	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	Objective 7.2.6, 7.2.9, and 7.2.12 refer to the improved utilization and increased intensification of industrial lands.
	v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and	Objectives 2.2.2 and 7.2.10 support the strategic managing of parking and loading requirements to reflect changes in activities and demand,

	reflect improvements to transit service, in an effort to avoid the over-supply of parking	ensure better integration with surrounding character, encourage alternative modes of transportation, and avoid an over-supply of parking. Tactic 1.6 of the City's Economic Development Strategy (2023) further supports these objectives.
vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Objectives 7.2.9 and 7.2.12 influence land use planning to support the economic growth and intensification of industrial lands. Tactic 1.3 of the City's Economic Development Strategy (2023) further supports these objectives.
vii)	provide infrastructure and services in support of existing and expanding Industrial activities	Objective 7.2.9 provides infrastructure and servicing support for industrial activities. Additional support for industrial uses will be incorporated into future updates to the City's Asset Management Plans.
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Objective 2.1.10 and 7.2.6 support the goods movement and infrastructure needs of the Port lands.
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	Objectives 1.2.1, 4.2.2, 4.2.3 and 4.2.5 address the relationship between industrial land uses and other land uses, aiming to minimize the effects of industrial uses and improve environmental resilience. The City does not have design guidelines for industrial lands.
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	The current OCP does not prohibit the stratification or subdivision of Trade-Oriented lands, but will be added in the next OCP update.
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	Section 2.4.4 identifies Lower Lonsdale as a mixed employment hub supporting industrial and small-scale commercial uses. Objectives 7.2.7, 7.2.9, and 7.2.12 support the City's mixed employment areas.
ii)	allow large and medium format retail, where appropriate, provided that such development will not	The current OCP does not explicitly support large and medium format retail development, but are implicitly

	undermine the broad objectives of the Regional Growth Strategy	encouraged to be located in the Urban Centre and FTDAs.
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	Objectives 1.1.4, 1.1.5, 7.2.2, and 7.2.8 support the concentration of larger-scale commercial, higher forms of residential, and other Major Trip-Generating Uses in the City's Urban Centre, and local-scale uses in FTDAs.
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	Objectives 1.1.4, 7.2.7, and 7.2.9 support the appropriate density forms and uses of development within the Urban Centre, FTDAs, and other lower density areas.
v)	do not permit residential uses, except for: <ul style="list-style-type: none"> • 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. 	Objective 7.2.12 ensures that the permitted uses on these lands are the most appropriate for the location and land designation.
e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Objectives 4.1.1, 4.1.2, and 4.3.4 support existing and new businesses in reducing their climate footprint and improving environmental sustainability. Tactic 4.2 of the City's Economic Development Strategy (2023) further supports these objectives.
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)	Objectives 3.3.3 – 3.3.5, and 4.1.3 support existing and new businesses in adapting to climate change, reducing exposure to natural hazard risks, and responding to natural hazards. The City works together with North Shore Emergency Management (NSEM) to help residents and prepare for, respond to, and recover from emergencies and disasters.

Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability			
Policy 2.3.12	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Metro 2050 does not identify Agricultural Lands within the City of North Vancouver.
	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	N/A
	c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	N/A
	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
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	N/A
	iii)	support climate change adaptation including: <ul style="list-style-type: none"> monitoring storm water, flooding, and sea level rise impacts on Agricultural land, implementing flood construction requirements for residential uses, and maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collaboration with other governments and agencies 	N/A
	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
	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 <i>Agricultural Land Commission Act</i>	N/A
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	N/A
PO	Section	Policy	Supplementary Information

		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	N/A
--	--	--	-----

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

Describe how the OCP and other supporting plans and policies contribute to this Goal:

The City of North Vancouver's parks, open spaces, and natural environment are key elements that contribute to the beauty and identity of the city. The policies within the OCP recognize the importance of the environmental features and functions these spaces provide and seek to protect, preserve, and reacquire them. Chapters 1, 2, 4 and 5 of our OCP aim to preserve, protect, enhance, and acquire existing and future conservation and recreation lands; reduce greenhouse gas emissions and energy consumption across transportation and development sectors; and mitigate challenges related to climate change and natural hazards. Additional plans and policies supporting the OCP include the **Climate & Environment Strategy (2024)**, **Community Energy and Emissions Plan (2010)**, **100-Year Sustainability Vision (2009)**, **Urban Forest Management Plans (2007)**, **Parks Master Plan (2010)**, **Stream and Drainage System Protection Bylaw (2003)**, **Integrated Stormwater Management Plan (2016)**, and **Streamside Protection & Enhancement Development Permit Guidelines (2022)**.

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: <ul style="list-style-type: none"> 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. 	<i>Please see response in Targets section.</i>	<i>Please see response in Targets section.</i>
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;	<i>Please see response in Targets section.</i>	<i>Please see response in Targets section.</i>

Strategy 3.1: Protect and enhance Conservation and Recreation lands

Policy 3.1.9	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	See OCP Schedule E Regional Context Statement Map .
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	See below.

	i) ii) iii) iv) v) vi) vii) viii)	drinking water supply areas environmental conservation areas wildlife management areas and ecological reserves forests wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers) 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 uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: <ul style="list-style-type: none"> o major parks and outdoor recreation areas; 	<p>Objectives 4.2.15, 8.1.7, and 8.2.1 support the drinking water supply areas within the City.</p> <p>The City is supportive of a Regional Water System Risk Assessment Plan with Metro Vancouver and the North Shore municipalities.</p> <p>Objectives 4.2.3 and 4.2.4 supports the identification and acquisition of environmentally sensitive properties, and the protection and enhancement of these areas.</p> <p>Objectives 4.2.3, 4.2.8, and 4.2.10 support the protection, enhancement, and restoration of environmentally sensitive areas and wildlife habitats.</p> <p>Pathway 1 of the City's Climate & Environment Strategy (2024) further support these objectives.</p> <p>Objective 4.2.12 supports the protection and expansion of the urban forest in the City.</p> <p>Pathway 1 of the City's Climate & Environment Strategy (2024) further support these objectives.</p> <p>Objectives 4.2.8 – 4.2.10 supports the protection and restoration of riparian and wetland areas in the City.</p> <p>Pathway 1 of the City's Climate & Environment Strategy (2024) further support these objectives.</p> <p>The City's Stream and Drainage System Protection Bylaw (2003) and Streamsider Protection and Enhancement Development Permit Guidelines (2022) further support these objectives.</p> <p>N/A</p> <p>Section 2.1.3 outlines the intent of the City's Parks, Recreation, and Open Space land use designation.</p>
--	--	--	--

	<ul style="list-style-type: none"> ○ 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 	<p>Objectives 1.2.1, 4.2.2, 4.2.3, 5.1.1, and 5.1.9 support the intended uses of this designation.</p> <p>The City's Urban Forest Management Plans (2007), Parks Master Plan (2010), and Climate & Environment Strategy (2024) further support these objectives.</p>
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	Objective 1.2.1, 4.2.2, and 4.2.3 ensure the protection of conservation and recreational land from activities from adjacent land uses. Special consideration will be given to Streamside Protection Areas outlined in Section 2.5 .
ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Objectives 4.2.8, and 4.2.9 relate to the protection and restoration of isolated environmentally sensitive areas.

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

Policy 3.2.7	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>Please provide response in Targets section</i>	
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	Objectives 4.2.4, 4.2.5, 5.1.1, and 5.1.9 support the protection, enhancement, and restoration of ecosystems through means like land acquisition, density bonusing, and other creative solutions.	
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	Objectives 4.2.4, 4.2.9, 4.2.10, and 5.1.3 relate to the acquisition, restoration, enhancement, protection, and collaboration with other jurisdictions and partners concerning conservation and recreation lands.	The City's Biodiversity and Natural Areas Report (2023) identifies the natural habitat network which aligns with the Regional Green Infrastructure Network identified by Metro Vancouver.

	<p>iii)</p> <p>discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity</p>	<p>Objectives 4.2.2 – 4.2.6 encourage sustainable development and growth that minimizes environmental impacts and place protections on environmentally sensitive areas.</p>
	<p>iv)</p> <p>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.</p>	<p>Section 2.5 and Objectives 4.2.3, 4.2.5, and 4.2.6 relate to the use of creative solutions and re-greening to manage ecological integrity between ecosystems and other land uses.</p> <p>The City's Streamside Protection and Enhancement Development Permit Guidelines (2022) further support these objectives.</p>
	<p>c)</p> <p>Include policies that:</p>	<p>See below.</p>
	<p>i)</p> <p>support the consideration of natural assets and ecosystem services in land use decision-making and land management practices</p>	<p>Objective 8.3.3 supports the consideration of natural assets, green infrastructure, and other naturalized development strategies in land use decision-making and management.</p> <p>The City is planning on developing an inventory and valuation of existing ecosystem services to inform a natural asset management plan.</p>
	<p>ii)</p> <p>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</p>	<p>Objectives 4.2.3, 4.2.4, 4.2.10, and 4.2.12 support the protection, restoration, and expansion of urban forests through land acquisition and land use controls.</p> <p>The City's Climate & Environment Strategy (2024), Urban Forest Management Plans (2007), Parks Master Plan (2010), and Tree Bylaw (2022) further support these objectives.</p>
	<p>iii)</p> <p>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</p>	<p>Objectives 4.2.11 aims to reduce the density and distribution of invasive species to protect biodiversity and ensure public safety.</p> <p>The City's Invasive Plant Management Strategy (2013) further supports this objective.</p> <p>The City also conducts a city-wide Invasive Species Inventory every 5 years which is used on a yearly basis</p>

		to inform invasive species treatment programs.
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	Objectives 5.1.1, 5.1.3, and 5.1.4 support the continual maintenance, improvement, and expansion of the City's existing trail/greenway network that reflects the needs and expectations of the community.
v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Objectives 1.3.9, 8.1.3, 8.1.7, 8.1.8, 8.2.1, 8.3.2, and 8.3.3 currently support watershed and ecosystem planning. The City's Integrated Stormwater Management Plan (2016) further supports these objectives. The City works together with the Provincial and Local governments, and the Tsleil-Waututh Nation to support the Burrard Inlet Water Quality Objectives, which help manage the water quality and protect the water values associated with the Burrard Inlet's marine waters and freshwater tributaries.

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

Policy 3.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>Please provide response in Targets section</i>
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: <ul style="list-style-type: none"> 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 	Objectives 1.2.1 – 1.2.3 support the retrofitting of existing buildings and construction of new buildings to meet new energy, waste, and GHG standards and practices. Objective 8.3.1 ensures that new and retrofitted buildings are adapted and resilient to future climatic conditions throughout its lifespan. Pathway 2 of the City's Climate & Environment Strategy (2024) further supports these objectives.	

	<p>as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and</p> <ul style="list-style-type: none"> community design, infrastructure, and programs that encourage transit, cycling, rolling and walking 	<p>Objectives 1.1.1, 1.1.2, 1.1.4, 1.2.1, 1.4.4, and 1.4.5 refer to the design and infrastructure that supports active transportation.</p> <p>Objectives 1.3.10, 2.1.1, 2.1.4 – 2.1.9, 2.2.1 – 2.2.6, and 2.3.1 – 2.3.10 refer to the programs, initiatives, and supports that encourage a modal shift to sustainable transportation.</p>
c)	<p>focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors</p>	<p>Objectives 1.1.2, 1.1.6, 1.4.3, 1.4.5, 2.1.3, 2.2.4, 8.1.1, and 8.2.3 refer to the focus of infrastructure and amenity investments in the Urban Centre, FTDAs, and other appropriate locations.</p> <p>The City's Asset Management Plans support these objectives and are being updated in anticipation of future growth.</p>

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

Policy 3.4.5	Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:			
a)	<p>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</p>	<p>Objectives 1.2.1, 1.2.2d, and 8.3.1 ensure that new and existing development is adaptable, resilient, and informed by climate science in the face of climate change and natural hazards.</p> <p>Section 2.5 contains the Hazard Lands (HZ) Development Permit Area designation which provides protections for hazardous land within 200-year flood plains or steep areas.</p> <p>The City's Integrated Stormwater Management Plan (2016) and Streamsides Protection and Enhancement Development Permit Guidelines (2022) further support these objectives.</p>	
b)	<p>include policies that discourage new development in current and future hazardous</p>	<p>Objectives 1.2.1, 3.2.4, 4.1.4, and 8.1.2 ensure that new developments</p>	

		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	avoid hazardous areas where possible, and risks are mitigated through climate-proofing development and regular climate change research and consideration. Section 2.5 contains the Hazard Lands (HZ) Development Permit Area designation which provides protections for hazardous land within 200-year flood plains or steep areas.
Policy 3.4.6	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Objectives 1.2.1, 4.1.3, 4.1.4, 4.2.16, and 8.1.2 support the continual, iterative process of integrating climate change research and natural hazard risk assessments into planning decisions. Utility modeling and IDF curve monitoring are examples of how the City incorporates climate change and natural hazard research into local planning and infrastructure decision making.
Policy 3.4.7	Section	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Objectives 3.3.1 – 3.3.6, 4.1.3, and 4.2.2 support the incorporation of mitigation and recovery strategies into broader plans and policy documents to support communities in the face of climate change and emergency events. Action 11D of the City's Mobility Strategy (2022) further supports these objectives. The City's Municipal Emergency Plan (2007) , created with North Shore Emergency Management (NSEM), further supports these objectives.
Policy 3.4.8	Section	Policy	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	Objective 4.1.4 relates to the management of development in relation to climate-related hazards such as unstable slopes and floods. Objective 8.3.3 relate to the use of green infrastructure or naturalized

		<p>engineering strategies to mitigate risk of storms and flooding.</p> <p>Section 2.5 contains the Hazard Lands (HZ) Development Permit Area designation which guide development in hazardous areas.</p> <p>The City's Integrated Stormwater Management Plan (2016) and Streamsides Protection and Enhancement Development Permit Guidelines (2022) further supports these objectives.</p>
--	--	---

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

The City of North Vancouver recognizes its role in providing diverse and affordable housing options in a market facing an affordability and supply crisis. The policies in the Official Community Plan (OCP), along with supporting plans and strategies, reflect the City's commitment to being a place where residents can afford to live, work, and play. Chapter 1 of the OCP contains policies that support the provision of a range of housing types and tenures, from non-market rental housing to supportive housing. Additional plans and policies that support the OCP include the **Housing Needs Report (2021)**, **Interim Housing Needs Report (2024)**, **Housing Action Plan (2016)**, **Community Well-being Strategy (2024)**, **Economic Development Strategy (2023)**, **North Shore Poverty Reduction Strategy (2023)**, **Residential Tenant Displacement Policy (2021)**, and **Mid-Market Rental Policy (2022)**.

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)	<i>Please see response in Targets section.</i>	<i>Please see response in Targets section.</i>

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Policy 4.1.8	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	<p>Objectives 1.5.1 – 1.5.9 informed the City's Housing Needs Report (2021), which indicates the City's commitment to meeting current and future housing needs and demand.</p> <p>The City's Interim Housing Needs Report (2024) identified a 20-year housing unit need using Provincial methodology. The City is working to ensure that the Zoning Bylaw (1995) and OCP will allow the necessary capacity to accommodate the housing unit needs identified by the Province.</p>

	<p>b)</p>	<p>articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options</p>	<p>Objectives 1.5.1 – 1.5.9 support the provision of affordable and diverse housing options.</p> <p>Local plans and policies supporting the OCP include but are not limited to our: Housing Action Plan (2016), Housing Needs Report (2021), CNV4ME (2016), Mid-Market Rental Policy (2022), Adaptable Design Policy (1998), and Active Design Guidelines (2015).</p> <p>The City is working on an inclusionary housing framework, which will include a revised inclusionary housing policy, and the integration of inclusionary zoning into the City's Zoning Bylaw.</p>
	<p>c)</p>	<p>identify policies and actions that contribute to the following outcomes</p>	<p>See below.</p>
	<p>i)</p>	<p>increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum</p>	<p>Objective 1.5.1 – 1.5.5, and 1.5.7 relate to increasing the diverse supply of adequate, suitable, and affordable housing along the housing continuum.</p> <p>Pathway 2 of the City's Community Wellbeing Strategy (2024) further supports these objectives.</p>
	<p>ii)</p>	<p>increased supply of family-friendly, age-friendly, and accessible housing</p>	<p>Objectives 1.4.2, 1.5.1, 1.5.5 and 1.5.6 support the provision of family-friendly, age-friendly, and accessible housing.</p> <p>Actions under the City's CNV4ME (2016), Housing Action Plan (2016), and Community Wellbeing Strategy (2024) further support the provision of housing for all ages and abilities.</p>
	<p>iii)</p>	<p>increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing</p>	<p>Objectives 1.5.1 – 1.5.5, and 1.5.8 support a range of options for housing tenures and types.</p> <p>The City's Housing Action Plan (2016) and Pathway 2 of the Community Wellbeing Strategy (2024) further support these objectives.</p>
	<p>iv)</p>	<p>increased density and supply of diverse ground-oriented and infill housing forms in</p>	<p>Objectives 1.5.1 and 2.2.4a support increasing density in the urban core</p>

Policy 4.1.9		low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	and in proximity to transit with the development of infill housing forms.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Objectives 1.1.4, 1.1.6, 2.2.1 and 2.2.3 relate to the integration of land use and transportation planning to reduce housing and transportation costs.
	vi)	increased social connectedness in multi-unit housing	Objectives 1.4.3 and 1.4.4 support the use of active-design principles and other recreational, cultural, and community spaces to enhance social connectedness. Objectives 3.1.1 and 3.1.2 foster social connectedness by encouraging inclusive environments, reducing barriers to participation, and empowering residents of the community. The City's Community Wellbeing Strategy (2024) and Active Design Guidelines (2015) further support these objectives.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	Objectives 1.3.1, 1.3.5, and 1.3.6 ensure that new housing units are high quality and integrated within neighbourhood contexts in an appropriate way
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Objectives 1.2.1 and 4.1.4 ensure that existing and future housing stock are resilient to climate change and related hazards. Pathway 2 of the City's Climate & Environment Strategy (2024) further supports these objectives.
	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Please see the City of North Vancouver's Housing Action Plan (2016) , Housing Needs Report (2021) , Interim Housing Needs Report (2024) , and Pathway 2 of the Community Wellbeing Strategy (2024) . The City's Interim Housing Needs Report (2024) found that over the next 20 years, the City of North

		<p>Vancouver will need 21,301 additional housing units to address both its underlying and future housing needs.</p> <p>The City's Community Wellbeing Strategy (2024) addresses housing need through Tactic 2.14 to enable and promote housing densities that reflect the City's housing need, as established through the City's Housing Needs Report.</p>
b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	<p>Please see the City of North Vancouver's Housing Action Plan (2016), Housing Needs Report (2021), and Interim Housing Needs Report (2024).</p> <p>The City's Interim Housing Needs Report (2024) assesses the City's demographics and current and future housing context, with the following key takeaways: (1) the City is growing faster than the region, (2) housing needs in the City are evolving with changing demographics, and (3) housing affordability continues to be a significant issue in the City.</p>
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	<p>Please see the City of North Vancouver's Housing Action Plan (2016), Housing Needs Report (2021), Interim Housing Needs Report (2024), and Pathway 2 of the Community Wellbeing Strategy (2024).</p> <p>The City's Interim Housing Needs Report (2024) identifies key statements of housing need, including the need for housing for seniors, housing for families, housing for Indigenous households, and special needs housing among others.</p> <p>These housing priorities are addressed in the City's Community Wellbeing Strategy (2024) tactics, including Tactic 2.18 to promote family friendly units, Tactic 2.20 to partner and collaborate with</p>

		<p>Skwxwu7mesh Úxwumixw (Squamish Nation) and səlilwətaʔ (Tsleil-Waututh Nation) to learn about housing needs of local First Nations members and the City's urban Indigenous population, and Tactic 2.22 to support accessibility and aging in place.</p>
	d)	<p>identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8</p> <p>Please see the City of North Vancouver's Housing Action Plan (2016), Housing Needs Report (2021), Interim Housing Needs Report (2024), and Pathway 2 of the Community Wellbeing Strategy (2024).</p> <p>Pathway 2 in the City's Community Wellbeing Strategy (2024) to expand the supply and improve the quality, diversity, and affordability of housing in the City addresses actions set out in Action 4.1.8. Key tactics to support implementation include Tactic 2.7 to develop an inclusionary housing policy, Tactic 2.11 to leverage senior government funding and programs to deliver affordable housing, and Priority Project Two for Housing Supply, Affordability, Suitability + Adequacy Initiatives.</p>

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

Policy 4.2.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas 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)	<i>Please provide response in Targets section</i>
	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	The City's Residential Tenant Displacement Policy (2021) supports the OCP in mitigating impacts to tenants during displacement events through enhanced notice and financial assistance.

	c)	identify the use of regulatory tools that protect and preserve rental housing	Objective 1.5.4 supports the retention, renewal, and replacement of rental housing units. The City's Density Bonus and Community Benefits Policy (2018) provides additional support to the protection and preservation of rental housing.
	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	Objectives 1.5.3 – 1.5.5 encourage the development of affordable rental housing through collaboration with housing partners, and using tools like density bonusing and density transfers. The City's Housing Action Plan (2016) and Density Bonus and Community Benefits Policy (2018) further support these objectives.
	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	Objectives 1.5.2 – 1.5.5 support the provision of market and below-market housing, and preservation of existing rental units. The City's Density Bonusing and Community Benefits Policy (2018) and Community Wellbeing Strategy (2024) further support these objectives.
	iii)	protection and renewal of existing non-market rental housing	Objective 1.5.4 incentivizes the retention, renewal, and replacement of existing rental units with density bonusing and transfers. The City's Density Bonus and Community Benefits Policy (2018) further supports this objective.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	The City's Residential Tenant Displacement Policy (2021) supports the OCP by requiring enhanced notice and financial assistance for renters displaced due to redevelopment.

Policy 4.2.8			Pathway 2 of the City's Community Wellbeing Strategy (2024) further supports this objective.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	<p>Objectives 1.2.2, 1.2.3, and 4.1.1 support existing and future housing stock to be more energy-efficient, produce zero-waste, and reduce GHG emissions.</p> <p>The City's Climate & Environment Strategy (2024) further supports these objectives by providing a strategic framework to advance resilience and sustainability across housing typologies.</p>
	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	<p>Please see the City of North Vancouver's Housing Action Plan (2016), Housing Needs Report (2021), Interim Housing Needs Report (2024), and Density Bonus and Community Benefits Policy (2018).</p> <p>Pathway 2 of the City's Community Wellbeing Strategy (2024) supports developing inclusionary policies, regulations, and incentives to increase the supply of non-market housing in the City.</p> <p>Strategy 7 of the City's Housing Action Plan (2016) focuses on sustaining and enhancing non-market housing through support for non-profit societies in preserving existing stock and pursuing regeneration opportunities as they arise.</p> <p>The City's Density Bonus and Community Benefits Policy (2018) protects existing purpose-built rental housing and, when rental sites are rezoned, limits the future use to rental housing.</p>
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Please see the City of North Vancouver's Housing Action Plan (2016) , Housing Needs Report (2021) , Interim Housing Needs Report (2024) , and Pathway 2 of

		<p>the Community Wellbeing Strategy (2024).</p> <p>The City's Community Wellbeing Strategy (2024) supports renters through Pathway 2 – Tactic 2.21, by using the City's Tenant Displacement Policy and other regulatory tools.</p> <p>The City's Residential Tenant Displacement Policy (2021) protects tenants who are displaced as a result of redevelopment of rental accommodations with enhanced notice and assistance beyond that required under the Residential Tenancy Act (RTA). Under the Inclusionary Housing Policy (2025), eligible tenants displaced by redevelopment are given first priority for 10% Inclusionary Housing Rental units in the new building.</p>
c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	<p>Please see the City of North Vancouver's Housing Action Plan (2016), Housing Needs Report (2021), and Interim Housing Needs Report (2024).</p> <p>The City's Housing Action Plan (2016) emphasizes cross-sector partnerships to advance housing initiatives in Strategy 6, including to collaborate with organizations including Metro Vancouver to support the development of diverse housing types and tenures.</p>

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

Policy 4.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	<p>Objective 1.5.8 refers to the collaboration with senior levels of government to produce new supportive housing units.</p> <p>The City is advancing nine housing initiatives, funded by the Federal Housing Accelerator Fund (HAF), to</p>

		<p>increase the supply of and improve the quality, diversity, and affordability of housing.</p> <p>The City is coordinating with non-profit organizations and senior levels of government to lead capital projects on City-owned land that focus on expanding rental housing and community-based services through a not-for-profit model</p>	<p>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</p> <p>Objective 1.5.7 supports the provision of various housing options along the housing spectrum, including shelters, safe houses, transitional housing, and supportive housing.</p> <p>Objective 3.1.6 refers to the collaboration with community partners to provide support and assistance for people in need, including transitioning out from homelessness.</p> <p>Pathways 2 and 6 of the City's Community Wellbeing Strategy (2024) further support these objectives.</p>
Policy 4.3.8	Section Policy Prepare and implement housing strategies or action plans that	a) identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	<p>Please see the City of North Vancouver's Housing Action Plan (2016), Housing Needs Report (2021), Interim Housing Needs Report (2024), and Pathway 2 of the Community Wellbeing Strategy (2024).</p> <p>Pathway 2 of the City's Community Wellbeing Strategy (2024) includes Tactic 2.11 to leverage senior government funding and programs for non-market housing and capitalize on partnership opportunities.</p>
		b) identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	<p>Please see the City of North Vancouver's Housing Action Plan (2016), Housing Needs Report (2021), Interim Housing Needs Report (2024), and Pathway 2 of</p>

		<p>the Community Wellbeing Strategy (2024).</p> <p>Pathway 2 of the City's Community Wellbeing Strategy (2024) includes the following relevant tactics:</p> <p>Tactic 2.6 to reduce the stigma associated with being unsheltered by increasing awareness of the root causes, including the individual, economic, and societal factors.</p> <p>Tactic 2.26 to increase public access to the City's housing data, policies, and information.</p> <p>Tactic 5.5 to work with partners to de-stigmatize and raise awareness in the community about poverty, share information on available services and resources, and to motivate the community to take action.</p>
	c)	<p>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</p> <p>Please see the City of North Vancouver's Housing Action Plan (2016), Housing Needs Report (2021), Interim Housing Needs Report (2024), Pathway 2 of the Community Wellbeing Strategy (2024), and North Shore Poverty Reduction Strategy (2023).</p> <p>The City's Community Wellbeing Strategy (2024) includes the following relevant pathways and tactics to address Homelessness and reduce poverty:</p> <p>Pathway 2 includes several tactics to support individuals and families experiencing, or at risk of, homelessness.</p> <p>Tactic 6.10 under Pathway 6 focuses on strategic advocacy and financial support with senior levels of government to secure funding and partnership opportunities that address the needs of those at risk of, or experiencing, homelessness.</p> <p>Pathway 5 employs multiple tactics to build a people-centered local</p>

		economy and foster collaboration to break the cycle of poverty. In 2023, the City endorsed the North Shore Poverty Reduction Strategy , a collaborative, cross-government initiative to reduce poverty through coordinated actions across the region.
--	--	--

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

The City of North Vancouver encourages sustainable mobility choices, as reflected in the Official Community Plan (OCP). In collaboration with partners such as TransLink and other municipalities, the City is committed to maintaining, enhancing, and expanding its transportation network to meet the objectives outlined in the OCP and the Mobility Strategy. Chapters 1 and 2 of the OCP aim to support sustainable modes of transportation—such as walking, cycling, micro-mobility, electric vehicles, car-sharing, and transit—optimize routes for all travel modes, and ensure accessibility for people of all backgrounds. Additional plans and policies that support the OCP include the **Mobility Strategy (2022)**, **Curb Access and Parking Plan (2025)**, **Community Wellbeing Strategy (2024)**, **Climate & Environment Strategy (2024)**, **Economic Development Strategy (2023)**, **Safe Mobility Strategy (2020)**, **North Shore Area Transit Plan (2012)**, **Electric Vehicle Strategy (2018)**, **Walk CNV Pedestrian Plan Framework (2017)**, and **Bicycle Master Plan (2012)**.

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

Policy 5.1.14	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	<p>Objectives 2.1.1, 2.1.2, 2.1.4 – 2.1.9, 2.2.1, 2.2.2, and 2.2.4 – 2.2.7 support, encourage, and strive to improve sustainable transportation methods in the City.</p> <p>Action 8A of the City's Mobility Strategy (2022) further supports these objectives.</p>
	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	<p>Objective 2.1.8 and 7.2.10 refer to the collaboration between the City and transportation partners to implement transportation demand strategies that simultaneously encourage active transportation and support local businesses with parking.</p> <p>Actions 4B, 4E, 6A, and 8B of the City's Mobility Strategy (2022), and the City's Curb Access and Parking Plan (2025) further support these objectives.</p>

	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Objectives 1.1.2, 1.4.5, 2.1.1, 2.1.4, 2.1.6, 2.3.1 – 2.3.3, 2.3.5, and 2.3.9 refer to the management of sustainable transportation infrastructure, including their development, maintenance, improvement, and provision. Strategies 1, 2, 5, 6, and 7 of the City's Mobility Strategy (2022) further support these objectives.
	d)	support the transition to zero-emission vehicles	Objectives 2.2.2 and 2.3.8 support the transition to zero-emission vehicles. Actions 3Bii and 3Biii of the City's Mobility Strategy (2022) further support these objectives.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Objective 5.1.3 refers to connecting the City's trail/greenway network beyond municipal boundaries. Action 11Diii of the City's Mobility Strategy (2022) provides additional support to this objective. The City continues to work closely with TransLink and Metro Vancouver on the implementation of the 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	Objectives 2.1.1, 2.1.2, and 2.2.2 support investment in active transportation facilities to encourage people of all ages and abilities to pursue active transportation methods. Actions 1Bi, 1Diii, 1Div, and 1E of the City's Mobility Strategy (2022) provide additional support to these objectives.

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

Polic	Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:			

	a)	<p>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</p>	<p>See the OCP Schedule E Regional Context Statement Map.</p>
	b)	<p>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</p>	<p>Objective 2.1.10 and 2.3.10 refer to the collaboration with other municipalities and levels of government to optimize the efficiency and safety of trade routes.</p> <p>Strategy 9 of the City's Mobility Strategy (2022) provides additional support to these objectives.</p>
	c)	<p>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</p>	<p>Objectives 2.1.6, 2.1.10, 2.2.5, 2.3.10, and 7.2.6 refer to the collaboration with other municipalities to implement transportation system management strategies to improve overall traffic network efficiency.</p> <p>Strategy 10 of the City's Mobility Strategy (2022) provides additional support to these objectives.</p>
	d)	<p>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</p>	<p>Objective 7.2.6 supports the City's existing rail network and its role in delivering goods and services to the port.</p> <p>Strategy 9 of the City's Mobility Strategy (2022) provides additional support to this objective.</p>
	e)	<p>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</p>	<p>Objectives 2.3.3, 2.3.4, and 4.2.14 relate to mitigating the noise and air pollution impacts of development and infrastructure.</p> <p>Action 7D of the City's Mobility Strategy (2022) provides additional support to these objectives.</p>
	f)	<p>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</p>	<p>Objective 2.1.10, 2.3.8, 2.3.10, and 7.2.6 relate to the optimization of the City's transportation system and</p>

		<p>centres, and mitigate any negative impacts of these uses on neighbourhoods</p> <p>options to improve goods movement and reduce environmental impacts.</p> <p>Strategy 9 and 10 of the City's Mobility Strategy (2022) provide additional support to these objectives.</p>
--	--	---

Metro 2050 Implementation		
	Policy	Member Jurisdiction Response
Policy 6.2.7	<p>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:</p> <p>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;</p> <p>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:</p> <ul style="list-style-type: none"> • 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, <p>provided that:</p> <ul style="list-style-type: none"> • 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; <p>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.</p>	The City of North Vancouver's Regional Context Statement hereby permits this.
Policy 6.2.8	<p>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.</p>	The City of North Vancouver's Regional Context Statement hereby permits this.



To: Regional Planning Committee

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

Date: December 23, 2025

Meeting Date: January 15, 2026

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

RECOMMENDATION

THAT the MVRD Board:

- a) accept the City of Richmond's Regional Context Statement as submitted to Metro Vancouver on December 11, 2025 and notify the City of Richmond of the decision; and
- b) include in the correspondence to the City of Richmond that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 23, 2025, titled "Metro 2050 Regional Context Statement – City of Richmond" in line with the *Local Government Act*'s request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time.

EXECUTIVE SUMMARY

The City of Richmond has 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. The Regional Context Statement supports the regional federation's vision by advancing:

- **Compact Urban Growth:** Directing high-density, mixed-use development to the Richmond City Centre and transit-oriented villages, and concentrating growth near Canada Line stations and frequent transit routes, consistent with Metro 2050 Goal 1.
- **Housing Diversity and Affordability:** Supporting rental-oriented development in Urban Centres through incentives and requiring Low-End Market Rental (LEMR) units in multi-family developments, consistent with Goal 4.
- **Environmental Protection and Climate Action:** Protecting environmentally sensitive areas, reducing greenhouse gas emissions through energy plans and building standards, and committing to net-zero emissions by 2050, consistent with Goal 3.
- **Sustainable Economy and Transportation:** Protecting and intensifying employment and industrial lands, safeguarding agricultural lands, and promoting transit-oriented villages to support sustainable transportation choices, consistent with Goals 2 and 5.

While the current OCP update introduces modest changes, primarily to align with provincial housing legislation and expand the Richmond City Centre, there is opportunity for further work in its next OCP review to strengthen alignment with regional objectives. Metro Vancouver and the City will work together to establish growth targets for Centres and Corridors, clarify trade-oriented lands and permitted uses, and advance nature protection and tree canopy targets.

It is recommended that the MVRD Board accept the City of Richmond's Regional Context Statement.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider acceptance of the City of Richmond'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 RCS identifies the alignment between the municipality's OCP and the regional growth strategy and/or explains how the OCP will be made consistent with the regional growth strategy over time.

Metro Vancouver staff received the City of Richmond's RCS (**Attachment 1**) on December 11, 2025. As per section 448 of the *Local Government Act*, the MVRD Board must either accept or not accept the RCS within 120 days of receipt expressing reasons for the objections, or it is deemed to have accepted the RCS as submitted. Following acceptance by the Board, the member jurisdiction can then give final reading to adopt the OCP bylaw, which includes the RCS.

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

KEY CHANGES IN RICHMOND'S DRAFT OFFICIAL COMMUNITY PLAN

Richmond is proposing modest changes to its OCP, primarily to align with new provincial housing legislation. The RCS does not propose any changes to regional land use designations, which are permitted under select conditions under *Metro 2050* Policy 6.2.7. Since most of the OCP is not changing, there are areas where the RCS notes that future work will be done to align the OCP with *Metro 2050*.

The RCS proposes to expand the eastern boundary of the Richmond Regional City Centre along Number 4 Road, as permitted under *Metro 2050* Policy 6.2.8.

Since most of the OCP remains unchanged, Metro Vancouver staff have noted that the RCS should indicate where future work will align the OCP with *Metro 2050*. Staff intend to work collaboratively with Richmond to incorporate these areas during a more substantial future update to the OCP. Suggested areas for future updates include:

- Identification of Trade-Oriented Lands and clarification of permitted uses;
- Establishing nature protection targets as part of the Ecological Network update; and
- Setting urban tree canopy cover targets to support regional goals.

REGIONAL CONTEXT STATEMENT ANALYSIS

Staff have reviewed the City of Richmond'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 Richmond'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:

- Richmond aims to meet or exceed regional targets for greenhouse gas emissions and dwelling unit growth inside the Urban Containment Boundary and within their Urban Centre and

- Richmond aims to contribute to regional targets for lands protected for nature, and affordable rental housing near transit.

The City does not have numerical targets for increasing the area of lands protected for nature or increasing the total regional tree canopy cover within the Urban Containment Boundary. In keeping with the *Local Government Act* (section 447), the City commits in its RCS, upon a future OCP review, to consider identifying how these targets will be made consistent with the RGS over time. Metro Vancouver staff look forward to an updated RCS when that work is complete.

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

- Richmond plans to direct high-density, mixed-use development in the Richmond City Centre (within 800 m of Canada Line stations) and medium-density villages in the Richmond City Centre Perimeter to accommodate growth within the Urban Containment Boundary;
- 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 Richmond's RCS identifies OCP policies that support this goal, such as:

- Encouraging growth and intensification of employment lands and commercial spaces in Urban Centres 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;
- Protecting agricultural lands by preventing the conversion, rezoning, or redesignation of these sites into non-agricultural uses; and
- Supporting local food protection in urban areas.

The City has also made reference to Employment lands in instances where *Metro 2050* policy applies specifically to Industrial lands. The City has stated that these policies will be revised as part of a future Official Community Plan update in 2026.

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 Richmond'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;
- Reducing greenhouse gas (GHG) through the Community Energy and Emissions Plans, implementation of the BC Energy Step Code, and incremental increases in requirements for new construction; and
- Reducing community-wide GHG emissions 50% below 2007 levels and achieving net zero GHG emissions by 2050.

Goal 4: Provide Diverse and Affordable Housing Choices

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

- Supporting rental-oriented development in transit-oriented Urban Centres through incentives such as supplemental height and density, expedited approvals, and fee exemptions; and
- Delivering below-market units by requiring Low-End Market Rental (LEMR) housing in multi-family developments, with at least 15% of net residential floor area secured as LEMR units within the Richmond City Centre and 10% outside the Richmond City Centre.

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

- Including a transit-oriented village framework that clusters housing, jobs, shops, and amenities within short walking or rolling distances to promote affordability and equity; and
- Proposing a 2050 target for 90% of residents to live within a 5-minute walk (400 m) of transit and no more than a 20-minute walk (1.6 km) of a transit village supporting daily needs.

The staff assessment indicates strong consistency between the City of Richmond's Official Community Plan and RCS and the goals, strategies, and targets set out in *Metro 2050*. The proposed changes to the OCP are modest, focused primarily on aligning with provincial housing legislation and expanding one Urban Centre. A more comprehensive update is planned for 2026. The City's policies support a commitment towards advancing compact urban growth, protecting employment and environmental lands, expanding housing diversity and affordability, and supporting sustainable transportation, demonstrating a clear alignment with the goals of *Metro 2050*.

ALTERNATIVES

1. THAT the MVRD Board:
 - a) accept the City of Richmond's Regional Context Statement as submitted to Metro Vancouver on December 11, 2025 and notify the City of Richmond of the decision; and
 - b) include in the correspondence to the City of Richmond that, for future updates to the Official Community Plan and Regional Context Statement, the City is requested to review and consider the issues identified in the report dated December 23, 2025, titled "Metro 2050 Regional Context Statement – City of Richmond" in line with the *Local Government Act*'s request to show how the Official Community Plan is to be made consistent with the regional growth strategy over time
2. THAT the MVRD Board not accept the City of Richmond's Regional Context Statement as submitted to Metro Vancouver on December 11, 2025, indicating the provisions to which the Board objects and the reasons for objection, and request that the City of Richmond amend its Regional Context Statement and re-submit it to the Board for consideration.

FINANCIAL IMPLICATIONS

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

OTHER IMPLICATIONS

If the MVRD Board chooses Alternative 2, it would delay the acceptance of the City of Richmond's RCS 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 Richmond and reduce opportunities for integration of local priorities with regional goals, under *Metro 2050*.

CONCLUSION

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

The assessment indicates alignment between Richmond'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 Richmond's RCS as submitted on December 11, 2025.

The City of Richmond is planning a more in-depth update of its OCP starting in 2026. This will provide an important opportunity for Metro Vancouver to continue working collaboratively with Richmond to advance the areas identified in this report.

ATTACHMENTS

1. Letter from City of Richmond dated December 11, 2025 and draft Regional Context Statement.

REFERENCES

1. City of Richmond. (2025). *OCP 2050*. Retrieved from citycouncil.richmond.ca/agendafiles/Open_Council_12-8-2025.pdf.

80753868



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca

December 11, 2025
File: 08-4045-30-01/Vol 01

Finance and Corporate Services Division
City Clerk's Office
Telephone: 604-276-4007
Fax: 604-278-5139

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

Dear Corporate Officer:

Re: City of Richmond Metro 2050 Regional Context Statement

The City of Richmond 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 December 8, 2025, at the Open Council meeting, Richmond Council approved recommendations in the staff report titled “Official Community Plan 2050 Targeted Update – Update to Land Use Map, Housing Affordability Policies, Environmentally Sensitive Areas and Regional Context Statement”, dated November 18, 2025. This included recommendations to give first reading to Bylaw 10724 to amend the Official Community Plan and refer the updated Regional Context Statement to the Metro Vancouver Board for acceptance as a condition of final adoption. Bylaw 10724, which includes the updated Regional Context Statement, will advance to Public Hearing on January 19, 2026. The RCS reflects amendments to the OCP required to align the City’s OCP with provincial objectives to accelerate delivery of housing supply.

The City of Richmond requests that Metro Vancouver Regional District Board consider and accept the City of Richmond’s Regional Context Statement. Should Metro Vancouver require any additional information regarding this matter, please contact Minhee Park, Planner 3 at (604) 276-4188 or mpark@richmond.ca

Yours truly,

Claudia Jesson
City Clerk

Att: 1 Staff report titled “Official Community Plan 2050 Targeted Update – Update to Land Use Map, Housing Affordability Policies, Environmentally Sensitive Areas and Regional Context Statement”, dated November 18, 2025
2 City of Richmond Regional Context Statement

pc: John Hopkins, Director, Policy Planning, City of Richmond



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** November 19, 2025
From: John Hopkins **File:** 08-4045-30-02/Vol 01
Re: **Official Community Plan 2050 Targeted Update – Update to Land Use Map, Housing Affordability Policies, Environmentally Sensitive Areas, and Regional Context Statement**

Staff Recommendations

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, to update the Official Community Plan Land Use Map, Housing Policies, Regional Context Statement and associated housekeeping and in-stream provisions, be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725, to update the Environmentally Sensitive Area (ESA) Map, ESA Development Permit Guidelines and ESA Development Permit Exemptions, be introduced and given first reading;
3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725, having been considered in conjunction with:
 - a. the City's Financial Plan and Capital Program; and
 - b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;

4. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725, having been considered in accordance with Section 475 of the *Local Government Act* and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation with the exception of a referral to the Board of Education of School District No. 38 (Richmond);
5. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725 be referred to the Provincial Agricultural Land Commission for comment, as required by Section 477(3)(b) of the *Local Government Act*;
6. That following first reading for Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, that the updated Regional Context Statement of the Official

November 19, 2025

- 2 -

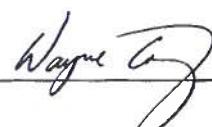
Community Plan be referred to the Metro Vancouver Board for acceptance as a condition for final adoption;

7. That Council Policies, for single-family lot size policies, as listed in Attachment 1 to the report titled "Official Community Plan 2050 Targeted Update – Update to Land Use Map, Housing Affordability Policies, Environmentally Sensitive Areas, and Regional Context Statement" dated November 19, 2025 from the Director, Policy Planning, be rescinded; and
8. That the following bylaws that have received third reading, Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649 (9040 Francis Road) and Richmond Official Community Plan Bylaw 10655 (9000 No. 3 Road), be adopted for the purposes of in-stream provisions.



John Hopkins
Director, Policy Planning
(604-276-4279)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Climate and Environment Community Social Development Development Applications Engineering Finance Housing Office Intergovernmental Relations Law Parks Services Transportation	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: <i>CS</i>	APPROVED BY CAO <i>Soren</i>

November 19, 2025

- 3 -

Staff Report**Origin**

In 2022, Council endorsed a proposed scope and process to review and update the City's Official Community Plan (OCP). The direction included undertaking an in-depth analysis that applied a resiliency, equity, adaptation and completeness lens to the six target areas listed below:

- Target Area 1: Housing Affordability;
- Target Area 2: Equitable Communities;
- Target Area 3: Environmental Protection and Enhancement;
- Target Area 4: Climate Mitigation and Adaptation;
- Target Area 5: Long-Term Planning for Emerging Trends and Transformational Technologies; and
- Target Area 6: Administrative updates.

The OCP targeted update process was interrupted by the introduction and enactment of new provincial housing legislation (Bill 16, 44, 46, and 47), which significantly changed the planning landscape to prioritize housing supply. The legislation also introduced mandated changes to plans and policies, changed municipal density bonusing and financing tools, and specified compliance deadlines.

This report satisfies the terms of the upcoming December 31, 2025 provincial deadline to align the City's OCP with provincial objectives to accelerate delivery of housing supply and delivers the *first installment* of key changes to the OCP, including a revised Land Use Map, ("OCP 2050"). The new replacement sections of the OCP, including Land Use Map 2050, are attached to this report and include the following:

- Bylaw 10724, which includes:
 - New Land Use Map that establishes a strengthened growth management framework.
 - New OCP 2050 Section 1 (Introduction), which reflects the current and emerging land use planning context and introduces the evolved growth management framework.
 - New OCP 2050 Section 3 (Neighbourhoods and Housing), which includes plans and policies to affect housing affordability and amendments to align the OCP with provincial housing legislation. The amendments demonstrate the OCP accommodates Richmond's anticipated housing needs, as estimated by the City's Interim Housing Needs Report (IHN), and integration of Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOA) in land use designation, policies and plans.
 - A consolidated map for all SSMUH neighbourhoods that would guide rezonings for the purpose of subdivision which would also allow the existing and out of date Single-Family Lot Size Policy to be rescinded (Attachment 1).

November 19, 2025

- 4 -

- Bylaw 10725, which includes:
 - Selective updates to environmental protection policies and guidelines as they relate to environmentally sensitive areas (ESA) and associated development permit guidelines and revised ESA map.

Remaining elements of the OCP targeted update will be prepared for Council's consideration in 2026 (i.e., equitable communities, climate mitigation, remaining updates to environmental protection and enhancement, additional administrative updates as required and updated design guidelines). A summary of project milestones is provided in Attachment 2. Attachment 3 summarizes stakeholder and public engagement.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.

1.1 Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.

1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

2.1 Ensure that Richmond's targeted OCP update shapes the direction and character of the city.

2.2 Develop and implement innovative and proactive solutions that encourage a range of housing options and prioritize affordability.

2.3 Ensure that both built and natural infrastructure supports sustainable development throughout the city.

2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private and active transportation needs.

2.5 Work collaboratively and proactively to attract and retain businesses to support a diversified economic base.

November 19, 2025

- 5 -

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

Responsible financial management and efficient use of public resources to meet the needs of the community.

4.1 Ensure effective financial planning to support a sustainable future for the City.

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.

5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.

5.2 Support the preservation and enhancement of Richmond's natural environment.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.

Background

An OCP outlines the long-term vision for a community. The OCP's primary purpose is to realize the community's vision by managing the complexities associated with growth from a land use planning perspective. The current version of the OCP ("OCP 2041") was adopted in 2012 and has undergone several major updates to keep it relevant and to reflect community values. OCP 2041 has been successful in achieving the following:

- guiding growth from approximately 200,000 people in 2012 to more than 240,000 people in 2025;
- transforming the City Centre into a network of connected, mixed-use transit-oriented urban villages that reflect a balance of jobs and population growth;
- securing amenities, parks, and rental housing (e.g., Low-End Market Rental and market rental housing) using a defined, transparent density bonusing framework and developing subsidized housing in partnership with senior levels of government; and
- focusing growth outside the City Centre along arterial roads and in areas with a defined sub-area plan (e.g., West Cambie, Hamilton).

OCP 2050 builds upon previous achievements and includes a defined growth management framework consistent with the following guiding principles:

November 19, 2025

- 6 -

- provide Council with tools to manage the City's growth narrative notwithstanding the limiting effect of provincial housing legislation on local government autonomy as it relates to land use planning;
- support development that builds housing that is more affordable for more households, and build more rental housing;
- build more complete and connected neighbourhoods city-wide with more transportation and housing options alongside nearby shops, services, employment and amenities, particularly along arterial roads and in and around existing shopping centres;
- align growth with existing services to maximize efficiency;
- reduce car dependency and support energy efficient growth to achieve the City's carbon reduction objectives; and
- retain employment and agriculture lands.

While the OCP is the City's most visionary document for land use planning, the new and revised sections of the OCP attached to this report also include shorter-term, actionable policies that define implementation specific to the Richmond context, while at the same time complying with provincial housing legislation.

Analysis

Land Use Planning Challenges Facing Richmond

The City faces different challenges than it did in 2012. Key growth-related challenges that inform OCP 2050 include the following:

1. New Land Use Planning Context

Provincial housing legislation changed the fabric of Richmond's residential neighbourhoods and fundamentally changed the context for land use planning in the City by significantly limiting local government's planning authority.

- a. More housing capacity: Provincial housing legislation creates conditions for rapid growth by increasing capacity. Provincial housing legislation mandated changes that have increased capacity city-wide by approximately 95,000 dwelling units (Attachment 4).
- b. Growth targets: The Province of British Columbia (the "Province") has assumed the role of overseeing growth targets for the City. New housing will need to increase by 31% to provide the new dwellings as estimated by Richmond's IHN, which estimates that 52,000 new dwellings must be built between 2021 and 2041 (i.e., roughly 2,600 new dwelling units/year). In addition, Richmond is subject to a ministerial order that specifies the City needs to provide at least 6,753 net-new homes over a 5-year period.
- c. Overlooked impacts: Provincial housing legislation significantly intensified housing capacity without associated guidance on transition between affected areas.
- d. Amended and new planning tools: Provincial housing legislation introduced new planning tools (e.g., inclusionary zoning, financing and infrastructure tools).

November 19, 2025

- 7 -

The changes fundamentally dismantle the defined, transparent density bonusing framework that the City has used since 2009 to secure City-owned amenities (e.g., child care, community space) and Low-End Market Rental (LEMR) housing.

2. Declining Housing Affordability

For many households, the costs associated with living in the city have risen faster than income. Those seeking ownership housing are today confronted with rising land values, higher borrowing costs, and other inflationary pressures that increase the cost of buying a home. As a result, more households are moving into the rental market which, confronted with low levels of rental vacancy, are causing rents to rise and further challenging housing affordability. The availability of safe, suitable and affordably priced housing has broad implications for community viability, health and residents' well-being.

3. Unbalanced Growth

Almost 70% of new growth has occurred in City Centre. This growth pattern is consistent with existing land use planning objectives to establish a network of connected, mixed-use transit-oriented urban villages in the City Centre, typically in high-rise apartments. In recent years, the cost of concrete structures for residential development has risen significantly, which has had an impact on new construction. OCP 2050 continues to support growth in the City Centre while encouraging a greater variety of lower cost wood housing types inside and outside the City Centre.

4. Car Dependency:

Despite efforts to support more concentrated growth in the City Centre near existing transit infrastructure, residents outside of the City Centre are largely dependent on the use of cars. Car dependency contributes to environmental, affordability, and social issues, including greenhouse gas emissions and less equity, inclusivity, transit service and walkability. It is also contrary to circular city objectives. Outside of the City Centre, OCP 2050 supports greater concentration of growth near existing transit routes and shopping centres to support other modes of transport, such as public transit, biking, and walking.

While the City is required to update its OCP to enable greater housing capacity and accommodate more multi-family development, simply providing for such opportunity is not enough to make development happen or ensure a good "fit" in the community. OCP 2050 directs growth in a way that is intended to maximize associated benefits to the community.

[OCP 2050 \(Bylaw 10724\): Key Land Use Planning Solutions to Challenges Facing Richmond \(Housing Affordability\)](#)

OCP 2050 applies an evolved growth management framework that reflects the current land use planning context, to encourage construction of more housing and a greater diversity of housing types in locations that have the greatest potential to affect housing affordability. The focus is providing purpose-driven solutions to deliver permanent housing in Richmond. Short-term housing options (e.g., emergency shelters, transitional housing) are addressed through other sections of the OCP, together with various City strategies and plans.

November 19, 2025

- 8 -

The following summarizes key elements of the land use planning response to build better neighbourhoods and more housing choice.

Apply a City-Wide Transit-Oriented Village Framework

Region-wide, nearly one-third of households spend more than 70% of their before-tax income on the two major and interrelated costs of housing and transportation. OCP 2050 directs growth to a city-wide network of walkable, mixed-use, transit-oriented villages. Transit-oriented development can occur at a variety of scales. Villages outside the City Centre are envisioned as small to medium scale, climate resilient, neighbourhoods. Transit-oriented villages support greater housing affordability and selection, and better transportation options and access to daily needs, all of which support more affordable, sustainable, equitable and resilient neighbourhoods. The growth management framework is also consistent with Richmond's Community Energy and Emissions Plan (CEEP). Supporting policies set the following expectations for transit-oriented development:

- provide a desirable place to live (e.g., located in high-amenity locations, support residents through all stages of life, scaled to reflect individual village character);
- improve convenience (e.g., inclusion of high streets providing a diversity of nearby shops and services, varying development intensity); and
- make walking and other forms of active transportation accessible, comfortable, safe and convenient for residents of all ages and abilities (e.g., improve connections within and between neighbourhoods, include shared and micro-mobility options, mobility hubs, co-locate public connections with natural and semi-natural systems).

The transit-oriented village framework intends for 90 percent of Richmond residents to live within a 5-minute walk or roll of transit and no more than a 20-minute walk or roll of a transit village that can support residents' daily needs.

New Land Use Designations: Five Complementary Neighbourhood Types

OCP 2050 simplifies and modestly reorganizes land uses that permit residential and mixed-use development. Five Neighbourhood Types designate land uses for all areas of the city where residential and mixed-use development is supported as follows:

- Inside City Centre:
 - **City Centre Downtown:** Areas within a 10-minute walk (800 m) of the Capstan, Lansdowne and Brighouse Canada Line station that are identified for high-density, mixed-use development and subject to Richmond's Transit-Oriented Areas (TOA) bylaw, which permit the greatest heights and densities in the city.
 - **City Centre Perimeter:** Areas identified for a range of housing types and pedestrian oriented uses at grade along designated high streets. A mix of building types are supported, from high-rise to low-rise development, to facilitate transition between the high-density downtown and lower density neighbourhoods outside the City Centre.
- Outside City Centre:
 - **Local Villages:** Areas that are generally within a short walk of an existing suburban shopping area where low-rise development is supported and commercial and street activating uses are required along designated high streets.

November 19, 2025

- 9 -

- **Arterial Connectors:** Areas located along arterial roads that are generally more than a 5- to 10-minute walk from an existing suburban shopping area where townhouses, row houses and low-rise rental apartment buildings are supported. The Arterial Connectors designation replaces the outdated Arterial Road Land Use Policy.
- **Neighbourhood Residential:** Areas that are characterized by SSMUH in accordance with provincial housing legislation. The option to construct a single-family dwelling with or without a secondary suite is preserved. Pockets of townhouses and low-rise apartments are supported on parcels that are greater than 0.4 hectares (1 acre).

The Neighbourhood Types reflect required changes to comply with provincial housing legislation, establish complementary relationships and transition between land uses, implement a city-wide transit-oriented village framework, and support greater housing variety in more areas in the city.

Introduce a Form-based Approach to Development

OCP 2050 uses a form-based approach to development to respond to the inherent challenges associated with intensification in established neighbourhood areas. A form-based approach is associated with predictable design outcomes and can allow for a broader range of housing tenures and types. The five Neighbourhood Types prioritize the physical form and design of buildings with the primary goal being a cohesive, high-quality, built environment. OCP 2050 applies a form-based approach to achieve the following:

- **Minimize impacts on adjacent neighbourhoods.** Impacts on adjacencies, particularly on low-density neighbours (i.e., zoned to permit SSMUH) are minimized with defined townhouse and apartment building envelopes that prescribe a complementary building scale. Modeling demonstrates that the combination of proposed building setbacks and building envelopes (including the proposed sloping envelope form) will typically result in no increased shading of low-density neighbours, as measured at the spring and fall equinoxes. In addition, an increased rear yard setback provides a space for substantial landscaping that can accommodate large trees, which may further enhance privacy.
- **Encourage secured rental housing.** Apart from City Centre Downtown, where minimum building heights and density are set by provincial housing legislation, for each Neighbourhood Type, OCP 2050 encourages construction of rental buildings by permitting additional height and variable density that increases with affordability (e.g., market rental buildings with or without LEMR housing, senior care facilities). The Neighbourhood Types identify a typical density range and height for mixed tenure development (i.e., mix of strata, market rental and below-market rental dwellings in compliance with City policy). Development that is exclusively rental housing is eligible for additional density, subject to defined form-based specifications (i.e., height). The form-based approach would replace the current practice of site-specific evaluation of additional density and/or height, which is associated with greater risk and uncertainty for the developer and less predictable outcomes for neighbours.

The proposed form-based approach to building design and regulation shifts the focus from density and land use segregation to scale and quality of physical form.

November 19, 2025

- 10 -

Expand Variety of Housing Types, Including Housing for Middle-Income Households

Housing needs vary reflecting differences in housing type, income, ability, life stage and values. OCP 2050 clarifies and introduces new policies to maximize housing choice city-wide, including support for alternative ownership and rental housing models. Policies with associated implementation provisions reflect the following guiding principles that are applicable to all five Neighbourhood Types:

- Balance initiatives to increase housing supply and affordability with objectives to build suitable housing that supports resident health and well-being (e.g., require equivalent livability and suitability requirements for ownership and rental housing, include and preserve natural areas, encourage high performance buildings that optimize energy efficiency and include accessibility targets).
- Make it easier to build the housing Richmond needs (e.g., streamline approvals, consider strategic pre-zoning, pre-servicing and pre-approvals for priority development types, define incentives for secured rental housing and senior care homes/facilities).
- Support development that is associated with greater affordability (e.g., create more opportunities to build in less costly wood frame construction, apply elements of the provincial and Metro Vancouver home building models that are suitable in the Richmond context).
- Adjust the City's successful secured rental housing initiatives to comply with provincial housing legislation, strengthen provisions for preservation of existing rental housing and protect tenants.

OCP 2050 also encourages a greater variety of housing options for middle-income households whose access to market housing is limited due to cost or availability and who do not qualify for below-market housing. The housing is geared to a segment of the population who provide a vital service to the community or represent a segment of the population for whom housing needs are associated with a specific life-stage (e.g., workforce housing, student housing, senior housing, and community-led affordable housing). OCP 2050 expands the range of housing models supported in the city.

Below-market and Non-market Rental Housing

While senior levels of government are primarily responsible in the delivery of below-market and non-market housing, they are also partners, which the City actively contributes. The City provides resources and advances programs and land use policies to support construction of below-market and non-market housing in accordance with the City's Affordable Housing Strategy, which includes securing LEMR housing in private development. While new below-market and non-market housing is being built, the City's IHNR finds that demand for below-market and non-market housing and temporary accommodation is increasing. Further, the IHNR identifies a need for 299 homes to be provided annually for households experiencing extreme core housing need.

OCP 2050 includes policy to guide stronger partnerships and relationships to increase development of below-market and non-market housing, including partnerships with government housing organizations (e.g., Canada Mortgage and Housing Corporation, BC Housing,

November 19, 2025

- 11 -

Indigenous housing societies, Metro Vancouver Housing Corporation), non-profit agencies, First Nations, and private developers. It also identifies pathways to increase City engagement and support for below-market and non-market housing. OCP 2050 clarifies the City's role in increasing the supply of below-market and non-market housing in the City. To reflect the importance on the delivery below-market and non-market housing, the City has a dedicated Housing Office department, and OCP 2050 supports their on-going efforts to enhance the delivery and management of this much needed housing.

Continue to Secure Amenities

Provincial housing legislation changed terms and conditions for density bonusing. The change is especially impactful in the City Centre as the City is no longer able to apply its defined, transparent density bonusing framework to secure amenities from new development that is subject to Richmond's TOA bylaw using existing tools (e.g., Village Centre Bonus and T6 density bonus). However, the option is retained for areas that are not subject to the City's TOA bylaw (i.e., Village Centre Bonus in Bridgeport and Aberdeen Villages). In addition, through discussions with the Vancouver Airport Authority, and subject to approval from the federal government, the City may pursue opportunities for greater building heights near City Hall and associated opportunities to apply density bonusing. Provincial housing legislation increased capacity for growth outside the City Centre by almost 65,000 more dwelling units, which highlights a need to consider a more intentional strategy to align distribution of amenities with growth patterns outside the City Centre. To continue to secure amenities alongside growth, the City's amenities framework requires updates.

OCP 2050 introduces the concept Complete Village Spaces (CVS), which reflects revised elements of the longstanding "Institution Bonus" and "Village Centre Bonus (VCB)" to respond to the new Richmond context. CVS intends to encourage uses that are important in a complete, healthy community such as health care, child care, adult day care, social services, or cultural facilities. To ensure these uses are incorporated into new development, a multi-part strategy is proposed to ensure residents continue to benefit from a high-level of amenities and facilities that meet the needs of a growing community. Where the City retains the ability to utilize density bonusing, an incentive-based approach is used to encourage the provision of these uses. Within TOA, which is imposed by the Province, the OCP includes policies to require these uses are provided. In both situations, the uses are subject to Council discretion, including the ability to accept cash-in-lieu on a site-specific basis.

Location	Description
City Centre Downtown	<p><i>Mandatory Complete Village Space (CVS) in City Centre Downtown</i></p> <ul style="list-style-type: none"> • Mandatory for new development of lands subject to Richmond's TOA bylaw. • 4% of total floor area constructed is to be secured as CVS, excluding development where residential use is exclusively (100%) reserved for rental tenure.
City Centre Perimeter (Tier 1) and non-residential areas in downtown	<p><i>Optional Village Centre Bonus (VCB) Overlay</i></p> <ul style="list-style-type: none"> • Optional density bonus 1.0 FAR of non-residential floor area for non-residential uses provided that 5% is City-owned amenity space.
City-wide	<p><i>Optional CVS Density Bonus</i></p> <ul style="list-style-type: none"> • Optional density bonus 0.2 FAR density bonus over and above the

November 19, 2025

- 12 -

Location	Description
	<p>Neighbourhood Type defined density facilitated through rezoning.</p> <ul style="list-style-type: none"> Excludes SSMUH development. Conditional to compliance with the Neighbourhood Type building envelope specifications. Half the density bonus is secured as CVS, the remainder may be residential use that is not subject to rental housing policies.
Site Specific Locations	<p><i>Optional CVS Overlay</i></p> <ul style="list-style-type: none"> Optional density bonus opportunity for lands identified by the CVS Overlay to retain and enhance existing uses alongside infill development that benefits the community. This would include government owned sites (e.g., Metro Vancouver Housing Corporation), or religious facilities.

Consistent with past application of density bonusing provisions, through rezoning, a voluntary developer contribution equivalent to the value of constructed CVS floor area may be accepted by Council. Importantly, neither CVS nor VCB includes facilities for which the City will collect Amenity Cost Charges (ACCs). The City's proposed ACCs approach, as permitted by the Province's Development Financing legislation (Bill 46), was endorsed by Council for consultation with the public and interested parties. The process is separate from the introduction of CVS.

Clarify the Impact of Small-Scale Multi-Unit Housing (SSMUH) on the City's Lot Size Policy

In June 2024, Council amended zoning for almost 27,000 single-family and duplex lots to comply with the Province's SSMUH legislation. To facilitate SSMUH development, Council adopted a new RSM zone which generally maintains neighbourhood character. These changes have made the City's long-standing Single Family Lot Size Policy obsolete (i.e., a collection of 55 separate policies that specify subdivision permissions for affected properties). Therefore, it is recommended that Council, through a resolution, rescind the 55 lot size policies (Attachment 1). In place of the Single-Family Lot Size Policy, OCP 2050 includes a consolidated map for all SSMUH neighbourhoods that informs minimum lot size intentions for the purpose of guiding situations where rezoning may be considered for the purpose of subdividing.

Implications for Instream Applications

Provisions are in place for instream development applications. Applications that have received third reading without an associated OCP amendment can proceed with the current application or, at the applicant's discretion, may amend the proposal to realize additional development options supported in OCP 2050. Three instream applications have an associated OCP amendment that has received third reading. One is unaffected by OCP 2050, for the other two, it is recommended that the instream OCP amendment bylaw is adopted prior to the OCP 2050 bylaw to avoid conflict with the bylaw's new land use designations. For rezoning and/or OCP amendment applications that are in circulation but have not yet been forwarded to Council for consideration, the proposed new land use designations and accompanying policies forming part of OCP 2050 will generally apply.

Implications for Area Plans

OCP 2050 will amend sections of the main city-wide OCP (Schedule 1) but will not change existing Area or Sub-Area Plans contained within OCP Schedule 2.

November 19, 2025

- 13 -

Upon adoption, if there is a conflict with respect to a land use designation between the OCP Schedule 1 and an OCP Schedule 2 document, the Schedule 2 land use plan will take precedence; except when the conflicting information relates to a site designated conservation or a site that is subject to Richmond's TOA bylaw. Where the Schedule 1 land use designation permits more height, density, and/or uses on a site than permitted by the OCP Schedule 2 Plan, the applicant may opt to apply the land use designation and policies in Schedule 1. For clarity, Schedule 2 Area and Sub-Area Plans that require amendments to reflect changes in OCP Schedule 1 will be brought forward for Council's consideration in the future.

Land use policies in the Steveston Village Heritage Conservation Area (SVHCA) are not affected by OCP 2050. Development in the SVHCA will remain in keeping with the Steveston Area Plan.

OCP 2025 (Bylaw 10725): Selective Updates to Environment Protection Policies and Guidelines as they Relate to Environmentally Sensitive Areas

In addition to OCP bylaw amendments related to housing and growth, OCP Amendment Bylaw 10725, includes updates to the ESA Map, ESA Development Permit Guidelines and ESA Development Permit Exemptions. One of the key directives of the OCP targeted update was to update the City's ESA Map using a landscape ecology, science-based approach and to revise associated Development Permit (DP) objectives, exemptions and guidelines. Key updates include the following:

- **ESA Map:** Since the revised ESA map was endorsed by Council in April 2025, further investigations have been conducted for the purposes of providing improved accuracy. Based on this and feedback received during the consultation period, there has been an increase in the number of ESA polygons which largely affect public lands (e.g., the inclusion of Richmond Nature Park, Sea Island Conservation Area, Sturgeon Banks, Garry Point Park) as well as fine-tuning some polygons on private lands (e.g., lands adjacent to the Bridgeport trail, selective areas in the Hamilton area).
- **ESA DP Objectives:** Greater emphasis is placed on the objectives for each of the four ESA types in order to outline specific criteria for all the outcomes that are being sought in relation to the natural environment as well as communicate expectations and justify the designation. The proposed four ESA categories include Marine, Terrestrial, Natural Freshwater Influenced, and Disturbed Freshwater Influenced.
- **ESA DP Exemptions:** Greater clarity and new exemption criteria have been added for situations where a DP is not required. This includes ESA DP exemptions for park and conservancy lands overseen by senior levels of government, agricultural activities within the Agricultural Land Reserve (in accordance with the Province's Farm Practices Protection (Right to Farm) Act legislation), and small-scale invasive species and noxious weed removal.
- **ESA DP Guidelines:** The proposed ESA DP guidelines are re-organized by the four ESA types and remain similar to the existing guidelines. The principal difference with the proposed ESA DP guidelines is the clearer focus of striving for the multiple objectives of preserving, restoring, and enhancing ESAs, and striving for no-net loss of high value habitat, while recognizing the context of accommodating the density and other related entitlements of development based on zoning.

November 19, 2025

- 14 -

Further amendments to the guidelines have been made to clarify when a Qualified Environmental Professional (QEP) is required. In most cases, a QEP would not be required for a residential farm home plate on ALR land, provided the farm home plate is 0.1 ha (1,000 m²) or less.

ESA designated lands may contain tangible ecological features (e.g., vegetation, forests, waterways, ditches, wetlands), which are vital to the long-term maintenance of biological diversity, soil, water or other natural resources both on the site and in a municipal and regional context. The aim of the designation is to manage any potential negative ecological impacts from development within the ESA designated lands. ESAs are not meant to prohibit development, but rather, indicate that there are environmental attributes that should be preserved, restored, and/or enhanced.

Summary of Changes Following Spring 2025 Consultation

The following summarizes elements of OCP 2050, which differ from the land use plan and strategic directions that were approved in principle for consultation in Spring 2025:

- The size and scale of Local Villages have been adjusted to respond to comments related to interface and incremental development. The land area designated Local Villages is reduced by almost 35%, which generally increases the area designated for arterial road townhouse development (and low-rise rental apartment). Further, the outer areas of Local Villages are reassigned from apartment development to townhouse with shared parking structure, except apartment development is supported when residential use is exclusively reserved for rental tenure. To ensure Land Use Map 2050 suggests the right solution for the Richmond context, additional village level consultation is recommended (and discussed in a subsequent section of this report).
- Building envelopes have been developed to define built forms. Portions of the building that interface with lower density adjacencies are sloped to minimize impacts (e.g., overlook, shading) on rear yard adjacencies.
- Additional lands that front an arterial road are designated Arterial Connector (e.g., along Bridgeport in the Tait neighbourhood, along Alderbridge Way and Shell Road to coordinate with abutting development in West Cambie's Alexandra area).
- CVS Overlay captures more sites that are owned by government and non-government organizations (23 additional properties).
- Minor amendments to align existing land uses and land use designations, these changes primarily apply in established neighbourhoods.
- Minor changes to the ESA map, including the addition of some publicly owned land (e.g., Garry Point Park, Paulik Park, Swishwash Island), and refinement of some privately owned land to better reflect environmental attributes on the ground.

While the OCP 2050 Land Use Map generally amends only lands where residential use is permitted, the following land use designation changes are included:

- Redesignation of Larry Berg Park from "Park" to "Airport" at the request of Vancouver International Airport because the land is located within their jurisdiction.

November 19, 2025

- 15 -

- Redesignation of 10651 No. 6 Road and 13751/13851 Steveston Highway from “Commercial” to “Industrial” at the request of Vancouver Port Authority, which is consistent with the City’s Industrial Lands Policy.

Prior to the release of this report, Richmond School Board staff requested a change to the Land Use Map for a property that was recently purchased by the School Board at 8671 Odlin Crescent (the site was previously owned and operated by the Richmond School Board as Eburne Elementary School, sold to private interests in the early 1980s, and operated as a private school, most recently as Pythagoras Academy). The site is currently designated as Mixed Employment and Park as the long-term plan for this area is for a mix of commercial and industrial uses. Staff will review this request as part of a recent referral from Planning Committee investigating the merits and technical procedure for changing the OCP and City Centre Urban Village Plan for the intended use of mixed use and high density residential and rental housing. It should be noted that the site at 8671 Odlin Crescent is zoned Assembly (ASY), which allows the school to re-open as a public school.

Feedback received through the engagement process from stakeholders and the public have informed updates to OCP 2050.

Next Steps

The bylaws attached to this report are the first installment of amendments toward completion of targeted updates to the OCP and include a replacement Section 1 and 3, selective amendments related to the ESA Map and guidelines and associated administrative updates. In addition, attached OCP 2050 includes updates that are required to comply with provincial housing legislation, which have been undertaken to reflect responses that suit the Richmond context.

Provincial Housing Legislation

OCP 2050 reflects and provides required responses to several elements of provincial housing legislation as listed in the following table.

Provincial Housing Legislation Requirement	Status	OCP 2050...
Enable Small-Scale Multi-Unit Housing (SSMUH) (Bill 44)	Complete: June 2024 - RSM Zone introduced: June 2024 - 6 month review and updates to RSM Zone: January 2025 - setback amendments to the RSM zone: November 2025.	designates affected areas Neighbourhood Residential Tier 1, which supports small-scale multi-family development, as well as preserves the option to develop a single-family home with/without a secondary suite.
Designate Transit-Oriented Areas (TOAs) (Bill 47)	Complete: June 2024 - Richmond's TOA Designation Bylaw 10560 adopted. - provincial exemption of Burkeville from TOA: September 2024.	designates affected areas City Centre Downtown Tier 1, 2, and 3 and reflects minimum heights and densities as specified in the legislation
Complete and publish an IHNR (Bill 44)	Complete: December 2024	accommodates the 20-year housing need as estimated by the IHNR, reflects growth targets and includes
Align OCP and Zoning Bylaws	Deadline: December 31, 2025	

November 19, 2025

- 16 -

Provincial Housing Legislation Requirement	Status	OCP 2050...
with IHNR (Bill 44)	(Subsequent updates are required every five years)	short- and longer-term housing policies to achieve housing targets as referenced in the IHNR and Richmond's Housing Target Order
Amend density bonusing and cash-in-lieu of on-site amenities methodology (Bill 16). Instream applications have been subject to new criteria since April 2024.	Deadline: June 30, 2026 In 2026, staff will bring forward for Council's consideration an amended framework to secure rental housing that uses the new inclusionary zoning tool and an amended density bonusing framework.	

With the exception of the requirement to align the City's density bonusing methodology with provincial housing legislation by June 30, 2026, there are no upcoming deadlines for compliance with provincial housing legislation specific to the OCP targeted update. However, provincial housing legislation introduced a mandatory OCP update schedule and governs how local governments evaluate housing needs. The next iteration of a Housing Needs Report will be required by December 31, 2028, and every five years thereafter, with corresponding OCP and zoning updates following. Provincial housing legislation defines a cycle for future OCP updates; therefore, the attached updates will necessarily be revisited to ensure their applicability by December 31, 2030. While Richmond Council may direct the OCP to be updated more frequently, the minimum schedule for updates is legislated.

In the near term, Council will continue to receive information related to provincial housing legislation including required reporting for new housing construction and annual reporting for (amenity) reserve accounts. Council will also receive reports that suggest approaches to use new tools including the following:

- Bill 46: Outcome of consultation with the public and interested parties regarding the proposed approach to introduce ACCs and update Development Cost Charges (DCCs); and
- Bill 16: Expand requirements for road dedication, alternative transportation and other works and services that can be required at the building permit stage.

These future reports are not explicitly related to the OCP targeted update.

Future Land Use Planning and Public Consultation

While OCP 2050 provides significant updates to land use planning in the city, a series of supporting projects are intended to be initiated in 2026, in addition to ongoing work to comply with provincial legislation as outlined above. Staff intend to initiate the following:

- Planning Committee Referral Response: In response to the October 21, 2025 Planning Committee referral, undertake analysis to investigate the merits and technical procedure for changing the OCP and Urban Village Plan for the intended use of mixed use and high density residential and rental in selected areas of the Aberdeen and Bridgeport Village areas.

November 19, 2025

- 17 -

The request from the Richmond School Board to redesignate the recently purchased site at 8671 Odlin Crescent will also be reviewed. A staff report will be brought forward in early 2026.

- Consultation: Initiate consultation to inform further land use planning for the following:
 - Local Villages (e.g., size, mix of uses, high street and public realm design, connectivity strategy).
 - Specific geographic areas in City Centre Perimeter, including the “Oaks Neighbourhood” which is bisected by the Province’s TOA legislation and SSMUH legislation.
 - Guiding Principles for Special Precincts (e.g., confirming boundaries, mix of uses, supporting uses and amenities).
 - Refreshed design guidelines, including guidelines for City Centre Downtown, which is subject to building heights and densities that are set by the Province’s TOA legislation.
 - Updates to Schedule 2 Area Plans as required.

Prior to any public consultation, staff will report to Council requesting endorsement of the consultation process.

External Government Agencies

Metro Vancouver: In accordance with the *Local Government Act*, all member jurisdictions must adopt a Regional Context Statement (RCS) as part of its OCP. The RCS must be accepted by the Metro Vancouver Regional District (MVRD) Board before the adoption of the OCP bylaw. The attached RCS (Schedule F to Bylaw 10724) demonstrates that the OCP, with proposed changes, aligns with the Regional Growth Strategy, Metro 2050. If Council gives first reading to OCP Bylaw 10724 that includes the proposed RCS, the RCS will be submitted to the Metro Vancouver Board for acceptance. If the Metro Vancouver Board accepts the proposed RCS, Council may adopt the OCP amendment bylaw.

Agricultural Land Commission: Pursuant to Section 477(3)(b) of the *Local Government Act*, Bylaw 10724 and Bylaw 10725 will be forwarded to the Agricultural Land Commission for comment. Although there are no proposed changes to land located within the Agricultural Land Reserve (ALR), there are some ESA areas that have changed within the ALR. For those areas, farming is exempt from obtaining an ESA Development Permit so there is no impact. However, as the land is within the ALR, there would be interest from the ALC to review the amendments.

Richmond School Board: Pursuant to Section 475 of the *Local Government Act*, and in accordance with Council Policy 5043 (OCP Bylaw Preparation Consultation Policy), no further consultation is required to other external agencies. The only exception is the Board of Education of School District No. 38 (Richmond) as the proposed amendments would involve residential development proposing more than 150 multiple family housing units and more than 60 single-family housing units. There have been previous discussions with School Board staff during the preparation of the amendments to the OCP. This referral would provide the Richmond School Board an opportunity to review the amendments.

November 19, 2025

- 18 -

Financial Impact

Provincial housing legislation significantly increases the build-out capacity in affected neighbourhoods. Impacts on infrastructure and required upgrades, as well as impacts on parks, recreation and cultural facilities, and other amenities is under review. Reports that consider these impacts and associated costs will be brought forward for Council's consideration. Costs associated with further consultation and public information meetings specifically related to the targeted OCP update, as discussed in the Next Steps section of this report, can be accommodated within the existing operating budget.

Conclusion

In 2022, Council endorsed a proposed scope and process to review six components of the City's OCP. The OCP update process was interrupted by enactment of new provincial housing legislation, which changed the land use planning framework in the province to prioritize greater housing supply.

This report delivers the first installment of key updates to the OCP, as well as satisfies requirements for the City to update its OCP by December 31, 2025 to align with Provincial objectives to accelerate delivery of housing supply. The new and replacement sections of the OCP include the following, alongside administrative updates as needed:

- New Land Use Map, strengthened growth management framework and new and updated policies related to neighbourhood and housing to increase the diversity of housing supply and to improve affordability in the City.
- Selective updates to development permit guidelines and maps that relate to environmentally sensitive areas.
- Revised introduction to the OCP that reflects the community context (i.e., greater housing capacity, permission for multi-family development in most residential neighbourhoods, new legislated requirements, updated demographic information), introduces the evolved growth management framework and considers emerging trends and technologies that affect land use planning.

The second installment of OCP 2050, which will be prepared for Council's consideration in 2026, will include the remaining target update areas (i.e., Equitable Communities, Climate Mitigation, remaining updates to Environmental Protection and Enhancement, additional administrative updates and updated design guidelines).

In order to comply with provincial requirements and respond to Council's direction to undertake a targeted OCP update that includes a defined land use response to challenges related to housing affordability and environmental protection and enhancement, staff recommend the following proceed for first reading:

- updates to the OCP Land Use Map, housing policies, Regional Context Statement and associated housekeeping and in-stream provisions (Bylaw 10724 and associated Schedules); and
- updates to the ESA Map, ESA DP Guidelines and ESA DP Exemptions (Bylaw 10725).

November 19, 2025

- 19 -

It is further recommended that Bylaws 10724 and 10725 be referred to the:

- Provincial Agricultural Land Commission for comment prior to public hearing as there are proposed changes in the environmentally sensitive area map that include areas in the Agricultural Land Reserve; and
- Board of Education of School Board No. 38 (Richmond) as per Council Policy No. 5043.

Subject to first reading for Bylaw 10724, it is also recommended that the RCS be referred to the Metro Vancouver Board for acceptance as a condition for final adoption.



Suzanne Carter-Huffman
Program Manager, Urban Design
(604-276-4228)



Diana Nikolic, MCIP
Manager, Land Use Policy
(604-276-4040)

DN/SCH:cas

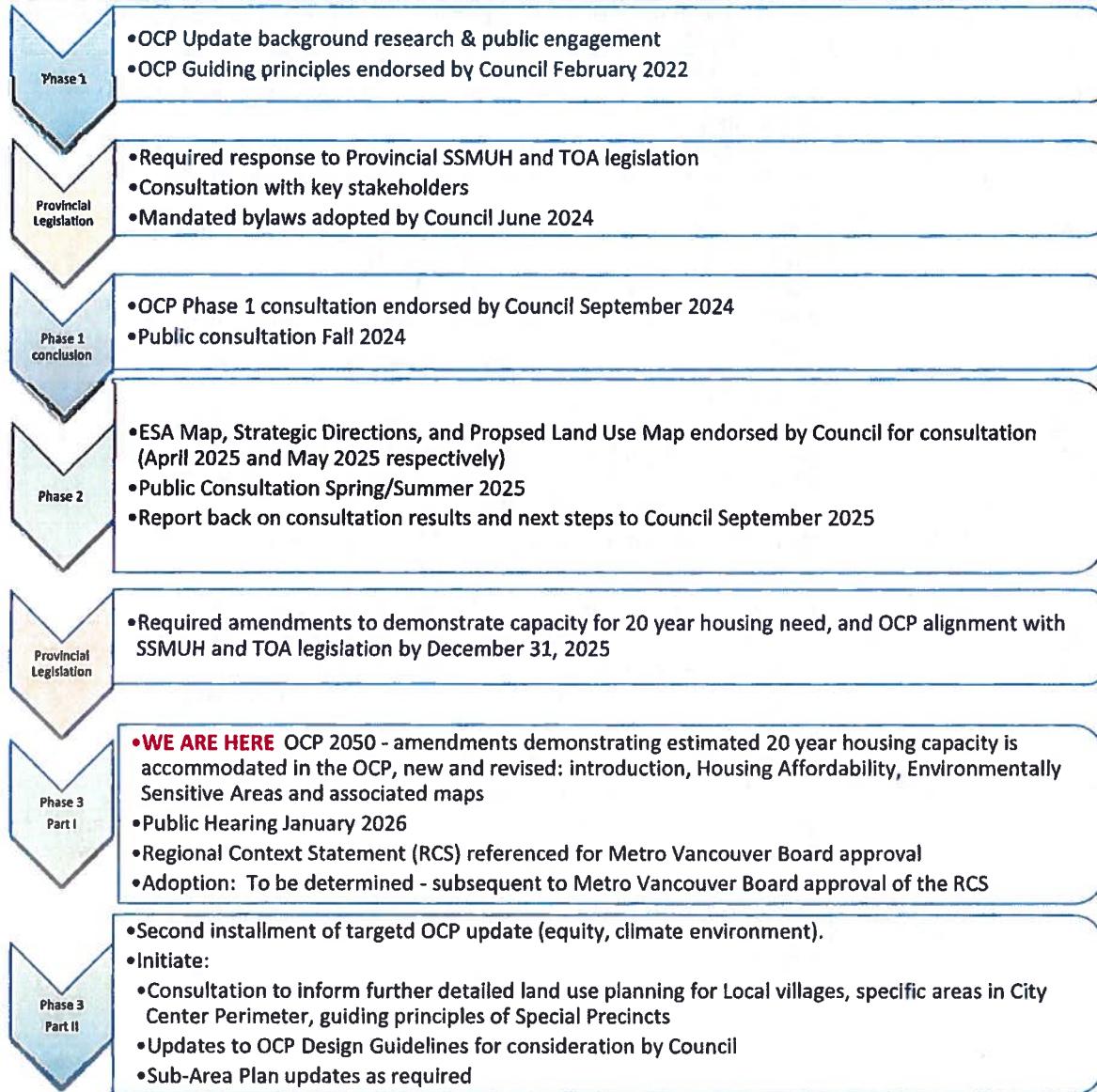
Att. 1: List of Lot Size Policies to be Rescinded
2 Targeted OCP Update Project Milestones
3: OCP Consultation Policy and Summary of Targeted OCP Update Public Engagement
4: Projections and Capacity Summary

ATTACHMENT 1

Single-Family Lot Size Policies to be Rescinded

Policy Number	Quarter Section	Description of Area
5408	18-4-6	Blundell Rd., No. 2 Rd., Comstock Rd. and Gilbert Rd.
5409	25-4-6	Shell Rd., King Rd., No. 5 Rd. near Seaton Road
5410	19-4-6	Minler Rd.
5411	11-4-7	Westminster Hwy., Granville Ave., No. 1 Rd. and the property line to the rear of the properties on the east side of Gibbons Dr.
5412	2-4-7	River Rd., No. 1 Rd., Westminster Hwy. and Gibbons Dr.
5413	27-5-6	Patterson Dr. (eastern end)
5414	25-4-7	Francis Rd. (south side), west of No. 2 Rd.
5415	19-4-6	Francis Rd. (north side), midway between No. 2 Rd. and Dorval Rd.
5416	26-4-7	Pendlebury Rd.
5417	31-4-6	Williams Rd. (south side), midway between No. 2 Rd. and Gilbert Rd.
5418	20-4-6	Foster Rd.
5419	12-4-7	No. 2 Rd., Westminster Hwy., Granville Ave. and Lynas Lane
5420	36-4-7	Steveston Hwy., No. 2 Rd., Railway Ave. and Williams Rd.
5423	21-4-6	Blundell Rd., No. 3 Rd., Francis Rd. and Garden City Rd.
5424	26-5-6	Bird Rd. and Caithcart Avenue
5425	35-4-7	Steveston Hwy. (north side), between Railway Ave. and Ransford Gate
5426	26-4-7/ 35-4-7	Williams Rd., No. 1 Rd. and Geal Rd.
5427	13-4-7	Railway Ave., Blundell Rd. and No. 2 Rd.
5428	30-4-6	Gilbert Rd., No. 2 Rd., Francis Rd. and Woodwards Rd.
5429	11-3-7/ 12-3-7	Moncton St., bounded by No. 2 Rd. and Hayashi Court
5430	32-4-6	Williams Rd., Gilbert Rd., south side of Petts Rd. and the east side of Dunoon Dr.
5431	28-4-6	Saunders Rd. (south side), No. 3 Rd., Williams Rd. and Garden City Rd.
5432	20-4-6	Lucas Rd., between Gilbert Rd. and No. 3 Rd.
5433	18-4-6	Granville Ave., No. 2 Rd., Comstock Rd. and West property lines of 6600 Granville Avenue and 6671 Comstock Rd.
5434	36-4-6	Steveston Hwy., Shell Rd., No. 5 Rd. and Williams Rd.
5435	29-4-6	No. 3 Rd., Williams Rd., Gilbert Rd. and north side of Afton Dr.
5436	30-4-6	Gilbert Rd., the north side of Juniper Dr. and Tau Park
5437	23-4-7	Railway Ave., Blundell Rd., Francis Rd. and No. 1 Rd.
5438	2-3-7	Steveston Hwy. (south side), west of Railway Ave.
5439	13-4-7	Granville Ave. and No. 2 Rd.
5440	25-5-6	Daniels Rd., No. 5 Rd., Cambie Rd. and the west side of Bargent Dr.
5441	27-4-6	Williams Rd., Garden City Rd., the north side of Bakerview Dr. and No. 4 Rd.
5442	19-4-6 & 20-4-6	Mirabel Crt., the south side of Blundell Rd. and the west and east sides of Gilbert Rd. south of Blundell Rd.
5443	35-4-6	Steveston Hwy., No. 4 Rd., Williams Rd., and Shell Rd.
5444	30-4-6	Williams Rd. (north side), between No. 2 Rd. and Gilbert Rd.
5446	27-5-6	Sea Island Way, Highway 99, east side of Regina Ave. and North Side of Kilby St.
5447	15-4-7	Granville Ave. (south side), west side of Marrington Rd., north side of Moresby Dr. and No. 1 Rd.
5448	23-5-6	Bridgeport Rd., Shell Rd., No. 4 Rd. and River Dr.
5449	20-4-6	Francis Rd. (north side), between Gilbert and Foster Rds.
5450	34-4-6	Steveston Hwy., Garden City, Mortfield Rd., No. 4 Rd.

Policy Number	Quarter Section	Description of Area
5451	36-4-7	No. 2 Rd. (west side), bounded by Williams Rd. and Steveston Hwy.
5452	27-4-7	Area bounded by Williams Rd., Francis Rd., No. 1 Rd., and Edgewater Park townhouse development
5453	24-4-7	Area bounded by Francis Rd., No. 2 Rd., Blundell Rd. and Railway Ave.
5454	36-5-6	Bounded by area west of No. 5 Rd., south of Thorpe Rd., east of Hwy. 99 and north of Hwy. 91
5455	19-4-6	Bounded by No. 2 Rd., Dorval Rd., the Huntly Wynd Multiple Family development and the rear property lines of lots on the south side of Danube Rd.
5456	2-4-7	Area bounded by the lots on the west side of Riverdale Dr. and by River Rd., McCallan Rd. and Westminster Hwy.
5457	14-4-7	Eperson Rd. to the north of Blundell Rd.
5458	2-3-7	Properties located along Dunfell Rd., Dunford Rd., Duncliffe Rd. and Dunavon Place
5459	36-4-7	Refer to Policy 5420 - Lassam Rd. (Adopted August 21, 1995)
5460	2-4-7	refer to Policy 5412
5461	18-4-6	Granville Ave., Comstock Rd & the Livingstone Place Road Allowance
5462	2-3-7	Garry St., between No. 1 Rd. and Railway Ave. (formerly Policy 5421)
5463	13-4-7	Blundell Rd. & No. 2 Rd. & Railway Ave. (formerly Policy 5427)
5464	30-5-5	Barnes Dr., Fiury Dr., & Bath Rd.
5465	25-5-6	Bird Rd. (south side) between Shell Rd. and No. 5 Rd.
5466	25-5-6	North Side of the 11000 block of Bird Rd.
5467	23-4-7	Francis Rd. (north side) between Railway Ave. and No. 1 Rd.
5468	27-5-6	3000 block Garden City Rd. (west side) and Kilby St. (south side)
5469	33-4-6	Ryan Rd., Leonard Rd., Ruskin Rd. and Ruskin Pl.
5470	2-3-7	Properties located along Dunfell Rd., Dunford Rd., Duncliffe Rd. and Dunavon Pl.
5471	2-3-7	Garry St., between No. 1 Rd. and Railway Ave.
5472	31-5-5	No. 5 Rd., Woodhead Rd., McNeely Dr., Cameron Dr.
5473	11-4-7 & 14-4-7	Granville Ave., Westminster Hwy., the McCallum Road Right-of-Way, and the property line to the rear of the properties on the west side of Mayflower and Riverdale Dr., and for the lots abutting Granville Ave. between Railway Ave. and No. 1 Rd. in a portion of Section 14-4-7.
5474	21/22-4-7	Area generally bounded by Blundell Rd., No. 1 Rd., Francis Rd. and the West Dyke Trail.

ATTACHMENT 2**Targeted OCP Update Project Milestones**

ATTACHMENT 3**OCP Consultation Policy and Summary of Targeted OCP Update Public Engagement****OCP Consultation Summary**

Key Partners	Referral Comment (No Referral necessary)
Agricultural Land Commission (ALC)	As per Section 477(3)(b) of the <i>Local Government Act</i> , Bylaw 10725 will be referred to the Provincial Agricultural Land Commission for comment due to changes to the Environmentally Sensitive Area map in the Agricultural Land Reserve.
Richmond School Board	As per Council Policy No. 5043, a referral will be sent to the Board of Education of School District No. 38 (Richmond). Staff have also met with School District staff on the proposed strategic directions and Land Use Map.
The Board of Metro Vancouver	Referral letter was sent. No response was received. Following first reading of the OCP bylaw amendment, a revised Regional Context Statement will be considered by the Metro Vancouver Board for acceptance.
The Councils of adjacent Municipalities	Referral letters were sent. No responses were received.
First Nations (e.g., Musqueam, Tsawwassen)	Referral letter was sent to Musqueam Indian Band and Tsawwassen First Nation. Staff also met with representatives from Musqueam Indian Band. No comments were received.
TransLink	<p>Referral letter was sent. In a response letter, TransLink indicated support for the following elements:</p> <ul style="list-style-type: none"> • Alignment with TransLink objectives to concentrate density along frequent transit corridors. • Continuation of City policies that secure the greatest number of new rental housing units in the downtown. • Alignment of Local Village locations and permitted uses with TransLink's transit-oriented guidelines and preferred locations for mixed-use development and greater housing variety. • Growth areas are supported by the existing transit network, which generally has capacity for increased ridership. <p>In response to concerns/questions from TransLink:</p> <ul style="list-style-type: none"> • Currently 70% of growth occurs in the City Centre, rebalancing growth in accordance with the growth management framework would continue to achieve 50% of new growth in the downtown. • Staff will continue to engage with TransLink, as required, including securing any required approval for road alterations that would reduce capacity of any part of the Major Road Network.

- 2 -

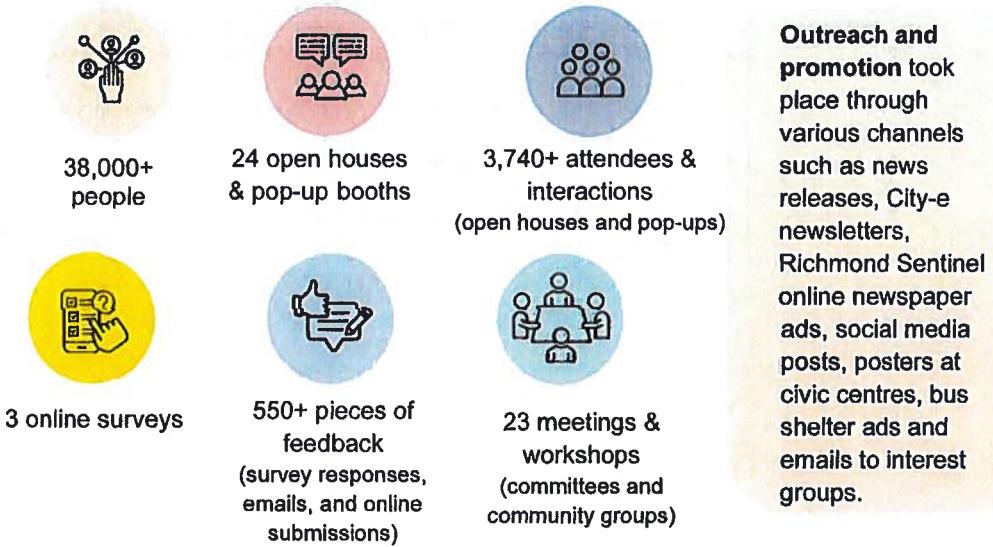
Key Partners	Referral Comment (No Referral necessary)
Port Authorities (Vancouver Port Authority)	<p>Referral letter was sent. Staff also met with Port of Vancouver staff which was followed by a response letter. In the letter the Port had the following comments:</p> <ul style="list-style-type: none"> • Strong support for the proposed growth management framework, which preserves industrial lands. • While OCP 2050 only amends land uses that permit residential use (e.g., residential, mixed-use), through notification for OCP 2050, the Port of Vancouver has requested redesignation of the following properties from Commercial to Industrial: 10651 No. 6 Road and 13751/13851 Steveston Highway. <p>In response to concerns/questions from the Port of Vancouver:</p> <ul style="list-style-type: none"> • Designation of areas within port authority jurisdiction as ESA does not mean the lands cannot be used; the ESA DP Guidelines intend to balance objectives to preserve and enhance natural environments alongside supporting active permitted land uses.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	<p>Referral letter was sent. Staff also met with VIAA staff which was followed by a response letter. In the letter, VIAA has the following comments:</p> <ul style="list-style-type: none"> • Supported alignment with Aircraft Noise Sensitive Development (ANSD) policies as there are no additional lands designated for residential use in areas subject to the ANSD policies. • Support for the City's successful efforts to exclude properties in the Burkeville neighbourhood from inclusion in Richmond's TOA bylaw. <p>VIAA provided the following additional comments:</p> <ul style="list-style-type: none"> • The City is encouraged to engage with VIAA regarding design of parkland and greenspaces, which should consider possible impacts on safe aircraft operations from large birds. • VIAA expressed concerns resulting from development intensification in downtown (in accordance with Provincial TOA legislation) on transportation and traffic that may affect airport and related operations, including increasing traffic on Russ Baker Way, which is owned and maintained by the airport.
Vancouver Coastal Health Authority	<p>Referral letter was sent. Staff also met with Vancouver Coastal Health Authority staff which was followed by a response letter. In the letter, Vancouver Coastal Health Authority support the following elements of OCP 2050:</p> <ul style="list-style-type: none"> • Encourage retention, renewal and rehabilitation of older housing stock. • Prioritize transit-oriented development that supports active mobility. • Require public spaces to be accessible for all residents regardless of abilities. <p>Vancouver Coastal Health Authority also encourage the City to designate land for health facilities and include workforce housing policies.</p> <p><i>Health facilities are supported on lands designated commercial and mixed-use and are considered as part of a Special Precinct in the area around the hospital. Housing policies to support more housing options for middle-income households (including workforce housing) are included in OCP 2050.</i></p>

- 3 -

Key Partners	Referral Comment (No Referral necessary)
Community Groups and Neighbours	Community Groups and Neighbours were invited to provide comments through the extensive public engagement process.
BC Hydro	<p>Referral letter was sent. Staff also met with BC Hydro staff which was followed by a response letter. In the letter, BC Hydro staff support the following elements in OCP 2050:</p> <ul style="list-style-type: none">• Acknowledgement of the need for infrastructure improvements to support growth.• Ongoing commitment to working collaboratively with BC Hydro to improve service delivery and process efficiencies.• Alignment with Community Energy and Emissions Plan 2050 objectives.

OCP Consultation Policy and Summary of Targeted OCP Update Public Engagement

Public engagements are summarized below.



Most Frequently Reoccurring Comments Received for Housing Affordability and Environmental Protection and Enhancement

Housing affordability:

- Strong support for increasing housing affordability and density across the city, especially in transit-accessible areas, while ensuring improved pedestrian connectivity, services and amenities.
- Need for diverse housing options that are truly affordable for people of all ages, incomes, abilities, and backgrounds.
- Need for thoughtful human-scale urban design and protections against tenant displacement.
- Concerns expressed about traffic, infrastructure capacity, pace of development and preservation of single-family neighbourhoods.

Environmental protection and enhancement:

- Strong support for protecting Richmond's natural assets, including plants, animals, green space and mature trees, while enhancing access through walking and biking paths.
- Concerns about the irreversible loss of these assets, limited accessibility of people-friendly natural spaces, especially along the industrial waterfront.
- Opinions vary on expanding tree coverage in the city. Suggestions to use native plants in new developments, focusing on biodiversity, and ensuring the dyke system is climate-resilient.
- Concerns expressed about inconsistent Environmentally Sensitive Area (ESA) designations on private land and calls for more strategic, data-driven approaches to environmental planning.

ATTACHMENT 4**Projections and Capacity Summary**

The tables below indicate the estimated increase in capacity (i.e., an estimate of the maximum number of dwelling units that could be constructed based on applicable land use policies, without consideration of the likelihood or timeframe of construction) that can be attributed to the Provincial Housing Bills and OCP 2050. For clarity, for this summary capacity is the maximum number of dwelling units that could be constructed if every lot was developed to the maximum permitted under the draft OCP update (without consideration of when or if such construction might occur).

Transit-Oriented Areas (TOA)

In June 2024, Council adopted a TOA Bylaw identifying minimum heights and densities around identified Canada Line stations as required by the Province (Bill 47). The additional capacity identified below is in addition to the City Centre Area Plan (CCAP), adopted in 2009, which projected 56,900 dwelling units upon build-out.

Dwelling Units	
Increase in capacity attributable to TOA (Bill 47)	+29,956

Small-Scale Multi-Unit Housing (SSMUH)

In June 2024, Council rezoned almost 27,000 single-family and duplex lots to permit three, four or six units, depending on lot size and proximity to frequent transit, as required by the Province (Bill 44). While rezoning to permit SSMUH greatly increased the City's zoned capacity, it is expected that construction will occur gradually over many years.

Dwelling Units	
Increase in capacity attributable to SSMUH (Bill 44)	+64,392

Other Proposed OCP Land Use Updates

To rebalance growth between inside and outside City Centre, support the development of walkable, transit-oriented villages, and increase lower-cost strata and rental housing options (e.g., wood construction), OCP 2050 increases the capacity for townhouses and four- to six-storey apartments, including:

- Approximately 5,000 additional dwelling units (in addition to current OCP capacity) along arterial roads in designated "Local Villages" and "Arterial Connectors".
- Additional capacity for rental and non-profit housing throughout the city. For example, redevelopment of the sixty existing rental housing developments for which Council amended zoning to exclusively reserve residential use for rental tenure have capacity to introduce between 8,000 and 13,000 new rental units to the City's stock of rental housing.

Interim Housing Needs Report (IHNR)

In December 2024, Council approved Richmond's IHNR, which estimates that 52,000 new dwellings must be built between 2021 and 2041 to meet community need (i.e., roughly 2,600 per year). The Province requires that the OCP and Zoning Bylaw accommodate this growth. Richmond has enough pre-zoned land to satisfy this requirement, largely due to pre-zoning for SSMUH.

15.0 Regional Context Statement

Metro 2050 Goal 1: Create a Compact Urban Area

The 2050 OCP encourages compact, mixed-use, transit-oriented urban villages that focus new housing near residents' day-to-day needs and support people through all stages of their lives. Growth will be accommodated within the Urban Containment Boundary and will be directed where it optimizes local opportunities to support a diversity of housing types and needs. Building complete Richmond communities involves five complementary neighbourhood types: 1) the City Centre Downtown identified for high-density, mixed-use, transit-oriented urban village development; 2) City Centre Perimeter identified as a transition between Richmond's high-density downtown and lower density suburbs; 3) Local Villages that are near existing shopping areas with low-rise apartments and townhouses; 4) Arterial Connectors for transit-oriented townhouses, row houses and low-rise apartments together with local-serving amenities and commercial uses; and 5) Neighbourhood Residential with house-scale single, multiple and infill dwelling, pockets of townhouses and low-rise apartments with local-serving amenities. Together, they will help rebalance growth inside and outside City Centre, increase housing choice and deliver more walkable, inclusive and affordable places for everyone.

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	<p>The City has used the Metro Vancouver's population and dwelling unit projections to develop the growth framework and new OCP policies. The projected residential growth will be accommodated within the Urban Containment Boundary. See RCS Map.</p> <p>Below are Richmond's population and dwelling unit projections based on the medium growth scenario:</p> <p><u>Population</u></p> <p>2030: 257,978 2040: 288,526 2050: 311,236</p> <p><u>Dwelling Units</u></p> <p>2030: 101,457 2040: 116,555 2050: 128,422</p> <p>The OCP includes policies to increase housing supply to meet Richmond long-term housing needs as estimated by the 2024 Interim Housing Needs Report and accommodate development targets set by the Provincial Housing Target Order for Richmond, and update</p>	<p>The OCP aligns with the findings of the 2024 Interim Housing Needs Report. The land use map reflects capacity for twice the amount of estimated housing need and encourages construction of a greater variety of housing types to accommodate the housing needs of more residents. The projection using the Province's Housing Needs Report Method is 2,600 unit per year which is substantially higher than Metro Vancouver's dwelling projections: 1,478 units per year (low), 1,614 units per year (medium) and 1,764 units per year (high).</p> <p>The pre-zoning of almost 27,000 single-family and duplex lots to permit small-scale multi-unit housing (SSMUH), as directed by Bill 44, roughly doubled the total capacity of those lands from approximately 54,000 units, with two units per lot, to 108,000 units, which assumes four units per lot. Further, Richmond's Transit-Oriented Areas (TOA) Bylaw, as defined by Bill 47, has increased</p>

	<p>the OCP as needed to align with housing needs assessments as required by provincial housing legislation. (Section 3.2 Objective 1 Policy a)</p> <p>Below are the employment projections for Richmond by Metro Vancouver.</p> <p><u>Employment</u></p> <p>2030: 171,476</p> <p>2040: 188,302</p> <p>2050: 200,555</p> <p>Section 6 (Resilient Economy) includes policies to achieve a vision for a resilient economy. The current OCP incorporates the 2041 Employment Lands Strategy, which examines the supply of employment lands and policies to address Richmond's long-term economic and business development needs. The OCP policies are supported by changes made to the OCP and Zoning Bylaw in 2021 through the Industrial Lands Intensification Initiative (ILII) to support the protection and intensification of industrial lands. The ILII advances the recommended actions in the Metro Vancouver Regional Industrial Strategy and aligns with Metro Vancouver's 2040 Regional Growth Strategy to achieve the regional target. The City is committed to continuing to support industrial intensification in a manner that aligns with industry needs and City's objectives.</p>	<p>development capacity by roughly 30,000 units within 800 m of Richmond's Canada Line Capstan, Lansdowne and Brighouse stations, as compared to the current City Centre Area Plan (CCAP).</p> <p>The City is currently developing a new Economic Strategy to guide the City's long-term economic direction, support business growth and retention and strengthen community resilience.</p>
<p>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</p>	<p>The proposed OCP can accommodate the projected residential growth and continues to achieve the regional share of growth for Urban Centres. 50% of the residential growth is projected to be in the City Centre.</p>	

<p>Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 	<p>The majority (80%) of the employment growth between 2009 and 2041 will be in the City Centre, Sea Island (YVR) and North Richmond. The City Centre will remain the main area of jobs in the City and primary area of future office development in the City.</p> <p>Section 6 (Resilient Economy) includes City's commitment to continue to coordinate long-term community planning with neighbouring jurisdictions, vital to long-term employment and a resilient local and regional economy (YVR, Port Metro Vancouver, TransLink, Metro Vancouver, Steveston Harbour Authority) (Section 6.1 Objective 1 Policy e)</p>	
<p>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 <u>Table 2</u> and <u>Action 1.2.12</u></p> <p><i>1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:</i></p> <ul style="list-style-type: none"> 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. 	<p>City Centre villages, including Capstan, Lansdowne, Brighouse, Oval and Alexandra, are subject to existing Area Plans that guide growth and provide for at least 50% of Richmond's projected new dwellings. In response to recent provincial Transit-Oriented Areas (TOA) legislation, permitted building height and density is increased within 800 m of the Capstan, Lansdowne and Brighouse Canada Line Stations.</p> <p>Proposed Section 1.6 defines new neighbourhood types. City Centre Downtown is within a 10-minute walk or roll (800m) from Canada Line Stations and identified for high density, mid- and high-rise, mixed-use development with diverse housing options (including rental) to support a vibrant downtown and the City Centre's role as a regional urban centre balancing population, jobs and quality of life.</p>	<p>Future study and public engagement will further refine planning for transit-oriented village across the city, including Canada Line and future frequent transit villages.</p>

Strategy 1.1: Contain urban development within the Urban Containment Boundary		
Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	See OCP RCS Map
b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>Please see response in Targets section</i>
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	<p>Section 12 (Sustainable Infrastructure and Resources) includes policies to work with Metro Vancouver to maintain and improve the efficiency of infrastructure. For example, Section 12.1 Objective 1 includes policies to continue to work with Metro Vancouver on sanitary trunk and treatment plant capacity improvement projects (Policy e) and participate in the on-going implementation of the Metro Vancouver's Integrated Liquid Waste Resource Management Plan (Policy f).</p> <p>Section 12.3 Objective 1 includes policies to continue to work with Metro Vancouver on water supply capacity improvement projects (Policy g) and to continue to support the Metro Vancouver's Drinking Water Management Plan (Policy h).</p>
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	<p>The industrial land use designation excludes retail and residential uses.</p> <p>Section 9.2 (previously in Section 3.6.3) includes noise management policies and designates aircraft noise sensitive land use and</p>

		mitigation requirements to enhance livability. In Section 14.1.5 (DP Area Designations) all industrial sites in the City Centre, and industrial sites adjacent to non-industrial uses are designated as DP Areas to mitigate potential adverse impacts on surrounding uses.
--	--	--

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

Policy 1.2.23	Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:			
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	<i>Please provide response in Targets section</i>
	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	<p>The OCP land use map identifies the City Centre which is consistent with the guidelines set out in Table 3 of the Regional Growth Strategy.</p> <p>The City Centre boundaries are proposed to be adjusted to reflect recent provincial Transit-Oriented Areas (TOA) legislation and related considerations but remain generally consistent with the Urban Centre boundaries in the RGS map. See RCS Map.</p> <p>The current RCS allows amendments to adjust the boundaries of Urban Centres, provided such boundary adjustments meet the guidelines set out in Table 3 of the Regional Growth Strategy.</p>

	<p>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</p>	<p><i>Please provide response in Targets section</i></p>
	<p>iii) encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives</p>	<p>Section 6.2 Objective 2</p> <p>City Centre</p> <p>a) establish City Centre as the primary area of future office development in the City, to accommodate future regional/local office and institutional demands</p> <p>b) consider policy and tax incentives for stand-alone and/or mixed-use office space in the Bridgeport and Aberdeen commercial reserves</p> <p>c) ensure that public realm improvements (streetscape, public spaces) maintain high property values and, where appropriate, encourage the re-development of single-storey retail and light industrial properties to higher-density office space</p> <p>Section 2.2.3 (a) of the City Centre Area Plan encourages office- friendly development opportunities and office-friendly checklist (e.g., large, flexible site, high density, large floorplate buildings) Also, it supports commercial opportunities, especially office, where new housing is restricted due to aircraft noise (policy 2.2.3.c)</p>
	<p>iv) support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA and consider the use of parking maximums</p>	<p>Proposed Section 3.2 Objective 1 includes policies to lower costs associated with housing construction and operation.</p>

		<p>For example:</p> <ul style="list-style-type: none">• Define criteria for developers to align parking construction to demand to reduce related construction costs and advance the City's transportation and climate response objectives• Remove mandatory residential parking minimums, excluding accessible parking, visitor parking and loading, and commercial/office/industrial parking in areas subject to Richmond's Transit-Oriented Areas (TOA) bylaw (i.e., City Centre Downtown) as required under recent provincial legislation.• Consider parking reductions for new development where residential use is exclusively reserved for rental tenure, as determined by Council (over and above parking rate reduction provisions in the Zoning Bylaw). <p>Section 8.5 (Mobility and Access) Objective 2</p> <ul style="list-style-type: none">a) permit the provision of optional rather than mandatory parking spaces for residential developments where practicalb) pursue mechanisms to allow developers' funding contributions towards alternative transportation modes (transit, cycling, walking) in lieu of providing vehicle parkingc) permit reduced parking requirements for new developments located near major transit corridors and for mixed-use developments sharing parking, for example,
--	--	---

			<p>for multiple family residential developments</p> <p>The Zoning Bylaw includes regulations regarding provision of parking in TOA (City Centre). There is no minimum number parking required for residential uses, except for accessible parking spaces.</p> <p>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)</p> <p>The goal of the proposed Section 3 (Neighbourhoods and Housing) is to make Richmond a place whether housing development delivers innovative, purpose-driven solutions that contribute to housing affordability and diversity and equitable, resilient neighbourhoods.</p> <p>Section 3.1 (Build Better Neighbourhoods) applies a growth management approach based on a transit-oriented village framework that aims to encourage more compact community growth and its benefits, including more housing supply and options, economic viability, improved health, equity and inclusivity, reduced transportation costs, a more climate-resilient community and reduced greenhouse gas (GHG) emissions, and lower per capita infrastructure costs.</p> <p>Section 3.1. Objective 1 includes a policy to encourage growth and new housing development where they contribute to equitable, inclusive communities that support residents through all stages of life (Policy a).</p> <p>Section 3.2 (Build Better Housing) Objective 1 includes a policy to apply an equity lens to the Growth Management</p>
--	--	--	--

			<p>Framework to ensure the benefits that are associated with growth are distributed to address any imbalances or disparities (Policy a).</p> <p>Sectio 3.2 Objective 2 includes policies to minimize displacement of those who live in rental housing (e.g., tenant relocation plan requirement) (Policy a).</p> <p>The City is currently undertaking a targeted OCP update for community equity to enhance social inclusion and well-being of all community members, especially the equity-deserving groups. These policies will work together with other strategies and plans within the proposed Growth Management Framework to ensure growth is accommodated in a resilient and equitable way. The targeted update process is currently underway.</p>
vi)		consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	<p>Proposed Section 3.1 (Build Better Neighbourhoods) Objective 1 (Policy d) encourages commercial and community uses throughout the City to meet residents' daily needs including child care. Policy d also introduces new policies regarding Complete Village Spaces and tools to permit, incentivize and finance public and private sector uses, including child care.</p> <p>The City Centre Area Plan includes specific policies and strategies supporting the creation or expansion of child care through the development process (City Centre Area Plan Section 2.8.2.b). Where recent provincial TOA legislation</p>

		<p>hampers the City's ability to use density bonusing, the new Complete Village Spaces policies provide new measures to permit, incentivize and finance public and private sector uses, including child care.</p> <p>The City has also updated the Child Care Strategy and adopted the 2021-2031 Richmond Child Care Action Plan which complement and work together with the OCP policies.</p>
vii)	consider the implementation of green infrastructure	<p>Section 9 (Island Natural Environment)</p> <p>Objective 2: promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services on all lands.</p> <p>Policies include e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the Ecological Network. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning.</p> <p>In addition, the City Council adopted the updated Community Energy and Emissions Plan 2050 which includes a strategic direction to enhance green infrastructure to maximize the climate benefits of Richmond's green infrastructure by protecting and expanding existing carbon stores in trees, vegetation and soils.</p>

		Also, the Ecological Network Management Strategy (2015) includes green infrastructure (e.g., community gardens, rain gardens, green roofs, and watercourses) as a feature in the Ecological Network and encourages incorporating more green infrastructure into built environment.
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	Proposed Section 3.1 (Build Better Neighbourhoods) focuses growth, infrastructure and amenity investment in transit-oriented communities (i.e., City Centre, local villages and other areas close to transit). Section 3.1, Objective 1, prioritizes growth in high amenity locations and near transit.
ix)	support the provision of community services and spaces for non-profit organizations	Section 3.1, Objective 1, Policy d introduces new policies regarding Complete Village Spaces and related tools to permit, incentivize and finance public and private sector uses, including space to accommodate community services and non-profit organizations. Tools include, but are not limited to, the, Village Centre Bonus Overlay (as originally introduced in the City Centre Area Plan in 2009) and new Complete Village Space Overlay (i.e., city-wide density bonus). Section 11.3 Objective 2: facilitate the provision of space for community agencies, including: a) establish mechanisms to assist non-profit agencies and community groups to secure office or program space, or funding (e.g., through senior governments, NGOs, the lease of any surplus City space, negotiation with developers in the rezoning process)

		<p>b) establish clear, transparent guidelines for the securing and allocating of City-owned or negotiated community agency space (e.g., eligibility criteria, cost factors, timing, roles and responsibilities)</p> <p>c) support non-profit agencies and community partners to develop and maintain an inventory of space requirements for community agencies in Richmond</p> <p>The policies will be further enhanced through the targeted OCP update for community equity in the future.</p>	
	<p>x)</p> <p>consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial</p>	<p>Section 1.6 introduces five mixed-use neighbourhood types, including City Centre Downtown (which is within a 10-minute walk of specified Canada Line stations and identified as key employment area) and Local Villages (which are outside City Centre and intended to support the daily needs of residents, together with diverse jobs and business).</p> <p>Section 6.1 includes policies to densify neighbourhood commercial centres through multi-use development integrating a range of employment uses (Objective 1 Policy b).</p> <p>Section 6.2 includes policies to consider increasing the maximum building height in industrial zones or removing it (Objective 1 Policy i) and to encourage higher density industrial employment uses in the City Centre (Objective 1 Policy d for City Centre)</p> <p>Section 6.2 also includes a policy to consider increasing</p>	

		office Floor Area Ratios along major transportation corridors (Objective 2 Policy a)
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Section 9.2 (previously in Section 3.6.3) includes policies for noise management including noise from traffic and Canada Line. For example, new developments are required to achieve CMHC interior noise standards and ASHRAE standards and register noise covenants.
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	General Urban lands are identified on the RCS Map and their boundaries are generally consistent with the RGS.
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	<p>Section 1.6 introduces five mixed-use neighbourhood types, including City Centre Downtown. Additional direction is provided through Section 6.2 Objective 5</p> <p><i>City Centre</i> Policy b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen Village commercial reserves.</p> <p><i>City Centre Area Plan</i></p> <p>Policy 2.2.3.d Encourage the City Centre's continued role as an important city-serving and regional retail centre via:</p> <ul style="list-style-type: none"> • the designation of ample, well-located lands for urban retail and reduced automobile-oriented commercial uses • a network of Pedestrian-Oriented Retail Precincts providing a focus for the City Centre's retail activities • minimum recommended commercial retail unit sizes

		<p>aimed at enhancing retail flexibility and viability.</p> <p>Policy 2.4.1 a Encourage the establishment of an arts, culture and heritage district within the City Centre as a centre for a special precinct where zoning and development guidelines, economic and cultural strategies and related practices support and provide incentives for a vibrant, diverse and viable arts community and a focus for complementary uses, such as dining, theatre, galleries, retail, education and festivals.</p>
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;	<p>The proposed Growth Management Framework in Section 1.6 includes different neighbourhood types including Local Villages, Arterial Connectors and Neighbourhood Residential. Infill, townhouses and low-rise apartments are proposed to be permitted with local serving amenities, commercial uses and access to transit in these types of neighbourhoods. This will help strengthen growth outside City Centre, increase housing choice and deliver more walkable places for everyone.</p>
iv)	encourage neighbourhood-serving commercial uses	<p>Proposed Section 3.1 (Build Better Neighbourhoods) encourages a healthy mix of uses in village centres and incentivizes land uses necessary to support residents and ensure the growth of livable and economically vibrant communities. This includes:</p> <ul style="list-style-type: none"> - (3.1, Objective 1 Policy d) designating pedestrian-oriented village high streets as for development

		<p>as animated high amenity pedestrian-friendly areas</p> <ul style="list-style-type: none"> - (3.1, Objective 2, Policies a, b, c) promoting villages designated locations - (3.1, Objective 2, Policy d) designating existing commercial sites along arterial roads for mixed-use development with 1:1 commercial replacement - (3.1, Objective 2, Policy e) encouraging large development in traditional detached housing areas to include corner stores and other neighbourhood needs
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 currently includes definitions of “Mixed Employment”, which includes stand-alone office and business parks, and “Commercial” those areas of the city where the principal uses provide for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. Commercial areas exclude residential uses, except for caretaker accommodation.
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	<p>A FTDA is not proposed.</p> <p>However, proposed Section 3 includes policies to promote growth and new housing development near transit including Canada Line stations, TransLink’s planned major transit network improvements and along routes (arterial roads) that can serve multiple destinations (Section 3.1. Objective 1 and Policy a).</p>
f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations,	Proposed section 3.1 includes policies to promote growth and

		<p>TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions</p>	<p>new housing development near transit including Canada Line stations, TransLink's planned major transit network improvements or along routes that can serve multiple destinations (Objective 1 and Policy a).</p> <p>Section 8 (Mobility and Access) includes policies to work with TransLink to improve transit service (Section 8.2 Objective 1)</p>
<p>Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities</p>			
<p>Policy 1.3.7</p>	<p>Section</p>	<p>Policy</p>	<p>Applicable OCP Policies</p>
		<p>Adopt Regional Context Statements that:</p> <p>a) support compact, mixed-use, transit, walking, cycling and rolling-oriented communities</p>	<p>Proposed OCP Growth Management Framework (Section 1), together with Section 3 (Neighbourhoods and Housing) and Section 8 (Mobility and Access), include policies to support compact, mixed-use transit, walking, cycling and rolling-oriented communities. These policies are supported and completed by various City strategies and plans such as Community Energy and Emissions Plan.</p> <p>For example, Section 1.0 proposes five transit-oriented neighbourhood types, including City Centre Downtown (focused on the Canada Line) and Local Villages (focused on key arterial road intersection outside City Centre that are served by frequent transit or well-located for frequent transit service in the future).</p> <p>Section 3.1 Objective 1</p> <p>b) Promote conveniently compact communities: Adopt a village approach that prioritizes</p>

			<p>the enhancement of existing activity clusters (e.g., shopping centres, transit stations) and their surroundings as walkable, mixed-use communities.</p> <p>c) Encourage comfortably connected places and spaces: Make walking and rolling (e.g., bicycle, scooter, wheelchair) the preferred choices for most short trips, including getting to and from transit, for people of all ages and abilities.</p> <p>Section 8.1 Objective 1: Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling and transit within the road network</p>
		<p>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</p>	<p>Proposed Section 1.0 includes a Growth Management Framework that prioritizes development near existing parks, schools, recreation facilities, jobs, local-serving retail, medical/dental, etc.</p> <p>Proposed Section 3.1 (Build Better Neighbourhoods) incentivizes a healthy, viable mix of land uses necessary to support residents and ensure the growth of livable, sustainable, inclusive and economically vibrant communities (Objective 1 Policy d) including Complete Village Space policies that encourage the provision of large and small spaces for community-supporting uses (e.g., arts, culture, child care) particularly in transit-oriented villages.</p>
		<p>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</p>	<p>Proposed Section 3.1 includes a policy to encourage growth and new housing development where they contribute to equitable, inclusive communities that support residents through all stages of</p>

		<p>life and abilities (Objective 1 Policy c). Future detailed village planning and community engagement will advance these objectives (e.g., high street designs, enhanced public spaces and accessible connectivity measures).</p> <p>These policies will be further enhanced through a targeted update for community equity. The policy development is currently underway.</p>
d)	respond to health and climate change-related risks by providing equitable access to:	<p>See below.</p> <p>Note: these policies will be further enhanced through a targeted update for community equity. The OCP policy development is currently underway.</p>
i)	recreation facilities	<p>Section 4.2 (Recreation and Community Wellness) Objective 2</p> <p>a) continue to reach out to “hard to reach” populations, people with disabilities and older adults and youth</p> <p>b) deliver a broad range of programs and opportunities that appeal across all cultures, age groups and under-served groups</p> <p>c) address recreation accessibility and affordability issues in collaboration with community agencies through guidance and financial support where appropriate.</p> <p>These policies will be further enhanced through a targeted update for community equity and other City strategies and plans (e.g., Recreation and Sport Strategy).</p>
ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Section 10 (Open Space and Public Realm) includes

		<p>objectives and policies to ensure equitable access to green spaces and public spaces and provide a full range of places for residents of all ages and backgrounds (Objective 1 Policies a and b)</p>
iii)	<p>safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities</p>	<p>Section 8 (Mobility and Access)</p> <p>Objective 2: Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists)</p> <p>For example, policies include a retrofit road and streetscape features to meet the changing mobility needs of the community to enhance accessibility, comfort and security for all ages and abilities of users (e.g., all sidewalks and pathways to have curb ramps at intersections as required, additional benches, larger font for signage, wayfinding maps).</p>
e)	<p>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</p>	<p>Section 7.2 Promote Urban Agriculture and Advance Food Security</p> <p>Objective 1: To support and increase the range of urban agriculture (e.g., community gardening) and strengthen the food system beyond production.</p> <p>Objective 2: Strengthen the local food system to contribute to the economic, ecological and social well-being of the city.</p> <p>Objective 3: Support Locally Grown Food</p>

		Proposed section 3.1 Objective 1 Policy d) encourages a healthy mix of uses to support walkability and meet the needs of residents close to home. The proposed transit-oriented villages support economic diversity, food security and health objectives.
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	The mitigation of significant negative social and health impacts is being considered for the development of policies to advance community equity and will be considered when developing area plans in the future.
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	Section 14 includes Development Permit guidelines that promote social connections, universal accessibility (section 14.2.12), CPTED (section 14.2.11) and inclusivity. Future detailed village planning and community engagement will advance these objectives (e.g., high street designs, enhanced public spaces and accessible connectivity measures).
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	The City is in the process of updating the City's Art Strategy. The current Richmond Art Strategy (2019-2024) promotes inclusivity and diversity in the arts. Supporting actions include highlighting Richmond's cultural diversity in arts and culture marketing and communication and ensure that programming involves work by Musqueam and other Indigenous artists.

Strategy 1.4: Protect Rural lands from urban development

Policy	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a) identify Rural lands and their boundaries on a map generally consistent with Map 2		N/A, no Rural designation in Richmond	

	<p>b)</p> <p>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</p>	<p>N/A, no Rural designation in Richmond</p>
	<p>c)</p> <p>specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation</p>	<p>N/A, no Rural designation in Richmond</p>
	<p>d)</p> <p>prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve</p>	<p>Section 7.1 Protect Farmland and Enhance Its Viability includes a number of policies under the following objectives.</p> <p>Objective 1: Continue to protect the City's agricultural land base in the ALR.</p> <p>Objective 2: Ensure agricultural production remains the prime use of agricultural land.</p>
	<p>e)</p> <p>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</p>	<p>Section 2 (Climate Change Response) includes objectives and policies to effectively respond to climate change, reduce GHG emissions, improve conditions through carbon sequestration and strengthen resiliency. (Section 2.2, Objective 1, Section 2.3 Carbon Sequestration Objective 1, Section 2.4 Climate Change Adaptation)</p> <p>Section 9 (Island Natural Environment) takes an Ecological Network approach while accommodating growth, and encourages ecological values, lands and connectivity to be integrated into land use planning initiatives (Objective 1)</p> <p>Section 10 (Open Space and Public Realm) includes objective and policies to strategically expand the range of ecosystem services integrated within the open space and public realm to strengthen and contribute to the Ecological Network (Objective 5).</p>

			<p>The City adopted the Ecological Network Management Strategy in 2015 to protect and enhance ecological assets. The Strategy provides an overview of Richmond's current ecological assets, identify and group the key areas of the City to focus future specific actions where most appropriate, and provide tailored guidance on how the Ecological Network can be strengthened by different vegetation and land use types within the City.</p> <p>The Community Energy and Emission Plans 2050 includes eight strategic directions to achieve Richmond's GHG emission reduction targets.</p>
--	--	--	---

Metro 2050 Goal 2: Support a Sustainable Economy

The proposed Growth Management Framework strategically directs growth to where it best contributes to broad complete community objectives. It includes defined and connected growth areas, which preserve non-residential land uses that support economic diversity, food security and health objectives as well as align with climate and environmental objectives.

Section 6 (Resilient Economy) includes policies to achieve a vision for a resilient economy. The OCP policies are supported by changes to the OCP and Zoning Bylaw resulting from the Industrial Lands Intensification Initiative (ILII) to support the protection and intensification of industrial lands.

In addition, the City has adopted Circular City Strategy. It aims to maximize resource value by designing out waste and pollution, keeping products and materials in use longer, and regenerating nature through responsible consumption.

The City of Richmond is also developing a new Economic Development Strategy to guide the City's long-term economic direction, support business growth and retention and strengthen community resilience.

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

Policy	Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:			
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for	Section 1.0 proposes five transit-oriented neighbourhood types, including City Centre Downtown

	<p>Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands</p>	<p>(supporting high-density mixed-use development, including office, hotel, post-secondary education, and hospital uses, in proximity to Canada Line stations) and Local Villages (supporting housing, jobs and business in proximity to existing/future frequent transit outside City Centre).</p> <p>Proposed Section 3.1 (Build Better Neighbourhoods) incentivizes a healthy, viable mix of land uses necessary to support residents and ensure the growth of livable, sustainable, inclusive and economically vibrant communities through a transit-oriented village framework (Objective 1 Policy d). It includes a policy to encourage commercial units of adequate size, proportion and features to meet local needs, support economic viability and adapt to changing demands and trends, including, but not limited to, a typical unit depth of 18m or more, larger units for grocery and other large-format stores, and flexible spaces suitable to a variety of uses (e.g., second floor space adaptable to office, medical/dental, education, recreation).</p> <p>Section 6.1 Objective 1 supports the development of community-wide employment lands to achieve a resilient economy through various policies including f) continue to seek from TransLink provisions for suitable transit services to all major employment areas in the community and g) establish the City Centre as Richmond's principal commercial and office area and l) consider increasing density for multi-storey industrial buildings.</p>
b)	<p>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</p>	<p>Proposed Growth Management Framework in Section 1.0 directs residential growth away from the Bridgeport and Aberdeen Canada Line stations, which areas are subject to high aircraft noise and</p>

	<p>office development, variable development cost charges, and/or other incentives</p>	<p>identified in the City Centre Area Plan for medium and high density employment and central business district-type uses (e.g., large-scale office, retail and hotel).</p> <p>Section 6.2 Objective 2: Knowledge-based Industries includes policies to establish City Centre as the primary area of future office development in the City to accommodate future regional/local office and institutional demands, and consider incentives for stand-alone and/or mixed use office space (Policies a and b).</p>
	<p>c)</p> <p>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</p>	<p>Section 6.2</p> <p>Objective 3: Amenities and Attractions</p> <p>a) discourage stand-alone large footprint retail development (e.g., box retail, malls) in automobile-access only areas; integrate large footprint retail into City Centre and neighbourhood densification and redevelopment</p> <p>Objective 5: Population Services</p> <p><i>City Centre</i></p> <p>a) encourage retail and office uses on the perimeter of large institutional uses (e.g., hospital, WorkSafe BC) that flank major perimeter roads</p> <p>b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen commercial reserves.</p>

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

Policy 2.2.9	Section	Policy Text	Applicable OCP Policies
<p>Adopt Regional Context Statements that:</p>			
	<p>a)</p> <p>identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7</p>		<p>The OCP designates industrial and employment areas consistent with the RGS.</p>

	<p>b)</p> <p>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</p>	<p>Section 6.1 (Multi-Objective Employment Lands Policies) includes policies to continue to collaborate and coordinate with neighbouring jurisdictions and partners (e.g. YVR, PMV, TransLink, Metro Vancouver) for resilient local and regional economy (Objective 1 Policy e)</p> <p>Section 6.2 (Objective-Specific Employment Lands Policies) includes policies to foster a strong Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location and existing infrastructure, protect industrial land base (Objective 1: Asia-Pacific Gateway Policy a). The YVR land and other areas near major transportation routes are designated for industrial and consistent with the goals in the RGS.</p> <p>With the Economic Development Strategy underway, the City will review commercial and industrial policies, and can consider the inclusion of Trade-Oriented Lands at that point.</p>
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	<p>Section 6 (Resilient Economy) includes policies to protect industrial lands and encourage intensification of industrial lands. (Section 6.1 Objective 1 Policy I) & Section 6.2 Objective 1 Policy a)</p> <p>The City undertook the Industrial Land Intensification Initiative in 2020-2021 and recommended amendments to the OCP and Zoning Bylaw to further protect and encourage intensification of industrial lands. Amendments were made to the industrial zones and related definitions in the Zoning Bylaw to provide clarification to permitted industrial uses. The definitions and policies are consistent with those in Metro 2050.</p>
ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	<p>Section 6.2 (Objective-Specific Employment Lands Policies)</p> <p>Objective 1: Asia-Pacific Gateway</p> <p>s) do not encourage retail sales in the Industrial (I) and Light Industrial (IL) zones, but allow limited retail (e.g., 15% of the overall floor area up to a maximum of 500 m² [5,382 ft²]) for mixed employment business parks in the Industrial Business (IB) and Industrial Retail (IR) zones, or in site-specific zones which permit a</p>

			<p>mix of industrial and employment uses, provided the retail is ancillary to manufacturing uses only.</p> <p>As part of the Industrial Land Intensification Initiative review in 2021, the Zoning Bylaw was amended to allow ancillary office space and limited retail use.</p>
iii)		<p>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</p>	<p>As part of the Industrial Land Intensification Initiative review in 2021, staff conducted a comprehensive review of all existing non-industrial uses permitted in the industrial areas. Medium and large format retail uses, residential uses and stand-alone office uses are not permitted in the industrial areas.</p> <p>Proposed Growth Management Framework in Section 1.0 promotes compact residential growth and directs it away areas where the intended focus is employment uses.</p>
iv)		<p>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</p>	<p>Section 6.1 (Multi-Objective Employment Lands Policies)</p> <p>Objective 1: Asia-Pacific Gateway</p> <p>I) consider increasing density for multi-storey industrial buildings provided that the following criteria are met:</p> <ul style="list-style-type: none"> • a maximum floor area ratio of 1.5 provided this is for industrial uses (e.g. heavy and general industrial) • a minimum site area of 2.5 ha (6.2 acres) to allow efficient truck access and truck and vehicle ramping (the minimum site area may be reduced if demonstrated that a smaller site area is feasible) • the site should be located within 1-kilometre of an access point to a major road network or Provincial highway to facilitate efficient vehicle and truck movement • the site should not be located within 100 m (328 ft.) of a residentially zoned lot • corner lots are discouraged as any visible exterior ramping for trucks and vehicles should be from the interior side yard or rear yard • transportation (e.g., truck access and egress) and servicing issues (e.g., water, sewer, drainage) have been addressed through the rezoning application process <p>The City undertook the Industrial Land Intensification Initiative in 2020-2021 and recommended amendments to the OCP and</p>

		Zoning Bylaw to further protect and encourage intensification of industrial lands.
v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking	<p>Section 6.1. Objective 1</p> <p>m) consider reducing parking requirements for employment developments along major transportation corridors, in combination with other non-vehicular transportation improvements and near transit hubs</p> <p>Section 6.2 Objective 1</p> <p>l) consider reducing surface parking requirements in areas of low employment-to-building area ratios (e.g., traditional industrial zones)</p> <p>Section 6.2 Objective 4</p> <p>g) in areas of improved transit service outside City Centre, consider reducing parking requirements and promote densification</p> <p>As part of the Industrial Land Intensification Initiative review in 2021, staff conducted a comprehensive review of parking requirements and made changes to the Zoning Bylaw to implement new reduced parking requirements.</p>
vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	The industrial Land Intensification Initiative was undertaken in 2021-2022 to identify and assess opportunities for amendments to OCP and Zoning Bylaw to help preserve industrial land and encourage more intensive utilization of these limited lands. Staff are monitoring implementation of the various amendments to the OCP and Zoning Bylaw. The City is currently developing a new Economic Development Strategy.
vii)	provide infrastructure and services in support of existing and expanding Industrial activities	<p>Section 6.2 Objective 1</p> <p>c) improve road infrastructure to achieve efficient truck movement</p> <p>g) pre-service lands where long-term industrial development is expected</p> <p>n) explore establishing light industrial DCCs based on building area, rather than land area, to ensure a more equitable infrastructure improvement capital cost collection system based on levels of use</p>

		Section 12 (Sustainable Infrastructure and Resources) includes policies to support City's existing and future businesses (e.g. improved road network).
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Section 6 (Resilient Economy) includes policies to foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location. Policies include to protect the industrial land base and continue to partner with Asia Pacific Gateway partners, including YVR, PMV, Metro Vancouver (Section 6.2 Objective 1)
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	Section 14 (Development Permit Guidelines) includes form and character guidelines for industrial sites in the City Centre and those industrial sites joining or within 30 m to another site which is zoned or designated for residential, community institutional, parks, school, conservation area or mixed use.
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Staff continue to monitor trends around industrial stratification, and work with Metro Vancouver and other partners to explore land use policy tools to encourage the preservation of large industrial parcels.
d)	include policies for Employment lands that:	See below.
i)	support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/intensification of Industrial activities, where appropriate	The OCP designates employment areas consistent with the RGS and the proposed OCP supports densification of the local villages with local employment uses. The changes made to the OCP and Zoning Bylaw resulting from the ILII study support densification of industrial lands.
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	In Section 16 (Definitions), "Mixed Employment" is defined as those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods. Section 6.2 Objective 3) City Centre a) discourage stand-alone large footprint retail development (e.g., box retail, malls) in automobile-access only areas; integrate large-footprint retail into City Centre and

		neighbourhood densification and redevelopment.
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	Proposed Growth Management Framework in Section 1.0 supports the City Centre as the City's key employment area, supporting its role in the region. Section 2.2 of the City Centre Area Plan (Jobs &Business) identifies the City Centre as a business centre with a strong identity, international perspective, and a sustainable, "triple bottom line" approach to economic development that builds on Richmond's existing strengths. It includes policies to protect industrial lands and encourage the retention of public sector lands and enhance its long-term viability, encourage urban offices and a vibrant retail environment. It supports protection and densification of industrial lands, encourages office friendly development opportunities (e.g., large, flexible sites, high-density, larger floor plates, urban streetscapes) (policies 2.2.1 & 2.2.2 and 2.2.3)
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	Section 2.2. of the City Centre Area Plan supports higher density forms of commercial and light industrial development. For example, density bonusing, to a maximum of 3 floor area ratio (FAR), is permitted exclusively for office uses developed near No. 3 Road on sites measuring 4,000 m ² (1 ac.) or larger. (Section 2.2.3 a)
v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	Residential uses are not permitted in the industrial areas.
e)	include policies to assist existing and new businesses in reducing their greenhouse gas	Section 6.2 Objective 4: Sustainable Resource Use includes policies to ensure long-term

		<p>emissions, maximizing energy efficiency, and mitigating impacts on ecosystems</p>	<p>business continuity by implementing sustainable approach to managing resources for industries.</p> <p>Policies include b) promote eco-industrial development related to employment lands-commercial or mixed developments that incorporate a capacity to share resources (e.g., energy, water, parking, transportation, child services); e) promote opportunities to integrate the ecological features and services into development and exploring, h) support private sector investment towards mitigating the impacts of climate change (e.g., renewable energy, stormwater and waste reduction).</p>
	f)	<p>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)</p>	<p>Section 6.2 Objective 4: Sustainable Resource Use includes policies to ensure long-term business continuity by implementing sustainable approach to managing resources for industries.</p> <p>Policies include h) support private sector investment towards mitigating the impacts of climate change (e.g., renewable energy, stormwater and waste reduction).</p>

Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability

Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	<p>specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8</p>	See OCP RCS Map
	<p>b)</p> <p>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</p>	<p>Section 7.1 Objective 4: support the use of agricultural land for local food production and encourage a local food network to increase local food supply and consumption. Policies include:</p> <p>a) Continue to collaborate with Metro Vancouver, the Province, food producers, Vancouver Coastal Health, other municipalities and stakeholders to advance the goals in the Metro Vancouver Regional Food System Strategy.</p> <p>b) During the development application process, encourage applicants to consider urban agriculture into development projects outside of the ALR, including rooftop gardens, community gardens, vertical farming, backyard gardening, indoor farming, edible landscaping and the planting of food bearing trees.</p>

		<p>c) Raise public awareness, in coordination with the FSAAC, of local farming, farmer's markets, and local food products, produce and programs.</p> <p>d) Support food tourism initiatives, in coordination with Tourism Richmond, the FSAAC, and other local stakeholders to highlight local food production.</p> <p>e) Strengthen relationships with external organizations that provide agriculture-related educational opportunities and promote local farming</p>
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	<p>Section 7.1</p> <p>Objective 1: Continue to protect the City's agricultural land base in the ALR (policies a to f)</p> <p>Objective 2: Ensure agricultural production remains the primary use of agricultural land (policies a to f)</p>
ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Section 7.1 includes a policy to limit the subdivision of agricultural land into smaller parcels, except where measurable benefits to agriculture can be demonstrated as per the policies and regulations of the Agricultural Land Commission Act (Objective 2 Policy b).
iii)	<p>support climate change adaptation including:</p> <ul style="list-style-type: none"> • monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collaboration with other governments and agencies 	Section 7.1 includes an objective to mitigate the impacts of climate change on agricultural production (Objective 7, Policies a to d). It includes policies to coordinate with Metro Vancouver, ALC and the Ministry of Agriculture to assess the long-term impacts of climate change on agriculture and develop a coordinated response and tools to protect agricultural production, and continue to protect agricultural land and production while supporting the City's Dike Master Plan, Flood Protection Management Strategy and climate action initiatives to address sea-level rise, encourage sustainable farming practices including water and soil conservation, greenhouse gas emissions, reductions and soil management.

	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	<p>A Development Permit is required for development of sites abutting the edge of the Agricultural Land Reserve (ALR). The OCP includes design guidelines for ALR landscape buffers (Section 14.2.14).</p>
	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 <i>Agricultural Land Commission Act</i>	<p>Section 7.1 Objective 2 includes policies to ensure agricultural production (e.g., growing of crops and raising animals) remains the primary use of agricultural land and ancillary uses (e.g., farm retail, storing, packing, preparing and processing of farm products) are secondary uses and consistent with the scale of the farm operation (Policies a to f)</p> <p>Section 7.1 Objective 3: Enhance long-term agricultural viability and opportunities for innovation includes a policy to encourage value-added agricultural related business initiatives consistent with City and Provincial regulations, while ensuring agricultural production remains the primary use of land (Policy d).</p>
	vi) align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	<p>Section 7.1 Protect Farmland and Enhance Its Viability</p> <p>Objective 9: continue to work collaboratively with upper levels of government to enhance agricultural viability.</p> <p>a) coordinate with ALC and Ministry of Agriculture to ensure City bylaws and policies are consistent with Provincial policies and regulations, including the Agricultural Land Commission Act, ALR Regulations, ALC Policies and the Minister's Bylaw Standard</p> <p>b) Coordinate with ALC and Ministry of Agriculture to ensure development proposals are consistent with Provincial policies and regulations</p> <p>c) coordinate with Metro Vancouver to support the Regional Growth Strategy which includes agricultural designations and policies for protection of agricultural land.</p>

Policy 2.3.13	Section Policy	Supplementary Information
	<p>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</p>	<p>Section 7.1 Objective 3: Enhance long-term agricultural viability and opportunities for innovation</p> <p>Policies include:</p> <ul style="list-style-type: none"> a) build relationships with farmers and the agricultural community through the City's Food Security and Agricultural Advisory Committee (FSAAC) to address issues impacting agricultural viability and food security b) increase public awareness of City and other initiatives related to agriculture by disseminating information on farming practices, farm products, and educational programs through the City's website, social media or other forms of communication c) provide information for new farmers and property owners of agricultural land, including property owners who own small parcels (e.g., less than 5 acres) to encourage active farming or lease the land for farming d) continue to develop relationships with non-profit, academic and government organizations which promote local agriculture, organic growing, climate adaptation, carbon management and reductions in pesticide use.

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

The objectives and policies in the OCP identify a broad range of tools and approaches that target the protection, enhancement of ecological lands and services, address climate change and respond to natural hazards.

Section 2 (Climate Change Response) includes policies to effectively respond to climate change, reduce GHG emissions, improve conditions through carbon sequestration and strengthen resiliency. Section 9 (Island Natural Environment) takes an Ecological Network approach while accommodating growth, and encourages ecological values, lands and connectivity to be integrated into land use planning initiatives. Section 10 (Open Space and Public Realm) includes policies to strategically expand the range of ecosystem services integrated within the open space and public realm to strengthen and contribute to the Ecological Network.

The OCP identifies Environmentally Sensitive Areas (ESAs) as Development Permit Areas and include design guidelines for different types of ESAs to achieve long-term protection for ESAs.

The OCP policies are supported and complemented by various strategies such as 2050 Community Energy and Emissions Plan, Ecological Network Management Strategy, Circular City Strategy, Public Urban Forest Management Strategy, Parks and Open Space Strategy, Dike Master Plan and Flood Protection Management Strategy with more detailed actions and implementation strategies.

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>Section 2 (Climate Change Response), Section 9 (Island Natural Environment) and Section 10 (Open Space and Public Realm) include various objectives and policies to protect and enhance ecological assets and increase tree canopy cover.</p> <p>Section 9 (Island Natural Environment) supports protecting the Ecological Network (Objective 1), promoting green infrastructure (Objective 2) and develop partnership for ecological gain (Objective 4).</p> <p>Section 2.1 is to reduce GHG emission. Policy d) is to maintain and update Richmond's Community Energy and Emissions Plan (CEEP) that identifies and advances strategic actions to achieve community-wide GHG emission reduction targets.</p>	<p>The OCP policies are supported and complemented by various strategies and plans such as Community Energy and Emissions Plan 2050, Ecological Network Management Strategy and Parks and Open Space Strategy. These strategies and plans include more detailed implementation action plans.</p> <p>The City is currently in the process of updating the OCP policies related to climate and environmental protection. The OCP policies will be further enhanced once the targeted update process is completed in the future.</p>

	<p>One of the actions in the CEEP is to expand Richmond's urban canopy. The Plan includes policies to implement the Public Tree Management Strategy 2045 (adopted by Council, November 2019) and develop a city-wide urban forest management strategy for private land to complement Richmond's Ecological Network Management Strategy (2015) and consider an incentive framework to encourage tree planting and retention on private urban lands within Richmond. One of the goals of the Public Tree Management Strategy is to increase canopy cover over the public realm from 20% to 30% by 2045.</p>	
<p>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;</p>	<p>Section 2.2 Climate Change Mitigation includes an objective to reduce community-wide GHG emissions 50% below 2007 levels and achieve net zero GHG emissions by 2050 (Objective 1). Policies include d) maintain and update the Community Energy and Emission Plan that identifies and advances strategic actions to achieve the targets.</p> <p>Richmond's Community Energy and Emissions Plan 2050 was updated in 2022 and includes multiple actions within eight strategic directions that together to set Richmond on a path to achieve 50% reduction in community GHG emissions by 2030, and reach net zero emissions by 2050.</p> <p>Some of the actions include retrofit existing buildings, transition to zero emission vehicle, carbon neutral new buildings, complete communities, active mobility for all and support frequent transit.</p> <p>Complete and compact communities are critical to</p>	<p>The City has also prepared the Climate Action Programs document to highlight the City's varied plans, strategies and actions that directly and indirectly address climate issues in Richmond. As a community made up of islands located in the Fraser River's estuary, the City of Richmond was one of the first municipalities to establish itself as a national climate action leader.</p> <p>The OCP policies will be further enhanced through the targeted update focusing on climate change and environmental protection.</p>

	<p>achieving the types of land uses that support low to zero-emission travel modes and energy efficiency buildings. Proposed Section 3.1 (Build Better Neighbourhoods) promotes conveniently compact communities (Objective 1 Policy b) and support a healthy mix of uses (Objective 1 Policy d).</p> <p>Section 8 (Mobility and Access) includes a number of objectives policies to support sustainable mobility options.</p>	
--	--	--

Strategy 3.1: Protect and enhance Conservation and Recreation lands

Policy 3.1.9	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	The OCP designates Conservation areas consistent with the RGS. The Ecological Network Management Map is also included in Section 9 (Island Natural Environment). The Map shows lands with conservation designation as well as Environmentally Sensitive Area (ESA) DP area and Riparian Management Areas (RMAs).	
b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	See below.	
i)	drinking water supply areas	Section 12.3 (Water Supply and Distribution) Objective 1: Provide sufficient quantities of high-quality drinking water at adequate pressure to meet present and future needs of the community. Policies include continue to work with Metro Vancouver on water supply capacity improvement projects and support the Metro Vancouver Drinking Water Management Plan (Policies g and h)	
ii)	environmental conservation areas	Section 9 (Island Natural Environment) includes the Ecological	

		Network Management Map that shows the conservation areas and policies to protect, enhance and expand the Ecological Network. The Ecological Network provides an innovative framework to better protect the City's ecological resources.
iii)	wildlife management areas and ecological reserves	The Ecological Network Management Map in Section 9 includes Provincial Wildlife Management Areas.
iv)	forests	The Ecological Network Management Map in Section 9 includes forests.
v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	The Ecological Network Management Map in Section 9 of the OCP includes shoreline and freshwater ecosystems which are protected as ESAs. Section 14 Development Permit Area Guidelines includes the OCP ESA DP guidelines.
vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	The Riparian Management Map is included in Section 9. Section 9 includes: Objective 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network c) establish a meaningful and robust Ecological Network by considering protection of Riparian Management Areas and update City's Riparian Management Areas Response Strategy.
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	Section 9 includes: Objective 2: Promote green infrastructure and the Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands. Policies include a) expand the EN with a complementary Green Infrastructure Network as the key management tool.

		<p>The GIN describes the interconnected network of these natural and engineered green elements occurring at a variety of scales and is a foundational support tool for the function and quality of communities and ecological system.</p> <p>The Ecological Network Management Strategy provides the long-term ecological blueprint for the collaborative management and enhancement of the natural and built environments throughout the city, within neighbourhoods and across land uses and development types to achieve ecologically connected, livable and healthy places in which residents thrive.</p>
viii)	<p>uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:</p> <ul style="list-style-type: none"> o major parks and outdoor recreation areas; o education, research and training facilities, and associated uses that serve conservation and/or recreation users; o commercial uses, tourism activities, and public, cultural, or community amenities; o limited agricultural use, primarily soil-based; and o land management activities needed to minimize vulnerability / risk to climate change impacts 	<p>Section 10 (Open Space and Public Realm) includes:</p> <p>Objective 5: strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rainwater management, carbon sequestering) integrated with the open space and public realm to strengthen and contribute the Ecological Network (Policies a to e)</p> <p>Objective 6: showcase Richmond's world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals and wetlands) for their ecological value, recreational opportunities and enjoyment (Policies a to f)</p> <p>Policies include providing more opportunities for people to experience nature (e.g. bird watching, nature walks) and providing recreational opportunities to appreciate and participate in agricultural activities.</p>
c)	Include policies that:	See below

	i)	<p>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</p>	<p>Section 14.7 (ESA DP Guidelines) includes detailed guidelines to protect and enhance the environmental resources and ecosystem services in ESAs. For example, an environment assessment which identifies any nearby wildlife use and mitigation measures such as a vegetated buffer) may be required.</p>
	ii)	<p>encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.</p>	<p>Section 9</p> <p>Objective 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network.</p> <p>Creation of an Ecological Network to help guide the strategic enhancement, layout and acquisition of lands for contiguous or connected areas to offer greater habitat value and overall ecosystem resiliency than numerous fragmented portions.</p> <p>Policies include c) establish a meaningful and robust Ecological Network by, as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City.</p>

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

Policy 3.2.7	Section	Policy Text	Applicable OCP Policies
Adopt Regional Context Statements that:			
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>Please provide response in Targets section</i>
	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	<p>Section 9</p> <p>Objective 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network.</p> <p>Policy c) establish a meaning and robust EN by:</p>

		<ul style="list-style-type: none"> • all private development and City works will comply with the City's Environmentally Sensitive Areas policies, the City's RMA setbacks, the City's Tree Protection Bylaw, the Fraser River Estuary Management Program (FREMP) project review process and will respond to the EN policies and all other applicable environmental legislation; • as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City; • continuing to establish partnerships, incentives, policies, programs and measures, as 	<p>Section 14.7 provides ESA DP guidelines.</p>
ii)	<p>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</p>	<p>Section 9 (Island Natural Environment)</p> <p>Objective 3: Proactively implement practices to protect and improve water, air and soil quality. Policies include:</p> <p>a) incorporate ecological values, Ecological Network, and Green Infrastructure Network opportunities and consideration of targets into the City's Integrated Stormwater Management Plan being developed under Regional and Provincial process.</p> <p>b) continue to partner with other government agencies in the Fraser River Estuary Management Program (FREMP) in regulating and assessing shoreline development along the Fraser River.</p> <p>j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e.</p>	

		<p>biodiversity loss), infrastructure and economic impact of invasive species expansion.</p> <p>k) continue to partner with senior governments and businesses to promote initiative aimed at best practices for stormwater management and spill response management.</p> <p>Objective 5: Fostering Environmental Stewardship</p> <p>b) continue to work with partner organizations, other levels of government, multicultural organizations and First Nations to develop and deliver environmental stewardship initiatives and collaborations that embrace the City's Ecological Network principles.</p>	
iii)		<p>discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity</p>	<p>Section 9</p> <p>Objective 2: Promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands.</p> <p>e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning</p> <p>ESA DP Guidelines in Section 14 includes policies to restore or enhances ESAs through a DP review process.</p>
		<p>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.</p>	<p>Section 14 (Development Permit Guidelines) provides guidelines to accommodate new development while responding to and enhancing adjacent uses such as parkland or ESAs. (section 14.4.8 Edge Conditions)</p>

		<p>Proposed Section 3.1 Policy c (Built Better Neighbourhoods) promotes a blue-green-grey multi-use network approach to enhancing connectivity and ecological health, including enhanced tree canopy and increased building setbacks to support landscape and other improvements.</p>
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	<p>Section 9 Objective 1:</p> <p>c) establish a meaningful and robust EN by considering the prioritization of EN lands, including City, private and other jurisdictions, for future planning, land acquisition, protection and enhancement.</p> <p>Section 14 includes ESA DP guidelines to protect and enhance the environmental resources and ecosystem services in ESAs which are part of the Ecological Network.</p> <p>Proposed Section 3.1 Policy c (Built Better Neighbourhoods) promotes a blue-green-grey multi-use network approach to enhancing connectivity and ecological health.</p>
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	<p>The City's Tree Protection Bylaw (No. 8057) regulates tree removal or damage on private and public lands. Its goal is to sustain a healthy, viable urban forest. The City also has adopted the Public Urban Forest Management Strategy.</p>
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	<p>Section 9</p> <p>Objective 2: Promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands.</p> <p>c) establish an Invasive Species Management Program which includes community and institutional partners, to reduce the spread of invasive species and consequent loss of biodiversity</p>

			<p>Objective 3: Proactively implement practices to protect and improve water, air and soil quality.</p> <p>j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e. biodiversity loss), infrastructure and economic impact of invasive species expansion</p> <p>Section 14.7 (ESA DP Guidelines) includes guidelines to manage invasive species.</p>
iv)		<p>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</p>	<p>Section 10 includes the Current Parks and Public Open Space System Map that includes Canada line, cycle routes, parks, trails and greenways.</p> <p>Section 10 also includes Objective 5: strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rainwater management, carbon sequestering) integrated within the open space and public realm to strengthen and contribute to the Ecological Network. Policies include:</p> <p>a) protect, enhance and sustain ecosystem services in parks and other public open spaces as these are significant parts of a robust Ecological Network (see Chapter 9.0)</p> <p>b) as practical, connect significant Ecological Network assets via existing or enhanced corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems)</p> <p>Section 9</p> <p>Objective 2: Promote green infrastructure and the Green</p>

		<p>Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands</p> <p>a) expand the EN with a complementary Green Infrastructure Network (GIN) as the key management tool;</p> <p>b) develop a Richmond specific approach to promote and track GIN opportunities to support the Ecological Network through the City's capital and operation projects, policies and development application requirements</p> <p>e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning</p>
v)	<p>support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.</p>	<p>Section 9 (Island Natural Environment)</p> <p>Objective 3: Proactively implement practices to protect and improve water, air and soil quality.</p> <p>a) incorporate ecological values, Ecological Network, and Green Infrastructure Network opportunities and consideration of targets into the City's Integrated Stormwater Management Plan being developed under Regional and Provincial process. Targets will be considered for inclusion within the City's Sustainability Framework programs. As part of plan implementation, encourage innovative measures to improve storm water quality and manage impervious areas where appropriate to reduce run-off volumes,</p>

		<p>sedimentation and erosion, and thus improve water quality.</p> <p>Section 12 (Sustainable Infrastructure and Resources)</p> <p>Objective 3: Pursue demand management strategies and continue water conservation initiatives</p> <p>a) continue to raise public awareness regarding the benefits of water conservation</p> <p>b) continue to move toward water metering through development, capital replacement and volunteer metering programs</p> <p>c) promote the use of rain water retention systems for irrigation purposes</p> <p>d) continue toilet rebate programs to reduce indoor water use</p> <p>e) continue to implement lawn sprinkling regulations to reduce seasonal water use</p>
--	--	--

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

Policy 3.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>Please provide response in Targets section</i>
	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: <ul style="list-style-type: none"> • 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 	Section 2.2 Climate Change Mitigation Objective 1: Reduce GHG Emissions Policies include d) Maintain and update Richmond's Community Energy and Emissions Plan (CEEP) that identifies and advances

	<ul style="list-style-type: none"> • 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 geo-exchange systems, and zero emission vehicle charging infrastructure; and • community design, infrastructure, and programs that encourage transit, cycling, rolling and walking 	<p>strategic actions to achieve community-wide GHG emission reduction targets.</p> <p>Section 2.3 Carbon Sequestration</p> <p>Objective 1: Advance action beyond impact reduction and aim to improve conditions through action that sequesters carbon</p> <p>a) protect and enhance Richmond's natural environments to support carbon retention as well as other important ecosystem services (e.g., pollution reduction, nutrient generation, habitat)</p> <p>b) integrate carbon retention objectives into key policies, plans and programs, including but not limited to Parks and Open Space Strategy, Environmental Sensitive Areas Management Strategy and land use and development policies.</p> <p>The City's Community Energy and Emissions Plan(CEEP) includes a strategic direction to retrofit existing buildings. Specific actions include to create a Richmond building retrofit plan, set enhanced energy and emission standards for existing buildings, participate in regional building retrofit initiatives, create incentives and remove barriers to low carbon energy retrofits (e.g., heat pump incentive program).</p> <p>The proposed Growth Management Framework encourages a compact and complete community where active transportation (transit, cycling, rolling and walking) is prioritized.</p>
c)	<p>focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors</p>	<p>The proposed Growth Management Framework focuses growth and infrastructure and amenity investment in the City Centre and local villages close to transit (Section 3.1 Objective 1 Policy a)</p>

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			
Policy 3.4.5	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Section 2.4. Objective 1 b) Sustainability staff to lead the integration of climate change adaptation considerations into key policies, plans, programs and services, including land-use and development decision-making, city infrastructure design and management; floodplain management, emergency preparedness, natural ecosystem health, agricultural viability, social development planning and economic development
Policy 3.4.6	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Section 2.2 Climate Change Mitigation Objective 1: Reduce GHG Emissions e) maintain corporate energy and emissions programs that identify and advance strategic actions to reduce GHG emissions from City services and operations f) regularly measure and report GHG emissions from City services and operations with evolving methodologies. The City also has the Energy Management Program (EMP) for civic buildings, which focuses on reduction of the overall demand for energy and required for operations and increase the use of renewable

			energy or decarbonize existing building.
Policy 3.4.7	Section	Policy	<p>Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.</p> <p>Section 2.4 Climate Change Adaptation includes:</p> <p>Objective 1: Increase City and community resiliency to climate change impacts</p> <p>b) integrate climate change considerations for achieving a low-carbon and a climate-prepared City into key policies, plans, programs and services, including the City's land-use and development policies.</p> <p>This will be further enhanced through the targeted OCP update focusing on climate change and environment in the future.</p>
Policy 3.4.8	Section	Policy	<p>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.</p> <p>Section 2.1 Managing Climate Change Response</p> <p>Objective 1: Advance a Climate Change Program that addresses climate change response priorities in a manner that supports the multiple needs of a sustainable community</p> <p>f) review and update policies in a timely manner to integrate evolving climate change knowledge and best practices</p> <p>Objective 2: build community and City capacity to reduce the magnitude of climate change and effectively respond to unavoidable effects.</p> <p>c) advance partnership initiatives among the research community and practitioners to develop and implement climate change best practices that are cost-effective and provide meaningful benefit.</p>

			<p>Section 9</p> <p>Objective 3: proactively implement practices to protect and improve water, air and soil quality</p> <p>n) over time, establish Adaptive Management Principles to better manage foreshore areas in light of the potential impacts of climate change (e.g., sea level rise)</p> <p>This will be further enhanced through the targeted update focusing on environment and climate change in the future.</p>
--	--	--	--

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Proposed Section 3 of the OCP encourages a greater variety of housing types in defined locations by increasing certainty, minimizing risk, expediting approvals and offering assistance to developments that provide significant public benefit. The proposed Growth Management Framework encourages private development to construct secured rental housing and retain, renovate and rehabilitate existing rental development. The OCP also supports the City of Richmond's Affordable Housing Strategy, which details the Low-End Market Rental Program and other initiatives to secure below-market and non-market housing, and is regularly monitored and updated to reflect current trends and needs.

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)	<p>Section 3.2 Build Better Housing</p> <p>Objective 2: Build More developer-driven housing options that more people can afford</p> <p>b) Prioritize Rental: Encourage developer-driven construction of all forms of secured rental housing</p> <ul style="list-style-type: none"> • Provide the following incentives to new development where residential use is exclusively reserved for rental tenure development in recognition of the significant community benefit provided by the secured rental housing units: <ul style="list-style-type: none"> ▪ Supplementary building height and variable density. ▪ Expedited rezoning and development permit 	<p>The Affordable Housing Strategy (2017-2027) outlines the City's priorities and actions to increase affordable housing, including Low-End Market Rental (LEMR) housing, and to support those most in need of housing. It includes policies to advance affordable housing development on City-owned lands, implement partnerships and financial incentives to build the capacity of non-profit organizations to own and operate below-market and non-market housing, and measures to offset the costs borne by the for-profit homebuilders who are invested in residential development. The availability of federal funding, through Housing Accelerator Fund, is furthering the ability of the City to add resources</p>

	<p>application review ahead of in-stream applications.</p> <ul style="list-style-type: none"> ▪ Exemption from public art and community planning contributions, and exemption from Amenity Cost Charges for those housing units that are secured at below-market and non-market rates (e.g., Low End Market Rental housing units). ▪ Additional parking reductions, as determined by Council, subject to exhausting all parking rate reduction provisions in the Zoning Bylaw and staff review of site-specific considerations. <p>d) Build Low-End Market Rental (LEMR): continue to secure LEMR units in new multi-family development</p> <ul style="list-style-type: none"> • Secure Low-End Market Rental housing units in market and non-market multi-family development in accordance with Richmond's Affordable Housing Strategy, or similar Council-endorsed strategy, and the framework for the Low-End Market Rental Housing Program. • Provide development with 60 or less apartment units, townhouse development, and the sixth unit in a 6-unit small-scale multi-unit housing development an option to contribute an equivalent cash contribution to an affordable housing reserve account that is equivalent to the net capital cost of constructing Low-End Market Rental dwelling unit(s). • Secure a secondary suite or an equivalent cash contribution through rezoning applications that would enable subdivision and the development of a net new single-family dwelling, in 	<p>and leverage emerging technology to streamline the review and advancement of residential development applications.</p> <p>The City's LEMR Program leverages private sector development to deliver built affordable housing units. In smaller-scaled developments, cash contributions in lieu of built affordable housing may be accepted, with funds going into an Affordable Housing Reserve. These funds are used to build non-market housing for some of the most vulnerable members of the community.</p> <ul style="list-style-type: none"> • Each multi-family rezoning application that includes more than 60 residential units is expected to provide a built LEMR unit contribution, the cost of which is offset by way of additional density. The amount of LEMR units (floor area) sought is as follows: • Properties located outside of the City Centre, as defined within the City Centre Area Plan, are expected to provide at least 10% of net residential (habitable) floor area as LEMR units; and • Properties located within the City Centre are expected to provide at least 15% of net (habitable) residential floor area as LEMR units.
--	--	---

	<p>accordance with Richmond's Affordable Housing Strategy.</p> <ul style="list-style-type: none"> • Encourage development to exceed the minimum provisions for Low-End Market Rental housing in mixed-tenure development (e.g., lower rental rates, increase provision of two- and three-bedroom family-oriented dwellings), which may reduce the floor area secured as market rental housing. • Exempt habitable floor area secured as Low-End Market Rental housing from public art and community planning contributions, and from Amenity Cost Charges in recognition of the significant community benefit provided by the secured rental housing. • Secure all Low-End Market Rental housing in perpetuity by utilizing residential rental tenure zoning and, where applicable, one or more legal agreements, and/or other alternative approaches to the satisfaction of the City. • Prioritize Low-End Market Rental housing units in locations that are near frequent transit service and community assets such as health care and social supports. • Continue to regularly update Richmond's Affordable Housing Strategy, which outlines the framework for the Low-End Market Rental housing. 	
--	---	--

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Policy 4.1.8	Section	Policy	Applicable OCP Policies
		Adopt Regional Context Statements that:	
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	The City of Richmond's Housing Needs Report (2024) estimates the City will need to grow by 52,000 new homes between 2021 and

		2041, which is 31% faster than the previous 10 years. The 2050 OCP complies with this requirement. The 2050 OCP includes a Growth Management Framework that focuses on opportunities to increase the supply of housing options with greater affordability.
b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Proposed Section 1 (Growth Management Framework) and Section 3.2 Objective 1 (Build more housing for new and existing residents) prioritize measures to increase housing supply and variety, maintain livability, incorporate accessibility and streamline approvals (policies a to e)
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	Proposed Section 3.2 (Objectives 1, 2 and 3) supports the delivery of more housing supply, the use of various tools to secure a diverse mix of housing types and tenures (including developer incentives and less common ownership rental models), and effective partnerships with government and non-profit interests to help deliver below-market and non-market housing options.
ii)	increased supply of family-friendly, age-friendly, and accessible housing	Policies b and c in proposed section 3.2 under Objective 1 aim to build suitable housing that prioritizes resident health and well-being and accessibility such as policies to encourage minimum of 40% of dwelling units in all multi-family housing to have two or more bedrooms that are suitable for families with children and build more accessible housing for people of all ages and degrees of abilities. Policies for accessible housing will be further enhanced through the targeted update focusing on community equity.
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Section 3.2 Objective 1 Policy a) Increase supply and variety

			<ul style="list-style-type: none"> ▪ Use the City's regulatory tools and available resources to secure a diverse mix of housing types and tenures, including alternative ownership and rental housing models, to deliver more housing choices that more households can afford. <p>Proposed Section 3.2 Objective 2 policy e) is to increase options for middle-income households.</p> <ul style="list-style-type: none"> ▪ Support alternative rental and ownership housing models that respond to the needs of middle-income households whose access to market housing is limited due to cost or availability and who do not qualify for non-market housing.
iv)		<p>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</p>	<p>Proposed Growth Management Framework (Section 1.6) aims to rebalance growth between inside and outside City Centre by encouraging increased low-rise and ground-oriented housing options in the latter, together with mixed-use village centres that provide hubs for residents' daily needs and enhanced transit service. Four of the Framework's five proposed Neighbourhood Types (i.e., City Centre Perimeter, Local Villages, Arterial Connectors and Neighbourhood Residential) provide for significant ground-oriented housing options, including conventional and high-density townhouses and small-scale-multi-unit housing (SSMUH) (e.g., multiplexes, duplexes, detached dwellings, accessory dwellings, secondary suites, rear yard and laneways units).</p>
v)		<p>integration of land use and transportation planning such that households can reduce their combined housing and transportation costs</p>	<p>Proposed Growth Management Framework (Section 1.6) promotes a compact, mixed-use, transit-oriented village approach to guide growth.</p>

			<p>Proposed Section 3.1, Objectives 1 and 2 (Build Better Neighbourhoods), support compact, connected and walkable neighbourhoods with a range of services to meet daily needs.</p> <p>Section 3.2 also includes policies to prioritize rental housing (including market, below-market and non-market housing) in locations that are near frequent transit service and community assets such as health care and social supports (Objective 2 policy b and Objective 3 policy c)</p>
vi)		increased social connectedness in multi-unit housing	<p>Section 11 encourages child and family friendly community through design and land use planning (Objective 1 policy e). The proposed growth framework encourages more compact, connected and inclusive neighbourhoods.</p> <p>These policies will be further articulated and complemented through the targeted update for equity-related policies in the future.</p>
vii)		integrated housing within neighbourhood contexts and high quality urban design	<p>Proposed Section 1.6 proposes a form-based approach to make clear intended built form and building type to ensure the built form and character are complementary to local neighbourhoods. Future detailed village planning and community engagement will advance housing and public realm design objectives (e.g., high street designs, enhanced public spaces, accessible connectivity measures).</p>
viii)		existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	<p>The Community Energy and Emissions Plan 2050 includes strategic directions to retrofit existing buildings and encourage carbon neutral new buildings. The action items for existing buildings include implementing GHG performance requirements, developing a heat pump incentive program, exploring policy and program to encourage installation of local carbon mechanical systems,</p>

			<p>and extending district energy service where feasible. Some of the action items for new buildings are accelerating use of low-embedded carbon content materials in new construction and supporting ongoing improvements to energy Step Code regulation and performance standards.</p>
Policy 4.1.9	Section	Policy	Supplementary Information
Prepare and implement housing strategies or action plans that:			
	a)	<p>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</p>	<p>Richmond's 2024 Interim Housing Needs Report provides direction regarding housing needs to 2041, including projected housing supply (e.g., market, below-market and non-market) and choice to meet the needs of the city's diverse households. This is reflected in the proposed OCP's Growth Management Framework (Section 1.6) and housing objectives and policies (Section 3.0). Desired outcomes will be supported with Richmond's 2017-2027 Affordable Housing Strategy (and future updates), which provides direction in response to the current and future affordable housing needs of the community. The Affordable Housing Strategy provides an action-oriented framework for the delivery of housing with a focus on providing housing for priority groups including lone-parent families, multi-generational families, low and moderate income earners, seniors, persons with disabilities, students and vulnerable populations including households on fixed incomes, persons experiencing homelessness, women and children experiencing family violence, individuals with mental health/addiction issues.</p>
	b)	<p>are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability</p>	<p>The Affordable Housing Strategy (2017-2027) was developed from a review of existing policies and practices in Richmond, best practice research from other cities,</p>

			economic analysis, and input from stakeholders and Richmond residents. The multi-phased process to update the Affordable Housing Strategy began in late 2016 with the creation of a Housing Affordability Profile, informed by research and community consultation from stakeholders and the public, which identified key housing needs. A policy review phase followed, which identified potential policy options for addressing housing needs, informed by consultation with stakeholders on the suitability and practicality of proposed policy options. These stakeholder consultations led to the refinement of proposed policy options into final housing policy recommendations, which serve as the basis of the Affordable Housing Strategy. Future updates to the Strategy to support the OCP, 2024 Interim Housing Needs Report and desired housing outcomes will follow a similar rigorous process.
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	Proposed Section 3.2 includes various policies to increase opportunities for below-market and non-market rental housing for seniors, households with children, equity-deserving groups and those experiencing or at risk of homelessness.	
d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Proposed Section 3 (Neighbourhoods and Housing) includes policies that align with outcomes listed under Policy 4.1.8.	

			<p>Examples include:</p> <p>Section 3.1 Objective 1</p> <ul style="list-style-type: none"> a) increase supply and variety b) maintain livability (e.g. generally, 40% of dwelling units should have two or more bedrooms) c) incorporate accessibility (e.g., require aging-in-place features in all multi-family dwelling units, require convertible features in all multi-storey multi-family dwelling units) d) Streamline approvals: Continue to simplify, streamline and improve transparency of the development review processes. (e.g. update design guidelines, pre-zoned land, pre-service lands, and pre-approved multi-unit housing templates) e) Lower costs: Support practices that lower costs associated with construction and operation (e.g., financing options, low-rise wood construction costs, energy-efficient designs) <p>The proposed OCP supports the Affordable Housing Strategy's strategic direction encouraging the use of regulatory tools to encourage a diverse mix of housing types and tenures and maximize City resources and financial tools. The City will continue to secure Low-End Market Rental housing (e.g., legal agreements and residential rental tenure zoning) and, where applicable, provide for voluntary developer cash contributions in lieu of on-site construction of Low-End Market Rental units (which funds shall go to the City's affordable housing reserve fund to facilitate the City's construction of affordable dwellings elsewhere in Richmond).</p>
--	--	--	---

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply		
Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas 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)	<i>Please provide response in Targets section</i>
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	Proposed Section 3.2 Objective 2 policy a) is to protect existing stock of secured rental housing and minimize displacement of those who live in rental housing.
c)	identify the use of regulatory tools that protect and preserve rental housing	Proposed Section 3.2 Objective 2 identifies various tools to protect and preserve rental housing inclusionary zoning and density bonusing. Policy a) Preserve Rental includes: <ul style="list-style-type: none">○ Continue to exclusively provide rental housing on the site when a purpose-built rental development is replaced, ensuring 1:1 replacement of the rental units with secured Low-End Market Rental units, or housing with greater depths of affordability, to the satisfaction of the City, with the same number of bedroom units and the same number of ground-oriented units as originally located on the site.○ Replace existing rental units in a mixed-tenure development with secured Low-End Market Rental units at a 1:1 replacement rate with replacement units having the same number of bedroom units and the same number of ground-oriented units as originally located on the site.
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	Proposed Section 3.1, Objectives 1 and 2 (Build Better)

		<p>Neighbourhoods) supports a form-based approach to incentivize the construction of rental housing and greater depths of affordability. Emphasis is placed on areas outside the downtown, including transit-oriented villages, along arterial roads and the redevelopment of aging, low density multi-family sites, with particular support for development involving land owned by the City, government interests and non-profits. This approach is consistent with the Affordable Housing Strategy, which aims to increase the amount of affordable units located in close proximity to the Canada Line and along Frequent Transit Routes on major arterial road and use City-owned land for affordable housing (Policy 1.8 & 2.1)</p>
ii)	<p>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</p>	<p>Proposed Section 3.2 policies encourage renewal, renovation and rehabilitation and regular maintenance over redevelopment of rental development and to replace existing rental units with new secured affordable housing at a 1:1 replacement rate, having the same number of bedroom units and the same number of ground-oriented units as originally located on the site.</p>
iii)	<p>protection and renewal of existing non-market rental housing</p>	<p>Proposed Section 3.2 Objective 2 b) Build Low-End Market Rental housing</p> <ul style="list-style-type: none"> ○ Secure Low-End Market Rental housing units in market and non-market multi-family development in accordance with Richmond's Affordable Housing Strategy, or similar Council-endorsed strategy, and the framework for the Low-End Market Rental Housing Program. <p>The Affordable Housing Strategy sets out specific strategic directions that the City will take to address housing affordability that respond</p>

			<p>to the identified housing priority groups in housing need. The framework supports the City of Richmond's overall balanced approach to securing cash contributions to support the creation of non-market rental units and securing built low-end market rental (LEMR) units through development.</p>
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	<p>Proposed Section 3.2 includes policies to protect tenants from eviction due to renovation by encouraging property owners to undertake maintenance, repair and renovation while the tenant(s) continue to live in the unit or provide the tenant(s) with temporary alternate accommodation at the same rental rate before returning to the units, and support tenants living in buildings proposed for strata conversion/redevelopment by applying a consistent process to evaluate the development application and mitigating the impacts of being displaced by requiring a Tenant Relocation Plan, in addition to being subject to the standard application review process (Objective 2 Policy a)</p>
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	<p>Proposed Section 3.2 includes a policy to encourage retention, renovation, rehabilitation (e.g., energy upgrades) of older housing stock that is in good condition, which generally provides a more affordable ownership or rental option compared to newer construction (Objective 2 Policy a)</p> <p>The City's Community Energy and Emissions Plan (CEEP) includes a strategic direction to retrofit existing buildings. Specific actions include to create a Richmond building retrofit plan, set enhanced energy and emission standards for existing buildings, participate in regional building retrofit initiatives, create incentives and remove</p>

Policy 4.2.8			barriers to low carbon energy retrofits (e.g., heat pump incentive program).
	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Proposed Section 3.2 includes policies to prioritize rental and encourage developer-driven construction of all forms of secured rental housing. It includes incentives to new developments with 100% market rental (e.g. additional density and parking reduction). The existing and proposed OCP include policies to encourage renewal, renovation and rehabilitation and regular maintenance over redevelopment of rental development and to replace existing rental units with new secured affordable housing at a 1:1 replacement rate, having the same number of bedroom units and the same number of ground-oriented units as originally located on the site (Objective 2 Policy a)
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Proposed Section 3.2 includes policies to protect residents from eviction due to renovation by encouraging property owners to undertake maintenance, repair and renovation while the tenant(s) continue to live in the unit or provide the tenant(s) with temporary alternate accommodation at the same rental rate before returning to the units, and support tenants living in buildings proposed for strata conversion/redevelopment by applying a consistent process to evaluate the development application and mitigating the impacts of being displaced by requiring a Tenant Relocation Plan, in addition to being subject to the standard application review process (Objective 2 Policy a)
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Proposed Section 1.6, Growth Management Framework, and Section 3.1, Build Better

		<p>Neighbourhoods, include new Neighbourhood Types and form-based development incentives that are supportive of four- to six-storey apartment buildings, generally consistent with Metro Vancouver's Digitally Accelerated Standardized Housing (DASH) initiative.</p> <p>Proposed Section 3.1 (Neighbourhood Types) and Section 3.2 (Effective Partnerships) include land use designations (e.g., Complete Village Space Overlay) and policies supporting the intensification of existing aging multi-family sites, particularly where this complements local neighbourhoods, offers innovative cost-effective solutions (e.g., wood construction) and delivers increased housing supply, choice, affordability, resiliency and inclusiveness.</p> <p>In addition, the Affordable Housing Strategy identifies Metro Vancouver as a key partner and notes that the estimates in the Regional Affordable Housing Strategy provide guidance to municipalities in the long-range planning. The vision, goals, strategies and recommended actions in the regional Affordable Housing Strategy were considered in developing the Strategy.</p>
--	--	---

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			Applicable OCP Policies
Policy 4.3.7	Section	Policy	
	Adopt Regional Context Statements that:		<p>Proposed Section 3.2 Objective 3: Build more below-market and non-market housing with effective partnership</p> <p>The proposed policies include:</p> <ul style="list-style-type: none"> a) Embed Flexibility: Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing. b) Prepare for development: Advance a project ready environment to support construction of below-market and non-market housing. c) Expand opportunities: Continue to create new avenues to support building more below-market and non-market housing. d) Steward priority projects: Allocate resources to support below-market and non-market housing projects. e) Foster Community Support: Build a supportive community environment for below-market and non-market housing. <p>Proposed Section 3.2 Objective 3: Build more below-market and non-market housing with effective partnership</p> <p>The proposed policies include:</p> <ul style="list-style-type: none"> a) Embed Flexibility: Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing. b) Prepare for development: Advance a project ready environment to support construction of below-market and non-market housing.
	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	
	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	

		<p>c) Expand opportunities: Continue to create new avenues to support building more below-market and non-market housing.</p> <p>d) Steward priority projects: Allocate resources to support below-market and non-market housing projects</p> <p>e) Foster Community Support: Build a supportive community environment for below-market and non-market housing.</p> <p>The City has adopted the Richmond Homelessness Strategy in 2019 to guide the city's efforts in addressing homelessness over a ten-year period.</p>
Policy 4.3.8	<p>Section Policy</p> <p>Prepare and implement housing strategies or action plans that</p>	<p>Supplementary Information</p> <p>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</p> <p>Section 3.2 Objective 3 policy a) Build more below-market and non-market housing with effective partnership</p> <ul style="list-style-type: none"> ○ Align City processes with other government and agency programs that prioritize renewal and construction of housing that prioritizes vulnerable populations. ○ Establish partnerships with government housing organizations (e.g., Canada Mortgage and Housing Corporation, BC Housing, Indigenous housing societies, Metro Vancouver Housing Corporation). <p>b) identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development</p> <p>Proposed Section 3.2 includes policies to build a supportive community environment for non-market housing. The policies include supporting housing related events and workshops to encourage information sharing and build awareness regarding housing affordability challenges in the City, defining good neighbour practices, developing design guidelines that incorporate context specific considerations for building</p>

		residents and operators and neighbourhood residents. (Objective 3 Policy e: Foster Community Support)
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	The Richmond Homelessness Strategy outlines actions items to prevent pathways into homelessness. They include creating affordable housing rental options, facilitating the creation of a collaborative homeless prevention program, working with Vancouver Coastal Health and other community partners to explore opportunities to enhance wrap-around supports to increase housing stability, and exploring solutions for discharge planning practices for individuals leaving institutions.

Metro 2050 Goal 5: Support Sustainable Transportation Choices

The proposed OCP includes a transit-oriented village framework to help address affordability and inequity by locating jobs, amenities and shops within a short walk or roll of transit and housing options suitable for diverse households and all stages of life. The 2050 target is to ensure 90% of Richmond residents live within 20-minute walk or roll (1.6 km) of a transit-oriented mixed-use village centre able to support residents' daily needs and a 5-minute walk or roll (400 m) of transit.

Section 8 (Mobility and Access) includes objectives and policies to support a sustainable transportation choices.

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

Policy 5.1.14	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	<p>Proposed Section 3.1 includes objectives and policies to build a transit-oriented village framework and make walking and rolling (e.g., bicycle, scooter, wheelchair) the preferred choices for most short trips, including getting to and from transit, for people of all ages and abilities.</p> <p>Objective 1: Build a transit-oriented village framework</p> <p>It includes policies to encourage growth in preferred places (policy a) by promoting growth and new housing development near</p>

		<p>transit including within a 10-minute walk (800 m) of the Capstan, Lansdowne and Brighouse Canada Line stations, and easy walking distance of TransLink's planned major transit network improvements, and b) promoting conveniently compact communities and c) encouraging comfortable connected places and spaces.</p> <p>Section 8 (Mobility and Access) includes objectives and policies to transition to a more sustainable transportation system.</p> <p>Section 8.1 (Road Network)</p> <p>Objective 1: Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling, and transit within the road network (policies a to e)</p> <p>Objective 2: Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (policies a to d)</p> <p>Section 8.2 (Transit)</p> <p>Objective 1: Make transit the preferred travel choice of Richmond's transportation system (policies a and b)</p> <p>Objective 2: Enhance the appeal of transit service with supporting amenities (policies a to f)</p> <p>Section 8.3 (Walking)</p> <p>Objective 1: Foster a culture where people choose to walk for transportation and for health (policies a and b)</p>
--	--	--

		<p>Objective 2: expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes) (policies a to i)</p> <p>Objective 3: Expand and improve walking and rolling connections to Neighbourhood Centres.</p> <p>Section 8.4 Cycling</p> <p>Objective 1: Encourage more bike trips by providing a safe and cohesive cycling network (policies a to i)</p> <p>Objective 4: Create a culture where cycling is seen as a normal, convenient and desirable travel option (Policies a to d)</p> <p>Section 8.5 Transportation Capacity and Demand Management</p> <p>Objective 1: Manage travel demand at its source to reduce private vehicle trips (policies a to e)</p> <p>Objective 2: Use existing parking capacity more efficiently and as a tool to reduce private vehicle use (policies a to f)</p>	<p>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</p> <p>Section 8.5 includes objectives and policies to optimize transportation system and manage travel demand to support the transition to a reduced reliance on cars.</p> <p>Objective 1: Manage travel demand at its source to reduce private vehicle trips (policies a to e)</p> <p>Objective 2: Use existing parking capacity more efficiently and as a tool to reduce private vehicle use (policies a to f)</p>
--	--	--	---

		<p>Objective 3: Optimize the performance of the transportation system (policies a to c)</p> <p>Zoning Bylaw was updated in 2022 to allow reduction (up to 20%) in parking with the provision of transportation demand management measures. Further, the Zoning Bylaw was updated in 2024 to remove minimum rates for residential parking within areas affected by Richmond's Transit-Oriented Areas Bylaw (except accessible parking), in accordance with provincial legislation.</p>
c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Section 8 includes policies encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists).
d)	support the transition to zero-emission vehicles	Objective 4 in Section 8 is to support the adoption of plug-in electric vehicles and other vehicle technologies that can emit zero greenhouse gas and air contaminant emissions. Policies are to support the provision of electric vehicle charging infrastructure and networks.
e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Section 8 includes Objective 1: encourage more bike trips by providing a safe and cohesive cycling network. (Policies a to i) It includes the Cycling Network Map with major bike routes and greenways. Policies a to e support the implementation of an expanded bike route 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	<p>Section 8.2</p> <p>Objective 3: expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes) and enhance the appeal of sustainable travel.</p>

		Policies include to improve the connectivity of the pedestrian and rolling network (e.g., sidewalks, neighbourhood links, greenways, trails) by placing a high priority on filling in missing gaps (e.g., discontinuous sidewalks)
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	<p>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</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p>	<p>Section 8.1</p> <p>Objective 3: optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity. Policies include:</p> <p>a) implement road improvements identified in the City Centre Transportation Plan to reduce congestion and improve circulation in the city core;</p> <p>b) use a hierarchy of local to major roads that directs through traffic to major roads, allows local circulation in areas of intense land use activity and minimizes traffic intrusion into residential neighbourhoods;</p> <p>c) require shared access and lanes parallel to major roads to discourage individual driveways that impede through traffic flow and create safety hazards for transit, cyclists and pedestrians;</p> <p>d) support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway, to enhance local circulation and connectivity, increase safety and improve goods movement;</p>

		<p>e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities;</p> <p>f) implement new and proven technological measures (such as traffic signal preemption) to continually improve access and minimize response times for emergency services;</p> <p>g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles.</p>
f)	<p>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</p>	<p>Section 6.2 Objective Specific Employment Lands Policies</p> <p>Objective 1: Asia-Pacific Gateway</p> <p>c) improve road infrastructure to achieve efficient truck movement</p> <p>Section 8.1 Road Network</p> <p>Objective 3: Optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity</p> <p>d) Support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway, to enhance location circulation and connectivity, increase safety and improve goods movement</p> <p>e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities</p>

			<p>g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles</p> <p>Section 8.5: Transportation Capacity and Demand Management</p> <p>Objective 4: Support the adoption of plug-in electric vehicles and other vehicle technologies that can emit zero greenhouse gas and air contaminant emissions</p> <p>a) support the use of plug-in electric vehicles, including bicycles and mobility scooters, through the provision of electric vehicle charging infrastructure in new residential, commercial and mixed-use developments</p> <p>b) Support the renovations of existing buildings to facilitate the integration of electric vehicle charging infrastructure</p> <p>c) support the ongoing development of publicly accessible electric vehicle charging infrastructure networks, including expanding the city-owned network of public electric vehicle charging stations.</p>
--	--	--	---

Metro 2050 Implementation

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

	Policy	Member Jurisdiction Response
Policy 6.2.7	<p>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:</p> <p>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;</p> <p>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:</p> <ul style="list-style-type: none"> • 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, <p>provided that:</p> <ul style="list-style-type: none"> • 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; <p>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.</p>	<p><i>The RCS hereby permits this.</i></p>
Policy 6.2.8	<p>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.</p>	<p><i>The RCS hereby permits this.</i></p>



To: Regional Planning Committee

From: Sinisa Vukicevic, Program Manager, Planning Analytics, Regional Planning and Housing Services

Date: December 5, 2025

Meeting Date: January 15, 2026

Subject: **2025 Long Range Employment Projections**

RECOMMENDATION

THAT the MVRD Board:

- a) receive for information the report dated December 5, 2025, titled “2025 Long Range Employment Projections”; and
- b) direct staff to forward a copy of the report dated December 5, 2025, titled “2025 Long Range Employment Projections” to member jurisdiction staff.

EXECUTIVE SUMMARY

In October 2025, the MVRD Board received updated regional population projections. Based on this update, corresponding projections for employment 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 jobs annually, reflecting an average annual growth rate of 1.1 per cent. The medium growth (MG) scenario of the updated employment projections indicates the region will reach nearly 2.1 million jobs by 2051.

These updated projections incorporate recent reductions to federal immigration targets. However, they do not yet fully reflect the potential impacts of recent changes to trade agreements or the uptake of artificial intelligence on labour demand, due to the lack of historical data or relevant new studies that can be relied on. 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 long range regional employment projections.

BACKGROUND

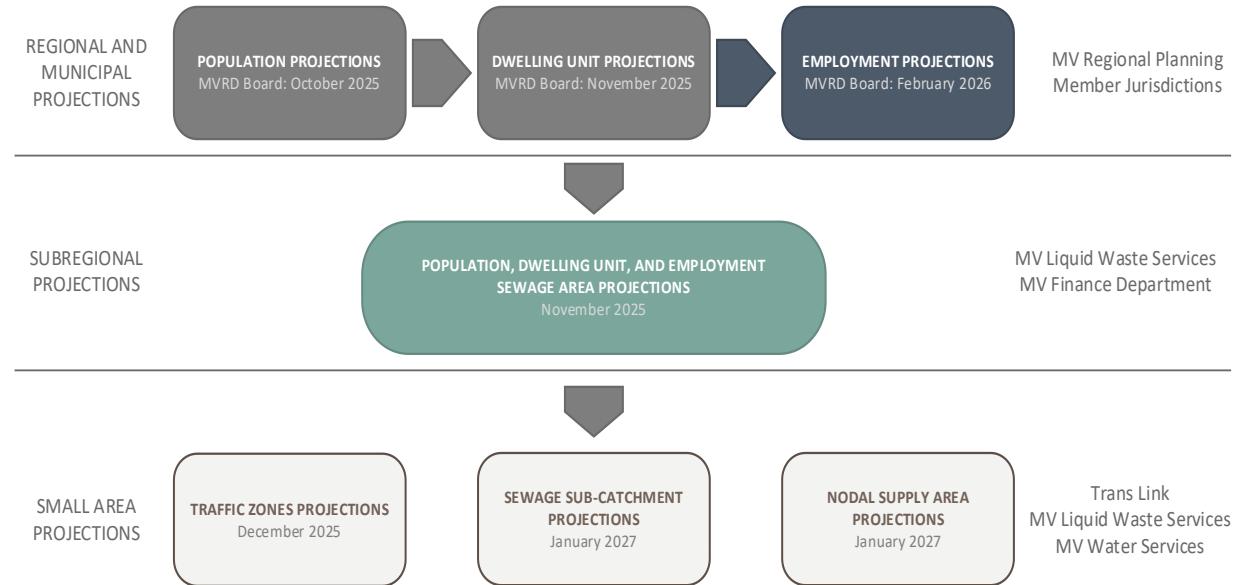
Metro Vancouver conducts annual updates to regional employment projections to ensure alignment with evolving employment trends, policy developments, and planning requirements. These updates support informed decision-making across regional and municipal levels.

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. These updated population projections have now been incorporated into the regional employment projections.

PROJECTIONS PROGRAM

Figure 1 illustrates the timeline and application of Metro Vancouver's projection work, which includes population, housing, and employment forecasts. These projections are developed at regional, sub-regional, and municipal scales to support different planning needs. Regional projections inform long-term growth management and infrastructure planning. All projections are updated annually to incorporate the latest demographic trends and policy changes, including adjustments to federal and provincial migration targets, ensuring that planning decisions remain responsive to evolving conditions.

Figure 1



Following this update, revised employment projections 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 development.

EMPLOYMENT PROJECTIONS

Methodology

Employment projections were developed using a combined top-down and bottom-up approach, similar to the methodology applied for population forecasts. This approach integrates regional drivers of growth, such as population projections, and employment land capacity, ensuring consistency with long-term planning objectives. Projections are organized into four higher-level employment sectors, aligned with the North American Industry Classification System (**Attachment 1**). Each sector encompasses specific job types, as outlined below:

- **Primary Sector:** Includes resource-based activities such as agriculture, forestry, fishing, and related support services.
- **Industry Sector:** Comprises goods-producing and infrastructure-related activities, including manufacturing, construction, transportation, and warehousing.
- **Commercial Services Sector:** Encompasses a wide range of service-oriented activities, such as finance and insurance, real estate, accommodations, food services, information and cultural industries, arts and entertainment, retail trade, and professional, scientific, and technical services.

- **Public Administration and Social Institutional Sector:** Includes jobs in education, health care and social assistance, and public administration.

These categories reflect the diversity of employment across the region and support analysis of sector-specific growth trends. Projections do not yet fully incorporate potential impacts of emerging factors such as artificial intelligence adoption or recent trade agreement changes, due to limited historical data (Reference 3). Metro Vancouver will continue to monitor these developments and adjust future updates accordingly.

Modelling Results

Metro Vancouver projects nearly 2.1 million jobs by 2051, as per the MG scenario of the 2025 Update projections (Figure 2). From 2024 to 2051, the region is projected (MG) to add on average about 20,500 net new jobs annually, at a growth rate of 1.1 per cent.

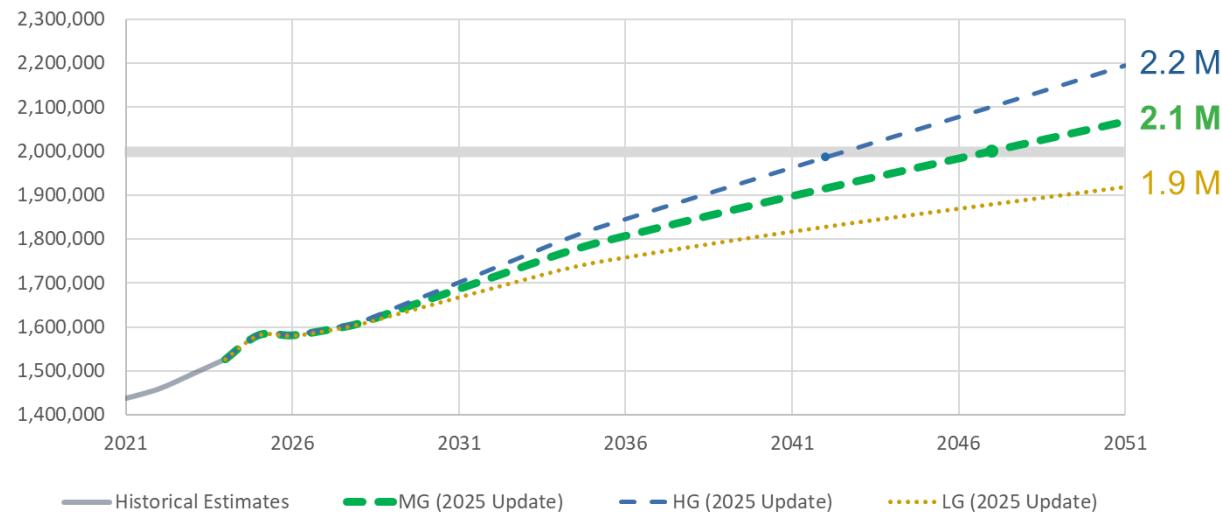
Figure 2 illustrates employment trends across the entire period from 2024 to 2051, comparing estimated jobs in 2024 with projected jobs in 2051 and highlighting growth rates for each of the four major sectors. Commercial services are projected to experience the largest absolute increase, adding nearly 275,000 jobs (+35%) and reaching over one million jobs by 2051. Public administration and social institutional employment is expected to grow at the fastest rate, increasing by about 42% or 145,000 jobs, for a total of approximately 490,000 jobs. Industry employment is projected to grow at a steady rate, with an increase to about 500,000 jobs by 2051, while primary sector employment, which includes agriculture and forestry, is expected to decline by roughly 5%, or about 900 jobs, over the same period.

Within the four major employment categories, several specific sectors are projected to experience notable changes between 2024 and 2051:

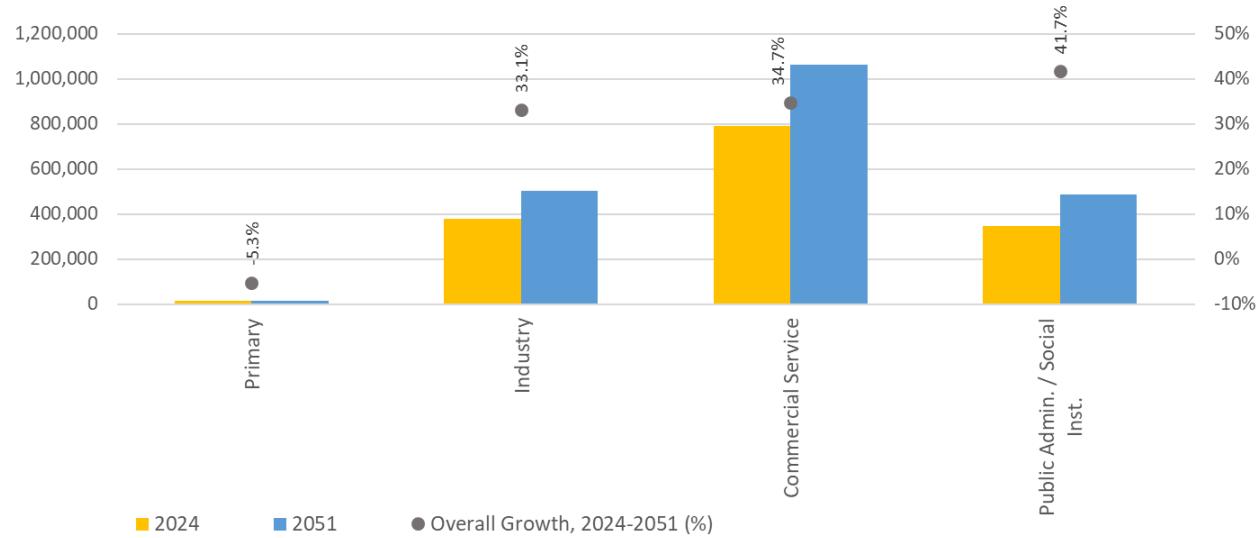
- **Industry Sector:** The construction sector is expected to see the strongest growth within this category, increasing by 59% and adding approximately 70,000 jobs. In contrast, manufacturing employment is projected to remain relatively stable over the period.
- **Commercial Services Sector:** Significant growth is anticipated in professional, scientific, and technical services (+55%, or 82,000 jobs) and finance, insurance, and real estate (+55%, or 63,000 jobs). Retail and accommodations will continue to be major employers, though their share of total regional employment is expected to decline slightly.
- **Public Administration and Social Institutional Sector:** The health/welfare sector is expected to have substantial job growth during this time, increasing by 43 per cent or 69,000 net new jobs.
- **Primary Sector:** Employment in resource-based activities such as agriculture and forestry is projected to decline by approximately 5%, or about 900 jobs.

Figure 2

Total Employment Projections (2025 Update), Including Medium Growth (MG), High Growth (HG), And Low Growth (LG) Scenarios

**Figure 3**

Employment Projections (2025 Update, MG Scenario; bars) for Years 2024 and 2051, and Overall Growth (%) points), By Higher-Level Employment Sector (Primary, Industry, Commercial Service, Public Administration/Social Institutional)



By 2051, health/welfare and retail are expected to remain among the region's largest employment sectors, each accounting for roughly 11% of total jobs. Professional and technical services will rise to a similar share (11%), while construction will increase its share to 9.2%. Although management and administrative services will grow by about 12,500 jobs, their regional share will decline as faster-growing sectors expand. Manufacturing and retail shares are also projected to decrease by 1.7 and 1.2 percentage points, respectively.

ALTERNATIVES

1. THAT the MVRD Board:
 - a) receive for information the report dated December 5, 2025, titled “2025 Long Range Employment Projections”; and
 - b) direct staff to send a copy of the report dated December 3, 2025 titled “2025 Long Range Employment Projections” to member jurisdiction staff.
2. THAT the MVRD Board receive for information the report dated December 5, 2025, titled “2025 Long Range Employment Projections”.

FINANCIAL IMPLICATIONS

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

CONCLUSION

The 2025 employment projections indicate that job growth in Metro Vancouver is expected to slow temporarily in the short term (2025–2027) before stabilizing and resuming a steady pace over the longer horizon. Under the Medium Growth scenario, the region is projected to add an average of 20,500 net new jobs annually, reaching nearly 2.1 million jobs by 2051, an overall increase of approximately 35%.

Growth will be uneven across sectors. Commercial services will account for the largest absolute increase, adding about 275,000 jobs (+35%) and surpassing one million jobs by 2051. Public administration and social institutional employment will grow at the fastest rate (+42%), adding roughly 145,000 jobs. The industry sector will also grow steadily, reaching about 500,000 jobs, while the primary sector employment is projected to decline slightly (−5%, or about 900 jobs). Within these categories, construction, professional/technical services, and finance/insurance/real estate are expected to see the strongest growth, while manufacturing remains flat.

These results underscore the importance of annual updates to ensure long range projections remain responsive to demographic shifts, economic trends, and emerging technologies.

ATTACHMENTS

1. Summary of Employment Sector Categories.
2. Employment 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. *Industry (based on the North American Industry Classification System [NAICS] Canada 2017 Version 3.0), Dictionary, Census of Population, 2021.* <https://www12.statcan.gc.ca/census-recensement/2021/ref/dict/az/Definition-eng.cfm?ID=pop181>
3. Loaiza, I. & Rigobon, R. (2024). *The EPOCH of AI: Human-Machine Complementarities at Work.* MIT Sloan Research Paper, No. 7236-24. <http://dx.doi.org/10.2139/ssrn.5028371>

Table 1*Summary of Employment Sector Categories in Metro Vancouver Employment Projections, 2025 Update*

Metro Vancouver Projections – Employment Sector Categorization		
Higher-level Employment Sector	Employment Sector	Statistics Canada/NAICS Class
Primary	Primary	11 Agriculture, forestry, fishing and hunting
	Primary	21 Mining, quarrying, and oil and gas extraction
Industry	Transportation/Warehousing	48-49 Transportation and warehousing
		22 Utilities
	Construction	23 Construction
	Manufacturing	31-33 Manufacturing
	Wholesale	41 Wholesale trade
Commercial Service	Retail	44-45 Retail trade
	Finance/Insurance/ Real Estate	52 Finance and insurance
		53 Real estate and rental and leasing
	Management (Mgmt)/Admin/ Other Services	55 Management of companies and enterprises
		56 Administrative and support, waste management and remediation services
		81 Other services (except public administration)
	Information/Cultural/Arts	51 Information/Cultural/Arts
		71 Arts, entertainment and recreation
	Professional/Technical	54 Professional, scientific and technical services
	Accommodation/Food	72 Accommodation and food services
Public Admin/ Social Institutional	Education	61 Educational services
	Health/Welfare	62 Health care and social assistance
	Public Admin	91 Public administration

Source: Statistics Canada. *Industry (based on the North American Industry Classification System [NAICS] Canada 2017 Version 3.0), Dictionary, Census of Population, 2021*. <https://www12.statcan.gc.ca/census-recensement/2021/ref/dict/az/Definition-eng.cfm?ID=pop181>

EMPLOYMENT PROJECTIONS

LOW GROWTH SCENARIO	2024	2031	2041	2051
Metro Vancouver Regional Total	1,526,875	1,667,336	1,816,713	1,917,958
BURRARD PENINSULA Sub-Region	718,938	759,970	809,807	849,625
City of Burnaby	173,983	183,001	194,376	203,209
City of New Westminster	36,690	42,693	48,351	52,147
City of Vancouver	482,033	503,828	530,650	552,481
Electoral Area A – UBC/UEL	26,232	30,448	36,430	41,788
NORTH SHORE Sub-Region	98,736	108,675	118,300	125,244
Bowen Island Municipality	2,206	2,789	3,441	3,887
City of North Vancouver	34,208	37,813	41,218	43,741
District of North Vancouver	38,309	42,734	47,054	49,958
District of West Vancouver	23,480	24,698	25,843	26,861
Village of Lions Bay	534	642	744	797
Electoral Area A - Howe Sound	-	-	-	-
NORTHEAST Sub-Region	101,975	115,493	128,135	136,653
City of Coquitlam	59,523	68,174	76,478	82,513
City of Port Coquitlam	29,092	32,043	34,643	36,001
City of Port Moody	12,391	14,164	15,790	16,846
Village of Anmore	756	871	972	1,033
Village of Belcarra	213	241	251	260
Electoral Area A - Indian Arm/Pitt Lake	-	-	-	-
RIDGE MEADOWS Sub-Region	39,112	47,676	55,269	59,453
City of Maple Ridge	31,030	38,165	44,555	48,119
City of Pitt Meadows	8,082	9,511	10,715	11,334
SOUTH OF FRASER – EAST Sub-Region	341,545	392,490	445,335	476,546
City of Langley	18,095	19,682	20,987	21,813
City of Surrey	236,513	273,593	313,338	336,723
City of White Rock	8,125	9,299	10,376	11,062
Township of Langley	78,761	89,861	100,573	106,878
Electoral Area A - Barnston Island	50	55	62	70
SOUTH OF FRASER – WEST Sub-Region	226,568	243,032	259,867	270,437
City of Delta	62,781	68,801	74,522	77,828
City of Richmond	157,700	167,355	177,282	183,768
scəwaθən məsteyəxʷ (Tsawwassen First Nation)	6,087	6,876	8,063	8,841

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

EMPLOYMENT PROJECTIONS

MEDIUM GROWTH SCENARIO	2024	2031	2041	2051
Metro Vancouver Regional Total	1,526,875	1,686,757	1,898,154	2,067,895
BURRARD PENINSULA Sub-Region	718,938	767,925	842,224	906,254
City of Burnaby	173,983	185,393	204,174	220,144
City of New Westminster	36,690	43,146	50,310	56,153
City of Vancouver	482,033	508,898	551,143	587,876
Electoral Area A – UBC/UEL	26,232	30,488	36,598	42,081
NORTH SHORE Sub-Region	98,736	109,799	123,017	134,379
Bowen Island Municipality	2,206	2,807	3,520	4,056
City of North Vancouver	34,208	38,197	42,799	46,808
District of North Vancouver	38,309	43,197	48,985	53,729
District of West Vancouver	23,480	24,951	26,944	28,934
Village of Lions Bay	534	647	770	853
Electoral Area A - Howe Sound	-	-	-	-
NORTHEAST Sub-Region	101,975	116,842	133,892	148,395
City of Coquitlam	59,523	68,995	80,031	89,908
City of Port Coquitlam	29,092	32,368	35,990	38,596
City of Port Moody	12,391	14,358	16,605	18,505
Village of Anmore	756	878	1,007	1,108
Village of Belcarra	213	242	259	276
Electoral Area A - Indian Arm/Pitt Lake	-	-	-	-
RIDGE MEADOWS Sub-Region	39,112	48,161	57,375	64,015
City of Maple Ridge	31,030	38,554	46,245	51,804
City of Pitt Meadows	8,082	9,607	11,129	12,211
SOUTH OF FRASER – EAST Sub-Region	341,545	398,378	470,690	524,531
City of Langley	18,095	19,886	21,811	23,334
City of Surrey	236,513	278,461	334,244	375,576
City of White Rock	8,125	9,373	10,702	11,754
Township of Langley	78,761	90,604	103,872	113,796
Electoral Area A - Barnston Island	50	55	62	70
SOUTH OF FRASER – WEST Sub-Region	226,568	245,652	270,956	290,322
City of Delta	62,781	69,531	77,664	83,937
City of Richmond	157,700	169,237	185,189	197,445
scəwaθən məsteyəxʷ (Tsawwassen First Nation)	6,087	6,885	8,102	8,939

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

EMPLOYMENT PROJECTIONS

HIGH GROWTH SCENARIO	2024	2031	2041	2051
Metro Vancouver Regional Total	1,526,875	1,701,606	1,962,799	2,195,135
BURRARD PENINSULA Sub-Region	718,938	773,984	868,388	955,655
City of Burnaby	173,983	187,191	211,927	234,612
City of New Westminster	36,690	43,503	51,891	59,566
City of Vancouver	482,033	512,773	567,828	619,113
Electoral Area A – UBC/UEL	26,232	30,517	36,741	42,365
NORTH SHORE Sub-Region	98,736	110,672	126,753	142,047
Bowen Island Municipality	2,206	2,823	3,584	4,198
City of North Vancouver	34,208	38,501	44,066	49,407
District of North Vancouver	38,309	43,558	50,517	56,903
District of West Vancouver	23,480	25,139	27,794	30,642
Village of Lions Bay	534	651	791	897
Electoral Area A - Howe Sound	-	-	-	-
NORTHEAST Sub-Region	101,975	117,891	138,439	158,190
City of Coquitlam	59,523	69,633	82,856	96,126
City of Port Coquitlam	29,092	32,622	37,044	40,741
City of Port Moody	12,391	14,509	17,240	19,863
Village of Anmore	756	884	1,033	1,170
Village of Belcarra	213	244	265	289
Electoral Area A - Indian Arm/Pitt Lake	-	-	-	-
RIDGE MEADOWS Sub-Region	39,112	48,554	59,034	67,720
City of Maple Ridge	31,030	38,870	47,580	54,794
City of Pitt Meadows	8,082	9,684	11,454	12,926
SOUTH OF FRASER – EAST Sub-Region	341,545	402,871	490,557	564,552
City of Langley	18,095	20,046	22,454	24,576
City of Surrey	236,513	282,137	350,611	408,174
City of White Rock	8,125	9,431	10,954	12,308
Township of Langley	78,761	91,203	106,475	119,424
Electoral Area A - Barnston Island	50	55	63	70
SOUTH OF FRASER – WEST Sub-Region	226,568	247,633	279,630	306,970
City of Delta	62,781	70,094	80,155	89,084
City of Richmond	157,700	170,646	191,341	208,870
scəwaθən məsteyəxʷ (Tsawwassen First Nation)	6,087	6,893	8,134	9,016

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



To: Regional Planning Committee

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

Date: December 22, 2025

Subject: **Manager's Report**

Meeting Date: January 15, 2026

RECOMMENDATION

THAT the Regional Planning Committee receive for information the report dated December 22, 2025, titled "Manager's Report".

REGIONAL PLANNING PRESENTATIONS

The Regional Planning Division has completed a number of key projects and programs that support member jurisdiction planning. Sharing this work through presentations to member staff or councils can enhance engagement and support local planning efforts.

Past presentations have proven effective in strengthening collaboration, particularly when the topics align with current priorities of local government. By tailoring discussions to ongoing municipal initiatives, these presentations can provide targeted insights, foster regional coordination, and support evidence based decision-making.

Below is a list of projects that the Regional Planning team is available to present on:

- Regional Parking Study
- Housing + Transportation Cost Burden Study
- Regional 3D Model
- Regional Parking Study
- Inclusionary Housing Report and Calculator
- Digitally Accelerated Standardized Housing
- Population, Dwelling and Employment Projections
- Regional Affordable Housing Gap Analysis
- Metro 2050 Performance Monitoring
- Survey of Licensed Child Care and Policies

PROPOSED METRO 2050 AMENDMENTS

The MVRD Board has initiated work on potential amendments to *Metro 2050* in response to concerns raised by the mayors of Surrey, Langley Township, and Delta regarding the Urban Containment Boundary (**Attachment 1**). Four amendment options are being presented for engagement with member jurisdictions:

- (1) adding new Special Study Areas,
- (2) reclassifying amendments to lands with a Rural regional land use designation from Type 2 to Type 3,
- (3) expanding amendment opportunities for properties adjacent to the Urban Containment Boundary,

- (4) expanding use of the flexibility clause for contiguous properties. These options aim to provide more streamlined processes for targeted growth while maintaining regional consistency.

In addition, staff have identified a number of procedural improvements to reduce amendment timelines by one to two months without requiring formal policy changes.

Pre-consultation with member jurisdictions has begun, as required under *Metro 2050*. All jurisdictions will be invited to provide feedback on the proposed options, and engagement will include the Regional Administrators Advisory Committee and the Regional Planning Advisory Committee (RPAC). RPAC will be engaged during its January meeting to support technical review and coordination. Staff will compile feedback and prepare proposed bylaw amendments for consideration by the Regional Planning Committee and the MVRD Board.

OUTREACH – HOUSING POLICY AND PLANNING

On November 3, 2025, Housing Policy and Planning staff presented at PIBC PLN 2025 Webinar #10: Affordable Housing in the Era of Proactive Planning (Reference 1). Staff highlighted the Affordable Housing Gap Analysis (Reference 2), Metro Vancouver Inclusionary Housing Calculator (Reference 3) and the Measures for Affordable and Diverse Housing Dashboard (Reference 4). Staff also presented the Affordable Housing Gap Analysis at this year's Housing Central conference (November 17 to 19, 2025) and facilitated a panel discussion on scaling affordable rental in Metro Vancouver.

UPDATE TO THE METRO VANCOUVER HOUSING INCLUSIONARY HOUSING CALCULATOR

The annual update to the Metro Vancouver Housing Inclusionary Housing Calculator is now complete (Reference 4). A number of variables have been updated with the most recently available data, including unit acquisition prices, average market rents, construction costs, development cost charges, unit sizes and distributions, and financing assumptions. The Inclusionary Housing Calculator will be updated on an annual basis to ensure that it stays relevant to the Metro Vancouver context. This educational tool has been designed to help decision-makers, planners, and the public, better understand how inclusionary housing works and the conditions that support its success.

ATTACHMENT

- 1. MVRD Board Report titled "Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors", dated November 14, 2025.

REFERENCES

- 1. PIBC. (2025). *PIBC PLN 2025 Webinar #20: Affordable Housing in the Era of Proactive Planning*. <https://www.pibc.bc.ca/event/pibc-pln-2025-webinar-10?site=pln>.
- 2. Metro Vancouver. (2025). *Affordable Housing Gap Analysis*. <https://metrovancouver.org/services/regional-planning/Documents/affordable-housing-gap-analysis-discussion-paper.pdf>.
- 3. Metro Vancouver. (2025). *Metro Vancouver Inclusionary Housing Calculator*. <https://mvinclusionaryhousingcalculator.ca/ihc/>.
- 4. Metro Vancouver. (2025). *Measures for Affordable and Diverse Housing Dashboard*. <https://app.powerbi.com/view?r=eyJrIjoiYzRiMDI0ODMtZTA2Ni00OTlhLTg2ZmUtNDg2NGMwMzUxZjQ5IiwidCI6IjkwODU5OWUzLTdIZjQtNDJiNS1hYWUyLTE0ZDBhODIzNTNmMyJ9>.



To: MVRD Board of Directors

From: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: November 14, 2025

Meeting Date: November 28, 2025

Subject: **Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request**

RECOMMENDATION

That the MVRD Board receive for information the report dated November 14, 2025, titled "Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request".

EXECUTIVE SUMMARY

In response to MVRD Board direction, Metro Vancouver staff have started to explore potential *Metro 2050* amendments regarding the Urban Containment Boundary in response to the letter to the Board Chair from three South of the Fraser Mayors. Metro Vancouver staff met with staff from the three municipalities to better understand the issues of concern and have developed a set of potential amendments to *Metro 2050*.

The MVRD Board cannot give initial readings to a *Metro 2050* amendment bylaw that affects member jurisdictions without first consulting with them. Prior to initiating that pre-consultation, staff are providing the potential amendments to the MVRD Board to ensure that the proposals have Board support for engagement. Once the pre-consultation with member jurisdictions is complete, staff will bring forward the comments received as well as amendment bylaws for MVRD Board consideration.

The four potential amendment options for pre-consultation are:

1. Add new Special Study Areas in the requesting municipalities;
2. Re-Classify amendments to lands with a Rural regional land use designation from Type 2 to Type 3 Amendments;
3. Expand Amendment Opportunities for properties adjacent to the Urban Containment Boundary; and
4. Expand Use of the Flexibility Clause for properties adjacent to the Urban Containment Boundary.

In addition, staff have identified a number of procedural improvements that can improve *Metro 2050* implementation without an amendment. Staff will implement these changes, with the goal of enhancing the efficiency of the *Metro 2050* amendment process.

PURPOSE

This report lays out the *Metro 2050* amendment options that are expected to form the basis of pre-consultation with member jurisdictions for Board information and input.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request
MVRD Board Regular Meeting Date: November 28, 2025
Page 2 of 9

BACKGROUND

On June 19, 2025, the Board Chair received a joint letter (**Attachment 1**) from the mayors of Surrey, Langley Township, and Delta expressing concerns about *Metro 2050*. The letter argues that the existing *Metro 2050* amendment framework is impeding the ability of South of the Fraser municipalities to meet the growing demand for housing, employment lands, and essential services. To address these concerns, the mayors outlined three policy changes they believe are important to better support growth and development:

1. Redefine the Urban Containment Boundary to allow for targeted expansion for sites that are contiguous extensions that are outside the Agricultural Land Reserve and ecologically sensitive areas, can be serviced with existing or committed infrastructure, and that support compact, transit-oriented complete communities;
2. Reclassify qualifying Urban Containment Boundary amendment requests from Type 2 (requires an amendment bylaw passed by a weighted two thirds vote of the Board) to Type 3 (requires an amendment bylaw passed by a weighted 50%+1 vote of the Board); and
3. Introduce a minor realignment mechanism to permit site specific Urban Containment Boundary adjustments that are consistent with local plans without requiring a full amendment.

The MVRD Board received a copy of the joint letter, along with a summary of the mayors' request, at its July 25, 2025 meeting in a report dated July 11, 2025, titled "Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta Mayors" (**Attachment 2**).

At the July 25, 2025 meeting, the MVRD Board passed the following resolution:

That the MVRD Board direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward for Board consideration a Type 1 Metro 2050 amendment reflecting the City of Surrey, Township of Langley, and City of Delta mayors' requests as three separate amendments.

ENGAGEMENT AND AMENDMENT PROCESS

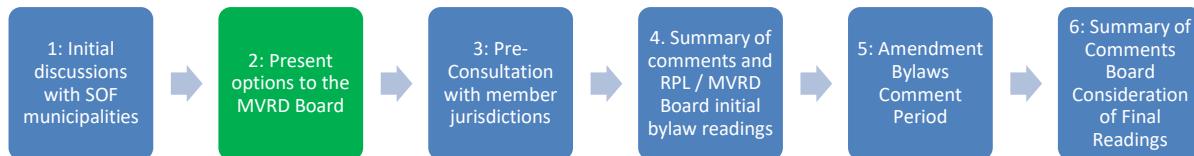
In response to the MVRD Board's July 25, 2025 resolution, Metro Vancouver staff have initiated a multi-phase process to explore potential amendments to *Metro 2050* that address the concerns raised in the South of the Fraser Mayors' joint letter.

Because these amendments would be initiated by the MVRD Board rather than a member jurisdiction, additional engagement requirements apply under *Metro 2050*. Specifically, Metro Vancouver must provide all affected member jurisdictions with an opportunity to comment on the proposed amendments before any amendment bylaws are given first reading. This pre-consultation step is essential to ensure transparency, regional collaboration, and alignment with the principles of the regional growth strategy.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request
MVRD Board Regular Meeting Date: November 28, 2025
Page 3 of 9

The engagement and amendment process includes the following steps (Figure 1):

Figure 1: Engagement and Amendment Process



Step 1: Initial discussions with staff from the three requesting municipalities

Staff met with staff from the City of Surrey, Township of Langley, and City of Delta to better understand their needs and priorities. These discussions helped clarify the intent of the mayors' request and informed the development of policy options that could address their concerns.

Step 2: Presentation of options to the MVRD Board

This report represents the second phase of the process. It outlines a set of potential *Metro 2050* amendment options for the MVRD Board's consideration, based on feedback from the South of the Fraser member jurisdictions and Metro Vancouver's staff's best assessment of viable policy options. The intent is to seek Board support for engaging with all member jurisdictions on these options.

Step 3: Pre-consultation with member jurisdictions

Metro 2050 stipulates that the MVRD Board cannot give initial readings to an amendment bylaw without first providing an opportunity for affected member jurisdictions to comment. This additional step is not required when a member jurisdiction requests an amendment via Council resolution. As part of this phase, staff will also engage with the Regional Administrators Advisory Committee (RAAC) and Regional Planning Advisory Committee (RPAC), to support technical review and coordination.

Step 4: Summary of comments and consideration of initial readings to amendment bylaws

All comments will be compiled and conveyed to the Regional Planning Committee and MVRD Board along with amendment bylaws for consideration of initial readings

Step 5: Referral and Comment Period

If the MVRD Board grants initial readings to the proposed amendments, a formal referral and comment period of at least 45 days will be initiated, as per *Metro 2050* Policy 6.4.2 b). This provides an opportunity for all affected local governments (member jurisdictions, TransLink, and adjacent regional district Boards), local First Nations, and other agencies as noted in *Metro 2050* to formally respond prior to final readings and adoption.

Step 6: All comments will be compiled and conveyed to the MVRD Board along with the amendment bylaws for consideration of final readings and adoption.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request
MVRD Board Regular Meeting Date: November 28, 2025
Page 4 of 9

Approval Requirements

If a proposed amendment is classified as a Type 1 amendment, unanimous acceptance by all affected local governments is required prior to MVRD Board approval. If an amendment is classified as a Type 3 amendment, a 50% +1 weighted vote of the MVRD Board is required following the comment period. This report sets out the *Metro 2050* amendment options that are expected to form the basis of pre-consultation. Since the proposed amendment options are not geographically specific, all member jurisdictions are affected, and all will be engaged in pre-consultation activities.

OVERVIEW OF AMENDMENT OPTIONS UNDER CONSIDERATION

This section outlines four potential *Metro 2050* amendment options for pre-consultation with member jurisdictions. These options reflect Metro Vancouver staff's interpretation of the South of the Fraser Mayors' letter, feedback from municipal staff, and existing *Metro 2050* policy. They are not mutually exclusive and could be packaged together or separately.

Under *Metro 2050*, amendments are categorized into three types:

Type 1: Requires an amendment bylaw passed by a 50% +1 weighted vote of the MVRD Board and unanimous acceptance by all affected local governments. Typically applies to changes to the amendment process itself or other major changes such as the deletion or amendment of goals or strategies. The *Local Government Act* (LGA, Section 437) identifies what may not be considered minor amendments (e.g., changes to the amendment process for a regional growth strategy); thereby making them Type 1 amendments.

Type 2: Requires an amendment bylaw passed by a two-thirds weighted vote of the MVRD Board. Generally applies to regional land use designation changes outside the Urban Containment Boundary and changes to the Urban Containment Boundary.

Type 3: Requires an amendment bylaw passed by a 50% +1 weighted vote of the MVRD Board. Applies to specific designation changes as outlined in *Metro 2050*.

Option 1: Add new Special Study Areas in the requesting municipalities

Under *Metro 2050*, Special Study Areas (SSAs) are geographically defined locations where future regional land use designation changes are anticipated, but where further study is required before a regional land use amendment can be considered. Within an SSA, any proposed change to the regional land use designation is processed as a Type 3 amendment, requiring a 50% +1 weighted vote of the MVRD Board, rather than as a Type 2 amendment with a higher threshold for approval.

This option would allow the three South of the Fraser municipalities to identify specific lands outside the Urban Containment Boundary that they are interested in exploring for potential future land use changes. By adding SSA overlays to these areas, the member jurisdiction signals its intent for future regional land use designation changes and establishes a lower voting threshold for those amendments. These would be added to *Metro 2050* as new SSAs.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request
MVRD Board Regular Meeting Date: November 28, 2025
Page 5 of 9

Metro 2050 did not originally envision the expansion of Special Study Areas as a broad growth management tool. SSAs were intended to be used in limited, site-specific circumstances where future land use changes were anticipated but required further study. However, in this particular instance, the SSA framework may offer a practical and policy-aligned way to respond to the concerns raised by South of the Fraser municipalities. It provides an existing mechanism within *Metro 2050* that could support targeted growth areas while maintaining a structured and regionally consistent amendment process. Further policy work would be required to define the conditions under which new SSAs should be considered

Option 1 would be a Type 3 amendment, requiring an affirmative 50% +1 weighted vote of the MVRD Board.

Option 2: Re-classify amendments to properties with a regional Rural land used designation as Type 3 amendments

Amendments to properties with a Rural regional land use designation are currently classified as either Type 2 or Type 3 amendments depending on the proposed regional land use designation.

- Type 2: amendment from Rural to Industrial, Employment, or General Urban regional land use designations (6.3.3 c)
- Type 3: amendment from Rural to Agricultural or Conservation and Recreation regional land use designations (6.3.4 d)

This option would merge the above policies, classifying regional land use designation changes from Rural to any other designation as Type 3 amendments, including movement of the Urban Containment Boundary. The effect of this change would be to lower the MVRD Board voting threshold to 50% +1 for Rural to Industrial, Rural to Employment, and Rural to General Urban amendments.

The vast majority (over 99 percent) of Rural lands in the region are located outside of the Urban Containment Boundary. Option 2 directly responds to the second request in the South of the Fraser Mayors' letter, to reclassify qualifying UCB expansions as Type 3 amendments by lowering the voting threshold for Rural-to-Urban designation changes. While this option facilitates more streamlined consideration of growth areas outside the UCB, it maintains the existing Type 2 amendment process for Agricultural and Conservation and Recreation lands, consistent with the mayors' first request to exclude lands within the Agricultural Land Reserve and ecologically sensitive areas.

Option 2 is a Type 1 amendment, requiring unanimous acceptance by all affected local governments and the MVRD Board as per the *Local Government Act* and *Metro 2050* policy.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request
MVRD Board Regular Meeting Date: November 28, 2025
Page 6 of 9

Option 3: Expand amendment opportunities for properties contiguous with the Urban Containment Boundary

Metro 2050 contains a policy, 6.3.4 f), which applies to Agricultural and Rural properties that are contiguous with (i.e. outside but immediately adjacent to) the Urban Containment Boundary and outside the Agricultural Land Reserve. This policy allows that such properties may be amended to the Industrial regional land use designation as a Type 3 amendment.

Option 3 would expand the amendment opportunities for such sites beyond Industrial and specify that any regional land use designation may be proposed as a Type 3 amendment.

The effect of this change would be to lower the MVRD Board voting threshold to 50% +1 for sites contiguous to the Urban Containment Boundary for Agricultural and Rural sites that are proposed to be amended to General Urban or Employment that would otherwise be considered Type 2 amendments. For these sites, conversions to Conservation and Recreation or Industrial are already considered Type 3 amendments.

Option 3 would address the second request in the South of the Fraser Mayors' letter – i.e. to: “allow contiguous Urban Containment Boundary extensions that:

- are outside the Agricultural Land Reserve and ecologically sensitive areas;
- can be serviced with existing or committed infrastructure; and
- support compact, transit-oriented, complete communities.”

These eligibility criteria would be layered onto Option 3 under a revised policy 6.3.4 f). Any application for regional land use designation changes under 6.3.4 f) would need to address these criteria, but interpretation of eligibility would be at the sole discretion of the MVRD Board.

The intent of the existing policy framework surrounding contiguous sites is to provide flexibility for sites that are directly adjacent to the Urban Containment Boundary, recognizing that some parcels outside the Urban Containment Boundary may represent supportable extensions of urban development. However, the current definition of Urban Containment Boundary contiguous parcels has, at times, created uncertainty for member jurisdictions. This proposed amendment presents an opportunity to refine and clarify the definition to better support consistent implementation across the region. Option 3 would not change the amendment type or process for any sites that are not contiguous with the Urban Containment Boundary.

Option 3 would be a Type 1 amendment, requiring unanimous acceptance by all affected local governments, as it would change the process for making minor amendments as specified in *Metro 2050* sections 6.3.3 and 6.3.4.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request
MVRD Board Regular Meeting Date: November 28, 2025
Page 7 of 9

Option 4: Expand the use of the ‘Flexibility Clause’ for properties contiguous with the Urban Containment Boundary

Metro 2050 contains a policy (6.2.7), commonly referred to as the *flexibility clause*, which allows member jurisdictions to make limited changes to regional land use designations within the Urban Containment Boundary through their Regional Context Statements, without requiring a formal *Metro 2050* amendment. This clause is subject to specific conditions, including limits on the size and cumulative area of affected sites.

Option 4 proposes to expand the scope of Policy 6.2.7 to include sites contiguous to the Urban Containment Boundary located just outside the boundary, provided they meet the same conditions currently required for flexibility clause use. This change would allow member jurisdictions to exercise greater local discretion over these sites and, in some cases, proceed without a *Metro 2050* amendment, if criteria outlined in Policy 6.2.7 are satisfied.

Option 4 responds to the South of the Fraser Mayors' request to enable more flexible and streamlined treatment of Urban Containment Boundary expansions. By extending the flexibility clause to include sites contiguous to the Urban Containment Boundary, this approach would allow member jurisdictions to pursue targeted growth opportunities without triggering a formal *Metro 2050* amendment.

Option 4 would not change the amendment process for any sites that are not contiguous with the Urban Containment Boundary, nor any sites within the Urban Containment Boundary where the flexibility clause may currently be used. As noted previously in the discussion of Option 3, clarifying the definition of “Urban Containment Boundary-contiguous parcels” will be important. The same considerations as discussed in Option 3 would apply to Option 4, where the expanded use of the flexibility clause would rely on a clear and consistent definition to ensure appropriate application.

Option 4 would be a Type 3 amendment, requiring an affirmative 50% +1 weighted vote of the MVRD Board, as it would not amend the amendment process itself. Option 4 would therefore face a lower voting threshold than Option 3.

Implications for Regional Planning and Servicing

The implications for these options have not yet been assessed in terms of the land base impacted, nor the potential servicing and cost implications for utilities, transit and other urban services. This assessment would accompany consideration of amendment bylaws.

PROCESS IMPROVEMENTS TO STREAMLINE METRO 2050 AMENDMENT IMPLEMENTATION

Through preliminary discussions with staff from the City of Surrey, Township of Langley, and City of Delta, concerns with the current *Metro 2050* amendment process were identified. These concerns primarily relate to procedural complexity and extended timelines, with most applications currently requiring between five to six months to progress through the full amendment cycle.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request
MVRD Board Regular Meeting Date: November 28, 2025
Page 8 of 9

In response, Metro Vancouver has identified a series of process improvements that can be implemented immediately to streamline the amendment process. These improvements do not require a formal amendment to *Metro 2050*, as they pertain to administrative procedures rather than policy changes. Collectively, these changes have the potential to reduce amendment processing times by one to two months, providing greater clarity, efficiency, and predictability for member jurisdictions.

Identified process improvements include:

- Remove Regional Planning Advisory Committee (RPAC – staff advisory committee) review for minor and straightforward applications;
- Streamline application intake through the creation of a dedicated email address and/or web portal to facilitate submission and tracking;
- Introduce a pre-application process allowing member jurisdictions to submit *Metro 2050* amendment materials prior to local third reading, enabling earlier review and coordination; and
- Implement a next-day correspondence standard for *Metro 2050* amendments, ensuring that the 45-day comment period begins immediately following third reading.

Staff will proceed with implementing these changes, with the goal of enhancing the efficiency of the *Metro 2050* amendment process.

NEXT STEPS

Following presentation of this report, Metro Vancouver staff will incorporate any feedback received from the MVRD Board. A letter will then be issued to member jurisdictions initiating region-wide pre-consultation on the proposed amendment options. Staff will be available to provide presentations to Councils if requested. Engagement will also occur through RAAC and RPAC to gather technical input from across the region.

If the MVRD Board receives this report for information, Metro Vancouver will proceed to consult with member jurisdictions on all four proposed amendment options. While each option represents a distinct approach, there is considerable overlap in their intended outcomes. Although all four options could technically be implemented, doing so may result in duplication and added complexity. As such, it may be more practical and administratively efficient to pursue a subset of the options.

The Board may choose to provide early direction on which options to advance for bylaw development, or defer this decision until after the pre-consultation process is complete and proposed amendment bylaws are brought forward for consideration. Staff will prepare draft bylaws based on feedback received through pre-consultation and present them to the Regional Planning Committee prior to MVRD Board review.

ALTERNATIVES

This is an information report. No alternatives are provided.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request
MVRD Board Regular Meeting Date: November 28, 2025
Page 9 of 9

FINANCIAL IMPLICATIONS

This engagement process is being undertaken in-house through the 2025 and 2026 Regional Planning budget. There are no direct financial implications.

CONCLUSION

In response to MVRD Board direction, staff have initiated a process to explore potential *Metro 2050* amendments regarding the Urban Containment Boundary. Metro Vancouver staff will conduct pre-consultation on four potential amendment options:

1. Add new Special Study Areas in the requesting municipalities;
2. Re-Classify amendments to lands with a Rural regional land use designation from Type 2 to Type 3 Amendments;
3. Expand Amendment Opportunities for properties adjacent to the Urban Containment Boundary; and
4. Expand Use of the Flexibility Clause for properties adjacent to the Urban Containment Boundary.

In addition, a number of procedural improvements have been identified that can improve *Metro 2050* implementation without requiring a formal amendment. Staff will proceed with implementing these changes immediately, with the goal of enhancing the efficiency of the *Metro 2050* amendment process.

ATTACHMENTS

1. Letter from City of Surrey, Township of Langley, and City of Delta mayors titled "Urban Containment Boundary – Urgent Need for Policy Reform", dated June 19, 2025.
2. MVRD Board report titled "Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Next Steps in Response to City of Surrey, Township of Langley, and City of Delta Mayors", dated, July 11, 2025. <https://metrovancouver.org/boards/GVRD/RD-2025-07-25-AGE.pdf#page=385>
3. Presentation re: Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request.

80229597



June 19, 2025

Via E-mail

Mayor Mike Hurley
Chair, Metro Vancouver Board of Directors
Metrotower III, 4515 Central Boulevard
Burnaby BC V5H 0C6

Dear Chair Hurley and Members of the Board:

Re: Urban Containment Boundary – Urgent Need for Policy Reform

The Mayors of Surrey, the Township of Langley, and Delta jointly write to advise the Metro Vancouver Regional District to express a unified concern over the Metro 2050 framework, as currently written and administered, is obstructing our collective ability to plan for and deliver the housing, employment land and critical services our rapidly growing South-of-the-Fraser communities require.

Our communities are facing increased challenges due to the current policies and administrative process governing the Urban Containment Boundary (UCB) as outlined in the Regional Growth Strategy (RGS).

Accordingly, we expect the Board to direct staff to draft amendments that will:

1. **Redefine and modernize the UCB.** Policy language must allow contiguous UCB extensions that:
 - are outside the Agricultural Land Reserve and ecologically sensitive areas;
 - can be serviced with existing or committed infrastructure; and
 - support compact, transit-oriented, complete communities.
2. **Re-classify qualifying UCB expansions as Type 3 amendments.** The process for expending or adjusting the UCB through a Type 2 or Type 3 amendment under the RGS is burdensome, time-consuming, and often lacks transparency or consistency in interpretation. The ambiguity surrounding what qualifies as a Type 2 versus Type 3 amendment has led to unnecessary delays and uncertainty for both the municipalities and the development community. Therefore, we propose extensions meeting the above criteria—or located within Special Study Areas—should proceed as Type 3 amendments, subject to a simple majority (50% + 1) weighted vote, rather than the current two-thirds super-majority required for Type 2 amendments.
3. **Introduce a streamlined “minor realignment” allowance.** The municipalities should be granted more authority to make UCB changes that are consistent with their Official Community Plans and that align with regional objectives. Including, Site-specific UCB adjustments that do not compromise regional objectives, with notification to Metro Vancouver in lieu of a full amendment process.

South-of-the-Fraser municipalities will accommodate the largest share of the region's future population and job growth—yet only a fraction of developable lands lie within the existing UCB. The status quo is untenable; persisting with it will deepen the region's housing shortage, constrain industrial expansion, and undermine transportation investments.

We recognize the importance of a coordinated regional approach and remain committed to working with Metro Vancouver and our regional partners. However, this commitment must be balanced with a system that is adaptive, equitable, and supports the practical realities of a fast-growing communities.

We call on Metro Vancouver to initiate a formal review of the UCB amendment process and the Regional Growth Strategy to address the concerns of the South of the Fraser municipalities. We are prepared to contribute staff expertise, data, and policy insights to assist in this necessary review.

We therefore request the following immediate actions:

Staff direction: That Metro Vancouver staff report back with draft text amendments and a revised amendment classification table by September 30 2025.

Committee delegation: That representatives of our four municipalities be invited to present the technical basis for these changes at the next meeting of the Regional Planning Committee.

Voting fairness: That the Board commit, in advance, to treating any qualifying UCB expansion as a Type 3 amendment, effective immediately.

Failure to address these issues promptly will compel our municipalities to explore every legislative and intergovernmental avenue available to secure the flexibility our residents and businesses deserve.

We look forward to your prompt confirmation that Metro Vancouver will proceed as outlined above.

Sincerely,



Mayor Brenda Locke,
City of Surrey



Mayor Eric Woodward,
Township of Langley



Mayor George V. Harvie,
City of Delta

cc: Mayor John McEwen, Vice-Chair, Metro Vancouver Board
Chief Administrative Officers – South of the Fraser Municipalities
Regional Planning Advisory Committee



To: MVRD Board of Directors

From: Heather McNeil, Deputy Chief Administrative Officer, Policy and Planning

Date: July 11, 2025

Subject: **Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta Mayors**

RECOMMENDATION

That the MVRD Board receive for information the letter from City of Surrey, Township of Langley and City of Delta mayors dated June 19, 2025, titled “Urban Containment Boundary – Urgent Need for Policy Reform.”

and select one of the following:

1. That the MVRD Board direct staff to engage with the City of Surrey, Township of Langley, and City of Delta to explore alternative, collaborative approaches to address the concerns raised, within the existing *Metro 2050* policy framework; *or*
2. That the MVRD Board respond to the requests, asking the City of Surrey, Township of Langley, and City of Delta to submit a formal *Metro 2050* amendment application via Council resolution per the process laid out in the regional growth strategy; *or*
3. That the MVRD Board direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward for Board consideration a Type 1 *Metro 2050* amendment reflecting the City of Surrey, Township of Langley, and City of Delta mayors’ requests.

EXECUTIVE SUMMARY

The mayors of the City of Surrey, Langley Township, and City of Delta have submitted a joint letter to the Chair of the MVRD Board requesting changes to *Metro 2050*’s Urban Containment Boundary (UCB) amendment process. The letter proposes three key changes: allowing targeted expansion of the UCB without regional involvement, reclassifying UCB amendments from Type 2 to Type 3 to enable simple majority approval, and introducing a minor realignment mechanism for site-specific adjustments. The South of the Fraser sub-region is an important and growing part of Metro Vancouver, experiencing significant growth pressures, and is an essential partner in the successful implementation of *Metro 2050*. The Board Chair has directed Metro Vancouver staff to prepare this report to the Board providing options regarding the requests in the letter. This report outlines the purpose and function of the UCB, summarizes the amendment process under *Metro 2050*, and provides context on past amendment activity. In response to the mayors’ letter, the report presents three potential courses of action for Board consideration:

1. acknowledge the letter and direct staff to work collaboratively with the respective jurisdictions to explore interests and alternatives within the existing policy framework;
2. refer the request back to the municipalities to initiate a formal *Metro 2050* amendment application; or

Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta
MVRD Board Meeting Date: July 25, 2025
Page 2 of 7

3. direct staff to engage with member jurisdictions as a precursor to the Board initiating a Type 1 amendment to *Metro 2050* to revise the amendment classification framework. Given the political nature of the request and its implications for the governance of *Metro 2050*, staff are not making a recommendation, and respectfully request that the MVRD Board carefully consider the alternatives outlined in this report.

PURPOSE

This report provides the MVRD Board with an overview of the letter received from the mayors of Surrey, Langley Township, and Delta regarding proposed changes to *Metro 2050* and to present options for next steps in response.

BACKGROUND

On June 19, 2025, the Board Chair received a joint letter (Attachment 1) from the mayors of Surrey, Langley Township, and Delta expressing concerns about *Metro 2050*. The letter outlines concerns related to *Metro 2050*'s Urban Containment Boundary policies and amendment process. The Board Chair has directed Metro Vancouver staff to prepare this report to the Board providing options regarding the requests in the letter.

REQUESTED CHANGES TO THE URBAN CONTAINMENT BOUNDARY AMENDMENT PROCESS

In a recent letter addressed to the Metro Vancouver Board Chair, the mayors of Surrey, Langley Township, and Delta have outlined concerns regarding *Metro 2050*. The letter outlines the case that the existing framework is impeding the ability of South of the Fraser municipalities to meet the growing demand for housing, employment lands, and essential services. To address these concerns the mayors have outlined three policy changes they believe are important to better support growth and development:

1. Redefine the Urban Containment Boundary to allow for targeted expansion for sites that are contiguous extensions that are outside the Agricultural Land Reserve and ecologically sensitive areas, can be serviced with existing or committed infrastructure, and that support compact, transit-oriented complete communities;
2. Reclassify qualifying Urban Containment Boundary amendment requests from Type 2 (requires an amendment bylaw passed by a weighted two thirds vote of the Board) to Type 3 (requires an amendment bylaw passed by a weighted 50%+1 vote of the Board); and
3. Introduce a minor realignment mechanism to permit site specific Urban Containment Boundary adjustments that are consistent with local plans without requiring a full amendment.

AMENDING METRO 2050

The proposed changes to *Metro 2050* put forward by the mayors of Surrey, Langley Township, and Delta are all Type 1 amendments to the regional growth strategy – either determined by the *Local Government Act* (Section 437) or the *Metro 2050* bylaw (Figure 2). Type 1 amendments to *Metro 2050* require an amendment bylaw passed by the MVRD Board with a weighted 50%+1 vote and support from all affected local governments (resolutions from all member jurisdiction Councils, TransLink, and adjacent regional districts). It is the same process as adopting a regional growth strategy.

All types of amendments require an amendment bylaw and must be initiated by a resolution of the MVRD Board. The process to initiate amendments to *Metro 2050* is laid out in Section 6.4.1 of the regional growth strategy. It states:

"The process to initiate amendments to the Regional Growth Strategy is by resolution of the Metro Vancouver Regional District (MVRD) Board. Member jurisdictions may, by resolution, request amendments. The MVRD Board will not give first reading to an amendment bylaw which proposes to change a regional land use designation or the Urban Containment Boundary unless or until the member jurisdiction or jurisdictions in which the subject site is located have requested that amendment or have been given the opportunity to formally comment on the proposed amendment."

As a result, proposed amendments require either a Council resolution if proposed by a member jurisdiction, or, if proposed by Metro Vancouver, engagement with affected local governments prior to the MVRD Board being able to consider the amendment.

In addition, all three communities have a regional context statement embedded in their Official Community Plan reflecting the Urban Containment Boundary and parcel based regional land use designations. Each community would need to amend its OCP and regional context statement to implement the requested changes. This too requires MVRD Board support.

URBAN CONTAINMENT BOUNDARY HISTORY AND CONTEXT

Containing urban development is a well-established best practice for sustainable growth management, and has been pivotal in shaping the Metro Vancouver region. The Urban Containment Boundary (Figure 1), was introduced in 1996 in the *Livable Region Strategic Plan* (LRSP), the first regional growth strategy for the Metro Vancouver region, to guide regional growth in a way that supports sustainable, efficient infrastructure provision, and protects non-urban lands. It establishes a stable, long-term regional boundary for urban development and has played a critical role in achieving the goals of the regional federation since its introduction. The UCB serves to:

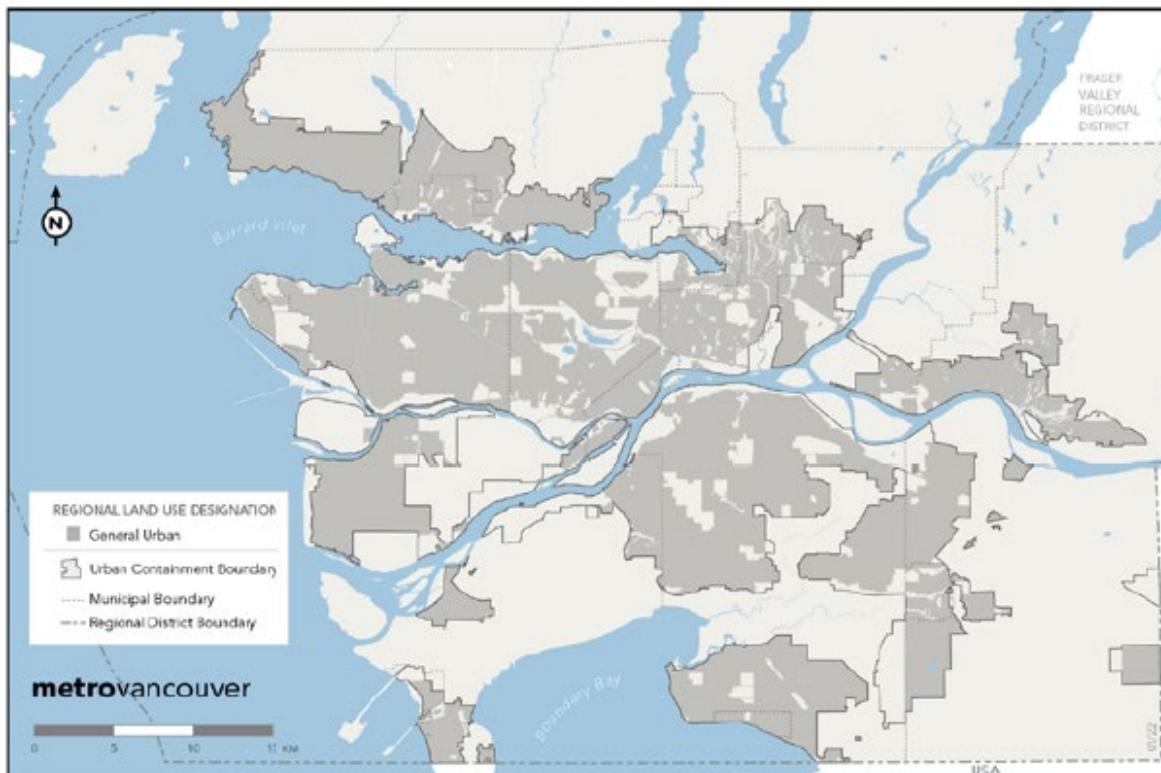
- Limit urban sprawl by focusing growth within a defined area to reduce auto-oriented development, support complete communities with a range of housing and jobs, and support the efficient provision of urban infrastructure including utilities and transit;
- Protect Agricultural, Rural, and Conservation and Recreation lands from urban development; and
- Support compact, transit-oriented development that reduces greenhouse gas emissions and energy demand.

The first goal of *Metro 2050*, adopted by all member jurisdictions, TransLink, adjacent regional district Boards, and the MVRD Board, seeks to Create a Compact Urban Area, by achieving 98% of the region's growth within the UCB and directing that growth to a network of Urban Centres and along transit. The UCB has been highly effective in limiting sprawl in the region and the regional federation has met the targets for containing growth. Based on analysis conducted by Regional Planning in 2023, Official Community Plans can support a significant increase in dwelling units over the existing housing stock, indicating no immediate need to expand the Urban Containment Boundary. And,

Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta
MVRD Board Meeting Date: July 25, 2025
Page 4 of 7

it is absolutely acknowledged that the south of the Fraser communities as well as the eastern part of the region face the greatest pressure for growth and for expansion of the UCB.

Figure 1: Metro 2050 Urban Containment Boundary



In 2011, Metro Vancouver adopted *Metro Vancouver 2040: Shaping our Future*, which introduced six parcel-based regional land use designations, including the Rural designation. This designation, covering approximately 8,900 hectares, marked a contraction of the Urban Containment Boundary, and applied to areas not intended for urban-scale development requiring regional sewerage or transit service. During the development of *Metro 2040*, several municipalities wanted acknowledgement that certain areas in the Rural designation were intended for future land use change, but that full planning had not yet occurred. As a result, Special Study Areas were identified in the regional growth strategy to indicate this municipal intent, and a lower Metro Vancouver Board voting threshold was established for amendments involving Special Study Areas, including adjustments to the UCB. Unresolved Special Study Areas were ported into *Metro 2050* (Map 12).

Metro 2040 also contained a more flexible process for amendments to the regional growth strategy, in part to ensure that member jurisdictions had a clearer and less administratively challenging path for change than in the LRSP. This process was carried forward into *Metro 2050*. The amendment process for the regional growth strategy allows for a regional dialogue about the impacts of land use change as these changes can affect some or all member jurisdictions (e.g. necessitate regional infrastructure, expanded transit, or impact regional interests like agricultural or conservation and recreation lands and the regional benefits they provide). Amendments to *Metro 2050* fall into three

Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta
MVRD Board Meeting Date: July 25, 2025
Page 5 of 7

categories reflecting the scale of regional significance as well as requirements laid out in the *Local Government Act* (Section 437).

Figure 2: Regional Growth Strategy Implementation Framework

PRINCIPLES	EXAMPLES	PROCEDURES
Fundamental change to core goals or strategies	Amend the goals or strategies; delete an entire goal; change the amendment process	Type 1: 50% + 1 MVRD Board weighted vote and acceptance by all affected local governments
Region-wide significance for non-urban designations	Change Urban Containment Boundary or Agricultural designation	Type 2: 2/3 MVRD Board weighted vote
Region-wide significance for urban designations	Large scale Industrial area designation change	Type 3: 50% + 1 MVRD Board weighted vote
Small scale urban designation changes	Small scale Industrial land use designation change	As described under 6.2.7, Official Community Plan amendment and notification of Metro Vancouver in writing within 30 days after OCP adoption
Local planning matter with no regional significance	Rezoning consistent with Official Community Plan	Official Community Plan matters, no Regional Context Statement reference required

The amendment process reflects how the regional growth strategy is designed as a flexible document, one that can respond to evolving regional needs while upholding shared regional goals. Since the addition of the flexible amendment process in 2011, over 40 regional growth strategy amendment applications have been submitted. Over 80% of these applications have been adopted or deemed not necessary, demonstrating the region's willingness to accommodate change while maintaining a consistent and principled approach to regional planning.

NEXT STEPS

Although the requests from the mayors of the City of Surrey, Township of Langley, and City of Delta are not simple to grant, there are several paths forward for the Board to consider to acknowledge and address the concerns expressed by the South of the Fraser mayors. Staff have identified three options for the Board to consider. All the alternatives align with the requirements of the *Local Government Act* and *Metro 2050*.

Alternative 1. Receive the letter for information and direct staff to work with City of Surrey, Township of Langley and City of Delta Councils and staff to identify options to address concerns.

This option acknowledges the letter and the concerns expressed by the mayors, and proposes initiating a process to explore more collaborative solutions within the existing policy framework. Such an approach may help identify strategies that respond to local growth pressures while maintaining the integrity of regional planning objectives. A precedent for this approach exists: both the City of Surrey and the Township of Langley initially withheld support for *Metro 2050*, however after several meetings with both staff and elected officials, both communities retracted their lack of support, and signed on to the regional growth strategy. A similar process could be considered to constructively address the current concerns.

Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta
MVRD Board Meeting Date: July 25, 2025
Page 6 of 7

Alternative 2. Refer the requests back to the member jurisdictions to submit a formal *Metro 2050* amendment application via Council resolution as per the process outlined in the regional growth strategy.

This option would require the City of Surrey, Township of Langley, and City of Delta to submit a formal application via local Council resolution. This option would be consistent with established procedures and places the responsibility on the requesting jurisdictions to conduct their own analysis and develop proposed amendments. This option would give each respective member jurisdiction the opportunity to fully articulate their interest in pursuing the application and provide transparency in allowing the proposals to be debated openly within each community before advancing to the regional level.

Alternative 3. Direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward a Type 1 *Metro 2050* amendment for Board consideration.

As noted above, the MVRD Board cannot initiate the amendment process or consider first reading of an amendment bylaw without first engaging with member jurisdictions that would be impacted by the amendment. In this case, given the fundamental changes to the UCB being proposed, all member jurisdictions abutting the UCB and with Rural lands would be provided opportunity for comment. This option demonstrates a willingness to respond to member jurisdiction concerns and provide a formal mechanism for evaluating the proposed policy changes. However, this approach would bypass the traditional local application process via Council resolution.

ALTERNATIVES

That the MVRD Board receive for information the letter from City of Surrey, Township of Langley and City of Delta mayors dated June 19, 2025, titled “Urban Containment Boundary – Urgent Need for Policy Reform.”

and select one of the following:

1. That the MVRD Board direct staff to engage with the City of Surrey, Township of Langley, and City of Delta to explore alternative, collaborative approaches to address the concerns raised, within the existing *Metro 2050* policy framework; **or**
2. That the MVRD Board respond to the requests, asking the City of Surrey, Township of Langley, and City of Delta to submit a formal *Metro 2050* amendment application via Council resolution per the process laid out in the regional growth strategy; **or**
3. That the MVRD Board direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward for Board consideration a Type 1 *Metro 2050* amendment reflecting the City of Surrey, Township of Langley, and City of Delta mayors’ requests.

Given the political nature of the request and its implications for the governance of *Metro 2050*, staff are not making a recommendation and respectfully request that the MVRD Board carefully consider the alternatives outlined above.

Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta
MVRD Board Meeting Date: July 25, 2025
Page 7 of 7

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. Should the MVRD Board direct staff to undertake further work in response to the Surrey, Langley Township, and Delta mayors' letter, any related policy analysis or engagement activities would be carried out by Regional Planning staff and incorporated into the department's existing work program and resources.

CONCLUSION

The letter from the Surrey, Langley Township, and Delta mayors presents a request for changes to the Metro 2050 Urban Containment amendment process that warrants careful consideration by the Board. The proposed changes require a Type 1 amendment as per the *Local Government Act*, reflecting the significance of the request. In considering next steps, the MVRD Board is presented with three options. Each path carries distinct implications for governance, process, and regional cohesion.

ATTACHMENT

1. ~~Letter from City of Surrey, Township of Langley, and City of Delta mayors titled, "Urban Containment Boundary – Urgent Need for Policy Reform", dated, June 19, 2025.~~



Possible Metro 2050 Amendments in Response to Surrey, Township of Langley and Delta Mayors' Request

metrovancouver

1

MAYORS' LETTER REQUESTS

1. **Redefine the Urban Containment Boundary to allow for targeted expansion for sites that are contiguous** extensions that are outside the Agricultural Land Reserve and ecologically sensitive areas, can be serviced with existing or committed infrastructure, and that support compact, transit-oriented complete communities;
2. **Reclassify qualifying Urban Containment Boundary amendment requests from Type 2** (requires an amendment bylaw passed by a weighted two thirds vote of the Board) **to Type 3** (requires an amendment bylaw passed by a weighted 50%+1 vote of the Board); and
3. **Introduce a minor realignment mechanism** to permit site specific Urban Containment Boundary adjustments that are consistent with local plans without requiring a full amendment.

metrovancouver

2

2

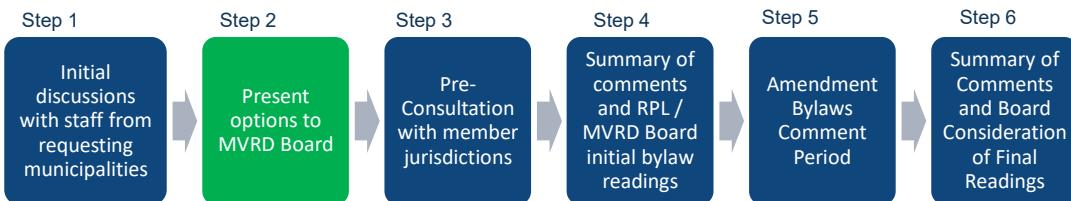
1

MVRD BOARD RESOLUTION

That the MVRD Board:

“direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward for Board consideration a Type 1 Metro 2050 amendment reflecting the City of Surrey, Township of Langley, and City of Delta mayors’ requests as three separate amendments.”

ENGAGEMENT AND AMENDMENT PROCESS

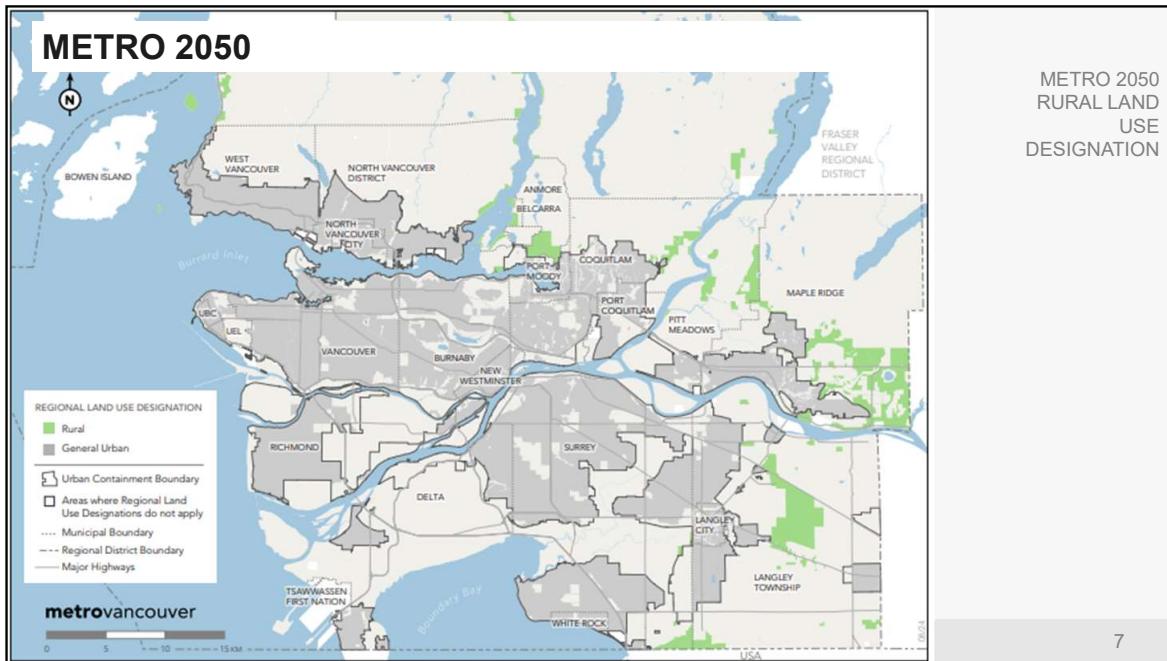


WORK TO DATE

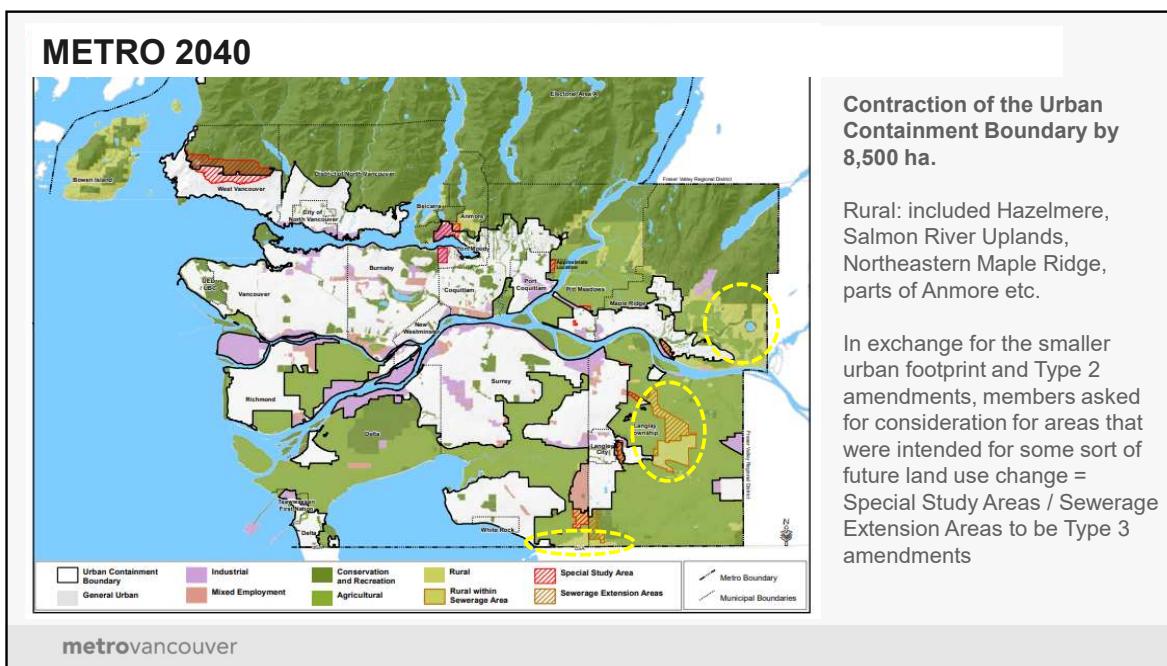
- Met with municipal staff to better understand the requests
- Proposed creation of new Special Study Areas as Type 3 amendment to lower the approval threshold for site specific land use designation changes (e.g. Fraser Highway)
- Municipal staff noted their preference for broader changes to *Metro 2050* implementation
- Have 3 proposed options to address concerns based on letter, municipal staff input and legal / policy framework
- Have also identified improvements to shorten amendment process by 1-2 months – no amendment required
- Want to review with you prior to bringing to Board at end of November

OPTION 1: MAKE AMENDMENTS TO RURAL REGIONAL LAND USE DESIGNATION TYPE 3

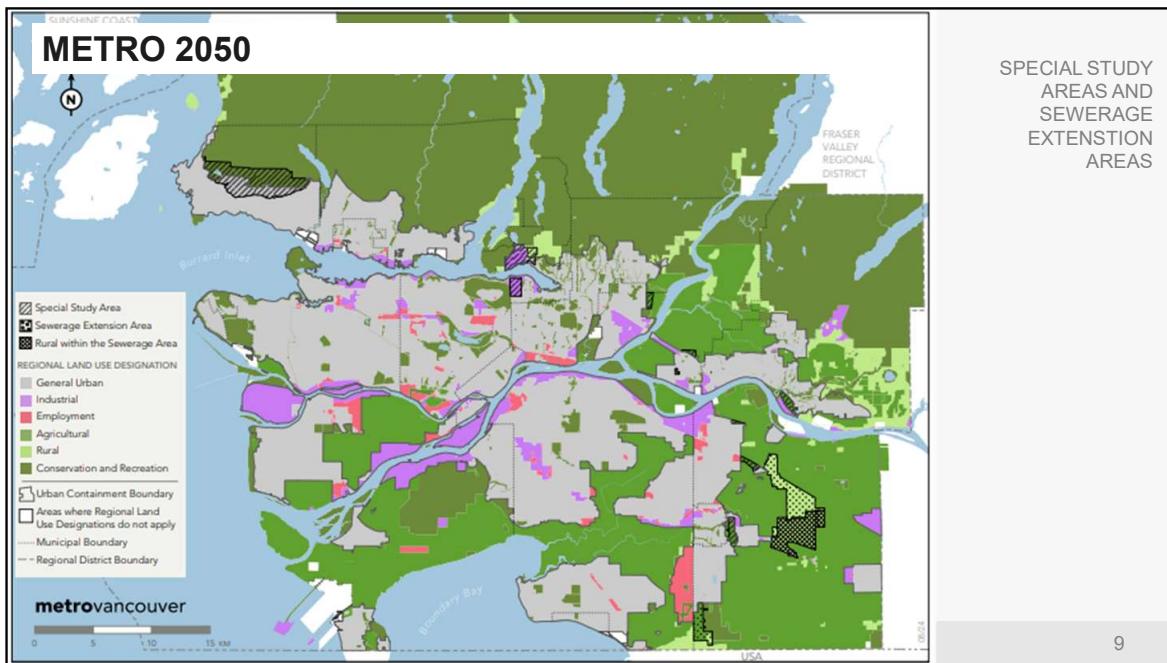
- Lowers approval threshold for changes to Rural lands to 50% + 1 from two thirds
- Reminder that all Rural lands used to be in the Urban Containment Boundary prior to *Metro 2040*; Rural contracted the UCB by 8,500 ha; Added Special Study Areas and other tools to mitigate impacts
- To be approved, needs assent from all member jurisdiction Councils, TransLink, adjacent regional district Boards and MVRD Board.
- No assessment of cost or other impacts – e.g. servicing costs
- MOU with Township addresses some of these lands



7



8



9

OPTION 2: MAKE AMENDMENTS NEXT TO THE URBAN CONTAINMENT BOUNDARY TYPE 3

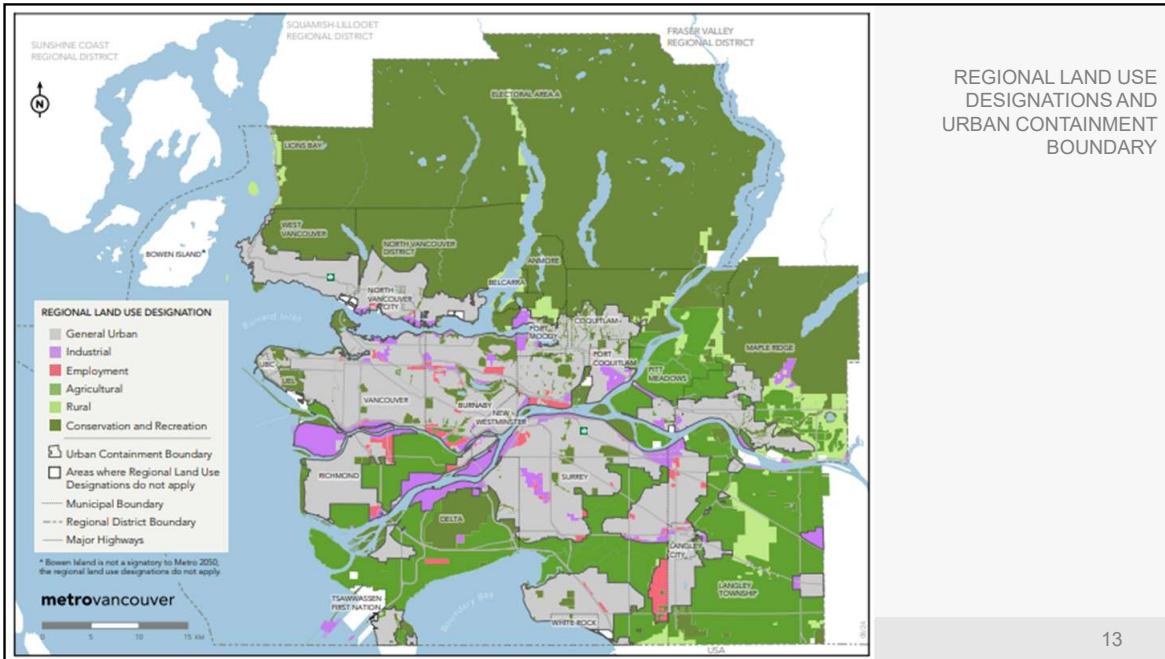
- Lowers approval threshold for amendments right next to the Urban Containment Boundary to 50% + 1 from two thirds
- Currently applies to Agricultural and Rural properties not in the ALR converting to Industrial; would expand to Urban and Employment
- As per your letter, would only apply to lands that:
 - are outside the Agricultural Land Reserve and ecologically sensitive areas;
 - can be serviced with existing or committed infrastructure; and
 - support compact, transit-oriented, complete communities.”
- To be approved, needs assent from all member jurisdiction Councils, TransLink, adjacent regional district Boards and MVRD Board.

OPTION 3: EXPAND THE ‘FLEXIBILITY CLAUSE’

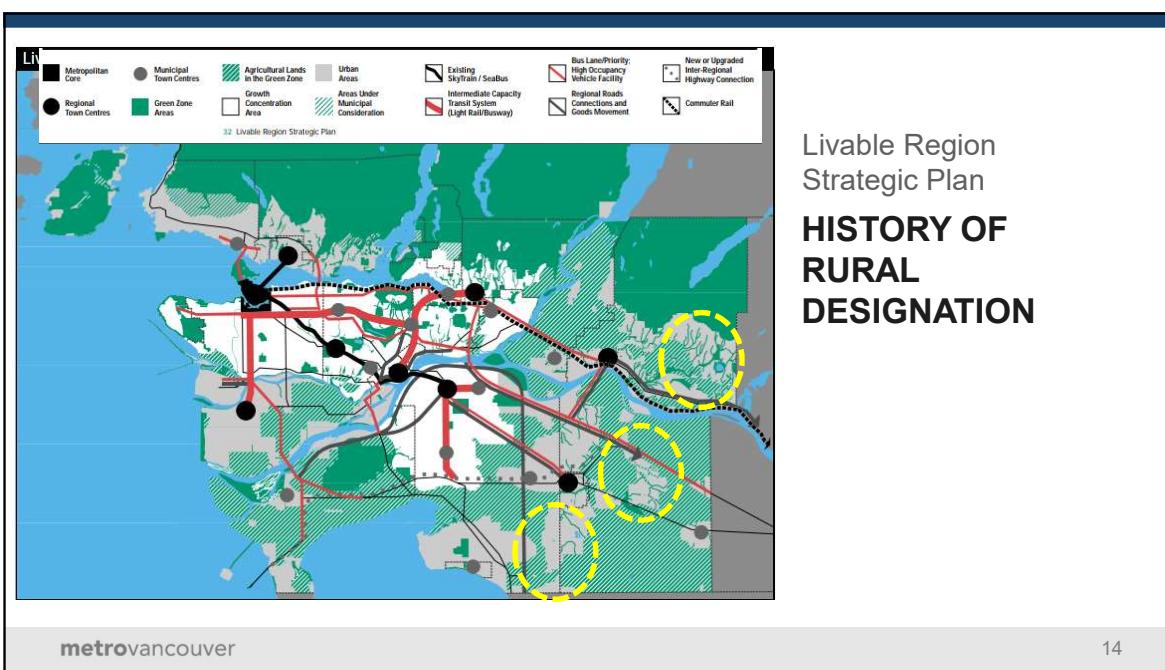
- Currently municipalities can make some changes within the UCB without a *Metro 2050* amendment; just notify Metro Vancouver
- Would expand the clause to include sites next to the Urban Containment Boundary
- There are usage limits that would need to be clarified – e.g. currently aggregate sites cannot exceed 2% of the total lands of a municipality’s particular land use designation.
- To be approved, needs a 50% + 1 vote of the MVRD Board.



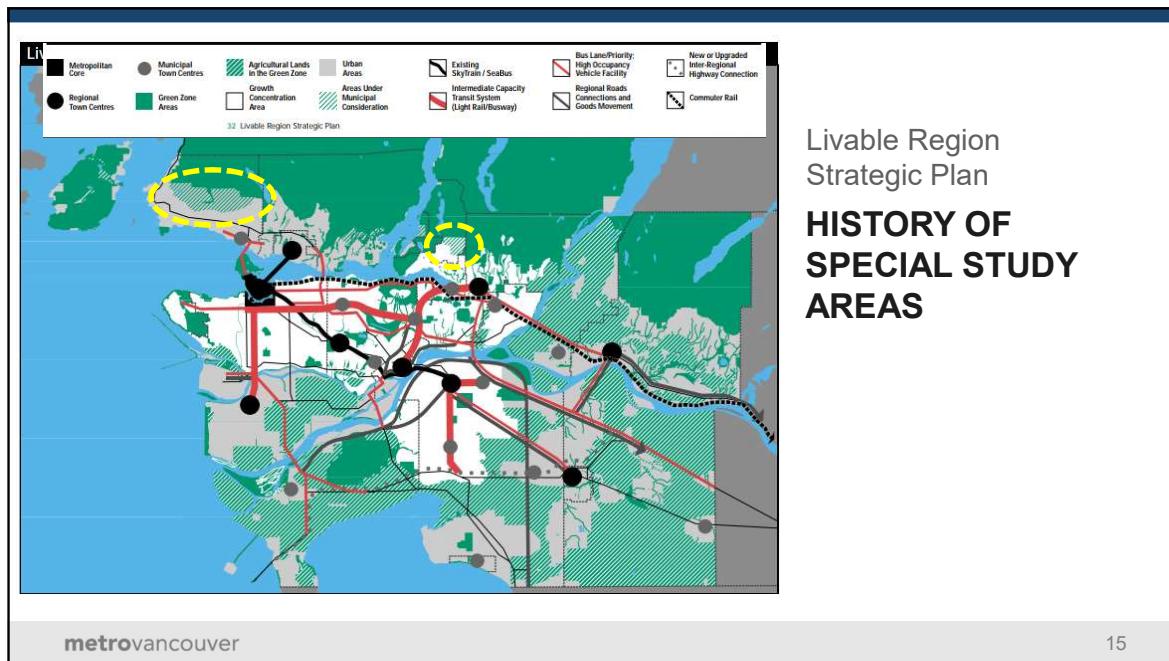
Discussion



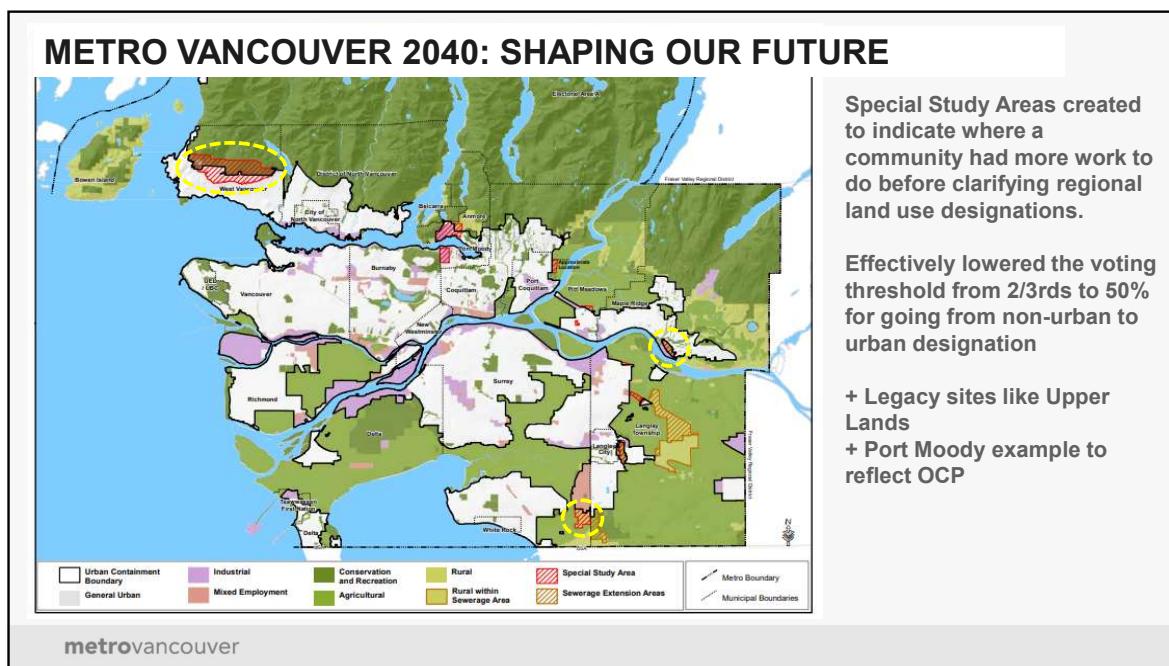
13



14

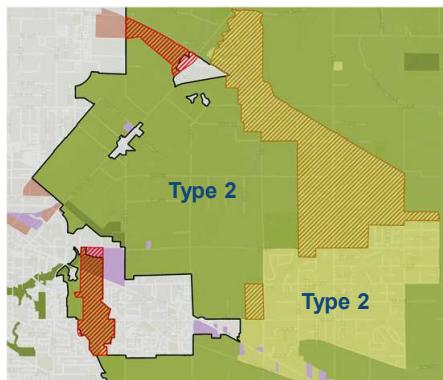


15

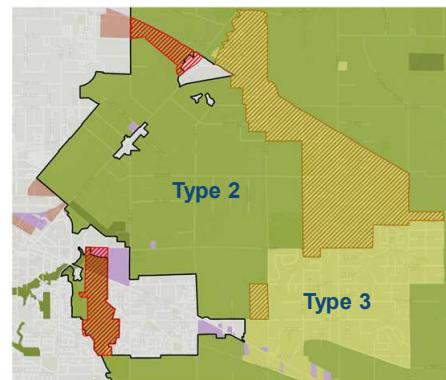


16

OPTION 1 RE-CLASSIFY RURAL CHANGES FROM TYPE 2 TO TYPE 3



CURRENT



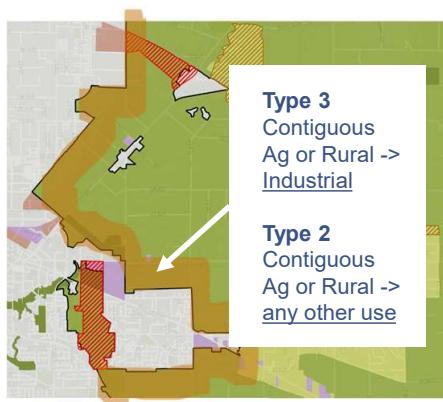
PROPOSED

metrovancouver

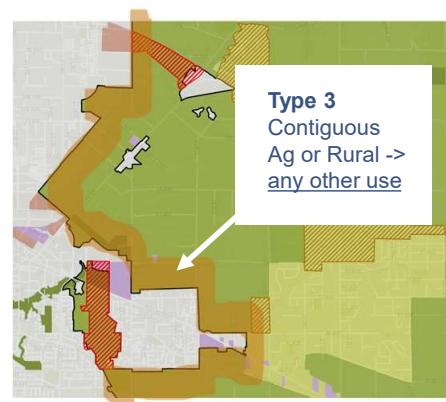
17

17

OPTION 2 EXPAND AMENDMENT OPPORTUNITIES FOR SITES CONTIGUOUS WITH UCB



CURRENT



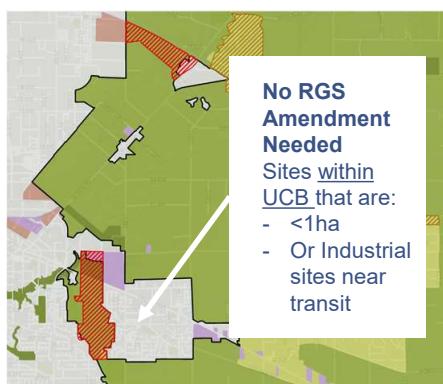
PROPOSED

metrovancouver

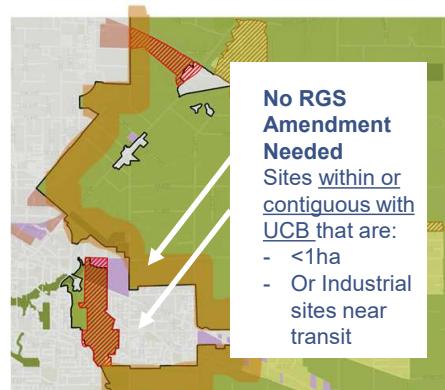
18

18

OPTION 3 EXPAND FLEXIBILITY CLAUSE FOR SITES CONTIGUOUS WITH UCB



CURRENT



PROPOSED

metrovancouver

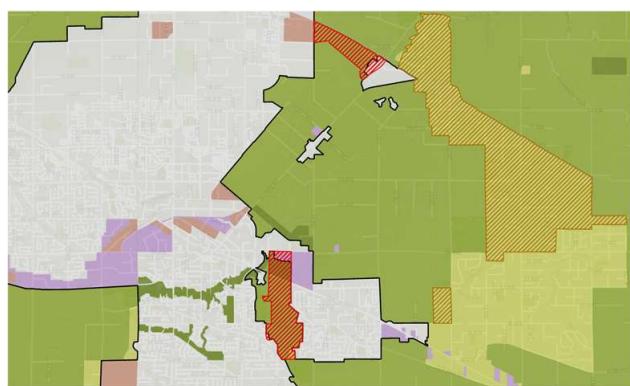
19

19

HISTORICAL CONTEXT

Metro 2040 (2011), introduced the Rural regional land use designations, SPECIAL STUDY AREAS, AND OVERLAYS

	Sewerage Extension Areas
	Special Study Area
	Urban Containment Boundary (UCB)
 Regional Land Use Designation (RLUD)	
	Agricultural
	Rural
	Conservation and Recreation
	Employment
	General Urban
	Industrial

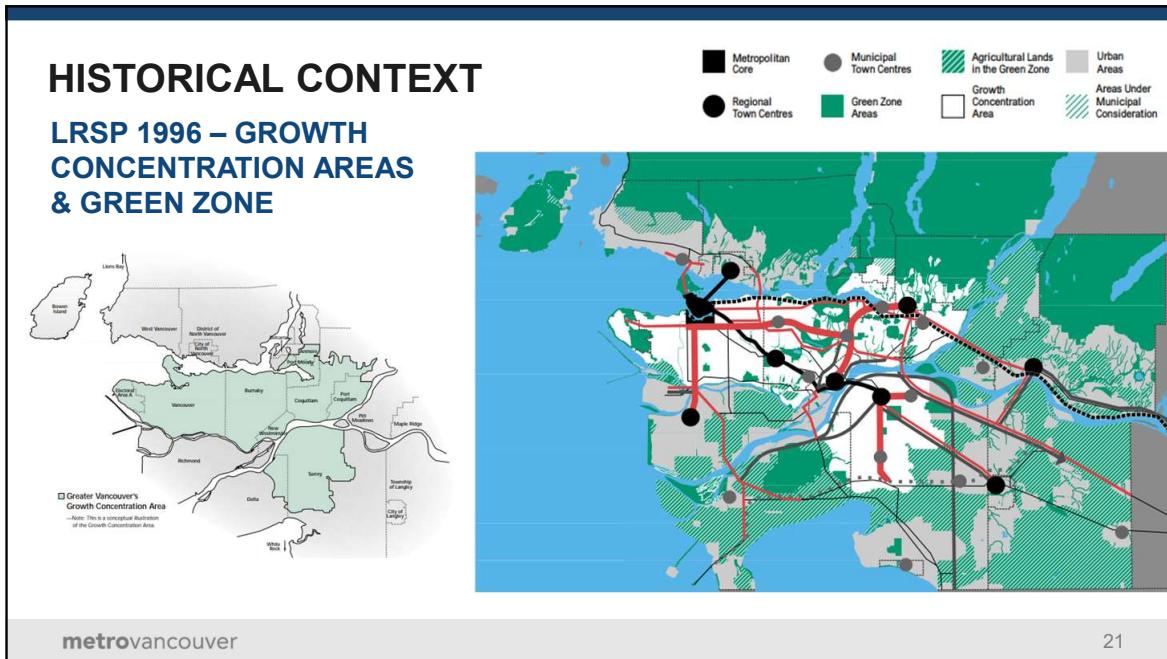


metrovancouver

20

20

10



21

AMENDMENT TYPES

Type	Examples	Procedure
Type 1	Change to the amendment process; delete or amend goals or strategies	50% + 1 MVRD Board weighted vote and unanimous acceptance of all affected local governments
Type 2	Changes to the UCB or land use changes for areas outside the UCB	2/3 MVRD Board weighted vote
Type 3	Specific, small-scale changes, changes within Special Study Areas	50% + 1 MVRD Board weighted vote

Local Government Act (LGA) defines what constitutes Type 1 amendments

metrovancouver 22

22



To: Regional Planning Committee

From: Theresa O'Donnell, Program Manager, Housing Policy and Planning, Regional Planning and Housing Services

Date: December 1, 2025

Subject: **Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaws**

The attached reports dated November 14, 2025, titled:

- “Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025”,
- “Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025”, and
- “Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025”

were endorsed by the MVRD/GVWD/GVS&DD Boards at the November 28, 2025 meeting.

This report is being presented to the Regional Planning Committee for information.

ATTACHMENTS

1. “Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025”, dated November 14, 2025.
2. “Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025”, dated November 14, 2025.
3. “Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025”, dated November 14, 2025.

81097229



To: MVRD Board of Directors

From: Theresa O'Donnell, Program Manager, Housing Policy and Planning
Regional Planning and Housing Services

Date: November 14, 2025

Meeting Date: November 28, 2025

Subject: **Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025**

RECOMMENDATION

That the MVRD Board:

- a) give first, second, and third reading to *Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025*; and
- b) adopt *Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025*.

EXECUTIVE SUMMARY

On July 25, 2025, the MVRD, GVWD, and GVS&DD Boards directed staff to bring forward amended Development Cost Charge Waiver Bylaws to add provisions that waive development cost charges (DCCs) for Inclusionary Housing Units, increase the current DCC waiver for Student Housing from 50% to 100%, and other housekeeping amendments as outlined in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units” (Reference 1). Staff have prepared the bylaw amendments accordingly.

PURPOSE

To adopt *Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025*, (**Attachment 1**) which amends *MVRD Bylaw No. 1409, 2025* to extend DCC waivers for Inclusionary Housing Units, increase the current DCC waiver for Student Housing from 50% to 100%, and includes housekeeping amendments to improve clarity and streamline the administration of the bylaw.

BACKGROUND

At its October 27, 2023 meeting, the MVRD Board directed staff to conduct reviews of the DCC program, including a review of the DCC waiver program with the aim of supporting rental housing and incentivizing affordable housing. In response to the Board’s direction, Metro Vancouver conducted an analysis to assess the costs/benefits associated with expanding eligibility for DCC waivers to private (for-profit) developers building affordable rental housing units to be transferred or leased long term to a non-profit or public entity upon completion. In February 2025, this analysis and an overview of proposed amendments to the DCC waiver bylaws was presented to the Finance Committee and MVRD Board in the report titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units”.

**Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing
Amendment Bylaw No. 1430, 2025**
MVRD Board Regular Meeting Date: November 28, 2025
Page 2 of 3

At its February 28, 2025 meeting, the MVRD/GVWD/GVS&DD Boards directed staff to conduct further financial analysis and explore options to mitigate potential impacts of DCC waivers, while maximizing affordable housing benefits of the DCC waiver framework. On July 10, 2025, staff brought a report overview of additional financial analysis and mitigating measures for consideration by the Finance Committee and MVRD Board (Reference 2).

On July 25, 2025, the MVRD, GVWD, and GVS&DD Boards directed staff to bring forward amended Development Cost Charge Waiver Bylaws to add provisions that waive development cost charges (DCCs) for Inclusionary Housing Units and other amendments as outlined in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units”.

SUMMARY OF BYLAW AMENDMENTS

Staff have followed the approach described in the February 5, 2025 report, titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units” in drafting the amendments to the Development Cost Charge Waiver Bylaws. Those amendments add provisions:

- To expand eligibility for DCC waivers to Inclusionary Affordable Rental Housing Units within a market rate development provided those units are transferred or leased long term to a not-for-profit, registered charity or public housing body at a below market cost for operation as affordable rental housing;
- Replace the 50% reduction for Student Housing with a 100% waiver for eligible Dwelling Units or Floor Area, and
- Make other housekeeping revisions necessary to implement these changes and to streamline the administration of the bylaw.

A detailed summary of the specific bylaw amendments, including definitions, eligibility criteria, and rationale, is provided in **Attachment 2**. These amendments reflect refinements made during the drafting process to support effective implementation and administration of the waiver provisions.

Attachment 2 outlines both the adjustments to the original approach described in the February 5, 2025 report and additional housekeeping changes introduced to enhance clarity and streamline the bylaw.

NEXT STEPS

Should the MVRD Board adopt the proposed bylaw amendments, Metro Vancouver staff will begin implementing the bylaw changes, which would come into effect on January 1, 2026.

Implementation will include aligning internal procedures and processes and updating public informational materials and application forms. Staff will immediately engage with member jurisdictions to ensure staff are aware of the new provisions and assist in their preparation for the municipal verification process. Metro Vancouver staff will monitor both the number and total value of waivers provided, and findings will inform the broader 2027 update to the Development Cost Charge (DCC) program.

**Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing
Amendment Bylaw No. 1430, 2025**
MVRD Board Regular Meeting Date: November 28, 2025
Page 3 of 3

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second, and third reading to *Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025*; and
 - b) adopt *Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025*.
2. That the MVRD Board receive for information the report dated November 14, 2025, titled “Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025”.

FINANCIAL IMPLICATIONS

Expanding eligibility for DCC waivers to Inclusionary Affordable Rental Housing Units is estimated to reduce DCC revenues by approximately \$54.3 million to \$69.7 million over ten years (2024–2033), or \$5.4 million to \$7.0 million annually. Metro Vancouver staff will continue to monitor and report annually to the MVRD, GVWD, and GVS&DD Boards on both the number and total value of waivers provided. Findings will inform the 2027 update to the Development Cost Charge (DCC) program and be reported to the Board as part of ongoing program reporting.

CONCLUSION

Metro Vancouver staff have completed the drafting of amendments to the Development Cost Charge Waiver Bylaws in response to the direction provided by the MVRD, GVWD, and GVS&DD Boards on July 25, 2025. The proposed bylaw amendments include provisions to extend DCC waivers to Inclusionary Affordable Rental Housing Units, replace the 50% reduction for Student Housing with a full 100% waiver, and incorporate housekeeping changes to improve clarity and streamline administration. Staff recommend that the Board proceed with the adoption of the proposed bylaw amendments to support the implementation of these updates. These changes will help strengthen support for affordable non-market housing across the region and promote greater consistency in the eligibility framework for DCC waivers for new non-market housing development.

ATTACHMENTS

1. Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025.
2. Proposed Amendments.

REFERENCES

1. Hayes, J. (2025). Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units. <https://metrovancouver.org/boards/Finance/FIN-2025-02-13-AGE.pdf#page=19>
2. Epp, M. (2025). Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units - Financial Analysis and Mitigating Measures. <https://metrovancouver.org/boards/GVRD/RD-2025-07-25-AGE.pdf#page=281>

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1430, 2025**

A bylaw to amend Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, 2025

WHEREAS:

- A. The Board of Directors (the "Board") of the Metro Vancouver Regional District ("MVRD") adopted Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, 2025; and
- B. The Board of the Metro Vancouver Regional District wishes to amend Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, 2025 to establish eligibility requirements and conditions for a waiver of development cost charges for affordable rental housing, including inclusionary affordable rental housing and not-for-profit rental housing.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 1430, 2025".

Effective Date

2. This bylaw will come into effect on January 1, 2026.

Amendment of Bylaw

3. "Metro Vancouver Regional District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, 2025" is amended as follows:

- (a) the title of the bylaw is replaced with the following:

A Bylaw to Establish a Waiver of Development Cost Charges for Affordable Rental Housing

- (b) recital section "B" is replaced with the following:

- B. It is deemed desirable to establish eligibility requirements and conditions for a waiver of development cost charges for affordable rental housing, including inclusionary affordable rental housing and not-for-profit rental housing.

(c) section 1.1 is replaced with the following:

1.1 The official citation of this bylaw is “Metro Vancouver Regional District Development Cost Charge Waiver for Affordable Rental Housing Bylaw No. 1409, 2025.”

(d) in section 2.1, the definition “**Applicant**” is added in alphabetical order with the following:

“**Applicant**” means a person who obtains from a Member Municipality an approval of a subdivision or a building permit, who may be liable to pay a Development Cost Charge under section 4.0 of the Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023, as amended, and who has applied for a waiver of such Development Cost Charges under section 3.0 of this bylaw;

(e) in section 2.1, the definition “**BC Housing**” is deleted;

(f) in section 2.1, the definition “**CMHC**” is deleted;

(g) in section 2.1, the definition “**Eligibility Criteria**” is replaced with the following:

“**Eligibility Criteria**” means criteria established by a Not-for-Profit Society, Registered Charity, Public Housing Body, or any authorized designate of the foregoing entities, used to determine eligibility of a person to occupy a Dwelling Unit within a Not-for-Profit Rental Housing Development or an Inclusionary Affordable Rental Housing Development;

(h) in section 2.1, the definition “**Inclusionary Affordable Rental Housing**” is added in alphabetical order with the following:

“**Inclusionary Affordable Rental Housing**” means those Dwelling Units within a for-profit Residential Use Development, Combination Development or Supportive Living Development of an Applicant that:

(a) will be operated as rental housing for people who meet Eligibility Criteria; and
(b) on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality:

(i) are the subject of a legal agreement between the Applicant and a Not-for-Profit Society, Registered Charity, or Public Housing Body, the terms of which require the Applicant, by no later than 30 days after the Occupancy Permit is issued, to either:
1. transfer title of the Dwelling Units to the Not-for-Profit Society, Registered Charity, or Public Housing Body; or

2. commence a lease of the Dwelling Units, for a term of not less than 60 years, with the Not-for-Profit Society, Registered Charity, or Public Housing Body; and

(ii) are governed by the terms of a legal agreement and/or covenant between the Applicant (or the Not-for-Profit Society, Registered Charity or Public Housing Body that is the Applicant's successor in title), and the Government of Canada, the Province of British Columbia, British Columbia Housing Management Commission, Canada Mortgage and Housing Corporation, a Member Municipality or any authorized designate of the foregoing entities, regarding the operation of the Dwelling Units and stipulating that the Dwelling Units will be occupied as rental housing for people who meet Eligibility Criteria;

but not including any Dwelling Units within:

- (c) a community care facility under the *Community Care and Assisted Living Act*, SBC 2002, c. 75;
- (d) a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;
- (e) a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;
- (f) a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or
- (g) a housing based health facility that provides hospitality support services and personal health care;

- (i) in section 2.1, the definition "**Non-Profit Municipal Housing Corporation**" is deleted;
- (j) in section 2.1, the definition "**Not-for-Profit Rental Housing**" is replaced with the following:

"Not-for-Profit Rental Housing" means:

- (a) "**Not-for-Profit Affordable Rental Housing**" which means Residential Use Development, Combination Development or Supportive Living Housing:
 - (i) that is owned, leased or otherwise held by a Not-for-Profit Society, Registered Charity or Public Housing Body on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality;
 - (ii) that contains Dwelling Units that will be operated as rental housing for people who meet Eligibility Criteria; and
 - (iii) in which the Dwelling Units are governed by the terms of a legal agreement and/or covenant with the Government of Canada, the Province of British Columbia, British Columbia Housing Management Commission, Canada Mortgage and Housing Corporation, a Member

Municipality or any authorized designate of the foregoing entities, regarding the operation of the housing and stipulating that the Dwelling Units will be operated as rental housing for people who meet Eligibility Criteria;

but not including:

- (iv) a community care facility under the *Community Care and Assisted Living Act*, SBC 2002, c. 75;
- (v) a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;
- (vi) a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;
- (vii) a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or
- (viii) a housing based health facility that provides hospitality support services and personal health care;

and

(b) **“Not-for-Profit Student Rental Housing”** which means Development that:

- (i) is owned and operated by a Post-Secondary Institution on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality;
- (ii) contains either Dwelling Units or Student Housing, or both, that will be operated as rental housing for students attending that institution; and
- (iii) is governed by the terms of a covenant with the Metro Vancouver Regional District confirming the use of the Dwelling Units or Floor Area that is Student Housing is restricted for a period of 60 years to the purpose of providing rental housing for students attending that institution, that the housing will be operated by the Post-Secondary Institution or its designated agent, and will be operated on a cost recovery basis;

(k) in section 2.1, the definition **“Not-for-Profit Society”** is replaced with the following:

“Not-for-Profit Society” means a society registered under the *Societies Act*, SBC 2015, c. 18, in respect of which:

- (a) The society’s bylaws or constitution’s stated purpose is to provide affordable housing for low (or low and moderate) income households, or another similar purpose consistent with the type of services being provided;
- (b) The society’s bylaws provide that the society’s directors may not be remunerated in any capacity, nor may the directors serve as employees;
- (c) The society’s bylaws provide that upon dissolution or wind up of the society, the society’s assets will be disposed to another not-for-profit organization(s) or registered charity;

(l) in section 2.1, the definition “**Public Housing Body**” is added in alphabetical order with the following:

“**Public Housing Body**” means the British Columbia Housing Management Commission, the Provincial Rental Housing Corporation, the Canada Mortgage and Housing Corporation, the Metro Vancouver Housing Corporation, and any federal, provincial, First Nation, or local government entity that engages in the development or operation of rental housing designed to be affordable for low (or low and moderate) income households, or any authorized designate of the foregoing entities;

(m) in section 2.1, the definition “**Registered Charity**” is replaced with the following:

“**Registered Charity**” means a charitable foundation or a charitable organization as defined in the *Income Tax Act*, R.S.C. 1985, c. 1 in respect of which:

- (a) The registered charity’s bylaws or constitution’s stated purpose is to provide affordable housing for low (or low and moderate) income households, or another similar purpose consistent with the type of services being provided;
- (b) The registered charity’s bylaws provide that the society’s directors may not be remunerated in any capacity, nor may the directors serve as employees;
- (c) The registered charity’s bylaws provide that upon dissolution or wind up of the organization, the organization’s assets will be disposed to another registered charity or a not-for-profit organization;

(n) in section 2.1, the definition “**Rent**” is deleted;

(o) in section 2.1, the definition “**Residential Use Development**” is added in alphabetical order with the following:

“**Residential Use Development**” means Development that comprises one or more units having a Residential Use;

(p) in section 2.1, the definition “**Student Housing**” is added in alphabetical order with the following:

“**Student Housing**” means the Floor Area in a Development that comprises:

- (a) one or more rooms that will be rented to a student of a Post-Secondary Institution (“**Student Room**”) and used or intended to be used for living and sleeping purposes, together with:
 - (i) the Student Room’s shared or in-Student Room cooking facilities, or the space for installation of cooking facilities;
 - (ii) one or more shared or in-Student Room bathrooms having a sink or wash-basin, a water closet and a shower or bath;

- (iii) all Floor Area within the building or structure containing the Student Rooms that is used solely for the purpose of gaining access to and from the Student Rooms, solely for the maintenance of the building or structure, or solely by the occupants of the Student Rooms in the building or structure;
- (iv) cafeteria space, if the cafeteria provides a meal service exclusively to the students living in the Student Rooms or any Dwelling Units in the Development;

(q) in section 3.0 the text “**Waiver or Reduction of Development Cost Charges**” is replaced with “**Waiver of Development Cost Charges**”

(r) Section 3.1 is replaced with the following:

3.1 **Waiver of Development Cost Charges for Eligible Affordable Rental Housing.** Notwithstanding section 4.1 of the Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023, and subject to section 3.3 of this Bylaw, the MVRD will, in respect of the following eligible Development, waive Development Cost Charges that the Applicant would otherwise be required to pay in accordance with that section for:

- (a) All Dwelling Units and all Student Housing that qualify as:
 - (i) Not-for-Profit Affordable Rental Housing;
 - (i) Not-for-Profit Student Rental Housing; or
 - (ii) Inclusionary Affordable Rental Housing, subject to section 3.2 of this Bylaw.

(s) Section 3.2 is replaced with the following:

3.2 **Required Written Confirmation from Member Municipality.** Dwelling Units that qualify as Inclusionary Affordable Rental Housing are not eligible for a waiver of Development Cost Charges under section 3.1, unless the Applicant submits with the waiver application a verification document prepared by the Member Municipality in which the Dwelling Units are located, verifying that the cost charged to the Not-for-Profit Society, Registered Charity or Public Housing Body for the transfer of title or for the lease of the Development’s Inclusionary Affordable Rental Housing does not exceed a below market, maximum cost that was determined by the Member Municipality, and is secured under a legal agreement or covenant, entered into by the Applicant with the Government of Canada, the Province of British Columbia, British Columbia Housing Management Commission, Canada Mortgage and Housing Corporation, or a Member Municipality or any authorized designate of the foregoing entities.

(t) Section 3.3 is replaced with the following:

3.3 Requirements for Submission of a Waiver Application and all Proof of Eligibility.

- (a) A waiver under section 3.1 must not be granted by MVRD unless, on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality:
 - (i) the Applicant has submitted to MVRD an application for a waiver in the prescribed form together with all necessary documentation or proof of eligibility; and
 - (ii) MVRD has confirmed the Applicant has met all eligibility requirements and conditions for a waiver of Development Cost Charges under sections 3.1 and 3.2, and it has calculated the amount of the Development Cost Charges being waived.
- (b) MVRD may not grant a waiver under section 3.1 retroactively. After the date the Development Cost Charges are due and payable to the Member Municipality, MVRD must not grant a waiver, and must not refund any Development Cost Charges already paid.

(u) Section 4.1 is replaced with the following:

4.1 Statements. Each Member Municipality must provide statements to MVRD, for every 12-month period comprising January 1 to December 31, and this will include:

- (a) the registered owner or lessee; and
- (b) number and type of use

of all Dwelling Units and Student Housing (calculated in accordance with the Rate Schedules set out in the Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023) in respect of which building permits were required where Development Cost Charges were waived or reduced under this Bylaw;

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

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

Table 1

Proposed Amendments – Waiver of DCCs for Inclusionary Affordable Rental Housing and Not-for-Profit Student Rental Housing

Bylaw Section	Change paraphrased for brevity	Rationale
Definition of Inclusionary Affordable Rental Housing	Defines Inclusionary Affordable Rental Housing as Dwelling Units within a for-profit development that are subject to a legal agreement or covenant between the private developer and a not-for-profit society, registered charity or public housing body that requires the units to be transferred or leased long term and operated as affordable rental housing for people who meet eligibility requirements.	Not currently defined. The February 5 th report (Reference 1) proposed including this definition as part of the existing definition of Not-for-Profit Affordable Housing. After further review, it was determined that creating a separate definition of “Inclusionary Affordable Rental Housing” would provide more clarity.
Definition of Not-for-Profit Student Rental Housing	Modifies the existing definition to add “Student Housing” (defined in detail below) to include housing units that may have shared living quarters (kitchen, living, bath) in addition to the self-contained Dwelling Units. The resulting definition is a development that contains either Dwelling Units or Student Housing that is owned by a Post-Secondary Institution and will be operated by the Institution on a cost recovery basis as rental housing for students attending that institution and governed by the terms of a covenant that restricts the use to Student Housing for a period of 60 years.	Adds shared student accommodation to the definition, such as double, triple, or quad-style rooms, and creates a comprehensive definition for Not-for-Profit Student Rental Housing that is owned and operated by Post Secondary Institutions and that encompasses the array of housing choices offered to students and student families.
Definition of Student Housing	Defines Student Housing as the floor area comprising one or more rooms rented to student(s) of a Post-Secondary Institution used for living and sleeping purposes and includes spaces for in-unit or shared cooking facilities and washrooms. This also includes: areas of the	Clarifies those portions of the building that will be included in the waiver calculations and ensures consistency of methodology with other housing types.

Bylaw Section	Change paraphrased for brevity	Rationale
	building that allow access to rooms; areas used exclusively by occupants of the building (i.e. amenity spaces, laundry facilities); areas used for maintenance of the buildings, or to provide food service exclusively for students living in the building (i.e. cafeteria).	
Definition of Public Housing Body	Defines Public Housing Body as: "British Columbia Housing Management Commission, the Provincial Rental Housing Corporation, the Canada Mortgage and Housing Corporation, the Metro Vancouver Housing Corporation, and any federal, provincial, First Nation, or local government entity that engages in the development or operation of rental housing designed to be affordable for low (or low and moderate) income households, or any authorized designate of the foregoing entities."	Creates umbrella term for simplification within the bylaw that includes all public organizations that may develop affordable rental housing, including municipal housing corporations.
Section 3.1 Waiver of Development Cost Charges for Eligible Affordable Rental Housing	Major changes to Section 3.1 include: <ul style="list-style-type: none">• Adds full waiver for Not-for-Profit Student Rental Housing.• Adds Inclusionary Affordable Rental Housing• Allows for affordability requirements to be set by Member Municipalities and/or funders.	<ul style="list-style-type: none">• Expands waiver from 50% to 100% for Not-for-Profit Student Rental Housing• Simplifies affordability requirements for Not-for-Profit Affordable Rental Housing
Section 3.2 Required Written Confirmation from Member Municipality.	Requires verification from Member Municipality that the Inclusionary Affordable Rental Housing will be transferred or leased long term to the Non-	Provides indirect confirmation by the Member Municipality that the benefit of the waiver is accrued to the Non-Profit, Registered Charity

Bylaw Section	Change paraphrased for brevity	Rationale
	Profit, Registered Charity, or Public Housing Body at below-market cost and secured through a legal agreement or covenant.	or Public Housing Body and not the for-profit developer.

Table 2
Selected Housekeeping Amendments

Bylaw Section	Change paraphrased for brevity	Rationale
Definition of Eligibility Criteria	Amends list of non-profit or governmental entities that may establish eligibility criteria	Provides a comprehensive list of federal, provincial, First Nations or local government entities.
Definition of “Not-for-Profit Affordable Housing”	Clarifies public entities that may develop or operate affordable rental housing	Provides a comprehensive list of governmental entities.
Definition of “Not-for-Profit Society” and “Registered Charity”	Requires remaining assets must go to a not-for-profit society or registered charity in the event of dissolution	Affordability secured by legal agreement
Section 3.3 Requirements for Submission of a Waiver Application and all Proof of Eligibility	New section clarifies waiver submission requirements and deadlines.	Adds clarity.
Other administrative changes to definitions	Removes, adds, or alters other definitions not already mentioned in this report.	Minor changes added for internal consistency and alignment of waiver bylaw with the DCC bylaw itself.



To: GVWD Board of Directors

From: Theresa O'Donnell, Program Manager, Housing Policy and Planning, Regional Planning and Housing Services

Date: November 14, 2025

Subject: **Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025**

RECOMMENDATION

That the GVWD Board:

- a) give first, second, and third reading to *Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025*; and
- b) adopt *Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025*.

EXECUTIVE SUMMARY

On July 25, 2025, the MVRD, GVWD, and GVS&DD Boards directed staff to bring forward amended Development Cost Charge Waiver Bylaws to add provisions that waive development cost charges (DCCs) for Inclusionary Housing Units, increase the current DCC waiver for Student Housing from 50% to 100%, and other housekeeping amendments as outlined in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units” (Reference 1). Staff have prepared the bylaw amendments accordingly.

PURPOSE

To adopt *Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025*, (**Attachment 1**) which amends *GVWD Bylaw No. 256, 2022* to extend DCC waivers for Inclusionary Housing Units, increase the current DCC waiver for Student Housing from 50% to 100%, and includes housekeeping amendments to improve clarity and streamline the administration of the bylaw.

BACKGROUND

At its October 27, 2023 meeting, the MVRD Board directed staff to conduct reviews of the DCC program, including a review of the DCC waiver program with the aim of supporting rental housing and incentivizing affordable housing. In response to the Board’s direction, Metro Vancouver conducted an analysis to assess the costs/benefits associated with expanding eligibility for DCC waivers to private (for-profit) developers building affordable rental housing units to be transferred or leased long term to a non-profit or public entity upon completion. In February 2025, this analysis and an overview of proposed amendments to the DCC waiver bylaws was presented to the Finance Committee and MVRD Board in the report titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units”.

**Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing
Amendment Bylaw No. 267, 2025**
GVWD Board Regular Meeting Date: November 28, 2025
Page 2 of 3

At its February 28, 2025 meeting, the MVRD/GVWD/GVS&DD Board directed staff to conduct further financial analysis and explore options to mitigate potential impacts of DCC waivers, while maximizing affordable housing benefits of the DCC waiver framework. On July 10, 2025, staff brought a report overview of additional financial analysis and mitigating measures for consideration by the Finance Committee and GVWD Board (Reference 2).

On July 25, 2025, the MVRD, GVWD, and GVS&DD Boards directed staff to bring forward amended Development Cost Charge Waiver Bylaws to add provisions that waive development cost charges (DCCs) for Inclusionary Housing Units and other amendments as outlined in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units”.

SUMMARY OF BYLAW AMENDMENTS

Staff have followed the approach described in the February 5, 2025 report, titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units” in drafting the amendments to the Development Cost Charge Waiver Bylaws. Those amendments add provisions:

- To expand eligibility for DCC waivers to Inclusionary Affordable Rental Housing Units within a market rate development provided those units are transferred or leased long term to a not-for-profit, registered charity or public housing body at a below market cost for operation as affordable rental housing;
- Replace the 50% reduction for Student Housing with a 100% waiver for eligible Dwelling Units or Floor Area, and
- Make other housekeeping revisions necessary to implement these changes and to streamline the administration of the bylaw.

A detailed summary of the specific bylaw amendments, including definitions, eligibility criteria, and rationale, is provided in **Attachment 2**. These amendments reflect refinements made during the drafting process to support effective implementation and administration of the waiver provisions.

Attachment 2 outlines both the adjustments to the original approach described in the February 5, 2025 report and additional housekeeping changes introduced to enhance clarity and streamline the bylaw.

NEXT STEPS

Should the GVWD Board adopt the proposed bylaw amendments, Metro Vancouver staff will begin implementing the bylaw changes, which would come into effect on January 1, 2026.

Implementation will include aligning internal procedures and processes and updating public informational materials and application forms. Staff will immediately engage with member jurisdictions to ensure staff are aware of the new provisions and assist in their preparation for the municipal verification process. Metro Vancouver staff will monitor both the number and total value of waivers provided, and findings will inform the broader 2027 update to the Development Cost Charge (DCC) program.

**Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing
Amendment Bylaw No. 267, 2025**
GVWD Board Regular Meeting Date: November 28, 2025
Page 3 of 3

ALTERNATIVES

1. That the GVWD Board:
 - a) give first, second, and third reading to Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025; and
 - b) adopt Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025.
2. That the GVWD Board receive for information the report dated November 14, 2025, titled "Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025".

FINANCIAL IMPLICATIONS

Expanding eligibility for DCC waivers to Inclusionary Affordable Rental Housing Units is estimated to reduce DCC revenues by approximately \$54.3 million to \$69.7 million over ten years (2024–2033), or \$5.4 million to \$7.0 million annually. Metro Vancouver staff will continue to monitor and report annually to the MVRD, GVWD, and GVS&DD Boards on both the number and total value of waivers provided. Findings will inform the 2027 update to the Development Cost Charge (DCC) program and be reported to the Board as part of ongoing program reporting.

CONCLUSION

Metro Vancouver staff have completed the drafting of amendments to the Development Cost Charge Waiver Bylaws in response to the direction provided by the MVRD, GVWD, and GVS&DD Boards on July 25, 2025. The proposed bylaw amendments include provisions to extend DCC waivers to Inclusionary Affordable Rental Housing Units, replace the 50% reduction for Student Housing with a full 100% waiver, and incorporate housekeeping changes to improve clarity and streamline administration. Staff recommend that the Board proceed with the adoption of the proposed bylaw amendments to support the implementation of these updates. These changes will help strengthen support for affordable non-market housing across the region and promote greater consistency in the eligibility framework for DCC waivers for new non-market housing development.

ATTACHMENTS

1. Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025.
2. Proposed Amendments.

REFERENCES

1. Hayes, J. (2025). Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units. <https://metrovancouver.org/boards/Finance/FIN-2025-02-13-AGE.pdf#page=19>
2. Epp, M. (2025). Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units - Financial Analysis and Mitigating Measures. <https://metrovancouver.org/boards/GVWD/WD-2025-07-25-AGE.pdf#page=9>

**GREATER VANCOUVER WATER DISTRICT
BYLAW NO. 267, 2025**

**A bylaw to amend Greater Vancouver Water District Development Cost Charge Waiver or
Reduction for Not-for-Profit Rental Housing Bylaw No. 256, 2022**

WHEREAS:

- A. The Board of Directors (the "Board") of the Greater Vancouver Water District ("GVWD") adopted Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 256, 2022; and
- B. The Board of the Greater Vancouver Water District wishes to amend Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 256, 2022 to establish eligibility requirements and conditions for a waiver of development cost charges for affordable rental housing, including inclusionary affordable rental housing and not-for-profit rental housing.

NOW THEREFORE the Board of the Greater Vancouver Water District enacts as follows:

Citation

1. The official citation of this bylaw is "Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 267, 2025".

Effective Date

2. This bylaw will come into effect on January 1, 2026.

Amendment of Bylaw

3. "Greater Vancouver Water District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 256, 2022" is amended as follows:

- (a) the title of the bylaw is replaced with the following:

**A Bylaw to Establish a Waiver of Development Cost Charges for Affordable Rental
Housing**

- (b) recital section "B" is replaced with the following:

- B. It is deemed desirable to establish eligibility requirements and conditions for a waiver of development cost charges for affordable rental housing, including inclusionary affordable rental housing and not-for-profit rental housing.

(c) section 1.1 is replaced with the following:

1.1 The official citation of this bylaw is “Greater Vancouver Water District Development Cost Charge Waiver for Affordable Rental Housing Bylaw No. 256, 2022.”

(d) in section 2.1, the definition “**Applicant**” is added in alphabetical order with the following:

“**Applicant**” means a person who obtains from a Member Municipality an approval of a subdivision or a building permit, who may be liable to pay a Development Cost Charge under section 4.0 of the Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022, as amended, and who has applied for a waiver of such Development Cost Charges under section 3.0 of this bylaw;

(e) in section 2.1, the definition “**BC Housing**” is deleted;

(f) in section 2.1, the definition “**CMHC**” is deleted;

(g) in section 2.1, the definition “**Eligibility Criteria**” is replaced with the following:

“**Eligibility Criteria**” means criteria established by a Not-for-Profit Society, Registered Charity, Public Housing Body, or any authorized designate of the foregoing entities, used to determine eligibility of a person to occupy a Dwelling Unit within a Not-for-Profit Rental Housing Development or an Inclusionary Affordable Rental Housing Development;

(h) in section 2.1, the definition “**Inclusionary Affordable Rental Housing**” is added in alphabetical order with the following:

“**Inclusionary Affordable Rental Housing**” means those Dwelling Units within a for-profit Residential Use Development, Combination Development or Supportive Living Development of an Applicant that:

(a) will be operated as rental housing for people who meet Eligibility Criteria; and
(b) on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality:

(i) are the subject of a legal agreement between the Applicant and a Not-for-Profit Society, Registered Charity, or Public Housing Body, the terms of which require the Applicant, by no later than 30 days after the Occupancy Permit is issued, to either:

1. transfer title of the Dwelling Units to the Not-for-Profit Society, Registered Charity, or Public Housing Body; or

2. commence a lease of the Dwelling Units, for a term of not less than 60 years, with the Not-for-Profit Society, Registered Charity, or Public Housing Body; and

(ii) are governed by the terms of a legal agreement and/or covenant between the Applicant (or the Not-for-Profit Society, Registered Charity or Public Housing Body that is the Applicant's successor in title), and the Government of Canada, the Province of British Columbia, British Columbia Housing Management Commission, Canada Mortgage and Housing Corporation, a Member Municipality or any authorized designate of the foregoing entities, regarding the operation of the Dwelling Units and stipulating that the Dwelling Units will be occupied as rental housing for people who meet Eligibility Criteria;

but not including any Dwelling Units within:

- (c) a community care facility under the *Community Care and Assisted Living Act*, SBC 2002, c. 75;
- (d) a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;
- (e) a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;
- (f) a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or
- (g) a housing based health facility that provides hospitality support services and personal health care;

(i) in section 2.1, the definition "**Laneway House**" is added in alphabetical order with the following:

"Laneway House" has the definition ascribed to such term in the bylaws of the Member Municipality where the laneway house is located, or, in the absence of such a definition, means a detached building or structure containing one Dwelling Unit and constructed in the yard of a site on which is situate a Single Family Residential Dwelling;

(j) in section 2.1, the definition "**Non-Profit Municipal Housing Corporation**" is deleted;

(k) in section 2.1, the definition "**Non-Residential Use**" is replaced with the following:

"Non-Residential Use" means any building or structure or any portion of any building or structure that is not Apartment Dwelling Unit, Residential Lot Development Unit or Townhouse Dwelling Unit but for greater certainty, does not include any portion of any Residential Use building or structure that is not part of a Dwelling Unit and is used or is intended to be used solely for the purpose of gaining access to and from Dwelling Units, solely for the maintenance of the building or structure or solely by the occupants of the Dwelling Units in the building or structure;

(I) in section 2.1, the definition “**Not-for-Profit Rental Housing**” is replaced with the following:

“**Not-for-Profit Rental Housing**” means:

(a) “**Not-for-Profit Affordable Rental Housing**” which means Residential Use Development, Combination Development or Supportive Living Housing:

- (i) that is owned, leased or otherwise held by a Not-for-Profit Society, Registered Charity or Public Housing Body on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality;
- (ii) that contains Dwelling Units that will be operated as rental housing for people who meet Eligibility Criteria; and
- (iii) in which the Dwelling Units are governed by the terms of a legal agreement and/or covenant with the Government of Canada, the Province of British Columbia, British Columbia Housing Management Commission, Canada Mortgage and Housing Corporation, a Member Municipality or any authorized designate of the foregoing entities, regarding the operation of the housing and stipulating that the Dwelling Units will be operated as rental housing for people who meet Eligibility Criteria;

but not including:

- (iv) a community care facility under the *Community Care and Assisted Living Act*, SBC 2002, c. 75;
- (v) a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;
- (vi) a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;
- (vii) a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or
- (viii) a housing based health facility that provides hospitality support services and personal health care;

and

(b) “**Not-for-Profit Student Rental Housing**” which means Development that:

- (i) is owned and operated by a Post-Secondary Institution on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality;
- (ii) contains either Dwelling Units or Student Housing, or both, that will be operated as rental housing for students attending that institution; and

(iii) is governed by the terms of a covenant with the Greater Vancouver Water District confirming the use of the Dwelling Units or Floor Area that is Student Housing is restricted for a period of 60 years to the purpose of providing rental housing for students attending that institution, that the housing will be operated by the Post-Secondary Institution or its designated agent, and will be operated on a cost recovery basis;

(m) in section 2.1, the definition “**Not-for-Profit Society**” is replaced with the following:

“**Not-for-Profit Society**” means a society registered under the *Societies Act*, SBC 2015, c. 18, in respect of which:

- (a) The society’s bylaws or constitution’s stated purpose is to provide affordable housing for low (or low and moderate) income households, or another similar purpose consistent with the type of services being provided;
- (b) The society’s bylaws provide that the society’s directors may not be remunerated in any capacity, nor may the directors serve as employees;
- (c) The society’s bylaws provide that upon dissolution or wind up of the society, the society’s assets will be disposed to another not-for-profit organization(s) or registered charity;

(n) in section 2.1, the definition “**Public Housing Body**” is added in alphabetical order with the following:

“**Public Housing Body**” means the British Columbia Housing Management Commission, the Provincial Rental Housing Corporation, the Canada Mortgage and Housing Corporation, the Metro Vancouver Housing Corporation, and any federal, provincial, First Nation, or local government entity that engages in the development or operation of rental housing designed to be affordable for low (or low and moderate) income households, or any authorized designate of the foregoing entities;

(o) in section 2.1, the definition “**Registered Charity**” is replaced with the following:

“**Registered Charity**” means a charitable foundation or a charitable organization as defined in the *Income Tax Act*, R.S.C. 1985, c. 1 in respect of which:

- (a) The registered charity’s bylaws or constitution’s stated purpose is to provide affordable housing for low (or low and moderate) income households, or another similar purpose consistent with the type of services being provided;
- (b) The registered charity’s bylaws provide that the society’s directors may not be remunerated in any capacity, nor may the directors serve as employees;
- (c) The registered charity’s bylaws provide that upon dissolution or wind up of the organization, the organization’s assets will be disposed to another registered charity or a not-for-profit organization;

(p) in section 2.1, the definition “**Rent**” is deleted;

(q) in section 2.1, the definition “**Residential Use Development**” is added in alphabetical order with the following:

“**Residential Use Development**” means Development that comprises one or more units having a Residential Use;

(r) in section 2.1, the definition “**Single Family Residential Dwelling**” is added in alphabetical order with the following:

“**Single Family Residential Dwelling**” means a detached building or structure that contains one principal Dwelling Unit and may contain one smaller Dwelling Unit;

(s) in section 2.1, the definition “**Student Housing**” is added in alphabetical order with the following:

“**Student Housing**” means the Floor Area in a Development that comprises:

(a) one or more rooms that will be rented to a student of a Post-Secondary Institution (“**Student Room**”) and used or intended to be used for living and sleeping purposes, together with:

(i) the Student Room’s shared or in-Student Room cooking facilities, or the space for installation of cooking facilities;

(ii) one or more shared or in-Student Room bathrooms having a sink or wash-basin, a water closet and a shower or bath;

(iii) all Floor Area within the building or structure containing the Student Rooms that is used solely for the purpose of gaining access to and from the Student Rooms, solely for the maintenance of the building or structure, or solely by the occupants of the Student Rooms in the building or structure;

(iv) cafeteria space, if the cafeteria provides a meal service exclusively to the students living in the Student Rooms or any Dwelling Units in the Development;

(t) in section 3.0, the text “**Waiver or Reduction of Development Cost Charges**” is replaced with “**Waiver of Development Cost Charges**”.

(u) section 3.1 is replaced with the following:

3.1 Waiver of Development Cost Charges for Eligible Affordable Rental Housing.
Notwithstanding section 4.1 of the Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022, and subject to section 3.3 of this Bylaw, the GVWD will, in respect of the following eligible Development, waive

Development Cost Charges that the Applicant would otherwise be required to pay in accordance with that section for:

(a) All Dwelling Units and all Student Housing that qualify as:

- (i) Not-for-Profit Affordable Rental Housing;
- (ii) Not-for-Profit Student Rental Housing; or
- (iii) Inclusionary Affordable Rental Housing, subject to section 3.2 of this Bylaw.

(v) section 3.2 is replaced with the following:

3.2 **Required Written Confirmation from Member Municipality.** Dwelling Units that qualify as Inclusionary Affordable Rental Housing are not eligible for a waiver of Development Cost Charges under section 3.1, unless the Applicant submits with the waiver application a verification document prepared by the Member Municipality in which the Dwelling Units are located, verifying that the cost charged to the Not-for-Profit Society, Registered Charity or Public Housing Body for the transfer of title or for the lease of the Development's Inclusionary Affordable Rental Housing does not exceed a below market, maximum cost that was determined by the Member Municipality, and is secured under a legal agreement or covenant, entered into by the Applicant with the Government of Canada, the Province of British Columbia, British Columbia Housing Management Commission, Canada Mortgage and Housing Corporation, or a Member Municipality or any authorized designate of the foregoing entities.

(w) section 3.3 is replaced with the following:

3.3 **Requirements for Submission of a Waiver Application and all Proof of Eligibility.**

- (a) A waiver under section 3.1 must not be granted by GVWD unless, on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality:
 - i. the Applicant has submitted to GVWD an application for a waiver in the prescribed form together with all necessary documentation or proof of eligibility; and
 - ii. GVWD has confirmed the Applicant has met all eligibility requirements and conditions for a waiver of Development Cost Charges under sections 3.1 and 3.2, and it has calculated the amount of the Development Cost Charges being waived.
- (b) GVWD may not grant a waiver under section 3.1 retroactively. After the date the Development Cost Charges are due and payable to the Member Municipality, GVWD must not grant a waiver, and must not refund any Development Cost Charges already paid.

(x) section 4.1 is replaced with the following:

4.1 **Statements.** Each Member Municipality must provide statements to GVWD, for ever 12-month period comprising January 1 to December 31, and this will include:

- (a) the registered owner or lessee; and
- (b) number and type of use of all Dwelling Units and Student Housing (calculated in accordance with the Rate Schedules set out in the Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022) in respect of which building permits were required where Development Cost Charges were waived or reduced under this Bylaw;

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

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

Table 1

Proposed Amendments – Waiver of DCCs for Inclusionary Affordable Rental Housing and Not-for-Profit Student Rental Housing

Bylaw Section	Change paraphrased for brevity	Rationale
Definition of Inclusionary Affordable Rental Housing	Defines Inclusionary Affordable Rental Housing as Dwelling Units within a for-profit development that are subject to a legal agreement or covenant between the private developer and a not-for-profit society, registered charity or public housing body that requires the units to be transferred or leased long term and operated as affordable rental housing for people who meet eligibility requirements.	Not currently defined. The February 5 th report (Reference 1) proposed including this definition as part of the existing definition of Not-for-Profit Affordable Housing. After further review, it was determined that creating a separate definition of “Inclusionary Affordable Rental Housing” would provide more clarity.
Definition of Not-for-Profit Student Rental Housing	Modifies the existing definition to add “Student Housing” (defined in detail below) to include housing units that may have shared living quarters (kitchen, living, bath) in addition to the self-contained Dwelling Units. The resulting definition is a development that contains either Dwelling Units or Student Housing that is owned by a Post-Secondary Institution and will be operated by the Institution on a cost recovery basis as rental housing for students attending that institution and governed by the terms of a covenant that restricts the use to Student Housing for a period of 60 years.	Adds shared student accommodation to the definition, such as double, triple, or quad-style rooms, and creates a comprehensive definition for Not-for-Profit Student Rental Housing that is owned and operated by Post Secondary Institutions and that encompasses the array of housing choices offered to students and student families.
Definition of Student Housing	Defines Student Housing as the floor area comprising one or more rooms rented to student(s) of a Post-Secondary Institution used for living and sleeping purposes and includes spaces for in-unit or shared cooking facilities and washrooms. This also includes: areas of the	Clarifies those portions of the building that will be included in the waiver calculations and ensures consistency of methodology with other housing types.

Bylaw Section	Change paraphrased for brevity	Rationale
	building that allow access to rooms; areas used exclusively by occupants of the building (i.e. amenity spaces, laundry facilities); areas used for maintenance of the buildings, or to provide food service exclusively for students living in the building (i.e. cafeteria).	
Definition of Public Housing Body	Defines Public Housing Body as: "British Columbia Housing Management Commission, the Provincial Rental Housing Corporation, the Canada Mortgage and Housing Corporation, the Metro Vancouver Housing Corporation, and any federal, provincial, First Nation, or local government entity that engages in the development or operation of rental housing designed to be affordable for low (or low and moderate) income households, or any authorized designate of the foregoing entities."	Creates umbrella term for simplification within the bylaw that includes all public organizations that may develop affordable rental housing, including municipal housing corporations.
Section 3.1 Waiver of Development Cost Charges for Eligible Affordable Rental Housing	Major changes to Section 3.1 include: <ul style="list-style-type: none">• Adds full waiver for Not-for-Profit Student Rental Housing.• Adds Inclusionary Affordable Rental Housing• Allows for affordability requirements to be set by Member Municipalities and/or funders.	<ul style="list-style-type: none">• Expands waiver from 50% to 100% for Not-for-Profit Student Rental Housing• Simplifies affordability requirements for Not-for-Profit Affordable Rental Housing
Section 3.2 Required Written Confirmation from Member Municipality.	Requires verification from Member Municipality that the Inclusionary Affordable Rental Housing will be transferred or leased long term to the Non-	Provides indirect confirmation by the Member Municipality that the benefit of the waiver is accrued to the Non-Profit, Registered Charity

Bylaw Section	Change paraphrased for brevity	Rationale
	Profit, Registered Charity, or Public Housing Body at below-market cost and secured through a legal agreement or covenant.	or Public Housing Body and not the for-profit developer.

Table 2
Selected Housekeeping Amendments

Bylaw Section	Change paraphrased for brevity	Rationale
Definition of Eligibility Criteria	Amends list of non-profit or governmental entities that may establish eligibility criteria	Provides a comprehensive list of federal, provincial, First Nations or local government entities.
Definition of “Not-for-Profit Affordable Housing”	Clarifies public entities that may develop or operate affordable rental housing	Provides a comprehensive list of governmental entities.
Definition of “Not-for-Profit Society” and “Registered Charity”	Requires remaining assets must go to a not-for-profit society or registered charity in the event of dissolution	Affordability secured by legal agreement
Section 3.3 Requirements for Submission of a Waiver Application and all Proof of Eligibility	New section clarifies waiver submission requirements and deadlines.	Adds clarity.
Other administrative changes to definitions	Removes, adds, or alters other definitions not already mentioned in this report.	Minor changes added for internal consistency and alignment of waiver bylaw with the DCC bylaw itself.



To: GVS&DD Board of Directors

From: Theresa O'Donnell, Program Manager, Housing Policy and Planning
Regional Planning and Housing Services

Date: November 14, 2025

Subject: **Greater Vancouver Sewerage and Drainage District Development Cost Charge
Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394,
2025**

RECOMMENDATION

That the GVS&DD Board:

- a) give first, second, and third reading to *Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025*; and
- b) adopt *Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025*.

EXECUTIVE SUMMARY

On July 25, 2025, the MVRD, GVWD, and GVS&DD Boards directed staff to bring forward amended Development Cost Charge Waiver Bylaws to add provisions that waive development cost charges (DCCs) for Inclusionary Housing Units, increase the current DCC waiver for Student Housing from 50% to 100%, and other housekeeping amendments as outlined in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units” (Reference 1). Staff have prepared the bylaw amendments accordingly.

PURPOSE

To adopt *Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025* (**Attachment 1**) which amends *GVS&DD Bylaw No. 314, 2018* to extend DCC waivers for Inclusionary Housing Units, increase the current DCC waiver for Student Housing from 50% to 100%, and includes housekeeping amendments to improve clarity and streamline the administration of the bylaw.

BACKGROUND

At its October 27, 2023 meeting, the MVRD Board directed staff to conduct reviews of the DCC program, including a review of the DCC waiver program with the aim of supporting rental housing and incentivizing affordable housing. In response to the Board’s direction, Metro Vancouver conducted an analysis to assess the costs/benefits associated with expanding eligibility for DCC waivers to private (for-profit) developers building affordable rental housing units to be transferred or leased long term to a non-profit or public entity upon completion. In February 2025, this analysis and an overview of proposed amendments to the DCC waiver bylaws was presented to the Finance Committee and MVRD Board in the report titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units”.

Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025
GVS&DD Board Regular Meeting Date: November 28, 2025
Page 2 of 3

At its February 28, 2025 meeting, the MVRD/GVWD/GVS&DD Board directed staff to conduct further financial analysis and explore options to mitigate potential impacts of DCC waivers, while maximizing affordable housing benefits of the DCC waiver framework. On July 10, 2025, staff brought a report overview of additional financial analysis and mitigating measures for consideration by the Finance Committee and GVS&DD Board (Reference 2).

On July 25, 2025, the MVRD, GVWD, and GVS&DD Boards directed staff to bring forward amended Development Cost Charge Waiver Bylaws to add provisions that waive development cost charges (DCCs) for Inclusionary Housing Units and other amendments as outlined in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units”.

SUMMARY OF BYLAW AMENDMENTS

Staff have followed the approach described in the February 5, 2025 report, titled “Consideration of Updating Development Cost Charge Waivers to include Inclusionary Housing Units” in drafting the amendments to the Development Cost Charge Waiver Bylaws. Those amendments add provisions:

- To expand eligibility for DCC waivers to Inclusionary Affordable Rental Housing Units within a market rate development provided those units are transferred or leased long term to a not-for-profit, registered charity or public housing body at a below market cost for operation as affordable rental housing;
- Replace the 50% reduction for Student Housing with a 100% waiver for eligible Dwelling Units or Floor Area, and
- Make other housekeeping revisions necessary to implement these changes and to streamline the administration of the bylaw.

A detailed summary of the specific bylaw amendments, including definitions, eligibility criteria, and rationale, is provided in **Attachment 2**. These amendments reflect refinements made during the drafting process to support effective implementation and administration of the waiver provisions. Attachment 2 outlines both the adjustments to the original approach described in the February 5, 2025 report and additional housekeeping changes introduced to enhance clarity and streamline the bylaw.

NEXT STEPS

Should the GVS&DD Board adopt the proposed bylaw amendments, Metro Vancouver staff will begin implementing the bylaw changes, which would come into effect on January 1, 2026. Implementation will include aligning internal procedures and processes and updating public informational materials and application forms. Staff will immediately engage with member jurisdictions to ensure staff are aware of the new provisions and assist in their preparation for the municipal verification process. Metro Vancouver staff will monitor both the number and total value of waivers provided, and findings will inform the broader 2027 update to the Development Cost Charge (DCC) program.

Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025
GVSD Board Regular Meeting Date: November 28, 2025
Page 3 of 3

ALTERNATIVES

1. That the GVS&DD Board:
 - a) give first, second, and third reading to *Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025*; and
 - b) adopt *Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025*.
2. That the GVS&DD Board receive for information the report dated November 14, 2025, titled “Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025”.

FINANCIAL IMPLICATIONS

Expanding eligibility for DCC waivers to Inclusionary Affordable Rental Housing Units is estimated to reduce DCC revenues by approximately \$54.3 million to \$69.7 million over ten years (2024–2033), or \$5.4 million to \$7.0 million annually. Metro Vancouver staff will continue to monitor and report annually to the MVRD, GVWD, and GVS&DD Boards on both the number and total value of waivers provided. Findings will inform the 2027 update to the Development Cost Charge (DCC) program and be reported to the Board as part of ongoing program reporting.

CONCLUSION

Metro Vancouver staff have completed the drafting of amendments to the Development Cost Charge Waiver Bylaws in response to the direction provided by the MVRD, GVWD, and GVS&DD Boards on July 25, 2025. The proposed bylaw amendments include provisions to extend DCC waivers to Inclusionary Affordable Rental Housing Units, replace the 50% reduction for Student Housing with a full 100% waiver, and incorporate housekeeping changes to improve clarity and streamline administration. Staff recommend that the Board proceed with the adoption of the proposed bylaw amendments to support the implementation of these updates. These changes will help strengthen support for affordable non-market housing across the region and promote greater consistency in the eligibility framework for DCC waivers for new non-market housing development.

ATTACHMENTS

1. Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025.
2. Proposed Amendments.

REFERENCES

1. Hayes, J. (2025). Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units. <https://metrovancouver.org/boards/Finance/FIN-2025-02-13-AGE.pdf#page=19>
2. Epp, M. (2025). Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units - Financial Analysis and Mitigating Measures. <https://metrovancouver.org/boards/GVSD/SDD-2025-07-25-AGE.pdf#page=78>

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
BYLAW NO. 394, 2025**

**A bylaw to amend Greater Vancouver Sewerage and Drainage District Development Cost Charge
Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 314, 2018**

WHEREAS:

- A. the Board of Directors (the "Board") of the Greater Vancouver Sewerage and Drainage District ("GVS&DD") adopted Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 314, 2018; and
- B. the Board of the Greater Vancouver Sewerage and Drainage District wishes to amend Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 314, 2018 to establish eligibility requirements and conditions for a waiver of development cost charges for affordable rental housing, including inclusionary affordable rental housing and not-for-profit rental housing.

NOW THEREFORE the Board of the Greater Vancouver Sewerage and Drainage District enacts as follows:

Citation

1. The official citation of this bylaw is "Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Amendment Bylaw No. 394, 2025".

Effective Date

2. This bylaw will come into effect on January 1, 2026.

Amendment of Bylaw

3. "Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw, No. 314, 2018" is amended as follows:

- (a) the title of the bylaw is replaced with the following:

A Bylaw to Establish a Waiver of Development Cost Charges for Affordable Rental Housing

- (b) recital section "B" is replaced with the following:

- B. It is deemed desirable to establish eligibility requirements and conditions for a waiver of development cost charges for affordable rental housing, including inclusionary affordable rental housing and not-for-profit rental housing.

(c) section 1.1 is replaced with the following:

1.1 The official citation of this bylaw is “Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver for Affordable Rental Housing Bylaw No. 314, 2018.”

(d) in section 2.1, the definition “**Applicant**” is added in alphabetical order with the following:

“**Applicant**” means a person who obtains from a Member Municipality an approval of a subdivision or a building permit, who may be liable to pay a Development Cost Charge under section 4.0 of the Greater Vancouver Sewerage and Drainage District Development Cost Charge Bylaw No. 371, 2023, as amended, and who has applied for a waiver of such Development Cost Charges under section 3.0 of this bylaw;

(e) in section 2.1, the definition “**BC Housing**” is deleted;

(f) in section 2.1, the definition “**CMHC**” is deleted;

(g) in section 2.1, in the definition “**Combination Development**”, subsection (ii) is replaced with the following:

(ii) Residential Lot Development Unit;

(h) in section 2.1, in the definition “**Development Cost Charge**”, the text “254, 2010” is replaced with “371, 2023”;

(i) in section 2.1, the definition “**Eligibility Criteria**” is replaced with the following:

“**Eligibility Criteria**” means criteria established by a Not-for-Profit Society, Registered Charity, Public Housing Body, or any authorized designate of the foregoing entities, used to determine eligibility of a person to occupy a Dwelling Unit within a Not-for-Profit Rental Housing Development or an Inclusionary Affordable Rental Housing Development;

(j) in section 2.1, the definition “**Inclusionary Affordable Rental Housing**” is added in alphabetical order with the following:

“**Inclusionary Affordable Rental Housing**” means those Dwelling Units within a for-profit Residential Use Development, Combination Development or Supportive Living Development of an Applicant that:

(i) will be operated as rental housing for people who meet Eligibility Criteria; and
(ii) on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality;

1. are the subject of a legal agreement between the Applicant and a Not-for-Profit Society, Registered Charity, or Public Housing Body, the terms of which require the Applicant, by no later than 30 days after the Occupancy Permit is issued, to either:
 - (a) transfer title of the Dwelling Units to the Not-for-Profit Society, Registered Charity, or Public Housing Body; or
 - (b) commence a lease of the Dwelling Units, for a term of not less than 60 years, with the Not-for-Profit Society, Registered Charity, or Public Housing Body; and
2. are governed by the terms of a legal agreement and/or covenant between the Applicant (or the Not-for-Profit Society, Registered Charity or Public Housing Body that is the Applicant's successor in title), and the Government of Canada, the Province of British Columbia, British Columbia Housing Management Commission, Canada Mortgage and Housing Corporation, a Member Municipality or any authorized designate of the foregoing entities, regarding the operation of the Dwelling Units and stipulating that the Dwelling Units will be occupied as rental housing for people who meet Eligibility Criteria;

but not including any Dwelling Units within:

- (iii) a community care facility under the *Community Care and Assisted Living Act*, SBC 2002, c. 75;
- (iv) a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;
- (v) a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;
- (vi) a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or
- (vii) a housing based health facility that provides hospitality support services and personal health care;

(k) in section 2.1, the definition "**Laneway House**" is added in alphabetical order with the following:

"**Laneway House**" has the definition ascribed to such term in the bylaws of the Member Municipality where the laneway house is located, or, in the absence of such a definition, means a detached building or structure containing one Dwelling Unit and constructed in the yard of a site on which is situate a Single Family Residential Dwelling;

(l) in section 2.1, the definition "**Non-Profit Municipal Housing Corporation**" is deleted;

(m) in section 2.1, the definition “**Non-Residential Use**” is replaced with the following:

“**Non-Residential Use**” means any building or structure or any portion of any building or structure that is not Apartment Dwelling Unit, Residential Lot Development Unit or Townhouse Dwelling Unit but for greater certainty, does not include any portion of any Residential Use building or structure that is not part of a Dwelling Unit and is used or is intended to be used solely for the purpose of gaining access to and from Dwelling Units, solely for the maintenance of the building or structure or solely by the occupants of the Dwelling Units in the building or structure;

(n) in section 2.1, the definition “**Not-for-Profit Rental Housing**” is replaced with the following:

“**Not-for-Profit Rental Housing**” means:

(i) “**Not-for-Profit Affordable Rental Housing**” which means Residential Use Development, Combination Development or Supportive Living Housing:

1. that is owned, leased or otherwise held by a Not-for-Profit Society, Registered Charity or Public Housing Body on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality;
2. that contains Dwelling Units that will be operated as rental housing for people who meet Eligibility Criteria; and
3. in which the Dwelling Units are governed by the terms of a legal agreement and/or covenant with the Government of Canada, the Province of British Columbia, British Columbia Housing Management Commission, Canada Mortgage and Housing Corporation, a Member Municipality or any authorized designate of the foregoing entities, regarding the operation of the housing and stipulating that the Dwelling Units will be operated as rental housing for people who meet Eligibility Criteria;

but not including:

4. a community care facility under the *Community Care and Assisted Living Act*, SBC 2002, c. 75;
5. a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;
6. a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;
7. a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or
8. a housing based health facility that provides hospitality support services and personal health care;

and

(ii) **“Not-for-Profit Student Rental Housing”** which means Development that:

1. is owned and operated by a Post-Secondary Institution on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality;
2. contains either Dwelling Units or Student Housing, or both, that will be operated as rental housing for students attending that institution; and
3. is governed by the terms of a covenant with the Greater Vancouver Sewerage and Drainage District confirming the use of the Dwelling Units or Floor Area that is Student Housing is restricted for a period of 60 years to the purpose of providing rental housing for students attending that institution, that the housing will be operated by the Post-Secondary Institution or its designated agent, and will be operated on a cost recovery basis;

(o) in section 2.1, the definition **“Not-for-Profit Society”** is replaced with the following:

“Not-for-Profit Society” means a society registered under the *Societies Act*, SBC 2015, c. 18, in respect of which:

- (i) The society’s bylaws or constitution’s stated purpose is to provide affordable housing for low (or low and moderate) income households, or another similar purpose consistent with the type of services being provided;
- (ii) The society’s bylaws provide that the society’s directors may not be remunerated in any capacity, nor may the directors serve as employees;
- (iii) The society’s bylaws provide that upon dissolution or wind up of the society, the society’s assets will be disposed to another not-for-profit organization(s) or registered charity;

(p) in section 2.1, the definition **“Public Housing Body”** is added in alphabetical order with the following:

“Public Housing Body” means the British Columbia Housing Management Commission, the Provincial Rental Housing Corporation, the Canada Mortgage and Housing Corporation, the Metro Vancouver Housing Corporation, and any federal, provincial, First Nation, or local government entity that engages in the development or operation of rental housing designed to be affordable for low (or low and moderate) income households, or any authorized designate of the foregoing entities;

(q) in section 2.1, the definition “**Registered Charity**” is replaced with the following:

“**Registered Charity**” means a charitable foundation or a charitable organization as defined in the *Income Tax Act*, R.S.C. 1985, c. 1 in respect of which:

- (i) The registered charity’s bylaws or constitution’s stated purpose is to provide affordable housing for low (or low and moderate) income households, or another similar purpose consistent with the type of services being provided;
- (ii) The registered charity’s bylaws provide that the society’s directors may not be remunerated in any capacity, nor may the directors serve as employees;
- (iii) The registered charity’s bylaws provide that upon dissolution or wind up of the organization, the organization’s assets will be disposed to another registered charity or a not-for-profit organization;

(r) in section 2.1, the definition “**Rent**” is deleted;

(s) in section 2.1, the definition “**Residential Dwelling Unit**” is deleted;

(t) in section 2.1, the definition “**Residential Lot Development Unit**” is added in alphabetical order with the following:

“**Residential Lot Development Unit**” means a Dwelling Unit on a lot (not including an Apartment Dwelling Unit or a Townhouse Dwelling Unit) but, if the Dwelling Unit is a Single Family Residential Dwelling, also includes:

- (i) the construction, alteration or extension of a building or structure for up to one Secondary Suite in the Single Family Residential Dwelling,
- (ii) the construction, alteration or extension of up to one Laneway House, or
- (iii) both;

(u) in section 2.1, the definition “**Residential Use**” is replaced with the following:

“**Residential Use**” means Apartment Dwelling Unit, Residential Lot Development Unit, and Townhouse Dwelling Unit;

(v) in section 2.1, the definition “**Residential Use Development**” is added in alphabetical order with the following:

“**Residential Use Development**” means Development that comprises one or more units having a Residential Use;

(w) in section 2.1, the definition “**Single Family Residential Dwelling**” is added in alphabetical order with the following:

“Single Family Residential Dwelling” means a detached building or structure that contains one principal Dwelling Unit and may contain one smaller Dwelling Unit;

(x) in section 2.1, the definition **“Student Housing”** is added in alphabetical order with the following:

“Student Housing” means the Floor Area in a Development that comprises:

(i) one or more rooms that will be rented to a student of a Post-Secondary Institution (**“Student Room”**) and used or intended to be used for living and sleeping purposes, together with:

1. the Student Room’s shared or in-Student Room cooking facilities, or the space for installation of cooking facilities;
2. one or more shared or in-Student Room bathrooms having a sink or wash-basin, a water closet and a shower or bath;
3. all Floor Area within the building or structure containing the Student Rooms that is used solely for the purpose of gaining access to and from the Student Rooms, solely for the maintenance of the building or structure, or solely by the occupants of the Student Rooms in the building or structure;
4. cafeteria space, if the cafeteria provides a meal service exclusively to the students living in the Student Rooms or any Dwelling Units in the Development;

(y) in section 2.2, the text “254, 2010” is replaced with “371, 2023”;

(z) in section 3.0, the text **“WAIVER OR REDUCTION OF DEVELOPMENT COST CHARGES”** is replaced with **“WAIVER OF DEVELOPMENT COST CHARGES”**

(aa) section 3.1 is replaced with the following:

3.1 Waiver of Development Cost Charges for Eligible Affordable Rental Housing. Notwithstanding section 4.1 of the Greater Vancouver Sewerage and Drainage District Development Cost Charge Bylaw No. 371, 2023, and subject to section 3.3 of this Bylaw, the GVS&DD will, in respect of the following eligible Development, waive Development Cost Charges that the Applicant would otherwise be required to pay in accordance with that section for:

(i) All Dwelling Units and all Student Housing that qualify as:

1. Not-for-Profit Affordable Rental Housing;
2. Not-for-Profit Student Rental Housing; or
3. Inclusionary Affordable Rental Housing, subject to section 3.2 of this Bylaw.

(bb) section 3.2 is replaced with the following:

3.2 Required Written Confirmation from Member Municipality. Dwelling Units that qualify as Inclusionary Affordable Rental Housing are not eligible for a waiver of Development Cost Charges under section 3.1, unless the Applicant submits with the waiver application a verification document prepared by the Member Municipality in which the Dwelling Units are located, verifying that the cost charged to the Not-for-Profit Society, Registered Charity or Public Housing Body for the transfer of title or for the lease of the Development's Inclusionary Affordable Rental Housing does not exceed a below market, maximum cost that was determined by the Member Municipality, and is secured under a legal agreement or covenant, entered into by the Applicant with the Government of Canada, the Province of British Columbia, British Columbia Housing Management Commission, Canada Mortgage and Housing Corporation, or a Member Municipality or any authorized designate of the foregoing entities.

(cc) section 3.3 is replaced with the following:

3.3 Requirements for Submission of a Waiver Application and all Proof of Eligibility

- (i) A waiver under section 3.1 must not be granted by GVS&DD unless, on or before the date when the Development Cost Charges on the Development are due and payable to the Member Municipality:
 - 1. the Applicant has submitted to GVS&DD an application for a waiver in the prescribed form together with all necessary documentation or proof of eligibility; and
 - 2. GVS&DD has confirmed the Applicant has met all eligibility requirements and conditions for a waiver of Development Cost Charges under sections 3.1 and 3.2, and it has calculated the amount of the Development Cost Charges being waived.
- (ii) GVS&DD may not grant a waiver under section 3.1 retroactively. After the date the Development Cost Charges are due and payable to the Member Municipality, GVS&DD must not grant a waiver, and must not refund any Development Cost Charges already paid.

(dd) section 4.1 is replaced with the following:

4.1 Statements. Each Member Municipality must provide statements to GVS&DD, in respect of each Sewerage Area within the Member Municipality, for every 12-month period comprising January 1 to December 31, and this will include:

- (i) the registered owner or lessee; and
- (ii) number and type of use

of all Dwelling Units and Student Housing (calculated in accordance with the Rate Schedules set out in the Greater Vancouver Sewerage and Drainage District Development Cost Charge Bylaw No. 371, 2023) in respect of which building permits were required where Development Cost Charges were waived or reduced under this Bylaw;

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

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

Table 1

Proposed Amendments – Waiver of DCCs for Inclusionary Affordable Rental Housing and Not-for-Profit Student Rental Housing

Bylaw Section	Change paraphrased for brevity	Rationale
Definition of Inclusionary Affordable Rental Housing	Defines Inclusionary Affordable Rental Housing as Dwelling Units within a for-profit development that are subject to a legal agreement or covenant between the private developer and a not-for-profit society, registered charity or public housing body that requires the units to be transferred or leased long term and operated as affordable rental housing for people who meet eligibility requirements.	Not currently defined. The February 5 th report (Reference 1) proposed including this definition as part of the existing definition of Not-for-Profit Affordable Housing. After further review, it was determined that creating a separate definition of “Inclusionary Affordable Rental Housing” would provide more clarity.
Definition of Not-for-Profit Student Rental Housing	Modifies the existing definition to add “Student Housing” (defined in detail below) to include housing units that may have shared living quarters (kitchen, living, bath) in addition to the self-contained Dwelling Units. The resulting definition is a development that contains either Dwelling Units or Student Housing that is owned by a Post-Secondary Institution and will be operated by the Institution on a cost recovery basis as rental housing for students attending that institution and governed by the terms of a covenant that restricts the use to Student Housing for a period of 60 years.	Adds shared student accommodation to the definition, such as double, triple, or quad-style rooms, and creates a comprehensive definition for Not-for-Profit Student Rental Housing that is owned and operated by Post Secondary Institutions and that encompasses the array of housing choices offered to students and student families.
Definition of Student Housing	Defines Student Housing as the floor area comprising one or more rooms rented to student(s) of a Post-Secondary Institution used for living and sleeping purposes and includes spaces for in-unit or shared cooking facilities and washrooms. This also includes: areas of the	Clarifies those portions of the building that will be included in the waiver calculations and ensures consistency of methodology with other housing types.

Bylaw Section	Change paraphrased for brevity	Rationale
	building that allow access to rooms; areas used exclusively by occupants of the building (i.e. amenity spaces, laundry facilities); areas used for maintenance of the buildings, or to provide food service exclusively for students living in the building (i.e. cafeteria).	
Definition of Public Housing Body	Defines Public Housing Body as: "British Columbia Housing Management Commission, the Provincial Rental Housing Corporation, the Canada Mortgage and Housing Corporation, the Metro Vancouver Housing Corporation, and any federal, provincial, First Nation, or local government entity that engages in the development or operation of rental housing designed to be affordable for low (or low and moderate) income households, or any authorized designate of the foregoing entities."	Creates umbrella term for simplification within the bylaw that includes all public organizations that may develop affordable rental housing, including municipal housing corporations.
Section 3.1 Waiver of Development Cost Charges for Eligible Affordable Rental Housing	Major changes to Section 3.1 include: <ul style="list-style-type: none">• Adds full waiver for Not-for-Profit Student Rental Housing.• Adds Inclusionary Affordable Rental Housing• Allows for affordability requirements to be set by Member Municipalities and/or funders.	<ul style="list-style-type: none">• Expands waiver from 50% to 100% for Not-for-Profit Student Rental Housing• Simplifies affordability requirements for Not-for-Profit Affordable Rental Housing
Section 3.2 Required Written Confirmation from Member Municipality.	Requires verification from Member Municipality that the Inclusionary Affordable Rental Housing will be transferred or leased long term to the Non-	Provides indirect confirmation by the Member Municipality that the benefit of the waiver is accrued to the Non-Profit, Registered Charity

Bylaw Section	Change paraphrased for brevity	Rationale
	Profit, Registered Charity, or Public Housing Body at below-market cost and secured through a legal agreement or covenant.	or Public Housing Body and not the for-profit developer.

Table 2
Selected Housekeeping Amendments

Bylaw Section	Change paraphrased for brevity	Rationale
Definition of Eligibility Criteria	Amends list of non-profit or governmental entities that may establish eligibility criteria	Provides a comprehensive list of federal, provincial, First Nations or local government entities.
Definition of “Not-for-Profit Affordable Housing”	Clarifies public entities that may develop or operate affordable rental housing	Provides a comprehensive list of governmental entities.
Definition of “Not-for-Profit Society” and “Registered Charity”	Requires remaining assets must go to a not-for-profit society or registered charity in the event of dissolution	Affordability secured by legal agreement
Section 3.3 Requirements for Submission of a Waiver Application and all Proof of Eligibility	New section clarifies waiver submission requirements and deadlines.	Adds clarity.
Other administrative changes to definitions	Removes, adds, or alters other definitions not already mentioned in this report.	Minor changes added for internal consistency and alignment of waiver bylaw with the DCC bylaw itself.



To: Regional Planning Committee

From: Edward Nichol, Senior Regional Planner, Regional Planning and Housing Services

Date: October 15, 2025

Meeting Date: January 15, 2026

Subject: **Regional Hazard, Risk, and Vulnerability Analysis: Project Update**

At its meeting on October 10, 2025, the Metro Vancouver Air Quality and Climate Committee received the attached report, titled “Regional Hazard, Risk, and Vulnerability Analysis: Project Update” (**Attachment 1**). This report is being shared with the Regional Planning Committee for information.

ATTACHMENTS

1. Air Quality and Climate Committee Report dated September 17, 2025 titled “Regional Hazard, Risk, and Vulnerability Analysis: Project Update”.

79819718



To: Air Quality and Climate Committee

From: Edward Nichol, Senior Regional Planner, Regional Planning and Housing Services

Date: September 17, 2025

Meeting Date: October 10, 2025

Subject: **Regional Hazard, Risk, and Vulnerability Analysis: Project Update**

RECOMMENDATION

That the Air Quality and Climate Committee receive for information the report dated September 17, 2025, titled “Regional Hazard, Risk, and Vulnerability Analysis: Project Update”.

EXECUTIVE SUMMARY

With funding from the Regional District Sustainability Innovation Fund, as approved by the MVRD Board in April 2025, Metro Vancouver is undertaking a multi-year regional Hazard, Risk, and Vulnerability Analysis (HRVA) project, spanning 2025–2027, to strengthen both local and regional resilience efforts. This initiative will be guided by the findings of the HRVA Options Assessment (Attachment 1), which explored how a coordinated regional risk assessment approach could best support member jurisdictions and regional planning. The Options Assessment evaluated different approaches to undertaking the HRVA, considering Metro Vancouver’s role, legislative requirements for local governments, information accuracy and utility, costs, and trade-offs, among other characteristics.

Building from the findings of the Options Assessment, Metro Vancouver is retaining consultant services to support the project and begin outreach to potential partners, including member jurisdictions. The Air Quality and Climate Committee and MVRD Board will receive regular updates as the project progresses.

PURPOSE

To provide an update to the Air Quality and Climate Committee on the Regional Hazard, Risk, and Vulnerability Analysis project.

BACKGROUND

Metro 2050 Policy action 3.4.2(a) directs Metro Vancouver to take a more proactive role in collaborating with partners to develop and share data and information related to hazards, risks, and vulnerabilities across the region (Reference 1). In April 2024, the Regional Planning Committee received the report titled “Regional Hazard, Risk, and Vulnerability Analysis Options Assessment – Scope of Work” (Reference 2). The resulting HRVA Options Assessment, completed later that year, provides a foundational blueprint for developing a regional-scale HRVA. In April 2025, the Air Quality and Climate Committee received the report titled “2025 Regional District Sustainability Innovation Fund Application: Regional-Scale Hazard, Risk, and Vulnerability Analysis”. The MVRD Board subsequently approved allocation of the Regional District Sustainability Innovation Fund for the project “Metro Vancouver Regional-Scale Hazard, Risk, and Vulnerability Analysis (HRVA)” for \$250,000 over two years for a total of \$500,000 (Reference 3).

HRVA OPTIONS ASSESSMENT

Developing a regional-scale risk assessment will require extensive technical work, as well as substantial engagement and coordination with internal departments, external agencies, member jurisdictions, and First Nations. Given the new risk assessment requirements for local authorities and critical infrastructure owners outlined in the *Emergency and Disaster Management Act*, alignment with *Metro 2050* and *Climate 2050* policy, the opportunity to leverage regional economies of scale, the lack of a regional coordinating body for risk and resilience work, and the significant resources and collaboration that would be required to develop a regional HRVA, Metro Vancouver retained Ebbwater Consulting in 2024 to develop a regional Hazard, Risk, and Vulnerability Analysis Options Assessment (Attachment 1).

The Options Assessment explored how a coordinated regional approach could best add value, support both local and regional resilience efforts, and address implementation gaps.

Process

The Regional HRVA Options Assessment involved three key steps:

1. *Understand the Context*: This step reviewed and documented key risk studies and reports from across the region, and explored the merit of a regional risk assessment through virtual meetings held with four key groups: internal Metro Vancouver departments, in-region First Nations, member jurisdictions, and external agencies.
2. *Describe Potential Approaches*: This step developed a framework to organize and assess three different regional risk assessment options, ranging from a more streamlined approach to a more complex and comprehensive approach.
3. *Compare Options and Identify Recommended Steps*: The final step compared the three options through an evaluation of relevant attributes, and identified recommendations and next steps to inform the development of a regional risk assessment.

The assessment identified three distinct pathways: a streamlined approach, a convening approach, and a comprehensive approach. Each option was evaluated based on the following characteristics: analysis difficulty, effort and resources required, information accuracy, scale and granularity, consistency of approach, hazards considered, potential uses and benefits, level of engagement required, general outcomes, deliverables, approximate costs, and time required. Each option also describes Metro Vancouver's potential role and implications for compliance with the *Emergency and Disaster Management Act*. Though the scope of a regional HRVA will ultimately be shaped by a variety of factors (such as engagement) and contain elements from each of the three options, it is anticipated that the HRVA will be primarily informed by a blend of characteristics from Option 1 (streamlined) and Option 2 (convening approach). The options comparison also identifies relevant tradeoffs to be aware of; for instance, the option with the best information usability also requires the most cost/time, and the option with the strongest regional integration requires the most institutional effort by Metro Vancouver.

The complete analysis of each option can be found in sections 5 and 6 of the technical report (Attachment 1).

Summary of Options and Evaluation

Option 1: Streamlined Approach

This option involves using readily available and regionally consistent data to calculate risks via a broader, high-level assessment. Emphasis would be placed on internal corporate and departmental risk assessment needs. Metro Vancouver would lead the assessment. This approach would have a shorter timeframe (e.g., 2 years).

Option 2: Convening Approach

This option leverages collaboration and effort from other regional partners to provide a more complex risk analysis. Metro Vancouver would support the development of a regional risk assessment that can help inform the localized risk assessments carried out by project partners. This approach would have a medium timeframe (e.g., 2-4 years).

Option 3: Comprehensive Approach

This approach involves Metro Vancouver both leading and coordinating a comprehensive risk assessment approach. This approach would require the development of a more robust risk assessment methodology, with partners outside of the Metro Vancouver region (e.g., adjacent regional districts). This approach would have a longer timeframe (e.g. 5 years).

Figure 1: Options Evaluation Results

Attributes	Option 1: Streamlined	Option 2: Convening	Option 3: Comprehensive
Regulations Compliance	Meets	Exceeds	Far exceeds
Information Useability	Acceptable	Great	Best
Regional Integration	Minimum	Moderate	Strongest
Institutional Effort	Minor	Low	Major
Equity and Consistency	Little	Moderate	Large
Cost/Time	Least	Less	Most

NEXT STEPS

Over the coming months, Metro Vancouver will engage a consultant to support the regional HRVA and begin connecting with potential project partners (including member jurisdictions). Metro Vancouver staff are also exploring supplementary funding opportunities (e.g., provincial grants) to support updates to the risk assessment beyond 2027. The Air Quality and Climate Committee and MVRD Board will receive updates as the project advances.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The MVRD Board approved allocation of the Regional District Sustainability Innovation Fund for the project “Metro Vancouver Regional-Scale Hazard, Risk, and Vulnerability Analysis (HRVA)” for \$250,000 per year over two years for a total of \$500,000.

Regional Hazard, Risk, and Vulnerability Analysis: Project Update
Air Quality and Climate Committee Regular Meeting Date: October 10, 2025
Page 4 of 4

CONCLUSION

In April 2025, the MVRD Board approved funding to support a regional Hazard, Risk, and Vulnerability (HRVA) project through the Regional District Sustainability Innovation Fund. This report provides an update on next steps, including retaining a consultant to support the project and outreach to potential project partners, including member jurisdictions. Attachment 1 provides the results of an HRVA Options Assessment, completed to identify potential avenues and tradeoffs associated with a regional risk assessment approach. The results of the Options Assessment will inform a multi-year scope of work for a regional HRVA (2025-2027). Updates will continue to be provided to the Air Quality and Climate Committee and the MVRD Board as the project develops.

ATTACHMENT

1. “Metro Vancouver Hazard, Risk and Vulnerability Options Assessment – Final Report”, dated 2025, February 24.

REFERENCES

1. Metro Vancouver. (2022, February). Metro 2050 Regional Growth Strategy. Action 3.4.2 a). Retrieved from <https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=73>. Last accessed 2025, September 16.
2. Nichol, E. (2024, March 15). *Regional Hazard, Risk, and Vulnerability Analysis Options Assessment – Scope of Work*. [Staff report to Regional Planning Committee Meeting on 2024, April 5]. <https://metrovancouver.org/boards/RegionalPlanning/RPL-2024-04-05-AGE.pdf#page=738>.
3. Nichol, E. (2025, March 21). *2025 Regional District Sustainability Innovation Fund Application: Regional-Scale Hazard, Risk, and Vulnerability Analysis*. [Staff report to MVRD Board Meeting on 2025, April 25]. <https://metrovancouver.org/boards/GVRD/RD-2025-04-25-AGE.pdf#page=147>.

79085760



Metro Vancouver Hazard, Risk and Vulnerability Options Assessment Final Report



24 February 2025

ebbwater
CONSULTING

Ebbwater Consulting Inc.
510 – 119 West Pender St.
Vancouver, BC V6B 1S5
www.ebbwater.ca

EGBC Permit 100929

Project Number: P312

ii Metro Vancouver – HRVA Options Assessment – Final Report

Cover Photo: Metro Vancouver – Middle arm of the Fraser River, June 2022.

© Ebbwater Consulting Inc.

ebbwater
CONSULTING

Disclaimer

This document has been prepared by Ebbwater Consulting Inc. (Ebbwater) for the exclusive use and benefit of Metro Vancouver. It has been developed in accordance with generally accepted engineering practices and with full understanding of applicable natural hazard and risk guidelines in the province of British Columbia.

The contents may be used and relied upon by the officers and employees of Metro Vancouver. However, Ebbwater Consulting Inc. denies any liability to other parties who access and use this report.

Permit to Practice

Pursuant to Engineers and Geoscientists of British Columbia requirements, Ebbwater's permit to practice information is as follows:

- Permit Number: 1000929
- Issued: 1 July 2024
- Expires: 30 June 2025

Copyright

All material presented in this report is provided under a Creative Commons License CC BY-NC-SA 4.0, with the exception of any content supplied by third parties. This license allows users to copy and redistribute the material in any medium or format, under the following terms:

- Provide appropriate credit by citing this report (see below).
- Do not use the material for commercial purposes.
- If you remix, transform, or build upon the material, you must distribute your contributions under the same licence.



Details for the Creative Commons License CC BY-NC-SA 4.0 (Attribution-Noncommercial-ShareAlike 4.0 International) are available on Creative Commons 4.0 website:

<https://creativecommons.org/licenses/by-nc-sa/4.0/>

If you wish to use this report's materials, you may contact Ebbwater (info@ebbwatert.ca) to inform us of your purpose.

Suggested report citation: Ebbwater Consulting Inc. (2025). Metro Vancouver – Hazard, Risk and Vulnerability Options Assessment – Final Report. Prepared for Metro Vancouver.

Certification

Name, Qualifications, and Project Role	Organization	Signature
Robert Larson, MSc, P.Ag. Project Manager	Ebbwater	
Yinlue Wang, MSc Project Analyst	Ebbwater	
Tamsin Lyle, M.Eng., MRM, P.Eng. Senior Reviewer	Ebbwater	

Revision History

Revision No.	Date	Description	Remarks
1	22 December 2024	Preliminary Draft	Shared with Metro Vancouver regional planning department staff for comments
2	23 January 2025	Final Draft	Shared with other Metro Vancouver departments for comments
3	24 February 2025	Final	Comments from final draft incorporated

Territorial Acknowledgements

Ebbwater acknowledges that our office is situated on the unceded traditional territories of the following First Nations: xʷməθkʷəy̓əm (Musqueam), Sḵwxwú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh), we are grateful to be guests of these Nations.

Additionally, Ebbwater would like to acknowledge that the project area encompasses the shared territories of many Indigenous peoples, including 10 local First Nations: qícə́y (Katzie), qʷə:n̓əɬəní (Kwantlen), kʷikʷəƛ̓əm (Kwikwetlem), máthxwi (Matsqui), xʷməθkʷəy̓əm (Musqueam), qiqéyt (Qayqayt), se'mya'me (Semiahmoo), Sḵwxwú7mesh Úxwumixw (Squamish), scəwáθən məsteyəxʷ (Tsawwassen) and səlilwətaɬ (Tsleil-Waututh).

Acknowledgements

The funding support for this project came from Metro Vancouver.

The authors wish to acknowledge the support of the Metro Vancouver team throughout this project. This includes Edward Nichol, who was the client project manager, as well as Stefanie Ekeli and other Metro Vancouver staff members. We would also like to thank staff members from member jurisdictions, First Nations, and external agencies, who supported the project.

The Ebbwater team members who contributed to the project are as follows:

- Robert Larson, M.Sc., P.Ag. was the project manager and led the report writing.
- Yinlue Wang, M.Sc., managed and analysed data and information.
- Tamsin Lyle, M.Eng., MRM, P.Eng. (Principal of Ebbwater) provided guidance and senior review of the report.

Executive Summary

A range of natural hazards are increasingly affecting Metro Vancouver, especially those that are linked to climate change. In response, Metro Vancouver is proactively working to better understand the risk of these hazards. In previous phases of this regional Hazard, Risk and Vulnerability Assessment (HRVA) initiative, Metro Vancouver compiled and documented the susceptibility of the region to wildfires, coastal floods, riverine floods, and earthquakes. Building on that knowledge, the objective of the current phase of the initiative is to **explore the viability and utility of a number of different risk assessment approaches that are appropriate for the region**. This work is intended to support a future risk assessment, as shown in the figure below.

HRVA's, or risk assessments, are a process of identifying the nature and extent of the components of disaster risk (i.e., hazard, exposure/vulnerability, consequence, and risk) by systematically analyzing them over an area.



To achieve the project objective, the project team, consisting of Metro Vancouver regional planning department staff and Ebbwater Consulting Inc.,

conducted an information review to define and align risk assessment components with the following key policy and guidance documents:

- Sendai Framework for Disaster Risk Reduction
- Existing Provincial risk assessment tools as well as forthcoming guidelines under the Disaster and Climate Risk and Resilience Assessment process that is in progress
- Provincial Emergency Disaster and Management Act (EDMA)

What We Did

We conducted a desktop analysis to understand the depth and breadth of risk-related studies that have been conducted within Metro Vancouver since the Sendai Framework was adopted by Canada in 2015. As part of this high-level gap analysis, we reviewed HRVA reports completed by member jurisdictions. The project team then held four separate meetings with internal Metro Vancouver departments, in-region non-Treaty First Nations, member jurisdictions, and external agencies (regional partners). We discussed Metro Vancouver's plans for a regional risk assessment, and how it could support regional partners.

We used the feedback from the meetings to define three illustrative options for risk assessment approaches that Metro Vancouver could take:

Option 1 – Streamlined Approach: Considers a minimum number of activities and analyses that Metro Vancouver could do in a more isolated fashion to fulfill legislative requirements and meet internal mandates. Its support to partners in the region would be more limited. The analysis could be more simplified, especially related to engagement, and could use generally available data and methods.

viii Metro Vancouver – HRVA Options Assessment – Final Report

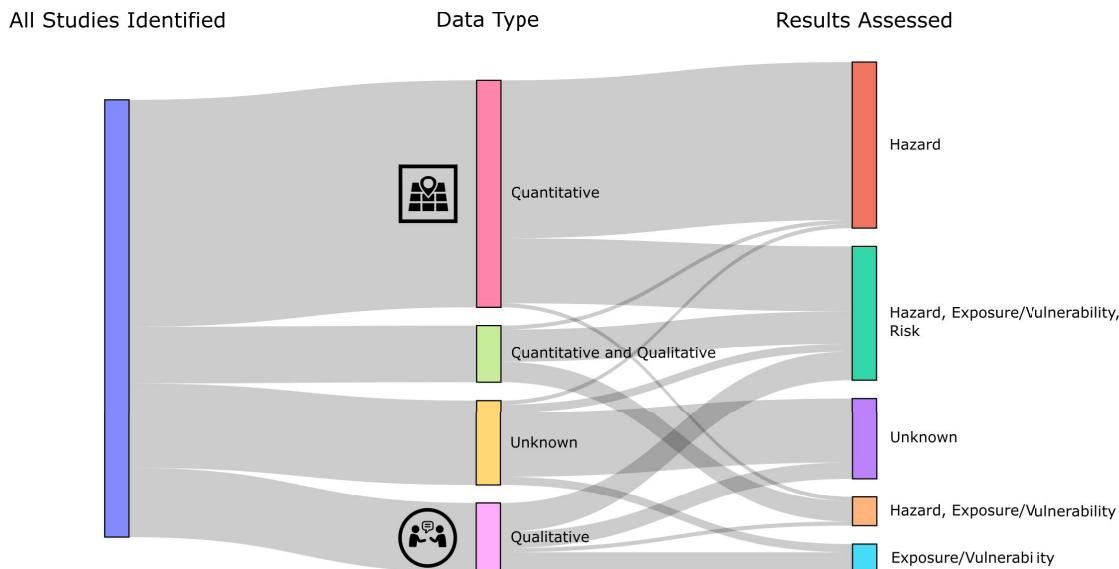
Option 2 – Convening Approach: Compared to Option 1, in this approach Metro Vancouver could support regional partners to conduct their own sub-regional risk assessments. Metro Vancouver could guide studies including potentially managing data for regional partners. The compiled studies could then be used by Metro Vancouver to produce a regional picture of risk.

Option 3 – Comprehensive Approach: In this approach, Metro Vancouver staff could more proactively conduct thorough hazard, vulnerability, and risk investigations using qualitative and quantitative information. The approach could achieve a balance between detail, consistency, and accuracy, and could include a more fulsome engagement process.

The project team defined the potential risk assessment options in terms of the analysis complexity and regional collaboration and established a means to evaluate them based on a range of attributes that would be relevant for a regional risk assessment. We stress that the options are illustrative only, and they could be reconfigured to refine, include, or exclude components as they are described in the report.

Findings

Ebbwater built a database with high-level information on 119 studies related to risk assessment in the Metro Vancouver region. To compare these studies at a preliminary level, we screened and categorized them according to data type and results assessed (see figure below). We note that we only obtained 50% of the studies, which limited our ability to characterize and compare the studies beyond this preliminary level.



One key finding is that the number of studies with exposure/vulnerability information is small. The information contained within these studies is qualitative (or the data type is unknown). Therefore, there is a gap in understanding exposure and vulnerability using consistent datasets. The report provides more insights.

Key notes related to the gap analysis of member jurisdiction HRVA studies are as follows:

- Based on the responses received, there are 13 jurisdictions that have completed, or are currently developing HRVAs, since 2015.
- The comprehensiveness of studies varies widely from one member jurisdiction to another.
- There are 5 jurisdictions for which we did not identify an HRVA or climate risk study.

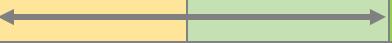
Related to the three potential risk assessment approaches we defined based on our engagement activities, the table below summarizes a few of their characteristics. Comparisons are made in relative terms to clarify distinctions between the options. The report discusses more characteristics for comparison, including implications related to the EDMA.

Characteristic	Option 1: Streamlined	Option 2: Convening	Option 3: Comprehensive
Role of Metro Vancouver	Does work mostly internally with some collaboration (i.e., top-down approach)	Supports and compiles regional partner information (i.e., bottom-up approach)	Leads more fulsome assessment through strong leadership and regional collaboration (i.e., top-down approach)
Effort and Resources	Relatively low-level effort and use of generally available data and methods	Moderate with a mix of generally available and bespoke methods and data	High effort to gather data, incorporate locally relevant values and to consider vulnerability components of risk
Information Accuracy	Lower	Intermediate	Higher
Scale and Granularity	More coarse understanding of risk at regional scale	A patchwork of detailed datasets are used as local assessments feed into the regional scale	Detailed datasets are developed and applied systematically at local and regional scales
Potential Uses and Benefits	Regional scale prioritization of further studies. Mostly Metro Vancouver benefits	Inform risk reduction and resilience at a high level. Metro Vancouver and regional partners benefit	Provide a strong basis to support regional and local decision makers with risk reduction and resilience. Metro Vancouver and regional partners benefit
Approximate Costs/Year	~\$250,000	~\$300,000	~\$325,000
Approximate Timeline	2 years	3-4 years	5 years

x Metro Vancouver – HRVA Options Assessment – Final Report

The evaluation results of the three potential risk assessment approaches shown in the table below highlights that there are tradeoffs between them (darker orange cells indicate an attribute rating that is less desirable, and darker green means more desirable). This is because many of the attributes are interconnected. For example, the option with the best information usability also likely requires the most cost/time. The option with the strongest regional integration may require more major institutional effort by Metro Vancouver.

Attributes	Option 1: Streamlined	Option 2: Convening	Option 3: Comprehensive
Regulations Compliance	Meets	Exceeds	Far exceeds
Information Usability	Acceptable	Great	Best
Regional Integration	Minimum	Moderate	Strongest
Institutional Effort	Minor	Low	Major
Equity and Consistency	Little	Moderate	Large
Cost/Time	Least	Less	Most

Attribute Scale	Less desirable		More desirable
-----------------	----------------	---	----------------

Recommended Next Steps

We anticipate that the risk assessment pathway to be selected will likely include a combination of components outlined in Options 1, 2, and 3. Discussions will be required around the tradeoffs with each option (see the report for more information). This will need to be decided by Metro Vancouver, in collaboration with regional partners. To advance the work, Metro Vancouver's regional planning department could take some actions more readily:

1. Continue to engage with regional partners.
2. Assess how each risk assessment option could advance regional planning activities.
3. Compile and map existing exposure and vulnerability data.
4. Track the rollout of the EDMA to review how it will impact the risk assessment.
5. Continue involvement with the DCRRA process.
6. Use the outputs from this report to seek funding to support the development of the regional risk assessment.

The above actions are detailed in the report, as well as a set of actions that could be taken that are more dependent on the above.

Contents

DISCLAIMER	III
PERMIT TO PRACTICE	III
COPYRIGHT	III
CERTIFICATION	IV
REVISION HISTORY	IV
TERRITORIAL ACKNOWLEDGEMENTS.....	V
ACKNOWLEDGEMENTS	VI
EXECUTIVE SUMMARY.....	VII
CONTENTS	XI
ABBREVIATIONS AND ACRONYMS	XIV
1 INTRODUCTION	1
1.1 PROJECT OVERVIEW .....	.1
1.2 REPORT STRUCTURE .....	.2
2 BACKGROUND.....	3
2.1 DISASTER RISK REDUCTION .....	.3
2.2 PROVINCIAL FRAMEWORK FOR DISASTER RISK REDUCTION.....	.5
2.3 SUMMARY .....	.10
3 METHODS.....	11
3.1 STEP 1: UNDERSTAND THE CONTEXT.....	.11
3.2 STEP 2: DESCRIBE POTENTIAL APPROACHES .....	.13
3.3 STEP 3: COMPARE OPTIONS.....	.16
4 INVESTIGATIONS	16
4.1 METRO VANCOUVER CONTEXT .....	.16
4.2 GAP ANALYSIS .....	.19
4.3 REFLECTIONS ON WHAT WE HEARD .....	.21
4.4 RELEVANT REGIONAL RISK ASSESSMENT ATTRIBUTES .....	.25
5 OPTIONS DEFINITION	26
5.1 OPTIONS OVERVIEW.....	.27
5.2 OPTION 1: STREAMLINED APPROACH.....	.27
5.3 OPTION 2: CONVENING APPROACH .....	.30
5.4 OPTION 3: COMPREHENSIVE APPROACH.....	.32
5.5 KEY DISTINCTIONS.....	.35

xii Metro Vancouver – HRVA Options Assessment – Final Report

6	OPTIONS EVALUATION	37
6.1	TRADEOFFS DISCUSSION	38
7	RECOMMENDED NEXT STEPS	39
7.1	INDEPENDENT ACTIONS	39
7.2	DEPENDENT ACTIONS	40
7.3	SEQUENCE OF ACTIVITIES	40
8	CONCLUSION	42
	REFERENCES.....	43

List of Figures

FIGURE 1-1: PHASES OF THE MULTI-YEAR INITIATIVE BY METRO VANCOUVER TO BETTER UNDERSTAND NATURAL AND CLIMATE RELATED HAZARDS.....	1
FIGURE 2-1: RISK AS A FUNCTION OF CONSEQUENCE AND LIKELIHOOD.	3
FIGURE 2-2: FOUR PRIORITIES OF THE SENDAI FRAMEWORK FOR DISASTER RISK REDUCTION.	4
FIGURE 3-1: OPTIONS EXPLORATION PROCESS.....	11
FIGURE 4-1: HIGH-LEVEL CHARACTERIZATION OF RISK RELATED STUDIES CONDUCTED IN THE METRO VANCOUVER REGION SINCE 2015...	19
FIGURE 4-2: HAZARDS OF GREATEST CONCERN FOR MEMBER JURISDICTIONS (A) AND EXTERNAL AGENCIES (B).....	21

LIST OF TABLES

TABLE 2-1: THE ROLE OF RISK ASSESSMENTS IN THE EDMA.....	7
TABLE 3-1: INFORMATION RECORDED TO CHARACTERIZE RISK STUDIES AT A HIGH LEVEL.....	12
TABLE 3-2: MEETINGS SUMMARY.....	12
TABLE 3-3: ANALYSIS COMPLEXITY COMPONENTS AND THEIR KEY CONSIDERATIONS.....	14
TABLE 3-4: REGIONAL COLLABORATION COMPONENTS AND THEIR KEY CONSIDERATIONS.....	15
TABLE 4-1: RISK ASSESSMENT ATTRIBUTE DESCRIPTIONS AND EVALUATION SCALES.	25
TABLE 5-1: SUMMARY OF KEY CHARACTERISTICS FOR EACH OPTION AND THEIR RELATIVE DIFFERENCES AND DISTINCTIONS.....	35
TABLE 5-2: COMPARISON OF ABILITY TO COMPLY WITH EDMA REQUIREMENTS.	37
TABLE 6-1: OPTIONS EVALUATION SCALE.	37
TABLE 6-2: OPTIONS EVALUATION RESULTS.	38
TABLE 7-1: TIMELINE OF HIGH-LEVEL ACTIVITIES.	40

Abbreviations and Acronyms

BC	British Columbia
DCRRA	Disaster and Climate Risk and Resilience Assessment
ECCS	(BC Ministry of) Environment and Climate Change Strategy
EDMA	Emergency and Disaster Management Act
EMCR	(BC Ministry of) Emergency Management and Climate Readiness (formerly Emergency Management BC)
EPS	Emergency Planning Secretariat
HRVA	Hazard, Risk and Vulnerability Analysis
ICI	Integrated Cadastral Information
IER	Indigenous Engagement Requirements
IPREM	Integrated Partnership for Regional Emergency Management
LGA	Local Government Act
LiDAR	Light Detection and Ranging
MJEMOs	Multi-Jurisdictional Emergency Management Organizations
PCIC	Pacific Climate Impacts Consortium
REAC-CPS	Regional Engineers Advisory Committee – Climate Protection Subcommittee
SoVI	Social Vulnerability Index
UN	United Nations
UNDRI	United Nations Declaration on the Rights of Indigenous Peoples

1 Introduction

A range of natural hazards have affected Metro Vancouver in recent years such as extreme heat, extreme wind, coastal and riverine flooding, extreme precipitation, extreme cold, poor air quality (as a result of wildfires across the province), and landslides. There is a growing need to address these and other hazards, especially given that many are linked to climate change, which is causing natural hazards to become more frequent and severe. Metro Vancouver is proactively working to better understand how susceptible the region is to these hazards through various planning initiatives. One of the initiatives Metro Vancouver is exploring is a regional Hazard, Risk and Vulnerability Assessment (HRVA), or similar type of risk assessment. Since the initiative is anticipated to be regional-scale, thoughtful collaboration with Metro Vancouver's 23 member jurisdictions, external agencies, and in-region non-Treaty First Nations (collectively referred to as "regional partners" throughout this report) is integral.

Coordination with the Province is also critical, since they establish the relevant legislation, regulations, and guidance, and also play a role in emergency response for large scale disasters. Key examples are requirements related to local government risk assessments under the new Emergency Disaster Management Act (EDMA) and the Provincial Disaster and Climate Risk and Resilience Assessment (DCRRA) process, which is in progress.

1.1 Project Overview

In September 2024, Ebbwater Consulting Inc. (Ebbwater) was retained to support Metro Vancouver with an exploratory HRVA Options Assessment. This built on earlier work to identify and catalogue available hazard information; Figure 1-1 outlines previous phases (phases 1 and 2, see more details in Sub-section 4.1.2). The current phase of work is shown in the middle of Figure 1-1 as "Assessment Options"; the deliverable resulting from this phase is expected to inform future risk assessment work.



Figure 1-1: Phases of the multi-year initiative by Metro Vancouver to better understand natural and climate related hazards.

The objective of the current phase of work is to **explore the viability and utility of risk assessment options that are appropriate for the region**. This blueprint can assist Metro Vancouver staff in scoping a regional risk assessment project, identifying next steps, and outlining approaches to work collaboratively with regional partners.

2 Metro Vancouver – HRVA Options Assessment – Final Report

To achieve the project objective, the project team set out to answer the following critical questions:

1. What policy related initiatives are influencing the regional risk assessment process, including organizational mandates, as well as existing and incoming regulations?
2. What relevant work has already been done in the region to support this work, and what gaps exist?
3. How can Metro Vancouver most effectively support regional processes that benefit multiple actors in the region?

The project team answered the above questions by following a structured process that involved desktop and engagement investigations, options definition, and options evaluation. In so doing, we illustrated distinctions and tradeoffs between approaches, to inform a pathway that could be taken.

1.1.1 A Note on Terminology

Throughout this report we use the term “regional partner” to represent First Nation governments, member jurisdictions, and external agencies that Metro Vancouver works with, to fulfill mutually supportive objectives. The term “regional entity” is also used and is meant to represent organizations who work on a multi-jurisdictional scale, similar to Metro Vancouver. Many external agencies are described by the two terms interchangeably.

Many terms are used in the literature to explain how hazards can interact, and in some cases become greater than the sum of their parts. In this report we refer to this concept simply as “interacting hazards”. Similarly, hazards and interacting hazards lead to impacts, which can produce further hazards and new impacts, and so on. In this report we refer to this process as “cascading impacts”. An example of a cascading impact is the loss of a critical power substation resulting from a windstorm, a flood (or both), which leads to loss of public transportation and access to emergency services for community members who lack personal means of transportation.

The term “engagement” is used broadly to mean working with organizations external to Metro Vancouver. With respect to First Nations, it is sometimes used interchangeably with the term “consultation”, which is a more specific term that is used in the Emergency and Disaster Management Act that has specific legal implications (i.e., “engagement, consultation, and cooperation with Indigenous peoples”).

1.2 Report Structure

The next section of this report provides background information on the type of risk assessment that Metro Vancouver seeks to conduct (Section 2). We then describe the methods used to conduct this options assessment (Section 3), which is followed by findings of the investigations (Section 4). The options definitions are then detailed (5), followed by the options evaluation (Section 6) and recommendations (Section 7). The conclusion (Section 8) precedes a list of references.

The following supplementary documents were also provided to Metro Vancouver:

- Draft supplementary research
- List of existing risk-related studies
- List of potential regional scale hazard, exposure, and vulnerability data sets



2 Background

This section outlines key concepts, terminology related to disaster risk reduction, the provincial framework for risk reduction, and the Metro Vancouver context. As explained in Figure 3-1 at the beginning of Section 3, this background review sets the context for the options assessment described in later sections of the report.

2.1 Disaster Risk Reduction

Natural hazard **risk** arises from negative interactions between **hazards** and the things we care about such as assets, people, or the environment. The text boxes on this page define key risk terminology and Figure 2-1 provides a conceptual model for risk, by linking the key terms in the text boxes. Intentional decisions can decrease risk by not only reducing hazards (a hazard-focused approach), but also by focusing on other components of risk such as exposure and vulnerability (a risk-based approach).

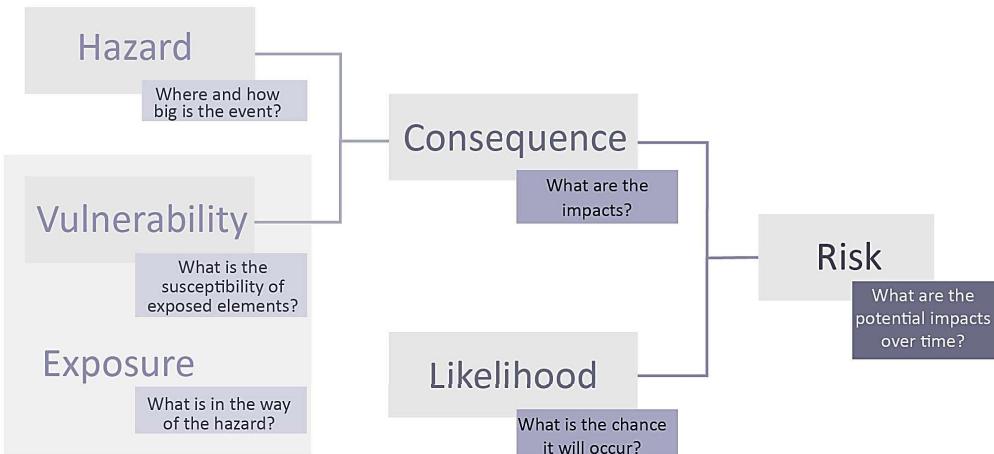


Figure 2-1: Risk as a function of consequence and likelihood.

A **resilience**-based approach takes the risk-based approach one step further. It also considers a community's level of preparation and capacity to respond to disasters. Resilient communities are better equipped to recover and thrive following a disaster.

In summary, key definitions for key risk terms are provided below.

Hazard is a potential source or event that may cause harm and damage to humans, property, businesses, and the environment.

Exposure refers to things (also called "receptors" or "exposed elements", we care about (e.g., assets, people, sensitive ecosystems) that are in hazard-prone areas.

Vulnerability describes the susceptibility of receptors to hazards.

Consequence describes the impact (exposure and vulnerability) of a hazard.

4 Metro Vancouver – HRVA Options Assessment – Final Report

Likelihood is the chance of a hazard event happening.

Risk involves the likelihood and consequences of an event.

Resilience is the ability to resist, absorb, adapt, and recover from hazards.

2.1.1 Sendai Framework

In 2015, Canada became a signatory to the United Nations Sendai Framework for Disaster Risk Reduction (Sendai Framework)¹. The Sendai Framework is the blueprint for governments around the globe to undertake disaster management. Around the same time, the UN also developed the Declaration on the Rights of Indigenous Peoples (UNDRIP). This meant that consideration for Indigenous People became intertwined within Sendai Framework policies within Canada. Legislation to implement UNDRIP was enacted in British Columbia in November 2019, through the UN Declaration for the Rights of Indigenous Peoples Act. Also provincially, legislation implementing the Sendai Framework was enacted in 2023, through the Emergency and Disaster Management Act (EDMA) (see more details in Sub-section 2.2.2).

The goal of the Sendai Framework is to “prevent new and reduce existing disaster risk through the implementation of integrated and inclusive economic, structural, legal, social, health, cultural, educational, environmental, technological, political and institutional measures... to strengthen resilience”. The framework is multi-disciplinary and follows four priorities (Figure 2-2). The project activities associated with the HRVA Options Assessment align with Priority 1 (i.e., understanding disaster risk).

The Sendai Framework identifies the importance of land use planning as a mechanism for reducing risk in terms of the following priorities (italicizing is Ebbwater’s):



Figure 2-2: Four priorities of the Sendai Framework for Disaster Risk Reduction.

- **Priority 2 (Strengthening governance):** Encourages the “establishment of necessary mechanisms and incentives to ensure high levels of compliance with existing safety-enhancing provisions of sectoral laws and regulations, including those addressing land use and *urban planning*, building codes, environmental and resource management and health and safety standards, and update them, where needed, to ensure an adequate focus on disaster risk management.”
- **Priority 3 (Investing in reduction for resilience):** Promotes the “mainstreaming of disaster risk assessments into land-use policy development and implementation, including *urban planning*,

¹ The Sendai Framework was adopted in BC in 2018.

land degradation assessments and informal and non-permanent housing, and the use of guidelines and follow-up tools informed by anticipated demographic and environmental changes.”

The Sendai Framework recognizes that humans are at the centre of disasters and focuses on human decisions as important opportunities for risk reduction.

2.1.2 Risk Assessment

Risk assessment is the process of identifying the nature and extent of the components of disaster risk (i.e., hazard, exposure/vulnerability, consequence, and risk as defined earlier in this section) by systematically analyzing them over an area. In BC, existing guidelines and tools used by local authorities refer to Hazard, Risk and Vulnerability Analysis (HRVA, see Sub-section 2.2.4). However, the term “HRVA” can confuse practitioners since, as shown in Figure 2-1, the risk assessment process more aptly follows a sequence of understanding hazard, exposure/vulnerability, consequence and finally, risk. Emerging Provincial terminology is thus shifting toward the use of the term “risk assessment”, which is the language used throughout the Emergency Disaster Mitigation Act (see Sub-section 2.2.2 for more details).

“HRVA” or “Risk Assessment”? Several terms and titles are used to describe risk assessment processes. This will likely remain the case as the disaster risk reduction space evolves and matures in Canada, BC, and locally.

2.2 Provincial Framework for Disaster Risk Reduction

Since the Sendai Framework was adopted in BC in 2018, the Province has engaged in several risk-based assessments and initiatives.

The following examples highlight the trajectory of disaster risk reduction in BC in recent years:

- Auditor General’s Report on Managing Climate Change Risks (2018)²: Identified key areas where government needed to improve its response to climate change mitigation and adaptation.
- BC Government’s Action Plan: Responding to Wildfire and Flood Risks³ (Emergency Management BC, 2018): Supported the development of comprehensive, integrated disaster management systems in British Columbia to reduce disaster risk and increase community resilience over time.
- BC Preliminary Strategic Climate Risk Assessment (Province of BC, 2019)⁴: Evaluated the likelihood of 15 climate risk events that could occur in B.C. along with their health, social, economic and environmental consequences. It is the first report of its kind in Canada to examine provincial-scale climate risks.

² Weblink: <https://www.oag.bc.ca/managing-climate-change-risks-an-independent-audit/>. Accessed 8 January, 2025.

³ Weblink: https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/embc/abbott-chapman_action_plan_update_april_30_2019.pdf. Accessed 10 December 2024.

⁴ Weblink: <https://www2.gov.bc.ca/gov/content/environment/climate-change/adaptation/disaster-and-climate-risk-and-resilience-assessment/risk-assessment>. Accessed 10 December 2024.

6 Metro Vancouver – HRVA Options Assessment – Final Report

- BC Climate Preparedness and Adaptation Strategy (2022)⁵: Outlined four pathways (i.e., foundations for success, safe and healthy communities, resilient species and ecosystems, and climate-ready economy and infrastructure) to help ensure we stay safe and to prepare for a changing climate.
- Action Plan for Disaster Risk Reduction by First Nations in BC 2023-2030 (2023)⁶: A comprehensive framework for reducing disaster risk, enhancing community resilience, and building a safer and more sustainable future for First Nations communities in British Columbia.

2.2.1 Disaster and Climate Risk and Resilience Assessment (DCRRA)

In 2022, the mandate letters for the Ministry of Emergency Management and Climate Readiness (EMCR), and the Ministry of Environment and Climate Change Strategy (ECCS), indicated that these two ministries were to collaborate on a provincial risk assessment process. EMCR continues, as of 2025 to have this same mandate.

The process, called the **Disaster and Climate Risk and Resilience Assessment**⁷ (DCRRA), is underway. It intends to support entities regulated under the new Emergency and Disaster Management Act (EDMA, see Sub-section 2.2.2) by providing information, analysis, tools, and guidance for use by government ministries, local authorities and others to meet risk assessment requirements.

Key features of the process are that it will:

- Be developed in collaboration with First Nations including Modern Treaty Nations.
- Build on BCs Preliminary Strategic Climate Risk Assessment and integrate climate and disaster risk.
- Advance BC commitments to the Sendai Framework.
- Support the development of a subsequent province-wide disaster and climate risk reduction plan.
- Be incorporated into the [ClimateReadyBC](#) online platform designed to help people and communities better prepare for, understand, and reduce disaster and climate risks.

In 2025, the Province will begin regional risk assessments anticipated for release in 2028. The scale of these assessments will be larger than Metro Vancouver. This aspect of the Province's risk assessment process may provide an opportunity for Metro Vancouver and the Province to collaborate and share lessons learned.

2.2.2 Emergency and Disaster Management Act

The Emergency and Disaster Management Act (EDMA) is the Province's modernized emergency management legislation that was enacted in 2023. The updated legislation reflects the realities of the modern world including climate change and shifts the focus from emergency response to a more holistic

⁵ Weblink: <https://www2.gov.bc.ca/assets/gov/environment/climate-change/adaptation/cpas.pdf>. Accessed 10 December 2024.

⁶ Weblink: <https://www.bcafnc.ca/sites/default/files/2023-11/Action%20Plan%20for%20Disaster%20Risk%20Reduction%20by%20First%20Nations%20in%20BC%202023%20-202030%20-%20Online.pdf>. Accessed 16 December 2024.

⁷ Weblink: <https://www2.gov.bc.ca/gov/content/environment/climate-change/adaptation/disaster-and-climate-risk-and-resilience-assessment>. Accessed 20 January 2025.

approach that incorporates all four phases of emergency management: mitigation, preparation, response, and recovery. Under the EDMA, local authorities such as local governments and municipalities, First Nations, and government agencies have a duty to conduct several emergency management related activities, including developing an emergency management plan, which themselves must be based on available risk assessments.

According to the EDMA, a risk assessment:

“must identify all reasonably foreseeable hazards and assess all of the following: (a) the extent of the risk that each hazard presents... (b) the potential consequences for persons or property, or for objects or sites of heritage value, if an emergency occurs, giving special consideration to (i) individuals who may experience intersectional disadvantage⁸, and (ii) vulnerable individuals, animals, places, or things...”⁹

Table 2-1 outlines the main ways in which risk assessments are intended to be used by local authorities. The table includes the purpose, description, and the legislation section.

Table 2-1: The role of risk assessments in the EDMA.

Purpose	Description	Relevant Section of Legislation
Identification of Hazards and Vulnerabilities	Risk assessments are used to identify existing and potential hazards, risks, and vulnerabilities that may affect critical infrastructure, individuals, and communities. This includes assessing the scale, scope, and likelihood of emergencies.	Section 51
Development of Emergency Management Plans	The information gathered through risk assessments is applied to the development of comprehensive emergency management plans. These plans incorporate strategies for mitigating risks, preparing response actions, and setting recovery measures for possible emergencies.	Sections 44 and 52
Support for Business Continuity	Risk assessments are crucial for preparing business continuity plans, particularly for critical infrastructure owners and public sector agencies. These plans ensure the continuity of essential services during and after an emergency.	Section 49 and 53

⁸ Defined in the EDMA as “the intersection of social categorizations of persons or classes of persons, including Indigenous identity, race, economic status, sex, sexual orientation, gender identity and expression, age and ability, in ways that may result in overlapping systems of discrimination or disadvantage or disproportionate adverse effects”.

⁹ Division 3 (Plans, Programs and Other Measures), Section 51(3) of the EDMA. Weblink: <https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/23037>. Accessed 19 December 2024.

8 Metro Vancouver – HRVA Options Assessment – Final Report

Purpose	Description	Relevant Section of Legislation
Regulatory Compliance	Risk assessments ensure that regulated entities (such as public sector agencies, local authorities, and critical infrastructure owners) comply with emergency management regulations, ensuring preparedness for emergencies and implementation of necessary emergency measures.	Section 44, 46, and 49
Informed Decision-Making	The findings from risk assessments guide informed decision-making by government ministers, local authorities, and emergency management organizations. These decisions include resource allocation, mitigation strategies, and coordinated response efforts.	Section 39 and 42

The following are critical aspects that are noteworthy for Metro Vancouver and regional partners and entities:

- **Consultation with First Nations by local authorities:** In Section 51(4), risk assessments must be based on several sources of knowledge including Indigenous Knowledge. This signifies that local authorities who are responsible to produce a risk assessment, such as critical infrastructure owners, are required to consult and cooperate with First Nations. The Province has developed Indigenous engagement requirements (IER) [interim guidance](#)¹⁰. Metro Vancouver needs to engage the Non-Treaty First Nations whose 17 reserves are within the areas of Metro Vancouver, and especially Electoral Area A.
- **Climate Change:** Section 51(4) states that “risk assessments must be based on local climate or extreme weather events that can reasonably be expected to result from a changing global climate”.
- **Meaning of Resilience:** In Section 2(2), resilience is mentioned in the context of applying best practice principles of emergency management: “Effective emergency management and disaster risk reduction” includes “working proactively to prevent the creation of new risks, to reduce existing risks and future risks and to increase resilience.” It also refers the resilience of “society” and the “environment”.
- **Multi-Jurisdictional Emergency Management Organizations (MJEMOs):** The factsheet on [MJEMOs](#)¹¹ explains that local authorities will be able to choose to establish or join an MJEMO, which include local authorities, First Nations, and the Province. The MJEMO structure reflects the collaborative practices that many BC communities already have in place and builds in the ability to simplify processes by completing legislative requirements together. The intention is to address capacity issues and foster the development of lasting emergency management partnerships.

¹⁰ Weblink: https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/local-government/ier_guide.pdf. Accessed 15 December 2024.

¹¹ Weblink: <https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/embc/legislation/fs-mjemo.pdf>. Accessed 15 December 2024.

Generally, they are voluntary structures, and it is unclear who would be responsible for setting up and maintaining an MJEMO.

- **Uncertainty in Risk Assessment Compliance:** Since the EDMA regulations are as yet undeveloped, it is unclear which organizations will need to conduct a risk assessment to be compliant. For example, Section 46 (1) states, “A public sector agency must, *if required by the regulations [italics ours]*, (a) prepare and maintain a risk assessment with respect to prescribed types of hazards...”. Nevertheless, at this stage, we should apply the precautionary principle and assume that regulations will require that public sector agencies do as above.

EDMA regulations are anticipated to be released by the BC Government starting in 2025. These developments will need to be monitored by the project team as this risk assessment initiative progresses.

2.2.3 Other Legislation

The **Local Government Act**¹² is relevant to this project as it is the primary legislation for the 23 member jurisdictions in Metro Vancouver. It sets out the framework for governance, structure, and the main powers and responsibilities of local government entities. The **Public Health Act**¹³ supports the BC Government in its delivery of health care services. Under the Act, health authorities need to respond to hot and cold weather and conduct risk assessments for extreme temperatures. Therefore, the project team needs to be mindful of how the above two acts may interact with activities of a risk assessment, especially as they pertain to member jurisdictions and health authorities.

Bill 44, the **Small-Scale Multi-Unit Housing (SSMUH) legislation**¹⁴, was introduced in 2023 to address housing affordability in the province. The legislation has implications for natural hazard and risk management. For example, it could inadvertently exacerbate overland flooding by encouraging higher-density development, leading to more impervious surfaces. The SSMUH, when used with the **Flood Hazard Area Land Use Management Guidelines** (BC Ministry of Forests Lands and Natural Resource Operations, 2013)¹⁵, permits density exemptions in hazardous areas. This could increase risk if a local government has not completed flood hazard mapping or integrated it into its bylaws. Local governments must balance the need for housing while reducing risk from natural hazards.

¹² Weblink: https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_00. Accessed 16 December 2024.

¹³ Weblink: <https://www2.gov.bc.ca/gov/content/health/about-bc-s-health-care-system/legislation>. Accessed 16 December 2024.

¹⁴ Weblink: https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/local-governments-and-housing/webinars/lghi_webinar_2024-01-9-10_overview-bills-44-46-47.pdf. Accessed 8 January 2025.

¹⁵ Weblink: https://www2.gov.bc.ca/assets/gov/environment/air-land-water/water/integrated-flood-hazard-mgmt/flood_hazard_area_land_use_guidelines_2017.pdf. Accessed 13 October, 2024.

10 Metro Vancouver – HRVA Options Assessment – Final Report

2.2.4 HRVA Resources

The Province of BC renewed the HRVA process and documentation in 2020 (EMBC, 2020), including the [HRVA Document Library](#)¹⁶. These documents provide a useful starting point for local communities, especially smaller ones with more limited resources, to systematically assess hazards, exposure/vulnerability, consequences, and risks. The HRVA tools and guides have the objective of completing holistic and inclusive processes. An effective HRVA will ensure communities can make planning and land use decisions that consider hazard mitigation. However, more work is required to refine the terminology and clarify the workflow process. One example is that the term HRVA itself is confusing (see Sub-section 2.1.2).

Other limitations with respect to the existing HRVA tools include:

- The guiding documents were developed prior to the EDMA, which introduced more responsibilities among local authorities (as explained in Sub-section 2.2.2). Therefore, new guidance will need to be developed that is consistent with the EDMA, and especially as the regulations are released in 2025.
- Many of the document's links to web-based resources, such as the "Traditional Knowledge Toolkit", are broken.
- There is little or no explanation or standards regarding how to map different likelihoods of hazard events.
- There is a lack of guidance and standards for engaging with different groups, beyond a simple worksheet that is provided to record the name of organizations and contact information.
- Methods focus on determining risk ultimately through quantitative likelihood and consequence scoring. This narrows the scope of analyses by reducing understanding to numerical representations. This process can take away from considering nuances of consequence and risk. Many intangible and indirect aspects of exposure and vulnerability are qualitative and cannot be translated numerically.
- Related to the above, there is no clear method to integrate qualitative and quantitative information.

2.3 Summary

There is a substantial base of knowledge and guidance from the Provincial government related to disaster risk reduction. However, guidance, tools, and legislation that apply to local levels have been built upon emergency management practice. These tools now need to be updated to consider a wide range of issues including climate change, Indigenous Knowledge, and planning-based perspectives. This process is welcomed but practitioners need to be mindful of the potential complexities that this introduces.

¹⁶ Weblink: <https://www2.gov.bc.ca/gov/content/safety/emergency-management/local-emergency-programs/establishing-an-emergency-program/assessment-analysis/hrva-guides-resources>. Accessed October 13, 2024.

3 Methods

After considering relevant project background information, we developed and followed a simplified structured process to explore risk assessment options that could be considered for the Metro Vancouver region (Figure 3-1). We first sought to understand the regional context and articulate what was needed in a risk assessment, including identifying opportunities and gaps (Step 1). Then, we described potential risk assessment components (Step 2). Finally, we compared the options to recommend a pathway (Step 3). The activities associated with each step are shown in pink in Figure 3-1, along with the report sections. As we progressed through the steps, some iteration was required to refine and clarify our activities. What we did in each step is further described in the following sections.

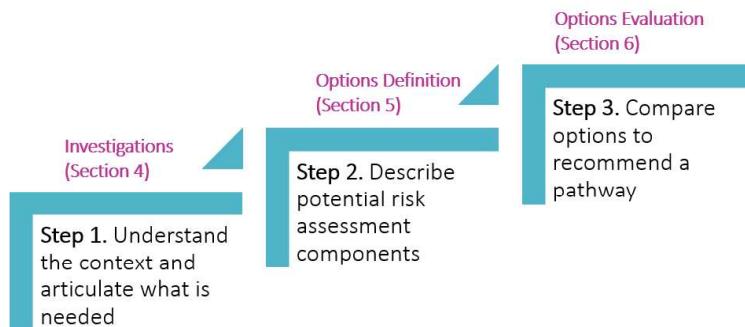


Figure 3-1: Options exploration process.

3.1 Step 1: Understand the Context

In this step we reviewed key information such as reports, guidance, and existing risk assessments¹⁷. The Metro Vancouver team members sent emails to four groups: internal Metro Vancouver departments, First Nation governments, member jurisdictions, and external agencies. Each email requested a) that the recipient share completed risk related reports such as HRVAs and b) that the recipient attend an informal meeting to discuss the merit of a regional risk assessment approach.

3.1.1 Key Reports Review

We reviewed and summarized previously completed reports that were relevant to this project, and that were internal to Metro Vancouver. These included policy and planning work such as *Metro 2050*, the regional growth strategy, and Metro Vancouver's department mandates, as well as hazard analyses completed by consultants. We discussed the reports on calls with Metro Vancouver staff to obtain further background and insights.

¹⁷ These investigations were complemented by the background knowledge presented in Section 2.

12 Metro Vancouver – HRVA Options Assessment – Final Report

3.1.2 Risk Studies Compilation

We developed a spreadsheet to track and understand existing risk related studies that have been completed in the Metro Vancouver region that could support a regional risk assessment. These studies included HRVAs that have been completed by member jurisdictions and external agencies.

The list of studies was based on information obtained in previous phases of work, as well as requests made to regional partners. Once received, the studies were scanned by noting key metadata and technical information to characterize them (Table 3-1). For reports that were not obtained, the technical information was inferred based on Ebbwater's understanding of the study and its key metadata. This provided a high-level basis for understanding information gaps.

Table 3-1: Information recorded to characterize risk studies at a high level.

Key Metadata	Technical Information		
	Risk Results Assessed	Data Type	Spatial Extents
<ul style="list-style-type: none"> Entity name Title Year Report obtained or not 	<ul style="list-style-type: none"> Hazards Exposure / vulnerability Risk Notes 	<ul style="list-style-type: none"> Qualitative Quantitative Unknown 	<ul style="list-style-type: none"> Sub-regional (e.g., covers a single member jurisdiction), multi-jurisdictional, or regional Covers Metro Vancouver area

3.1.3 Meetings

Given that there is a legislative requirement under the EDMA for local governments and critical infrastructure owners to complete risk assessments, along with consulting with First Nations (see Sub-section 2.2.2) we set up meetings with four groups: Metro Vancouver internal departments, local First Nations, member jurisdictions, and external agencies to provide an overview of this project and identify critical issues as it related to a regional HRVA. Details about these meetings are in Table 3-1.

Table 3-2: Meetings summary.

Group	Meeting Date	Number of Participants	Comment on Groups Represented
Internal Metro Vancouver Departments	November 26	16	Many departments were represented. These included Regional Planning including for Electoral Area A, Regional Parks, Air Quality and Climate Action Services, Corporate Safety/Emergency Management, Real Estate Services, Water Services, Housing, Legal, Liquid Waste Services, Solid Waste Services, External Relations, and Special Projects.

Group	Meeting Date	Number of Participants	Comment on Groups Represented
First Nations	November 27	4	Attended by representatives from three out of nine non-Treaty First Nations in the region (i.e., Semiahmoo First Nation, Squamish Nation, and Musqueam Indian Band) ¹⁸ .
Member Jurisdictions	November 29	24	Nearly all of the 23 local authorities were represented.
External Agencies	December 3	18	For the meeting with external agencies held on December 3, representatives from a range of organizations attended (i.e., TransLink, Integrated Partnership for Regional Emergency Management (IPREM) ¹⁹ , Fraser Health, Vancouver Coastal Health, Lower Mainland Health Authority, Vancouver Fraser Port Authority, and Fraser Basin Council).

After delivering a 30-minute project background presentation we had discussions that lasted approximately 40-60 minutes. We had a follow-up conversation with personnel from the Emergency Planning Secretariat (EPS), who were unable to attend the meeting with external agencies. A meeting among staff members of the Metro Vancouver Regional Planning department was held on December 9. This provided an initial opportunity to debrief internally about what was heard, discuss the implications of a regional HRVA for regional planning work, and next steps that could be considered as part of the process.

3.1.4 Outlining Relevant Attributes

As we progressed the investigations, we defined broad attributes that would be important for the type of regional risk assessment that we were exploring. We defined these attributes based on the project objective as well as the questions we were seeking to answer in this phase of work.

3.2 Step 2: Describe Potential Approaches

In this portion of the exploration process, we developed a framework to organize two book ends for risk assessment, a simpler “streamlined” approach, and a more complex “comprehensive” approach as a means to compare risk assessment options. These approaches were described in terms of variations in

¹⁸ One community was represented by two people.

¹⁹ For more on this organization, please see:

<https://iprem.ca/Pages/default.aspx#:~:text=IPREM%20is%20an%20intergovernmental%20partnership%20between%20the%20Province,formed%20to%20coordinate%20regional%20emergency%20management%20planning%20activities.> Accessed 15 January 2025.

14 Metro Vancouver – HRVA Options Assessment – Final Report

analysis complexity and regional collaboration. Projected costs and schedule implications were also considered, but with less rigour and detail.

3.2.1 Analysis Complexity

To describe variations in analysis complexity, we first considered the granularity and scale of the assessment. The challenge is to define the scale at which to calculate and present information and summarize risk. Fine-scale information (e.g., for each asset, or at a city block) may be preferred; however, appropriate data for this type of analysis often does not exist. Further, the computational effort to calculate risk at this level of granularity across the Metro Vancouver area would be relatively high. There is therefore a need to determine what level of information is appropriate (Ebbwater Consulting Inc., 2022).

We also broke apart the various components of a risk assessment (i.e. hazard, exposure/vulnerability, consequence, and risk results as defined in Section 2.1). Key considerations for each of these components are summarized in Table 3-3. Note that some of the key considerations overlap with those outlined for components listed under regional collaboration (Table 3-4). The table framework is based in part from a “tiered” approach developed within the draft federal flood risk assessment guidelines (forthcoming and produced by Ebbwater).

Table 3-3: Analysis complexity components and their key considerations.

Component	Key Considerations
Hazard	<ul style="list-style-type: none">Number and type of hazards considered (e.g., natural hazards or all-hazards), and new hazards mapped.Number of likelihood/magnitude scenarios and climate futures.Post-processing for probabilistic assessment.Complexity of multi-hazard assessments.
Exposure / Vulnerability	<ul style="list-style-type: none">Use of existing databases versus enhancing or producing new datasets.Number of datasets used to understand receptors.Use of datasets to understand vulnerability.Degree of engagement to complement quantitative data with qualitative understanding.Comprehensive versus focus on most vulnerable elements.High-level standard receptors (e.g., simple taxonomy of receptors in Canada’s National Risk Profile versus placed-based understanding of risk receptors to include those that represent local physical and governance systems (e.g., explicit consideration of Indigenous values).
Consequence	<ul style="list-style-type: none">Number of receptors considered and whether consequences are defined quantitatively and/or qualitatively.Depth of analysis of cascading impacts, including extra-regional considerations (e.g., Sea-to-Sky and Fraser Valley regions).

Component	Key Considerations
Risk Results	<ul style="list-style-type: none">• Type of results (e.g., complexity of risk matrices and other graphics and maps).• Scale of results applicability (i.e., regional versus local).• Absolute versus relative risks, and potential understanding of systemic risks.• Medium used to share reports (e.g., electronic documents and maps, versus open-source web-based platform).• Care of information translation for use by regional and local decision makers.• Depth and actionability of recommendations.• Number of presentations and venues for dissemination.

3.2.2 Regional Collaboration

Much like for the analysis complexity, we broke down how regional collaboration could be incorporated into a regional risk assessment. These are described in Table 3-4.

Table 3-4: Regional collaboration components and their key considerations.

Component	Key Considerations
Coordination	<ul style="list-style-type: none">• Role of Metro Vancouver in acting as a convenor between provincial and local risk assessment processes.• Role of Metro Vancouver as a data holder and information sharing partner.• Role of Metro Vancouver as cross-disciplinary collaborator and convenor (emergency managers and land use planners) in the region.• Development of a plan to guide and focus regional activities.• Degree to which metrics are developed and monitored to track progress regionally and locally.• Can the information be used to advance resilience actions by Metro Vancouver and regional partners.
Engagement Activities	<ul style="list-style-type: none">• Effort spent to align regional partners and develop a shared vision.• Role of Metro Vancouver in consulting with First Nations.• Degree to which outreach occurs to seek diverse participation and perspectives.• Thoroughness and umber of interactive workshops and other events held to create shared learning and relationship building experiences.

3.2.3 Projected Costs and Schedules

The risk assessment options will have differing costs and schedules depending on the effort required to complete them. This is partly related to proper sequencing of activities to complete work efficiently. Additionally, there are a few sources of uncertainty that need to be considered in the process.

Costs and schedules were estimated at a very high level for evaluation purposes, as a proxy for level of effort and time required, and to facilitate a discussion about differences and tradeoffs between options.

16 Metro Vancouver – HRVA Options Assessment – Final Report

Costs and schedules were determined based on Ebbwater’s experience conducting risk assessments and judgement based on known deviations compared with the planned regional risk assessment.

3.3 Step 3: Compare Options

In this last step, we compared three options (i.e., the streamlined and comprehensive approaches, as well as a “convening” approach, whose complexity was somewhere between the two book-end approaches). We evaluated them against the relevant attributes (defined at the end of Step 1). To conduct the evaluation, we established a four-point rating scale with colour-coded qualifiers for each attribute.

4 Investigations

In this section we describe relevant context for the Metro Vancouver region, which is followed by a gap analysis based on identified reports and studies, and what we heard during meetings with internal Metro Vancouver departments and regional partners. Taking this information into consideration, we then discuss relevant regional risk assessment attributes.

4.1 Metro Vancouver Context

Metro Vancouver has started laying the groundwork to conduct risk reduction and resilience building work regionally, in terms of policy and planning and hazard analyses completed by the regional planning department. Metro Vancouver also conducts risk-related activities through initiatives completed by the air quality and climate change department, utility departments, and emergency management group.

4.1.1 Policy and Planning

*Metro 2050*²⁰, the regional federation’s regional growth strategy (RGS), was developed by Metro Vancouver’s regional planning department in collaboration with member jurisdictions and TransLink. Strategy 3.4 is to “Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards.”

Policy action 3.4.2 directs Metro Vancouver to “Work with the IPREM, the Federal Government, the Province, First Nations, TransLink, member jurisdictions, adjacent regional districts, and other stakeholders to...” conduct a series of activities. Activity 3.4.2(a) directs Metro Vancouver to take a more proactive role in working with regional partners to **collaboratively develop and share information and data related to hazards, risks, and vulnerabilities** (bolding Ebbwater’s). Other key activities are summarized below.

- Plan for climate change impacts and natural hazard risks when extending utilities and transportation infrastructure that support development.
- Support the integration of emergency management, utility planning, and climate change adaptation in land use, transportation, and growth management plans.

²⁰ Weblink: <https://metrovancouver.org/services/regional-planning/regional-growth-strategy>. Accessed 17 December 2024.

- Research and share information related to the impacts of climate hazards on vulnerable populations and focus resilience actions on equitable outcomes.

Strategy 3.4 of *Metro 2050* also includes policies for member jurisdictions to adopt Regional Context Statements that include adopting local policies and planning tools (e.g., land use plans, hazard-specific Development Permit Areas, managed retreat) consistent with the actions listed above.

4.1.2 Hazard Analysis

The regional planning department has completed portions of the necessary technical tasks to better understand hazard and risk within the region, taking a phased approach. The natural hazard data inventory (Phase 1) and multi-hazard mapping (Phase 2) projects are explained below.

4.1.2.1 Natural Hazard Data Inventory

In 2022, Metro Vancouver's regional planning department developed an inventory to understand the baseline of available and accessible natural hazard and climate change information, and to take steps to develop and coordinate a shared understanding of hazard risk across the region. Ebbwater was retained to complete that phase of work.

Based on the Provincial HRVA tools (see Sub-section 2.2.4) and conversations with Metro Vancouver staff, Ebbwater identified 11 high priority natural hazards, which were identified based on a determination of risk through consequence and likelihood analyses. Eight additional natural hazards of concern were also identified. These hazard categories are provided below.

High Priority Hazards:

- Air quality (as related to wildfires)
- Extreme heat
- Windstorm
- Wildfire
- Landslide/debris flow
- Earthquake¹
- Drought
- Coastal storm flooding
- Riverine and lake flooding
- Stormwater and flash flooding

Other Hazards of Concern:

- Extreme cold
- Weather conditions
- Tornado
- Avalanche
- Volcano ash fall
- Tsunami
- Seiche
- Land subsidence (in river deltas)

Note 1: including liquefaction and subsidence

Ebbwater produced a database to sort and collate hazard information by jurisdiction and by hazard type. The information was collected from local, regional, national and global datasets. We note that approximately 14 of the 19 natural hazards in the above list are influenced by climate change.

4.1.2.2 Regional Multi-Hazard Mapping

Following delivery of Phase 1, in 2023 Ebbwater was retained to conduct multi-hazard mapping to further inform regional land use policy, models, and analysis. In Phase 2, Ebbwater conducted natural hazard data collection and standardization with support from Metro Vancouver and classified different hazard

datasets based on their scenarios. Ebbwater developed single-hazard maps for earthquake, riverine flooding, coastal flooding, and wildfire with low-probability and high-probability scenarios, as well as multi-hazard maps.

Both Phase 1 and 2 projects revealed initial data gaps across the Metro Vancouver region. Three important gaps are outlined below, and additional gaps found are discussed in Section 4.2:

1. Although aspatial hazard information is relatively abundant, there is only a limited amount of spatial data. Additionally, most of the spatial hazard data do not have consistent or detailed metadata.
2. There is relatively abundant information about floods and geohazards (with different methods of development and data quality). However, the information for other hazards is very limited.
3. There is an imbalance in data availability between member jurisdictions. Some member jurisdictions have done relatively comprehensive studies for various hazards whereas some member jurisdictions indicated they are relying primarily on regional, provincial or national datasets.

The Phase 2 project included a recommendation to address risk at a regional level by incorporating hazard mapping results into regional policy and planning. An important next step was to further understand data gaps and to map exposure and vulnerability. As explained in Section 2.1, natural hazard risk exists not because hazards exist, but because these hazards sometimes interact negatively with assets, people, or the environment.

4.1.3 Related Initiatives

The initiatives below describe how Metro Vancouver departments are supporting understanding risk from natural hazards beyond the activities undertaken by the regional planning department. At a corporate level, we also note that Metro Vancouver considers a range of risks to projects extending beyond natural hazards.

4.1.3.1 Air Quality and Climate Action

In 2019, Metro Vancouver's Air Quality and Climate Action department released the *Climate 2050*²¹ Strategic Framework. Roadmap actions in *Climate 2050* address climate vulnerabilities related to nature and ecosystems, buildings, transportation, industry and business, energy, and agriculture. Transportation roadmap actions, for example, include identifying “regional climate hazards, risks, and vulnerabilities impacting transportation networks”, and integrating “resilient infrastructure into transportation networks”.

²¹ Weblink: <https://metrovancouver.org/services/air-quality-climate-action/climate-2050/>. Accessed 11 February 2025.

4.1.3.2 Utilities and other Services

Besides the *Climate 2050* roadmaps currently in progress for the liquid waste and solid waste departments, the management plans for these services are already considering sources of risk to these utilities. The Regional Parks Plan recognizes that “Planning for climate change and other hazards at the park and system level will be critical to managing impacts and supporting adaptation to changing conditions...”.

4.1.3.3 Emergency Management

Metro Vancouver’s role in regional emergency management covers planning and response for delivery of services. In emergency response, Metro Vancouver works closely with member jurisdictions, interagency organizations such as the Integrated Partnership for Regional Emergency Management (IPREM), Ministry of Emergency Management and Climate Readiness (EMCR), and other provincial partners and federal agencies.

4.2 Gap Analysis

To act on the recommendations from the Phase 2 project to further understand risk-related data gaps, Ebbwater built a database with high-level information on 119 studies related to risk assessment in the Metro Vancouver region. To compare these studies at a preliminary level, we screened and categorized them according to data type and the results assessed (see Figure 4-1). We note that we only obtained 50% of the studies, which limited our ability to characterize and compare the studies beyond this preliminary level.

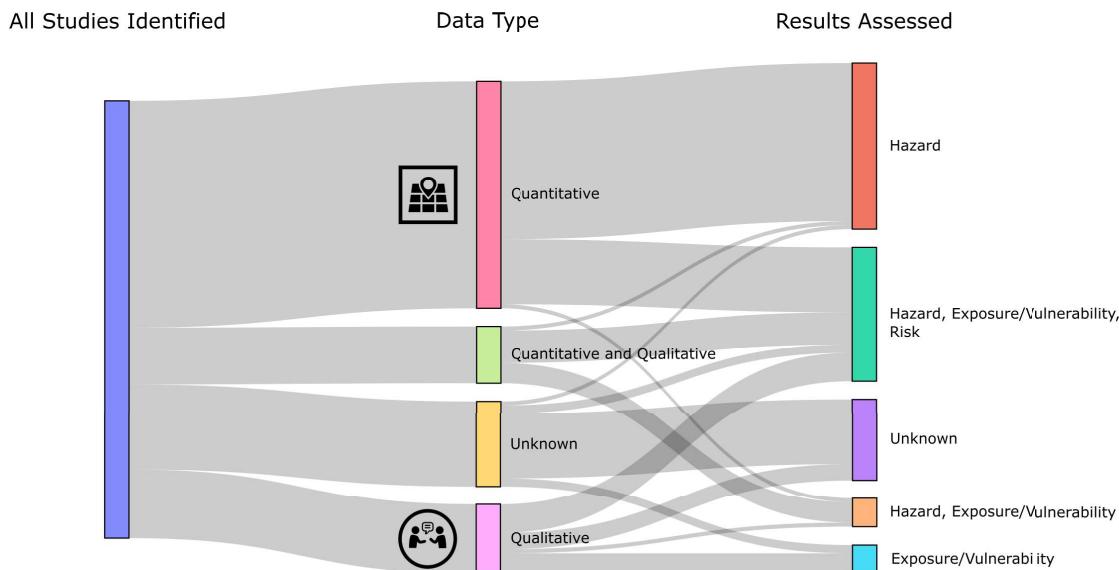


Figure 4-1: High-level characterization of risk related studies conducted in the Metro Vancouver region since 2015.

Key notes from our understanding of the contents based on the screening-level analysis include:

20 Metro Vancouver – HRVA Options Assessment – Final Report

- We estimate that approximately half of the studies contain quantitative data types (see middle bars in Figure 4-1), and a smaller proportion contain mapping (spatial) results. This is consistent with findings from Phase 1, which was focused on hazard data only.
- A relatively small number of studies (11) cover the entirety of the Metro Vancouver region. Approximately 29 are considered sub-regional or multi-jurisdictional, covering some but not all of the Metro Vancouver region. Example studies are the Disaster Resilience Regional Action Plan, *Hílekw Sq'eq'o* (2020)²² (produced by the EPS) and the 2024-2028 exercise program (produced by the IPREM). These can be important resources as they address disaster risk issues across the region, but from different perspectives.
- The number of studies with exposure/vulnerability information is small. The information contained within these studies is qualitative (or the data type is unknown). Therefore, there is a gap in understanding exposure and vulnerability using consistent datasets.
- Based on the results assessed in these studies, there is a mix of those that considered hazards only, versus other risk components (see right-hand bars in Figure 4-1). These inconsistencies suggest there may be a lack of common understanding and terminology of risk components, as well as standards applied to risk-related projects in the region.

4.2.1 Member Jurisdiction HRVA Studies

Focusing our analysis more specifically on HRVAs completed by member jurisdictions²³, we identified high-level gaps. However, we note that only a portion of the HRVAs completed were obtained to inform this analysis. Barriers to data sharing should be identified and addressed to increase collaboration and understanding (see Sub-section 4.3.6).

Key notes related to the member jurisdiction HRVA studies are as follows:

- Based on the responses received, there are 13 jurisdictions that have HRVAs that were completed, or are currently in development, since 2015.
- The comprehensiveness of studies varies widely from one member jurisdiction to another. For example, based on the studies we obtained, they ranged from one page in length to well over 100 pages²⁴.
- Four or five²⁵ out of the 12 HRVAs identified were completed prior to 2015, which is when the Sendai Framework was developed (see Sub-section 2.1.1). HRVAs developed before 2015 may be missing critical components, such as consideration of climate change and incorporation of Indigenous knowledge.
- There were 5 jurisdictions for which we did not identify an HRVA or climate risk study.

²² Weblink: <https://www.emergencyplanningsecretariat.com/hilekw-sq-eq-o>. Accessed 16 December 2024.

²³ We received the HRVA from the University of British Columbia, which is not a member jurisdiction but whose campus is part of Electoral Area A.

²⁴ Related to the comprehensiveness and frequency of the HRVAs, we did not find any guidance within the EDMA related to the required frequency for updating risk assessment.

²⁵ We are unsure of the date of completion for one of the studies.

4.3 Reflections on What We Heard

The following sections summarize common messages that we heard throughout the four meetings. They are based on our interpretation of the more verbatim comments obtained from each of the meetings. These messages have been expressed based on Ebbwater's understanding of the issues raised.

4.3.1 Recognize that concerns among regional partners converge in some ways and differ in others

There are multiple concerns in the region, and these affect regional partners differently. For example, when answering the question, "What is your greatest hazard of concern?" in our meetings with member jurisdictions and external agencies²⁶, there were commonalities and differences (Figure 4-2 (a) and (b), respectively).

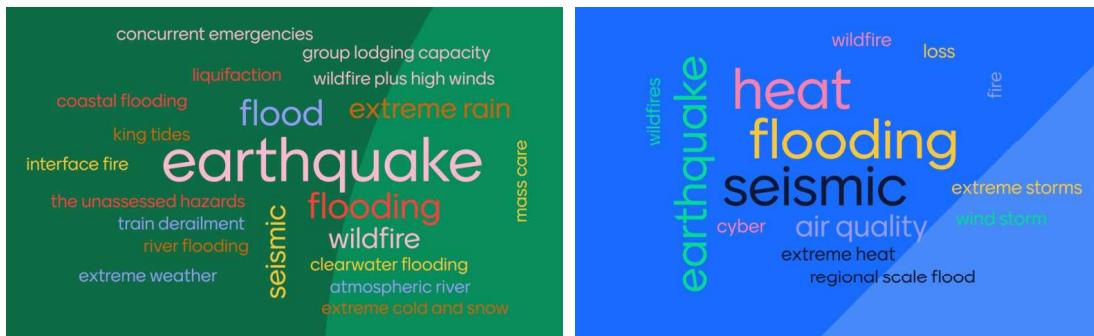


Figure 4-2: Hazards of greatest concern for member jurisdictions (a) and external agencies (b).

Figure 4-2 shows that, overall, the hazards of greatest concern are relatively consistent for each regional partner (e.g., the large words in each graphic relate to earthquake/seismic and flood/flooding)²⁷. One difference is that participants from member jurisdictions identified a wider range of hazards compared to participants from external agencies (there are more words in figure (a) compared to figure (b)).

There is also wide range of concerns related to interacting hazards and cascading impacts. For example, if power is lost this affects the ability to deliver water services, and the ability to cool infrastructure and people during a heat wave. Similarly, when critical infrastructure such as transportation networks fail, other critical infrastructure such as hospitals are vulnerable because medical staff cannot access facilities.

4.3.2 Seize the opportunity to bring practitioners together around a common vision

The regional risk assessment presents an opportunity to bring practitioners together who otherwise do not work together (e.g., planners and emergency managers) to reach agreement on several aspects among regional partners. This includes a vision that outlines broad goals related to equity, respect for the

²⁶ Visual results such as those shown in Figure 4-3 were not obtained for the meetings with internal Metro Vancouver departments and First Nations.

²⁷ Coincidentally, figures (a) and (b) are based on the same number of responses (38, meaning that some participants provided multiple responses)

22 Metro Vancouver – HRVA Options Assessment – Final Report

environment, etc. Financial losses from damages following disasters can be substantially reduced through proactive work, such as this project, with a fraction of the cost.

The project is multi-scale, multi-disciplinary, multi-jurisdictional, and multi-hazard. Metro Vancouver can play a role as a sort of “glue” between these dimensions. Metro Vancouver can continue to play a role as a convener and data manager by leveraging and potentially improving upon, existing regional processes such as the regional sub-committees.

4.3.3 Articulate the key features and benefits of a regional risk assessment

When communicating with leadership within different organizations, staff need to communicate why a regional risk assessment matters to the region, and what such a process would look like.

Examples of what the outcomes of a risk assessment can be include:

- Produce a long-term plan that prioritizes future studies (e.g., targeted local-scale hillslope hazard assessments using LiDAR and ground-truthing, surveys of vulnerable populations in specific neighbourhoods, etc.);
- Provide meaningful and useable information to support engineering, land use, and emergency management decisions;
- Share data using existing structures or by developing a new, user-friendly dashboard or tools;
- Produce a list of actions for multiple practitioners such as emergency planners, land use planners, critical infrastructure operators, housing departments, etc.; and
- Monitor and evaluate progress on actions.

This study should not be considered a “one and done” initiative. It will likely require a phased approach and multiple years to get afoot and will be an ongoing process. Several benefits can come out of such an assessment, including an understanding of risk that is consistent across the region. This can be achieved by developing standardized methods and guidance with consistent terminology and approaches that follow international best practice (e.g. the Sendai Framework), as well as the same structure as the regional DCRA process.

4.3.4 Reduce duplication of work

There is general concern that the regional risk assessment initiative will overlap with a substantial amount of work that has already been done in the region.

To address this concern, the following need to be better understood:

- The necessary task of collating and assessing the work that has already been done is challenged by a lack of information sharing. Regional partners need to identify and address the relevant barriers.
- A regional risk assessment does not replace emergency management work. Rather, it is focused on planning and preparedness aspects and its intent is to reduce the need for emergency management by reducing disaster risk.

- Outcomes from a regional risk assessment can be used by several regional partners, including Metro Vancouver, to compliment and “feed into” the evaluation of project risks. There are examples of this approach being used in the past in a helpful way.
- A regional risk assessment can be a valuable land use planning tool, bringing consistency to this practice throughout the region.
- Metro Vancouver needs to strike the right balance by doing work that is appropriate at regional scale, and leave more local-scale work to others.

4.3.5 Improve existing processes to champion activities

Metro Vancouver is in a unique position to conduct a risk assessment with a regional perspective. However, this will require thoughtful leadership, ongoing coordination of activities, with named responsible departments and personnel. Whomever acts as a regional coordinator will need to work with other governments, and especially EMCR, as well as local organizations and regional entities.

Part of the coordination process could include the following:

- Establish a partner map that identifies which organizations/entities provide input to the process, and who are the end-users. This map could include all the groups that have been involved in this phase of work, plus many others (e.g., Metro Vancouver utilities committees);
- Establish multi-disciplinary teams that include the research community and planners;
- Map out the steps that need to be completed, including identifying the high-effort and critical path activities (e.g., the technical work needs to be completed);
- Lead grant funding applications (e.g., the Disaster Resilience and Innovation Funding program);
- Identify when critical decisions are required and by whom;
- Share data and results in a way that identifies the interdependencies and intersections of hazard, exposure/vulnerability, consequence, and risk; and,
- Develop shared learning programs that give the opportunity for practitioners in the region to attend and learn the same things together and do the work more collaboratively.

There are a few ideas to improve collaboration. One is to establish sectoral and multi-disciplinary working groups that meet on a regular basis. Metro Vancouver could also host a session at an existing symposium (E.g., [Understanding Risk Vancouver²⁸](#)) or a series of workshops.

One way to help focus research and understanding in the region is to develop a regional workplan that focuses on different aspects of risk in the region. For example, one year there could be a focus on a hazard such as extreme precipitation. Another year the focus could be on better understanding community vulnerability to specific cascading scenarios. This workplan could be endorsed by regional groups such as the Climate Protection Subcommittee (CPS) of the Regional Engineers Advisory Committee (REAC) and IPREM. REAC-CPS is a staff subcommittee with representation from member jurisdictions.

²⁸ Weblink: <https://understandrisk.org/ur22-british-columbia/>. Accessed 13 December 2024.

24 Metro Vancouver – HRVA Options Assessment – Final Report

4.3.6 Clearly outline desired data outputs and how information will be shared

Metro Vancouver can play a critical role in collating technical data for the region. There is an opportunity to leverage economies of scale, to produce and provide good background data to update climate change projections, fill gaps in spatial extents, consider new risk elements, etc. This information could then be provided to regional partners to support them in completing their own assessments.

Items to consider for effective data sharing processes include:

- Use open-source tools where these make sense, to remove cost related barriers;
- Clearly define what is considered sensitive and non-sensitive data, and how these are shared;
- Streamline data sharing agreements;
- Establish a library of reports, or menu of technical data, within a user-friendly database, platform, etc.;
- Update data as it becomes available;
- Include extensive metadata to clearly track who has done the work, when, and how; and
- Generate information that can be easily understood and integrated into plans, programs, etc.

4.3.7 Anticipate and address challenges and uncertainty

There are a range of challenges that can start to be addressed in the short-term. A few technical and non-technical challenges include:

- Lots of resources and specific skillsets are required to conduct technical pieces and engagement to listen to disproportionately impacted communities;
- The risk assessment needs to consider connections between the Metro Vancouver region and neighbouring regions such as Squamish/Whistler (Sea-to-Sky) and Abbotsford/Chilliwack (Fraser Valley). E.g., due to commuters, visitors, etc.;
- Regional partners need to communicate risks thoughtfully to the public based on the context. E.g., global climate change risk is different than the risk of a tree falling on a property;
- The public needs to understand the safety dilemma²⁹, and there is a need to communicate that hazards, exposure/vulnerability, consequences, are changing;
- We need more and better understanding of social vulnerability data; and,
- We need deliverables that are easy to comprehend.

An important source of uncertainty relates to the ongoing DCRA process. Another source is the lack of EDMA regulations. These are expected in 2025, and supporting tools will need to be developed that are

²⁹ This refers to the false sense of security that can be created from certain types of hazard mitigation. For example, dike construction often leads to more building development, which are perceived to be protected. However, assets built behind dikes become exposed, and the risk substantially increases compared to pre-dike conditions due to the possibility of a dike failure.

in line with them³⁰. In the meantime, substantial uncertainties will need to be managed. One challenge with the wording in the legislation is that many terms have not been clearly defined., it is not clear what is meant by “vulnerable people, places and *things*”. Supporting tools need to be developed that are in line with regulations.

4.4 Relevant Regional Risk Assessment Attributes

Based on the goal of this project (Section 61.1), and what we learned from the Metro Vancouver context (Section 4.1), gap analysis (Section 4.2), and reflections on what we heard (Section 4.3), we defined relevant attributes of a potential regional risk assessment. These attributes were developed to support the evaluation of different risk assessment options (Section 6). The five relevant attributes, their description, and evaluation scales are provided in Table 4-1.

Table 4-1: Risk assessment attribute descriptions and evaluation scales.

Relevant Attribute	Attribute Description	Evaluation Scale
Compliance with Regulations	At a minimum, the approach follows international guidelines such as the Sendai Framework, as well as the EDMA, LGA, and other relevant legislation. However, to what level does the assessment meet or exceed this attribute?	“Does not meet” to “Far exceeds”
Information Useability	Bridges gaps in understanding between regional partners, entities and the province, and broadens understanding of risk components and their inter-connections, considering the long-term. Is information translated and readily available and understandable? Are recommendations useful for decision-making under specific regional and local contexts?	“Acceptable” to “Best”
Regional Integration	Clarifies a vision and roles for regional partners to improve collaboration. Processes are in place to share information. A clear roadmap is in place to define when critical activities will be undertaken, reducing duplication and minding uncertainty.	“Minimum” to “Strongest”

³⁰ We note that there is no mention of EDMA in the mandate letter to Minister of EMCR, dated 16 January 2025. Weblink: https://www2.gov.bc.ca/assets/gov/government/ministries-organizations/premier-cabinet-mlas/minister-letter/mandate_letter_kelly_greene.pdf. Accessed 21 January 2025.

26 Metro Vancouver – HRVA Options Assessment – Final Report

Relevant Attribute	Attribute Description	Evaluation Scale
Institutional Effort	How much change will Metro Vancouver, as well as regional partners, need to undergo to deliver the risk assessment? Will new structures or processes be required to undertake the activities effectively? We note that institutional change is likely to lead to short-term challenges with long-term benefits.	“Major” to “Minor”
Equity and Consistency	Is the risk assessment conducted using consistent methods, data, and with appropriate effort across the region, and does it serve regional partners who are under capacity (e.g., First Nations, and less populated communities) equally? If this issue is not addressed, the risk to these communities may be misrepresented.	“None” to “Large”
Cost/Time	What are the financial and human resources required to complete the risk assessment and associated components, and how long will this take? We note here that a longer process is not necessarily a negative attribute, especially if tasks are well organized and executed in proper sequence (see Sub-section 4.4.1).	“Most” to “Least”

4.4.1 A Note on Sequencing of Activities

As discussed in Sub-section 4.3.7, there are a few sources of uncertainty related to provincial legislation, regulations, and risk assessment processes. These aspects are anticipated to become more certain in the next year or two. However, this means that HRVA activities should consider shifting activities that might be impacted by the sources of uncertainty toward later stages, if possible. The process will need to be iterative, and the optimal timeline of activities can be re-visited based on how Metro Vancouver can best support regional partners.

5 Options Definition

Following our investigations, we defined three broad options for Metro Vancouver to conduct the regional risk assessment, as part 2 of our structured process. The options were meant to illustrate the range of possible roles that Metro Vancouver could take, and the relevant activities that could be undertaken for each. The distinction in activities is then used to evaluate the options (see Section 6) as part of Step 3 of our structured process (see Section 3.2). We note that this is a simplified way of tackling multiple and diverse risk assessment components. In reality, individual options could have a mix of activities described for each option.

5.1 Options Overview

The approaches for each option, which are based on progressively larger efforts required, are summarized below.

Option 1 – Streamlined Approach: This approach considers a minimum number of activities and analyses that Metro Vancouver could do in a more isolated fashion to fulfill legislative requirements and meet internal mandates. Its support to partners in the region would likely be more limited. The analysis could be more simplified, especially related to engagement, and could use generally available data and methods. Risk knowledge could emphasize understanding relative rather than absolute differences, which could be a useful tool to prioritize actions regionally.

Option 2 – Convening Approach: Compared to Option 1, in this approach Metro Vancouver could support regional partners to conduct sub-regional risk assessments. Metro Vancouver could act more as a convener to guide studies including potentially managing data for regional partners. The compiled studies could then be used by Metro Vancouver to produce a regional picture of risk. This assessment would have a moderate level of detail, consistency, and accuracy including an understanding of risks in absolute terms, with some ability to inform resilience policy.

Option 3 – Comprehensive Approach: In this approach, Metro Vancouver could conduct the regional risk assessment rather than supporting others to do their own (as described in Option 2). Metro Vancouver staff could more proactively conduct thorough investigations of qualitative and quantitative information, compared to Option 1. The approach could achieve a good balance between detail, consistency, and accuracy, and could include a more fulsome engagement process. It could produce a more absolute understanding of risk and inform resilience efforts. This option could require the most effort from Metro Vancouver staff to coordinate activities and enhance collaboration.

The three options are detailed below, in terms of their components organized by analysis complexity and regional collaboration. To increase the distinctions between the options, the analysis complexity components increase as the options move from streamlined to comprehensive. Similarly, Metro Vancouver could be responsible for fewer or more aspects of regional collaboration in each option. In this sense, we stress that the options are meant to be illustrative only, to provide a sense of the breadth and depth of activities that could be undertaken by Metro Vancouver and regional partners.

5.2 Option 1: Streamlined Approach

This option focuses on Metro Vancouver using readily available and regionally consistent data to determine risk. The Metro Vancouver regional planning department would be the initiative's champion. A high-level risk assessment would be developed for the region, with a more focused purpose to support legislative compliance related to conducting risk assessments for Electoral Area A, and supporting corporate risk assessment needs (e.g., utility services, parks, emergency management, and housing).

28 Metro Vancouver – HRVA Options Assessment – Final Report

5.2.1 Analysis Complexity

In this option, a systematic approach using readily available datasets would provide high-level results. The granularity of information would be relatively coarse. Specific actions Metro Vancouver staff could take are described below.

5.2.1.1 Hazard

- Use existing mapped priority hazards (i.e., wildfire, coastal flood, riverine flood, and earthquake).
- Consider mapping a few more priority climate hazards for which data exists. This could include data from the [Pacific Climate Impacts Consortium](#)³¹ or [ClimateData.ca](#)³²) for climate hazards such as extreme heat and extreme rainfall, and new [seismic microzonation hazard mapping](#)³³.
- Assume a limited number of likelihood/magnitude scenarios (i.e., two or three), including climate futures.
- Expand the existing multi-hazard assessment to include the new mapped hazards and consider interacting hazards where possible.

5.2.1.2 Exposure/Vulnerability

- Use existing databases and taxonomies to characterize broad receptors following best practice (e.g., people, infrastructure, environment, economy, critical infrastructure).
- Receptors may be represented by only one or two datasets each.
- Use existing databases such as the [NRCan Social Vulnerability Index](#)³⁴ (SoVI) and [Integrated Cadastral Information \(ICI\) Society](#)³⁵ datasets.
- Could leverage baseline inequity data that Metro Vancouver has obtained through past social equity studies.
- Through a simplified engagement process (see Sub-section 5.2.2), qualitatively identify vulnerable components that are consistent across the region.
- Include qualitative information within hazard scenarios.

5.2.1.3 Consequence

- For qualitative analyses, obtain and review information from existing processes and structures (e.g., regional committees, review of existing projects), as well as a streamlined engagement process (see Sub-section 5.2.2).
- For quantitative analyses, apply readily available data (this would be limited to assets whose damages have been measured, such as buildings). Adjust existing datasets (e.g. such as those produced from the [Lower Mainland Flood Risk Assessment](#)³⁶ or others).

³¹ Weblink: <https://www.pacificclimate.org/>. Accessed 18 December 2024.

³² Weblink: <https://climatedata.ca/>. Accessed 18 December 2024.

³³ Weblink: <https://metrovancouver.org/events/Documents/new-seismic-hazard-maps-for-metro-vancouver.pdf>. Accessed 8 January 2025.

³⁴ Weblink: https://publications.gc.ca/collections/collection_2022/rncan-nrcan/m183-2/M183-2-8902-1-eng.pdf. Accessed 13 December 2024.

³⁵ Weblink: <https://www.icisociety.ca/>. Accessed 18 December 2024.

³⁶ Weblink: <https://floodwise.ca/risk-assessment/>. Accessed 18 December 2024.

- Use qualitative approaches to consider broader regional issues at a high level such as cascading impacts.

5.2.1.4 Risk Results

- Produce maps, risk matrices, and key messages that show results that focus on understanding relative risk across the region.
- Apply results to recommend priorities and to identify areas and topics where further study is needed.
- Reports and data could be shared through electronic reporting and map book-type documents.
- Apply basic knowledge translation to provide recommendations with actions that apply broadly to the Province, Metro Vancouver, First Nations, member jurisdictions, and external agencies.

5.2.2 Regional Collaboration

In this option, minimum activities could be undertaken to coordinate and engage in the region to conduct the risk assessment and comply with the EDMA. Only a small effort could be placed toward ensuring that information exchange and gathering is equal among large versus small communities (e.g., there is likely to be an imbalance of knowledge information toward more populated communities). Specific potential actions for Metro Vancouver staff are described below.

5.2.2.1 Coordination

- Leverage the mix of existing regional committees listed below, which consist of a mix of Metro Vancouver elected officials and staff sub-committees, to share knowledge about the risk assessment:
 - Regional Engineers Advisory Committee – Climate Protection Subcommittee (REAC-CPS)
 - Air Quality and Climate Committee
 - Flood Resiliency Committee
 - Regional Emergency Planners Committee
 - Regional Planning Committee
 - Regional Planning Advisory Committee
 - Agricultural Advisory Committee
- Become a partner in setting up an MJEMO to comply with the EDMA.
- Setup a system to track risk-related projects' progress within Metro Vancouver.

5.2.2.2 Engagement Activities

- Build on the meetings conducted in this options exploration phase to engage with First Nations, member jurisdictions, and external agencies. E.g., hold up to 3 meetings with each group.
- Rely on representatives from the above committees to seek representatives from regional partners and community groups to increase diverse perspectives (e.g., police and fire/emergency services, environmental groups, social support organizations, etc.).
- Hold up to 3 workshops during the project process, to accomplish the following broad activities:
 - Provide background knowledge and the project plan.
 - Share hazard maps and elicit values and feedback on exposure/vulnerability and consequences.
 - Identify high-level gaps and activities to bridge them.
 - Ground-truth risk results and discuss next steps.

5.3 Option 2: Convening Approach

Compared to Option 1, Option 2 could leverage effort conducted by regional partners to offer more complexity of analysis and regional collaboration. This approach would be more bottom-up, with regional partners leading their own assessments with Metro Vancouver support. Overall, there would be a larger effort spent on individual risk assessments. The integration of information across the region would heavily depend on the studies conducted by regional partners.

5.3.1 Analysis Complexity

In this option, Metro Vancouver could put more thought and analysis toward leveraging and enhancing datasets produced by regional partners. This means that the spatial scale of analyses could consider local nuances resulting in a more granular and place-based assessment. However, there would likely be inconsistency across the region, depending on the amount and quality of information generated by regional partners. Specific actions Metro Vancouver staff could take are described below.

5.3.1.1 Hazard

- Further develop the Phase 1 hazard data inventory, by mapping a wider range of priority hazards (see list in Sub-section 4.1.2) that require data processing and analysis, such as landslides, windstorms, etc.
- The focus for Metro Vancouver would be to map hazards that could be more easily processed at regional scale. Hazards that have more local-scale interest could be mapped by member jurisdictions.
- Explore other mapping sources, even if not mapped on a regional scale, to make qualitative statements about other region-wide hazards (e.g. anthropogenic hazards such as hazardous material spills).
- Assume a moderate number of likelihood/magnitude scenarios (i.e., more than two) where possible, and multiple climate futures.
- Conduct a semi-quantitative multi-hazard assessment where it makes sense.

5.3.1.2 Exposure/Vulnerability

- With more regional collaboration (see Sub-section 5.3.2), explore new datasets that may come to light, and obtain more qualitative information.
- Consider enhancing or collating a limited number of regionally consistent datasets to better understand exposure and vulnerability (e.g., social vulnerability, land use and land cover, critical infrastructure).
- Articulate a more nuanced understanding of the values in the region, and a more holistic characterization of exposed assets.
- Some receptors could be characterized using multiple data sets and sources of information.

5.3.1.3 Consequence

- For qualitative analyses, obtain more detailed information by engaging more thoroughly with key groups.
- For quantitative analyses, work with regional partners to find and apply readily available damage curves for a broader range of receptors (e.g., residential, commercial, and public infrastructure types).

- Use semi-quantitative approaches to analyze issues such as:
 - Cascading impacts, e.g., through network analysis focused on key critical infrastructure (e.g., water, power, and transportation).
 - Access/egress and evacuation issues.
 - Extra-regional interactions (e.g., considering Sea-to-Sky and Fraser Valley commuters, tourists, etc.).

5.3.1.4 Risk Results

- Produce results that determine absolute levels of risk for a subset of receptors and areas, as well as relative risk across the region.
- Technical information could be nicely complemented with qualitative information to obtain a more place-based and holistic understanding of risk.
- Reports and data could be shared through electronic reporting and map book-type documents, as well as through a website.
- Several presentations could be conducted at regional committees, and potentially at a regional forum.
- Translate findings to better inform local-level decision makers.
- Recommendations could drill down to actions that specific organizations could undertake.

5.3.2 Regional Collaboration

The Metro Vancouver regional planning department could champion the work internally, but with substantial support from others in the organization. As a convenor, there would be more ability for Metro Vancouver to support smaller communities to ensure that the assessments are conducted more equally across the region. Consequently, compared to Option 1, this could lead to more ability to move from risk assessment to resilience actions more confidently across the region. Specific potential actions for Metro Vancouver staff are described below.

5.3.2.1 Coordination

- Metro Vancouver could continue to use existing communication structures and committees but could also form a steering committee consisting of representatives from First Nations, member jurisdictions, and external agencies. This committee could be closely linked to the MJEMO (see next bullet) with added mandate to consider proactive and long-term planning (e.g., linking land use planning and emergency management objectives). Other activities Metro Vancouver could take on are listed below.
- Actively set up and the chair the regional MJEMO.
- Act as a regional convener, sharing information and work activities occurring at Provincial level (e.g. through DCRRRA process) as well as at local levels by regional partners.
- Assume a more explicit role of data holder, developing tools to share data with regional partners.
- Support the development of simple metrics that could be used to set risk reduction goals and monitor progress.
- Track regional actions and progress at a basic level.

32 Metro Vancouver – HRVA Options Assessment – Final Report

- Use existing regional forums (e.g., [Understanding Risk](#)³⁷) to disseminate and share knowledge about the project.

5.3.2.2 Engagement Activities

- Time could be spent upfront, before engaging more widely, with the steering committee or the MJEMO on a visioning exercise to agree on the goals of the risk assessment, based on who it will serve.
- Metro Vancouver could seek to actively engage with First Nations on behalf of member jurisdictions and external agencies. This could mean simply coordinating activities, and not necessarily conducting them (e.g., one external agency could take care of engagement for one initiative, and Metro Vancouver could be responsible for another).
- Support regional partners to reach out to a larger number of regional associations, non-governmental organizations, etc. to integrate more diverse perspectives. These could include organizations that represent agriculture, environment, and those that represent vulnerable populations to broadly address issues of equity, diversity, and inclusion. Meetings and workshops could be developed and delivered with a specialist facilitation team.
- A minimum amount of interactive activities could be introduced to participants. Interactive activities are useful to build relationships. Activities like virtual reality, serious gaming, and three-dimensional models of flood and landslide hazards can provide a richer understanding of the issues.

5.4 Option 3: Comprehensive Approach

Compared to Option 2, Metro Vancouver could take a lead role in collecting and managing risk-related data across the region and beyond, leading all phases of the assessment. It could actively develop methods to conduct the regional risk assessment and seamlessly share the data. In this role, Metro Vancouver could establish robust partnerships, by coordinating and running workshops or a symposium, that includes all levels of government, regional partners and entities, and neighbours in the Fraser Valley and Sea-to-Sky corridor. This approach could be conducted with much more of a long-term goal for project continuity.

5.4.1 Analysis Complexity

In addition to Option 2, there could be more opportunity to explore and integrate additional quantitative and qualitative datasets, due to increased regional collaboration. These datasets could have a high granularity that is consistent across the region. The information could provide a strong foundation to both reduce risk and increase resilience. Specific actions Metro Vancouver staff could take are described below.

5.4.1.1 Hazard

- Develop more detailed analyses related to the high priority hazards (e.g., need to understand meteorological, hydrological, and agricultural types of drought hazard) and other hazards of concern, and/or widen the hazards to be considered for mapping (e.g., more anthropogenic and other hazards compared to Option 2).

³⁷ Weblink: <https://understandrisk.org/ur22-british-columbia/>. Accessed 20 December 2024.

- Develop multiple likelihood/magnitude scenarios, and multiple climate futures for the mapped hazards.
- For a larger number of mapped hazards, develop gridded layers to conduct probability-based consequence and risk assessments (see [Tofino Coastal Flood Risk Assessment](#)³⁸ for example).
- Conduct a semi-quantitative, or fully quantitative, multi-hazard assessment where this makes sense.

5.4.1.2 Exposure/Vulnerability

- With broad regional collaboration, explore new datasets that may come to light, and obtain more qualitative information.
- Consider enhancing or producing regionally consistent datasets to better understand exposure and vulnerability using proxies (e.g., seamless LiDAR based topography, land use and land cover, bathymetry, infrastructure and building assets, green spaces, critical infrastructure, culturally significant areas).
- Articulate a more place-based understanding of the values in the region (including consideration for Indigenous values), and a wider and more holistic characterization of exposed assets and vulnerable communities.
- Receptors could be characterized using multiple sources of data.

5.4.1.3 Consequence

- Incorporate more place-based understanding into qualitative analyses due to engagement with a larger number of groups providing more perspectives (see Sub-section 5.4.2 below).
- For quantitative analyses, refine damage curves for more specific applicability to Metro Vancouver area.
- Use more quantitative approaches to analyze cascading impacts that expand beyond the Metro Vancouver region and consider issues beyond critical infrastructure (e.g., housing prices and livelihoods, environmental degradation).

5.4.1.4 Risk Results

- Produce results that determine absolute levels of risk as much as possible on a regional scale, which could be used at more granular, local scales as well.
- Consider systemic risks qualitatively (what risks arise due to multiple hazards with cascading impacts).
- Consider risk tolerance and adaptive capacity, as a basis to outline resilience actions.
- Reports and data could be shared through a website or platform that is setup with a long-term view to update and disseminate results with a broad range of groups in the region.
- The information could be translated and presented using an easy-to-understand interface that includes web mapping.
- Several presentations could be conducted at regional committees and forums, including one that Metro Vancouver coordinates (see Section 5.4.2).

³⁸ Weblink: <https://tofino.civicweb.net/filepro/documents/14792/>. Accessed 20 December 2024.

34 Metro Vancouver – HRVA Options Assessment – Final Report

- Provide recommendations that are more specific to internal Metro Vancouver departments, and supports cross-sectoral planning processes for regional, and potentially, local risk reduction and resilience projects.

5.4.2 Regional Collaboration

In addition to setting up and working with a steering committee, as outlined in Option 2, a dedicated cross-disciplinary team could be formed at Metro Vancouver to bolster and focus internal capacity to champion efforts. The team's activities could include a range of risk and resilience portfolio of projects, which could be tracked more easily. More internal resources, and potentially organizational changes, could be put in place to coordinate activities within Metro Vancouver. However, these changes could require Provincial approval, with implications on the timeline for this option. With these added internal resources, a focus could be on sharing resources to support smaller communities to ensure their risks are represented at regional scale. This could in turn allow resilience-based activities to be identified and implemented more thoughtfully. Specific potential actions for Metro Vancouver staff are described below.

5.4.2.1 Coordination

- Metro Vancouver could more formally become a central hub for regional risk-related data.
- Metro Vancouver could more formally be recognized as the main point of contact between the Provincial DCRRA process and regional partners, in terms of knowledge exchange and translation (e.g., it could become the “regional natural hazards and risks service” like PCIC is a “regional climate service”).
- Plan, coordinate, and deliver an annual event to convene multi-disciplinary practitioners (e.g., engineers, planners, academics, emergency managers) among all partners in the region to learn about ongoing and planned initiatives. This could help build a common understanding and align work. The event could be a symposium or in-person workshop, with quarterly check-in meetings.
- Lead the development of a plan that more clearly focuses the work of regional partners. For example, a spotlight could be placed on one or two hazards or exposure/vulnerability issues each year, where every partner provides input and develops their own understanding of the subject.
- Take a lead role in setting up and running the regional MJEMO.
- Develop more detailed metrics and tracking to set risk reduction goals over a given time frame. This can focus efforts on different Metro Vancouver services or sectors, external agencies, etc. and “move the needle” on resilience efforts.

5.4.2.2 Engagement Activities

- Substantial effort could be spent upfront, before engaging more widely, with the Steering Committee on a visioning exercise to agree on the goals of the risk assessment, based on who it will serve. This can be achieved by developing a collaborative framework, memorandum of understanding, etc.
- Take a lead role and more responsibility regarding engagement with First Nations for member jurisdictions and external agencies, in light of responsibilities under the EDMA. This could reduce fatigue and duplication of work.
- With assistance from regional partners, Metro Vancouver could spend more effort reaching out to a larger number of regional associations, non-governmental organizations, etc. to integrate

more diverse perspectives. This could require more meetings and workshops, and a larger effort by the facilitation team.

- More hands-on and interactive approaches, in addition to those suggested for Option 1 could be considered such as field tours and “walk shops”. These types of events are not typical for risk assessments, but they can improve understanding and build important relationships through shared learning experiences.

5.5 Key Distinctions

The three options in the previous section illustrate the range of activities that could be undertaken to complete different regional risk assessment components. We stress that the options are illustrative only, and they could be reconfigured to refine, include, or exclude components as they were described above.

Key distinctions between the options are summarized in Table 5-1 to facilitate their comparison. The characteristics compared in the table include additional items not mentioned in the previous sections, such as high-level costs per year and approximate timelines. Distinctions for each option related to implications with EDMA compliance are highlighted in Table 5-2.

Table 5-1: Summary of key characteristics for each option and their relative differences and distinctions.

Characteristic	Option 1: Streamlined	Option 2: Convening	Option 3: Comprehensive
Role of Metro Vancouver	Does work mostly internally with some collaboration (i.e., top-down approach)	Supports and compiles regional partner information by acting as a convener (i.e., bottom-up approach)	Leads more fulsome assessment through strong leadership and regional collaboration (i.e., top-down approach)
Level of difficulty	Simplified	More nuances considered	More complex approaches
Effort and Resources	Relatively low-level effort and use of generally available data and methods	Moderate level of effort and resources with a mix of generally available and bespoke methods and data	Very high-level of effort to gather data, incorporate locally relevant values and to consider vulnerability components of risk
Information Accuracy	Lower	Intermediate	Higher
Scale and Granularity	More coarse understanding of risk at regional scale	A patchwork of detailed datasets is used as local assessments feed into the regional scale	Detailed datasets are developed and applied systematically at local and regional scales

36 Metro Vancouver – HRVA Options Assessment – Final Report

Characteristic	Option 1: Streamlined	Option 2: Convening	Option 3: Comprehensive
Consistency of Results	Metro Vancouver takes a consistent approach, but information inputs from local levels are likely regionally inconsistent	Limited standards lead to moderate consistency but there is a challenge to allocate efforts toward partners with lower capacity	Standards are applied and there is more ability to support partners with lower capacity, increasing consistency
Hazards Considered	Focuses on priority climate hazards and/or other natural hazards that can be readily assessed	Considers a broader set of climate hazards and other natural hazards (e.g., landslides) that require more effort to assess if even qualitatively	Assesses and maps a broader set of hazards (e.g. anthropogenic hazards) using quantitative data
Potential Uses and Outcomes	Understanding of relative risk at regional scale to prioritize risk reduction at a high level for the region	Characterization of risk at local levels, with a relative understanding of regional risk. Can inform risk reduction and resilience at a high level.	More in-depth understanding of local and regional risk. Can provide a strong basis to support regional and local decision makers with risk reduction and resilience
Who Benefits	Mostly Metro Vancouver	Metro Vancouver and regional partners	Metro Vancouver and regional partners
Level of Engagement	Minimum required	A wider number of groups are involved meaningfully	Multiple activities and groups are engaged to increase diversity of perspectives
Deliverables	Electronic portable document format report with appendices and map book	Option 1 deliverables but with more easy-to-understand information and a web-based component for mapping	Option 2 deliverables but with more web-based interactive components and data sharing platform
Approximate Costs/Year	~\$250,000	~\$300,000	~\$325,000
Approximate Timeline	2 years	3-4 years	5 years

Table 5-2: Comparison of ability to comply with EDMA requirements.

	Option 1: Streamlined	Option 2: Convening	Option 3: Comprehensive
Consultation with First Nations	Focuses on First Nations that interact with Electoral Area A; includes Metro Vancouver's requirements as critical infrastructure owner	Activities in Option 1 plus engagement with all First Nations who interact with Metro Vancouver boundaries	Activities in Option 1 Engagement with all First Nations who interact with Metro Vancouver boundaries
Climate Change Information	Uses readily available projections to develop further understanding of climate hazards	Moderate climate change data analysis is conducted to understand more climate hazards	Greater effort is put toward climate change data analysis to understand more climate hazards
Metro Vancouver Role in MJEMO	Participates in the organization with minimum expectation	Takes more proactive role in the organization	Leads the development and chairs meetings

The distinctions in Table 5-1 and Table 5-2 outline how the options differ. These differences are the basis to evaluate the options.

6 Options Evaluation

We evaluated the options to clarify the main advantages and disadvantages between them. This was conducted using a four-point scale (Table 6-1) based on the attributes defined in Section 4.4 (see Table 4-1). Each of the four points in the scale was assigned a qualifier rating that is colour coded. Darker orange generally signifies a less desirable state for the attribute, and darker green generally signifies a more desirable state.

Table 6-1: Options evaluation scale.

Attribute Scale	Less Desirable		More Desirable	
	Does not meet	Meets	Exceeds	Far exceeds
Regulations Compliance	Does not meet	Meets	Exceeds	Far exceeds
Information Useability	Acceptable	Good	Great	Best
Regional Integration	Minimum	Moderate	Strong	Strongest
Institutional Effort	Major	High	Low	Minor
Equity and Consistency	None	Little	Moderate	Large
Cost/Time	Most	More	Less	Least

38 Metro Vancouver – HRVA Options Assessment – Final Report

Using the scale shown in Table 6-1, the three options were rated, with results shown in Table 6-2. We note that, just like the options themselves were defined illustratively, so should the results from this evaluation be interpreted.

Table 6-2: Options evaluation results.

Attributes	Option 1: Streamlined	Option 2: Convening	Option 3: Comprehensive
Regulations Compliance	Meets	Exceeds	Far exceeds
Information Useability	Acceptable	Great	Best
Regional Integration	Minimum	Moderate	Strongest
Institutional Effort	Minor	Low	Major
Equity and Consistency	Little	Moderate	Large
Cost/Time	Least	Less	Most

The evaluation results highlight advantages and disadvantages in terms of the tradeoffs between options. As shown in Table 6-2, each option contains attributes with a mix of more versus less desirable ratings (i.e., no single option's ratings are all green or all orange). This means that the selection of a potential pathway for risk assessment requires understanding the tradeoffs associated with each option and making choices based on those that Metro Vancouver and its partners could accept.

6.1 Tradeoffs Discussion

Considering the evaluation results, Option 1 could “meet” regulations, provide “acceptable” information usability, and achieve “minimum” regional integration, and achieve “little” equity and consistency; however, these ratings are less desirable. On the other hand, Option 1 could require a “minor” amount of institutional effort and the “least” cost/time to complete, which are desirable results. In contrast to Option 1, the outcomes of Option 3 are on the opposite end of the attributes’ rating scale. Option 3 is rated as more desirable for regulations compliance by Metro Vancouver and regional partners, information usability, regional integration, and equity and consistency. However, Option 3 has less desirable outcomes for institutional effort and cost/time attributes.

Option 2 ratings are roughly in between Option 1 and Option 3. Option 2 could “exceed” regulations compliance, produce “great” information usability, require “low” institutional effort, and achieve “moderate” equity and consistency, all of which are desirable. However, it could achieve “moderate” regional integration. This is dependent upon the level of information produced by regional partners, combined with the anticipated low institutional effort required by Metro Vancouver and its regional partners. The rating for cost/time is “less”, which is desirable, because it can be conducted relatively efficiently. E.g., it can be run by a relatively well coordinated team at Metro Vancouver (assuming the institutional effort is committed), which could save overall project costs.

The above tradeoffs illustrate that many of the attributes are interconnected. For example, the option with the best information usability also requires the most cost/time. The option with the strongest regional integration may require major institutional effort by Metro Vancouver and its partners. In this way, the options evaluation can be used to steer Metro Vancouver in selecting a risk assessment pathway that matches desired outcomes for each attribute.

7 Recommended Next Steps

We anticipate that the pathway to be selected will likely include a combination of components outlined in Options 1, 2, and 3. This will need to be decided by Metro Vancouver, in collaboration with regional partners. To advance the work, Metro Vancouver’s regional planning department could take some actions more readily (i.e. actions that are independent of other departments and regional partners), which are described first below. They could also take further actions; however, these actions will be more dependent on decisions resulting from further internal and external engagement.

7.1 Independent Actions

Regardless of the option that is selected, actions that the Metro Vancouver regional planning department could take now with a minimal amount of funding include:

1. **Continue to engage with regional partners.** This includes sharing this report with regional emergency management and planning committees, First Nations, member jurisdictions, and external agencies. Feedback could be obtained to identify the needs of each of these entities for undertaking a risk assessment, and how a pathway could be defined by reconfiguring and refining the options to suit those needs. Through this engagement, groups should collectively consider how regional committees and groups (e.g., IPREM, EPS, or the establishment of an MJEMO) could be leveraged to make decisions about project next steps.
2. **Assess how each risk assessment option could advance regional planning.** In thinking about the next iteration of the RGS, staff could think about, for example, how each option may support regional land use modelling, creating policies that identify areas for limited or no growth, or flagging issues for specific land uses (e.g. should industrial and agricultural areas be managed differently than other land uses?).
3. **Compile and map existing exposure and vulnerability data.** Initially, this could be undertaken for the hazard areas identified in Phase 2. Following that assessment, gaps in available exposure/vulnerability data could be identified. This understanding could be helpful in interactions with regional partners, to focus efforts and improve data at more local levels.
4. **Track the rollout of the EDMA to review how it will impact the risk assessment.** Regulations are anticipated to be defined in 2025. As this process occurs, regional planning staff could more fully describe the implications to the risk assessment (i.e., building on those outlined in Table 5-2).
5. **Continue involvement with DCRRA process.** The regional risk assessment for the Metro Vancouver region could serve as a “guinea pig” for the Province’s intent to conduct a regional risk assessment for this region. To this end, regional planning staff could share this report with the Province to facilitate a follow-up discussion about gaps, challenges, and next steps.

40 Metro Vancouver – HRVA Options Assessment – Final Report

6. **Use the outputs from this report to seek funding to support the development of the regional risk assessment.** Activities such as those outlined in Table 7-1 can be used to support this process; however, this action will require iteration with the actions described below.

7.2 Dependent Actions

Related to developing a specific pathway for the risk assessment, the actions listed below could be undertaken. Note that these actions may become more feasible as more certainty around EDMA regulations are obtained, and some of the independent actions above are taken.

1. Based on independent action 1 above, leverage or implement a regional organization, to make decisions about project next steps collaboratively.
2. Develop a scope of work for the risk assessment pathway.
3. Based on feedback from regional partners, reconfigure and refine the options to define and select a regional risk assessment pathway that is feasible.
4. Based on dependent action 1 above, set up a working group to implement the work based on what has been approved.
5. Produce a request for proposals to hire a consulting team to provide services to support the next phase of work.

7.3 Sequence of Activities

To support funding applications, Table 7-1 outlines high-level activities associated with the three options, sequenced by year. The number of years required to conduct each option is a high-level estimate (consistent with Table 5-1).

Table 7-1: Timeline of high-level activities.

	Option 1: Streamlined	Option 2: Convening	Option 3: Comprehensive
Year 1	<ul style="list-style-type: none">• Develop scope of work (informed by DCRRRA)• Collect and compile data• Initiate engagement activities• Produce preliminary results	<ul style="list-style-type: none">• Build on DCRRRA resources to develop a standard for regional partners to conduct risk assessments in the region• Setup an MJEMO• Support regional partners to initiate technical analyses and engagement• Explore and develop regional scale datasets for hazard, exposure / vulnerability	<ul style="list-style-type: none">• Setup a Steering Committee with a project vision, terms of reference, etc.• Potentially reorganize Metro Vancouver to integrate departmental resources.• Build on DCRRRA resources to develop a standard to work with regional partners to conduct risk assessments in the region• Setup a collaboration and data sharing framework,• Compile existing technical data (e.g., hazard and

		Option 1: Streamlined	Option 2: Convening	Option 3: Comprehensive
				exposure / vulnerability) <ul style="list-style-type: none"> • Initiate preliminary technical analyses • Develop engagement plan • Conduct preliminary engagement
Year 2	<ul style="list-style-type: none"> • Refine methods based on EDMA updates • Complete engagement activities • Refine results • Write report and disseminate 	<ul style="list-style-type: none"> • Refine methods based on EDMA updates • Convene partners to assess preliminary findings, data consistency, challenges, etc. • Support regional partners to wrap up technical and engagement activities 	<ul style="list-style-type: none"> • Refine methods based on EDMA updates • Produce a preliminary snapshot of the regional risk assessment • Meet with regional partners to share snapshot, data consistency, data gaps, challenges, etc. • Conduct further technical analyses to address gaps in hazard and exposure / vulnerability data • Conduct further engagement activities 	
Year 3	n/a	<ul style="list-style-type: none"> • Collate and review information from sub-regional assessments • Produce preliminary regional risk assessment, maps, and data products • Share results with regional partners 	<ul style="list-style-type: none"> • Refine technical datasets • Produce preliminary regional risk assessment, maps, and data products • Meet with regional partners to share results and obtain feedback 	
Year 4	n/a	<ul style="list-style-type: none"> • Produce final report and data products • Disseminate information 	<ul style="list-style-type: none"> • Conduct further engagement activities to “ground truth” results 	
Year 5	n/a	n/a		<ul style="list-style-type: none"> • Produce final report and data products • Setup data portal and other tools • Disseminate information in multiple ways

8 Conclusion

The objective of this phase of work was to explore the viability and utility of risk assessment options that are appropriate for the region. We achieved this by learning more about the factors influencing the process, existing work and knowledge gaps, and how Metro Vancouver could most effectively support the region. We followed a structured process that involved the above investigations, options definition, and options evaluation. In so doing, we illustrated how a pathway could be identified, by considering associated tradeoffs between options. This report provides a blueprint that is a precursor to scoping a regional risk assessment project that can guide Metro Vancouver in collaboration with regional partners.

References

BC Ministry of Forests Lands and Natural Resource Operations. (2013). *Flood Hazard Area Land Use Management Guidelines - Proposed Amendments*.

Ebbwater Consulting Inc. (2022). A Flood Risk Assessment Framework for British Columbia. Final Report.

EMBC. (2020). *Hazard, risk and vulnerability analysis (HRVA) for local authorities and First Nations - Companion Guide for the HRVA Tool*. Emergency Management BC.

Emergency Management BC. (2018). *Government's action plan: Responding to wildfire and flood risks*.

Retrieved from https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/embc/action_plan.pdf

Province of BC. (2019). Preliminary Strategic Climate Risk Assessment for BC, (July). Retrieved from <https://www2.gov.bc.ca/assets/gov/environment/climate-change/adaptation/prelim-strat-climate-risk-assessment.pdf>