

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

MEETING

Thursday, May 7, 2026

9:00 am

28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

AGENDA

A. ADOPTION OF THE AGENDA

1. May 7, 2026 Meeting Agenda

THAT the Regional Planning Committee adopt the agenda for its meeting scheduled for May 7, 2026 as circulated.

B. ADOPTION OF THE MINUTES

1. April 2, 2026 Meeting Minutes

THAT the Regional Planning Committee adopt the minutes of its meeting held April 2, 2026 as circulated.

pg. 5

C. DELEGATIONS

D. INVITED PRESENTATIONS

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. Metro 2050 Regional Context Statement – City of Surrey

Report dated March 20, 2026, from Victor Cheung, Regional Planner, Regional Planning and Housing Services.

pg. 9

Executive Summary

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

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

- **Compact Urban Growth:** Focusing new development within the City’s Metro Centre, six Urban Centres, and five FTDA’s, consistent with *Metro 2050* Goal 1.
- **Environmental Protection and Climate Action:** Working towards a 30% tree canopy cover target by 2038 and reducing GHG emissions, consistent with Goal 3.
- **Housing Diversity and Affordability:** Ensuring a diversity of housing forms, tenures and affordability levels throughout the city, especially for family-friendly housing in new apartment buildings in the City Centre, Town Centres and transit corridors
- **Sustainable Economy and Transportation:** Protecting industrial and agricultural lands, supporting intensification of industrial and employment areas, and improving infrastructure for transit, walking, and cycling, consistent with Goals 2 and 5.

It is recommended that the MVRD Board accept the City of Surrey’s Regional Context Statement.

Recommendation

THAT the MVRD Board accept the City of Surrey’s Regional Context Statement as attached to the report dated March 20, 2026, titled “Metro 2050 Regional Context Statement – City of Surrey”, and notify the City of Surrey of the decision.

2. Metro 2050 Regional Context Statement – City of Coquitlam

pg. 75

Report dated April 20, 2026, from Victor Cheung, Regional Planner, Regional Planning and Housing Services.

Executive Summary

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

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

- **Compact Urban Growth:** Focusing new development towards existing neighbourhoods, around frequent transit stations, neighbourhood centres, and significant community facilities.
- **Environmental Protection and Climate Action:** Reducing greenhouse gas (GHG) emissions 45% below 2007 levels by 2030 and contributing to the region’s goal of achieving carbon neutrality by 2050, consistent with Goal 3.

- **Housing Diversity and Affordability:** Encouraging a range of housing types, unit sizes and tenures to meet the needs of households of varying ages, incomes, abilities and sizes, as indicated by the City’s most recent Housing Needs Report, consistent with Goal 4.
- **Sustainable Economy and Transportation:** Protecting industrial and agricultural lands 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 indicated that a comprehensive review of the OCP is planned for 2027. Through the next OCP and Regional Context Statement update, Metro Vancouver and the City will work together to update growth targets for Centres and Corridors, strengthen nature protection policies, and provide clearer direction on areas where the plan is “working towards” *Metro 2050* alignment.

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

Recommendation

THAT the MVRD Board:

- a) accept the City of Coquitlam’s Regional Context Statement as attached to the report dated April 20, 2026, titled “Metro 2050 Regional Context Statement – City of Coquitlam”, and notify the City of Coquitlam of the decision; and
- b) include in the correspondence to the City of 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 April 20, 2026, titled “Metro 2050 Regional Context Statement – City of 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. Invasive Species Best Management Practices – Lesser Celandine and Brown Marmorated Stink Bug

pg. 114

Report dated April 20, 2026, from Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services.

Executive Summary

With the support of member jurisdictions, Metro Vancouver collaboratively develops and shares best practice guidance for managing invasive species of regional concern. Since 2018, 26 guides have been produced, plus two new guides described in this report. Members periodically propose and sponsor new guides, and the Invasive Species Council of Metro Vancouver summarizes local research and expertise. Metro Vancouver provides peer review and graphic design, while additional review is undertaken by experts from member jurisdictions, the Provincial government, and other organizations. This coordinated process supports a consistent, evidence-based regional approach to invasive species management.

The Vancouver Board of Parks and Recreation and the City of Burnaby recently funded new best practice guides for lesser celandine (Attachment 1) and brown marmorated stink bug (Attachment 2). These guides provide practical advice for practitioners – including local government staff, field crews, project managers, contractors, developers, and stewardship groups – to improve the efficiency and effectiveness of management efforts across the region. The Invasive Species Council will promote the guides and associated public-friendly fact sheets.

Recommendation

THAT the Regional Planning Committee receive for information the report dated April 20, 2026, titled “Invasive Species Best Management Practices – Lesser Celandine and Brown Marmorated Stink Bug”.

4. Manager’s Report

Report dated April 14, 2026, from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development.

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Recommendation

THAT the Regional Planning Committee receive for information the report dated April 14, 2026, titled “Manager’s Report”.

F. INFORMATION ITEMS

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 May 7, 2026.

Membership:

Chair, Eric Woodward, Langley Township
 Vice Chair, Craig Hodge, Coquitlam
 Anmore, John McEwen
 Burnaby, Maita Santiago
 Delta, Dylan Kruger

Maple Ridge, Korleen Carreras
 New Westminster, Tasha Henderson
 North Vancouver City, Angela Girard
 Port Coquitlam, Brad West
 Port Moody, Meghan Lahti

Richmond, Alexa Loo
 Surrey, Brenda Locke
 Vancouver, Rebecca Bligh
 West Vancouver, Peter Lambur
 White Rock, Megan Knight



METRO VANCOUVER REGIONAL DISTRICT REGIONAL PLANNING COMMITTEE

MEETING

Thursday, April 2, 2026

9:00 am

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

MINUTES

MEMBERS PRESENT:

Chair, Eric Woodward, Langley Township
Vice Chair, Craig Hodge, Coquitlam
Anmore, John McEwen
Burnaby, Maita Santiago
Maple Ridge, Korleen Carreras
New Westminister, Tasha Henderson*
North Vancouver City, Angela Girard*
Port Coquitlam, Brad West
Port Moody, Meghan Lahti*
Richmond, Alexa Loo
Surrey, Brenda Locke*
Vancouver, Rebecca Bligh (arrived at 9:09 am)
White Rock, Megan Knight*

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

MEMBERS ABSENT:

Delta, Dylan Kruger
West Vancouver, Peter Lambur

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development
Hadir Ali, Legislative Services Coordinator, Board and Information Services
Marina Jozipovic, Senior Planner, Housing Policy and Planning, Regional Planning and Housing Services
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

A. ADOPTION OF THE AGENDA

1. April 2, 2026 Meeting Agenda

It was MOVED and SECONDED

THAT the Regional Planning Committee adopt the agenda for its meeting scheduled for April 2, 2026 as circulated.

CARRIED

B. ADOPTION OF THE MINUTES**1. March 5, 2026 Meeting Minutes****It was MOVED and SECONDED**

THAT the Regional Planning Committee adopt the minutes of its meeting held March 5, 2026 as circulated.

CARRIED

C. DELEGATIONS

No items presented.

D. INVITED PRESENTATIONS

No items presented.

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER**1. Reporting Back on Metro 2050 Amendment Options in Response to South of the Fraser Mayors' Request – Preliminary Consultation Results**

Report dated March 25, 2026 from Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, and Mark Seinen, Senior Planner, Regional Planning and Housing Services presenting the Committee and MVRD Board with information and options regarding potential amendments to *Metro 2050* developed to respond to requests from three South of the Fraser Mayors.

Jonathan Cote gave the committee a presentation titled "Reporting Back on Metro 2050 Amendment Options and Consultation Results in Response to Three South of the Fraser Mayors' Requests" and provided the committee with background information of potential amendments to *Metro 2050* developed in response to requests from three South of the Fraser Mayors. Members were provided with an overview of consultation activities and a summary of responses received from member jurisdictions and other impacted parties.

9:09 am Director Bligh joined the meeting.

It was MOVED and SECONDED

THAT the MVRD Board:

- a) initiate the *Metro 2050* amendment process for Special Study Areas option as described in the report dated March 25, 2026, titled “Reporting Back on Metro 2050 Amendment Options and Consultation Results in Response to Three South of the Fraser Mayors’ Requests”;
- b) give first, second, and third reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1456, 2026*;
- c) notify affected local governments and post the proposed amendment on the Metro Vancouver website to provide an opportunity for comment as per Section 6.4.2 of *Metro 2050*;
- d) direct staff to notify local First Nations via referral offices to provide an opportunity for comment on the proposed amendment;
- e) direct staff to initiate further process improvements to streamline amendment processes and timelines as described in the report dated March 25, 2026, titled “Reporting Back on Metro 2050 Amendment Options in Response to South of the Fraser Mayors’ Request – Preliminary Consultation Results”; and
- f) direct staff to continue to engage with the City of Surrey regarding:
 - i) concerns about *Metro 2050*; and
 - ii) technical support regarding the regional servicing implications of potential development in the Southeast portion of Surrey.

CARRIED

2. Housing 2050 Policy Research Program

Report dated March 6, 2026 from Marina Jozipovic, Senior Planner, Regional Planning and Housing Services, providing the Regional Planning Committee with an overview of a coordinated research program that will support the identification of policy options for *Housing 2050: A Roadmap to Implement Metro 2050’s Housing Goal*.

Marina Jozipovic gave the committee a presentation titled “Housing 2050 Policy Research Program” and provided the committee with an overview of the *Housing 2050* research program, goals and next steps, which include completing four coordinated research initiatives to inform draft policy options and advocacy strategies for *Housing 2050*.

It was MOVED and SECONDED

THAT the Regional Planning Committee receive for information the report, dated March 6, 2026, titled “Housing 2050: Policy Research Program”.

CARRIED

3. Growth Projections Program (2026 – 2027) – Overview of Process and Methodology

Report dated March 5, 2026 from Sinisa Vukicevic, Program Manager, Planning Analytics, Regional Planning and Housing Services providing the Regional Planning Committee and MVRD Board with an update on Metro Vancouver’s growth projections program for 2026/2027.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated March 5, 2026, titled “Growth Projections Program (2026 – 2027) – Overview of Process and Methodology”.

CARRIED

4. Metro 2050 Advocacy Update

Report dated March 5, 2026 from Laurel Cowan, Division Manager, Regional Land Use Policy and Planning, Regional Planning and Housing Services providing the Regional Planning Committee with information about advocacy actions in *Metro 2050*.

It was MOVED and SECONDED

THAT the Regional Planning Committee receive for information the report dated March 5, 2026, titled "Metro 2050 Advocacy Update."

CARRIED**5. Manager's Report**

Report dated March 4, 2026 from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, providing the Committee with an update of the Committee's 2026 work plan and related activities.

It was MOVED and SECONDED

THAT the Regional Planning Committee receive for information the report dated March 4, 2026, titled "Manager's Report".

CARRIED**F. INFORMATION ITEMS**

No items presented.

G. OTHER BUSINESS

No items presented.

H. RESOLUTION TO CLOSE MEETING

No items presented.

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

THAT the Regional Planning Committee adjourn its meeting of April 2, 2026.

CARRIED

(Time: 9:53 am)

Rapinder Khaira,
Legislative Services Coordinator

Eric Woodward,
Chair

To: Regional Planning Committee

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

Date: March 20, 2026 Meeting Date: May 7, 2026

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

RECOMMENDATION

THAT the MVRD Board accept the City of Surrey’s Regional Context Statement as attached to the report dated March 20, 2026, titled “Metro 2050 Regional Context Statement – City of Surrey”, and notify the City of Surrey of the decision.

EXECUTIVE SUMMARY

The City of Surrey completed an update to its Official Community Plan (OCP) and submitted a revised Regional Context Statement demonstrating how the new OCP is consistent with the regional federation’s goals, strategies and actions as laid out in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations, as expressed in OCPs, align with the regional federation’s goals as expressed in the Regional Growth Strategy.

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

- **Compact Urban Growth:** Focusing new development within the City’s Metro Centre, six Urban Centres, and five FTDAs, consistent with *Metro 2050* Goal 1.
- **Environmental Protection and Climate Action:** Working towards a 30% tree canopy cover target by 2038 and reducing GHG emissions, consistent with Goal 3.
- **Housing Diversity and Affordability:** Ensuring a diversity of housing forms, tenures and affordability levels throughout the city, especially for family-friendly housing in new apartment buildings in the City Centre, Town Centres and transit corridors
- **Sustainable Economy and Transportation:** Protecting industrial and agricultural lands, supporting intensification of industrial and employment areas, and improving infrastructure for transit, walking, and cycling, consistent with Goals 2 and 5.

It is recommended that the MVRD Board accept the City of Surrey’s Regional Context Statement.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider acceptance of the City of Surrey’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 OCP must include a Regional Context Statement (RCS) accepted by the MVRD Board. An RCS identifies the alignment between the municipality’s OCP and the regional growth strategy and/or explains how the OCP will be made consistent with the Regional Growth Strategy over time.

Metro Vancouver staff received the City of Surrey’s draft RCS (**Attachment 1**) in February 2026, and officially on March 12, 2026. 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 with the City of Surrey through the development of the RCS, including reviewing and providing feedback on a draft version prior to receiving the official submission on March 12, 2026. The City of Surrey’s OCP is provided in Reference 1.

KEY CHANGES IN SURREY’S DRAFT OFFICIAL COMMUNITY PLAN

Surrey is proposing significant changes to its OCP, including:

- Aligning land use planning with new provincial housing legislation, including increased densities around transit stations;
- Expanding the 104 Avenue West, Fleetwood West, and Clayton Frequent Transit Development Area (FTDA) (Figure 2);
- Expanding the Guildford Urban Centre east to encompass the 104 Avenue East FTDA (Figure 2);
- Expanding the Fleetwood and Cloverdale Urban Centre (Figure 2);
- Standardizing land-use designations across the city by replacing and overriding secondary plan land uses with a unified framework; and
- Introducing tenant-protection measures to mitigate displacement associated with redevelopment.

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, but does propose adjustments of existing Urban Centres and FTDA’s (listed above), as per *Metro 2050* Policy 6.2.8.

Figure 1. Existing Urban Centres and FTDA’s in the City of Surrey

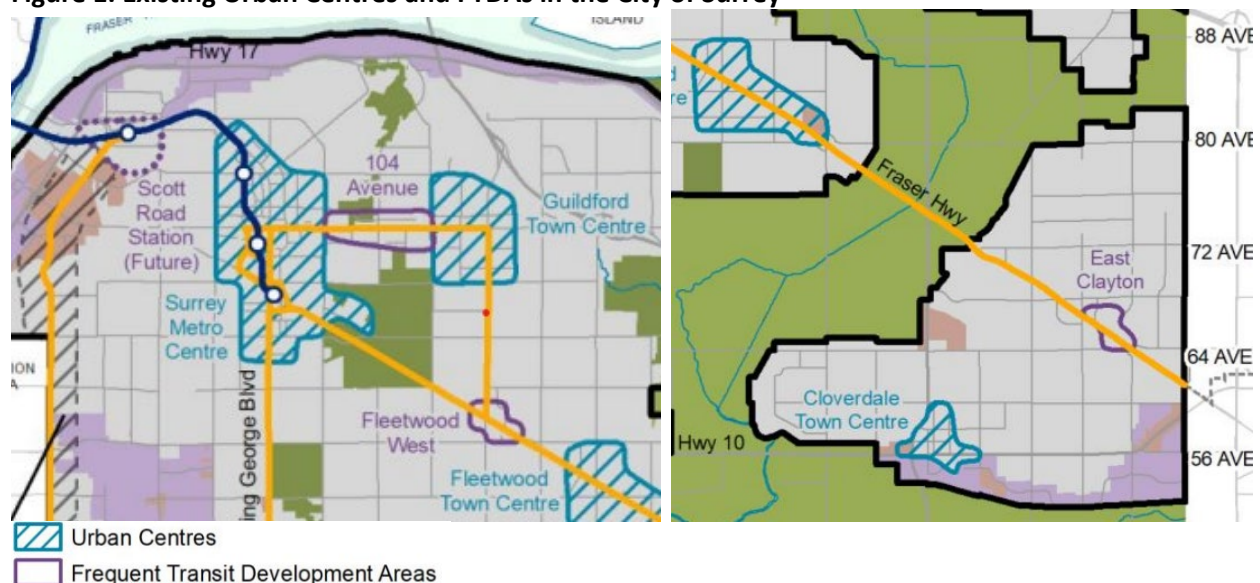
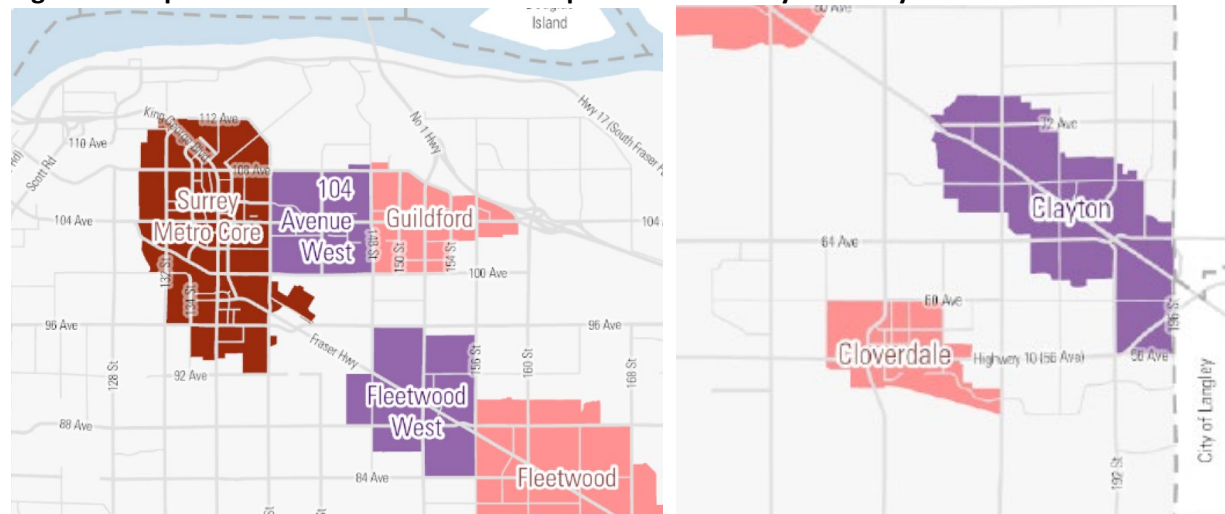


Figure 2. Proposed Urban Centre and FTDA expansion in the City of Surrey



Legend

Urban Centres

- Surrey Metro Core
- Municipal Town Centres

FTDAs

- Frequent Transit Development Areas

REGIONAL CONTEXT STATEMENT ANALYSIS

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

- Supporting regional housing and employment growth targets by directing new dwelling units within the Urban Containment Boundary and Urban Centres. The City also plans to refine employment growth targets through an upcoming update to the Employment Lands Strategy;
- Working towards a 30% tree canopy cover target by 2038;
- Reducing greenhouse gas (GHG) emissions 45% below 2010 levels by 2030 and contributing to the region's goal of achieving carbon neutrality by 2050; and
- Expanding affordable rental housing through a broad suite of policies that increase supply, support purpose-built rental, and protect existing rental stock.

Metro Vancouver is beginning a process to update the Centres and Corridors growth targets and will continue to work with member jurisdictions to refine dwelling and employment targets to reflect both local and regional contexts and aspirations.

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

- Focusing new development within the City's Metro Centre, six Urban Centres, and five FTDA's; and

- Prioritizing growth in areas with strong access to transit, including Transit-Oriented Areas and major City and Town Centres.

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

- Supporting job growth by intensifying employment and commercial lands in Urban Centres, FTDA's, and along major corridors;
- Preserving and expanding industrial and employment lands to ensure long-term capacity for goods movement and economic activity; and
- Protecting agricultural lands by preventing conversion, rezoning, or redesignation to non-agricultural uses.

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

Goal 3 includes strategies to protect conservation and recreation lands and to promote a connected network of ecosystems and other green spaces. The City of Surrey's RCS identifies OCP policies that support this goal, such as:

- Protecting natural areas and parkland from development to provide ecosystem services;
- Facilitating the protection of the Biodiversity Conservation Strategy's Green Infrastructure Network to maintain and improve local biodiversity;
- Working towards a 30% tree canopy cover target by 2038; and
- Partnering with senior governments, industries, organizations, businesses, and residents to work towards reducing Surrey's greenhouse gas (GHG) emissions from non-agricultural and non-industrial activities, with the goal of achieving a 45% reduction in GHG emissions below 2010 levels by 2030 and to achieve net-zero emissions before 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 Surrey's RCS identifies OCP policies that support this goal, such as:

- Ensuring a diversity of housing forms, tenures and affordability levels throughout the city, especially for family-friendly housing in new apartment buildings in the City Centre, Town Centres and transit corridors;
- Exploring regulatory and financial tools to encourage new purpose-built rental housing, such as expedited approvals, reduced parking requirements, and incentives; and
- Maintaining or increasing the number of rental units and bedrooms when existing purpose-built rental housing sites are redeveloped and ensuring residents are informed, assisted, and compensated.

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

- Directing new development to transit-served areas to support complete, connected communities;
- Enhancing opportunities for sustainable travel modes by expanding cycling networks, improving pedestrian infrastructure, and creating safe and accessible transportation corridors; and

- Supporting goods movement by coordinating truck routes with industrial land uses.

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

ALTERNATIVES

1. THAT the MVRD Board accept the City of Surrey’s Regional Context Statement as attached to the report dated March 20, 2026, titled “Metro 2050 Regional Context Statement – City of Surrey”, and notify the City of Surrey of the decision.
2. THAT the MVRD Board not accept the City of Surrey’s Regional Context Statement as attached to the report dated March 20, 2026, titled “Metro 2050 Regional Context Statement – City of Surrey”, indicating the provisions to which the Board objects and the reasons for objection, and request the City of Surrey 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 Surrey’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 Surrey and reduce opportunities for integration of local priorities with regional goals, under *Metro 2050*.

CONCLUSION

The City of Surrey 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 Surrey’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 Surrey’s Regional Context Statement as attached.

ATTACHMENT

1. Letter from City of Surrey, Dated March 11, 2026 and Regional Context Statement (Appendix 3) – City of Surrey’s Official Community Plan Bylaw No. 621, 2025.

REFERENCES

1. City of Surrey. (2025). *Surrey 2050*. https://www.surrey.ca/sites/default/files/corporate-reports/CR_2026-R040.pdf#page=15

March 11, 2026

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

Re: City of Surrey Metro 2050 Regional Context Statement

Dear Corporate Officer,

The City of Surrey 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 February 23, 2026, at the City's Regular Council – Public Hearing meeting, Surrey Council approved recommendations in the R040: Surrey 2050 – Official Community Plan Update Corporate Report. This included recommendations to give first and second readings to the Bylaw and instructed the City of Surrey Clerk to set a date for Public Hearing. On March 9, 2026, at the Regular Council – Public Hearing meeting, Surrey Council passed RES.R26-737 to give third reading, as amended, to the proposed OCP Bylaw and endorsed referring Surrey's Regional Context Statement for acceptance to the Metro Vancouver Board.

The City of Surrey requests that Metro Vancouver Board consider and accept Surrey's Regional Context Statement. Should Metro Vancouver staff require any additional information regarding this matter, please contact Preet Heer, Director, Community Planning and Sustainability, at 604-591-4250 or at pheer@surrey.ca.

Sincerely,



Preet Heer
Director, Community Planning and Sustainability
City of Surrey



APPENDIX 3

Regional Context Statement

Metro2050 Targets

Goal 1: Create A Compact Urban Area Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>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>	<p>See RCS Table 1.</p>	
<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 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>See RCS Table 2.</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>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</p> <ol 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>Surrey has: 1 Metro Centre, 6 Urban Centres and 5 FTDA's. These have been identified and designated in accordance with Table 3 of Metro 2050. See RCS Map 2</p> <p>As shown in RCS Table 2:</p> <ul style="list-style-type: none"> • 95% of Surrey's dwelling unit growth will occur within the Urban Containment Boundary. • 60% of Surrey's dwelling unit growth will be in Urban Centres. • 20% of Surrey's dwelling unit growth will be in FTDA's • Refined employment growth targets by Urban Centres and FTDA will be determined in the forthcoming update to Surrey's Employment Lands Strategy. 	<p>Our growth framework and policies support the regional targets for population and employment growth in Metro Centre, Urban Centres and Frequent Transit Development Areas.</p>

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards 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>D 7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ol style="list-style-type: none"> Sensitive ecosystems; Critical habitat for species at risk; Forested escarpments along the Fraser River; and Forested floodplains. <p>OBJECTIVE D7.3: Protect and address gaps in the tree canopy.</p> <p>D7.3.1 Implement Surrey's <i>Urban Forest Management Strategy</i> by:</p> <ol style="list-style-type: none"> Ensuring adequate space and growing medium is provided; Protecting and retaining mature forest stands, significant trees, and other important natural features; Maximizing shade tree coverage on City lands and rights-of-way; Working towards a 30% tree canopy cover target (excluding the ALR) by 2038, and Ensuring equitable canopy coverage across the city. <p>D7.3.2 Regularly review and update Surrey's <i>Tree Protection Bylaw</i> to ensure current best practices are applied in tree protection and retention.</p>	<p>The protection of Green Infrastructure Network lands supports and contributes towards the regional targets to increase the area of lands protected for nature.</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>D6.1.2 Work towards transitioning to zero-carbon and resilient City assets with the goal of absolute zero corporate (municipal) greenhouse gas emissions before 2050.</p> <p>D6.2.1 Partner with senior governments, industries, organizations, businesses, and residents to work towards reducing Surrey's community <i>greenhouse gas (GHG) emissions</i> from non-agricultural and non-industrial activities, with the goal of achieving a 45% reduction in <i>GHG emissions</i> below 2010 levels by 2030 and to <i>net zero</i> before 2050.</p> <p>D6.2.3 Support the advancement to <i>zero-carbon energy</i> in all buildings by:</p> <ol style="list-style-type: none"> Advocating to third party utilities and the province for affordable <i>zero-carbon energy</i>; 	<p>In 2019, Surrey City Council declared a climate emergency and subsequently adopted new greenhouse gas (GHG) emissions reduction targets informed by the Intergovernmental Panel on Climate Change's guidance to limit global warming to 1.5 degrees Celsius. Surrey's GHG emission reduction targets align with regional, provincial and national targets to reduce emissions by 45% below 2010 levels by 2030 and achieve net zero before 2050. The actions the City will take, together with other levels of government and partners, to reach the GHG</p>

	<ul style="list-style-type: none"> b. Collaborating with BC Hydro to enable provision of sufficient electrical supply; and c. Developing a decarbonization plan for the <i>District Energy System</i>. 	<p>reduction targets are outlined in the City’s Climate Change Action Strategy.</p>
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Goal 4: Provide Diverse and Affordable Housing Choices Target

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)</p>	<p>D1.5.3 Use regulatory tools such as <i>“as-of-right” zoning, inclusionary zoning</i> and bonus density to increase the supply of non-market rental housing.</p> <p>D1.1.2 Fast-track housing development approvals with a focus on affordable higher density housing in <i>City Centre, Town Centres</i>, and transit corridors.</p> <p>D1.2.2 Encourage and incentivize <i>family-friendly housing</i> in new apartment buildings in <i>City Centre, Town Centres</i>, and transit corridors.</p> <p>D1.5.6 Provide opportunities for the co-location of <i>non-market housing</i> with new civic facilities, such as recreation centres, libraries and fire halls.</p> <p>D1.3.4 Explore tools and/or mechanisms to support the development of new <i>purpose-built rental housing</i>, including:</p> <ul style="list-style-type: none"> a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. <p>D1.5.3 Use regulatory tools such as <i>“as-of-right” zoning, inclusionary zoning</i> and bonus density to increase the supply of non-market rental housing.</p> <p>D1.5.6 Provide opportunities for the co-location of <i>non-market housing</i> with new civic facilities, such as recreation centres, libraries and fire halls.</p> <p>D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations:</p> <ul style="list-style-type: none"> a. With access to transit routes; b. Within <i>Transit Oriented Areas</i>; c. In the <i>City Centre, Town Centres</i> and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. 	<p>The City continues to implement the priorities and actions set out in Surrey’s Affordable Housing Strategy and Homeless Prevention and Response Plan aimed at increasing the supply of non-market and affordable housing.</p>

Metro 2050 Goal 1: Create A Compact Urban Area

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>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>	<p>See RCS Table 1.</p>	
<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 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>See RCS Table 2.</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>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</p> <ol 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 	<p>See RCS Table 2.</p> <p>D.2.3.1 Support the development of <i>City Centre</i> as the major transit hub for the South of Fraser region.</p> <p>D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations:</p> <ol style="list-style-type: none"> a. With access to transit routes; b. Within Transit Oriented Areas; c. In the City Centre, Town Centres and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. <p>D3.1.1 Designate sufficient land in <i>City Centre</i> to accommodate long-term office space demand.</p>	

<p>c) focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas.</p>	<p>D3.1.6 Locate high-density residential development in <i>City Centre</i> to support businesses and provide housing nearby for the workforce.</p> <p>D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.</p>	
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Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Sec	Policy	Applicable OCP Policies
<p>Policy 1.1.9</p>	<p>Adopt Regional Context Statements that:</p>		
	<p>a)</p>	<p>Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)</p>	<p>See RCS Map 1.</p>
	<p>b)</p>	<p>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>	<p>See RCS Section titled “Metro 2050 Regional Growth Strategy Targets”.</p>
	<p>c)</p>	<p>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>	<p>D8.1.1 Provide, operate, and maintain the City’s water distribution system aligning with the region’s approach for drinking water management and quality while providing reliable service and capacity for growth.</p> <p>D8.1.3 Provide, operate, and maintain the City’s sanitary sewer system aligning with the region’s approach to liquid waste management and ensure the system provides reliable service for existing and new development.</p>
	<p>d)</p>	<p>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>	<p>The City is developing a comprehensive Employment Lands Strategy later in 2026 that can further inform this work.</p> <p>D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail.</p> <p>D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.</p>

		<p>D3.2.4 Maintain an inventory of the use and availability of industrial land.</p> <p>D3.2.5 Work with the Vancouver Fraser Port Authority to limit conflict and support efficient operations.</p>
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Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

Sec	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	See RCS Section titled 'Metro 2050 Regional Growth Strategy Targets'.
b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	
i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	See RCS Map 2.
ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	See RCS Section titled 'Metro 2050 Regional Growth Strategy Targets'.
iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	<p>D3.1.1 Designate sufficient land in <i>City Centre</i> to accommodate long-term office space demand.</p> <p>D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.</p>

Policy 1.2.24

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iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums	<p>D1.3.4 Explore tools and/or mechanisms to support the development of new <i>purpose-built rental housing</i>, including:</p> <ol style="list-style-type: none"> Expediting applications; Reducing parking requirements; Waiving development fees and charges; or Providing financial or non-financial incentives. <p>D1.5.4 Support the development of <i>non-market housing</i> by:</p> <ol style="list-style-type: none"> Expediting applications; Reducing parking requirements; Waiving development fees and charges; Contributing land; or Providing other incentives.
v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	<p>D1.1.2 Fast-track housing development approvals with a focus on affordable higher density housing in <i>City Centre, Town Centres</i>, and transit corridors.</p> <p>D1.2.1 Expand opportunities for <i>multi-generational housing, aging in community</i>, and <i>family-friendly housing</i> through <i>small-scale multi-unit housing</i>, row housing and townhouses.</p> <p>D1.2.2 Encourage and incentivize <i>family-friendly housing</i> in new apartment buildings in <i>City Centre, Town Centres</i>, and transit corridors.</p> <p>D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations:</p> <ol style="list-style-type: none"> With access to transit routes; Within <i>Transit Oriented Areas</i>; In the <i>City Centre, Town Centres</i> and transit corridors; and With access to shopping, civic facilities and other services and amenities
vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	<p>D4.6.8 Support the development or expansion of childcare centres by ensuring regulations, zoning, and policies permit on-site child care centres:</p> <ol style="list-style-type: none"> On City properties or in conjunction with civic buildings; In commercial, mixed-use and multi-family development; and In existing commercial developments that are retrofitted.
vii)	consider the implementation of green infrastructure	<p>D7.1.3 Facilitate the protection of the <i>Biodiversity Conservation Strategy's Green Infrastructure Network (GIN)</i> and regularly review and adapt policies to ensure its successful implementation.</p> <p>D7.1.4 Target ecologically significant lands when protecting land in the <i>GIN</i>.</p> <p>D7.2.3 Use nature-based infrastructure approaches to design drainage systems in a manner that more closely reflects pre-development conditions and natural drainage patterns.</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	<p>D1.5.6 Provide opportunities for the co-location of <i>non-market housing</i> with new civic facilities, such as recreation centres, libraries and fire halls.</p> <p>D3.1.2 Support the growth of major institutions in <i>City Centre</i> including universities and hospitals.</p>

		<p>D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses.</p> <p>D3.1.4 Encourage the development of conference facilities in <i>City Centre</i>.</p> <p>D3.1.5 Support the clustering of arts and culture facilities and organizations within <i>City Centre</i>.</p> <p>D3.1.7 Invest in high-quality <i>public spaces</i> that support <i>City Centre's</i> role as the principal gathering place in the city and ensure <i>public spaces</i> are designed for year-round use and a variety of events and activities.</p> <p>D3.1.8 Advocate for convenient transit access to <i>City Centre</i> from all parts of Surrey and the wider region.</p> <p>D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.</p> <p>D4.1.1 Plan for and locate new civic recreational, cultural, heritage and library facilities in <i>City Centre</i> and <i>Town Centres</i>, close to transit, prioritizing growing and under-served areas of the city.</p> <p>D4.4.1 Plan for and locate arts and culture facilities and programming in the <i>City Centre</i> entertainment district and <i>Town Centres</i>.</p> <p>D4.4.3 Facilitate creative hubs in <i>City Centre</i> and <i>Town Centres</i> for artists and cultural workers.</p>
ix)	support the provision of community services and spaces for non-profit organizations	<p>D3.1.5 Support the clustering of arts and culture facilities and organizations within <i>City Centre</i>.</p> <p>D4.4.1 Plan for and locate arts and culture facilities and programming in the <i>City Centre</i> entertainment district and <i>Town Centres</i>.</p> <p>D4.4.3 Facilitate creative hubs in <i>City Centre</i> and <i>Town Centres</i> for artists and cultural workers.</p> <p>D5.3.4 Work with Fraser Health, non-governmental and non-profit organizations that are addressing food security by sharing data, assisting with program implementation and supporting the creation of new spaces for food production, education, and access.</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>D3.2.1 Encourage the intensification of industrial and employment lands by:</p> <ul style="list-style-type: none"> a. Allowing multi-storey development; b. Diversifying employment uses; and c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing.
xi)	take appropriate steps to avoid or mitigate the negative health impacts	The OCP DP1 Development Permit Guidelines: Form and Character, provide guidance on residential livability.

	of busy roadways on new or redeveloped residential areas	
c)	Include policies for General Urban lands that:	
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	See RCS Map 1.
ii)	exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	<p>D3.1.1 Designate sufficient land in <i>City Centre</i> to accommodate long-term office space demand.</p> <p>D3.1.2 Support the growth of major institutions in <i>City Centre</i> including universities and hospitals.</p> <p>D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses.</p> <p>D3.1.4 Encourage the development of conference facilities in <i>City Centre</i>.</p> <p>D3.1.5 Support the clustering of arts and culture facilities and organizations within <i>City Centre</i>.</p> <p>D3.1.6 Locate high-density residential development in <i>City Centre</i> to support businesses and provide housing nearby for the workforce.</p> <p>D3.1.7 Invest in high-quality <i>public spaces</i> that support <i>City Centre's</i> role as the principal gathering place in the city and ensure <i>public spaces</i> are designed for year-round use and a variety of events and activities.</p> <p>D3.1.8 Advocate for convenient transit access to <i>City Centre</i> from all parts of Surrey and the wider region.</p> <p>D3.1.9 Foster partnerships between government, local businesses, cultural organizations and developers to promote the vibrancy of <i>City Centre</i>.</p> <p>D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.</p> <p>D3.3.2 Support the development of conference, sports, entertainment and cultural venues in key locations such as Cloverdale Fairgrounds and the South Westminster waterfront, in addition to those in <i>City Centre</i>.</p> <p>D4.1.1 Plan for and locate new civic recreational, cultural, heritage and library facilities in <i>City Centre</i> and <i>Town Centres</i>, close to transit, prioritizing growing and under-served areas of the city.</p> <p>D4.4.1 Plan for and locate arts and culture facilities and programming in the <i>City Centre</i> entertainment district and <i>Town Centres</i>.</p>

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		D4.4.3 Facilitate creative hubs in <i>City Centre</i> and <i>Town Centres</i> for artists and cultural workers.
iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	<p>D1.1.2 Fast-track housing development approvals with a focus on affordable higher density housing in <i>City Centre</i>, <i>Town Centres</i>, and transit corridors.</p> <p>D1.2.1 Expand opportunities for <i>multi-generational housing</i>, <i>aging in community</i>, and <i>family-friendly housing</i> through <i>small-scale multi-unit housing</i>, row housing and townhouses.</p> <p>D1.2.2 Encourage and incentivize <i>family-friendly housing</i> in new apartment buildings in <i>City Centre</i>, <i>Town Centres</i>, and transit corridors.</p> <p>D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations:</p> <ol style="list-style-type: none"> With access to transit routes; Within <i>Transit Oriented Areas</i>; In the <i>City Centre</i>, <i>Town Centres</i> and transit corridors; and With access to shopping, civic facilities and other services and amenities.
iv)	encourage neighbourhood-serving commercial uses	D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.
d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip-Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Defined in OCP glossary (See Appendix 1)
e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	<p>See RCS Map 2.</p> <p>Clayton, Guildford, and Fleetwood FTDA's align with in process or approved secondary plan areas (See Map 2).</p> <p>Grandview and Strawberry Hill FTDA's are within the existing Major Transit Growth Corridor and identified for future secondary planning.</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>D2.3.2 Support the planning and development of a grid-based transit network in Surrey that connects <i>City Centre</i>, <i>Town Centres</i>, planned neighbourhoods and neighbouring communities.</p> <p>D2.3.6 Collaborate with <i>TransLink</i>, other levels of government and neighbouring jurisdictions to expand <i>rapid transit</i> consistent with <i>Metro Vancouver's Regional Transportation Strategy</i> and any future area transport plan for south of the Fraser.</p> <p>D4.3.2 Extend and expand access to Surrey's <i>public space</i> and waterways network by:</p>

			<ul style="list-style-type: none"> a. Enhancing connections through trails, walkways and <i>greenways</i>; b. Collaborating with neighbouring municipalities and regional agencies to create seamless connections between Surrey’s network and border-adjacent <i>parks</i> within the regional <i>Green Infrastructure Network</i>; and c. Working with governmental and other agencies to secure waterfront access rights to shorelines and beaches. <p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. <p>D7.2.4 Mitigate impacts to aquifers and other shared groundwater resources in collaboration with other levels of government, neighbouring jurisdictions and affected interest holders.</p>
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Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Sec	Policy	Applicable OCP Policies
Policy 1.3.7	Adopt Regional Context Statements that:		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	<p>D3.1 Reinforce <i>City Centre</i> as the business, commercial, institutional and cultural heart of the city.</p> <p>D2.2 Provide greater transportation choice.</p> <p>D2.2.3 Locate bicycle and <i>micromobility</i>-supportive facilities near <i>rapid transit</i> stations, <i>bus exchanges</i> and appropriate locations along transit corridors.</p> <p>D2.2.4 Implement the <i>Sidewalk Action Plan</i> that prioritizes safe and accessible pedestrian access to schools, bus stops and <i>rapid transit</i> stations, <i>parks</i> and daily needs such as grocery stores.</p> <p>D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations:</p> <ul style="list-style-type: none"> a. With access to transit routes; b. Within <i>Transit Oriented Areas</i>; c. In the <i>City Centre</i>, <i>Town Centres</i> and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. <p>D3.1.1 Designate sufficient land in <i>City Centre</i> to accommodate long-term office space demand.</p>

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		<p>D3.1.6 Locate high-density residential development in <i>City Centre</i> to support businesses and provide housing nearby for the workforce.</p> <p>D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.</p>
<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>D4.1.1 Plan for and locate new civic recreational, cultural, heritage and library facilities in <i>City Centre</i> and <i>Town Centres</i>, close to transit, prioritizing growing and under-served areas of the city.</p> <p>D4.4.1 Plan for and locate arts and culture facilities and programming in the <i>City Centre</i> entertainment district and <i>Town Centres</i>.</p> <p>D4.4.3 Facilitate creative hubs in <i>City Centre</i> and <i>Town Centres</i> for artists and cultural workers.</p> <p>D4.6.3 Support different school models in urban areas and within developments near <i>rapid transit</i>.</p> <p>D4.6.5 Support the location of new and the expansion of existing post-secondary institutions close to transit.</p> <p>D4.6.6 Plan for health services and medically supportive uses around existing facilities (Surrey Memorial Hospital and Peace Arch Hospital) and future facilities (Cloverdale Hospital).</p> <p>D4.6.7 Work with the Fraser Health Authority, health providers, non-profits and the provincial government to expand existing facilities and to plan for and strategically locate new facilities including new mental health, substance use treatment, complex care and other specialized health needs facilities.</p> <p>D4.6.8 Support the development or expansion of childcare centres by ensuring regulations, zoning, and policies permit on-site child care centres:</p> <ol style="list-style-type: none"> a. On City properties or in conjunction with civic buildings; b. In commercial, mixed-use and multi-family development; and c. In existing commercial developments that are retrofitted.
<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>D5.3.2 Expand opportunities for residents to participate in the production of local, healthy and culturally specific food by:</p> <ol style="list-style-type: none"> a. Encouraging new developments to provide opportunities for on-site food production, such as garden plots and edible landscapes, as part of the residential amenity space; and b. Permitting temporary community gardens on under-utilized or vacant privately-owned land. <p>D5.3.3 Support the development of community gardens in neighbourhood <i>parks</i> through partnerships with non-profit groups, neighbourhood associations and other interested parties.</p> <p>D3.1.7 Invest in high-quality <i>public spaces</i> that support <i>City Centre's</i> role as the principal gathering place in the city and ensure <i>public spaces</i> are designed for year-round use and a variety of events and activities.</p> <p>D4.3.1 Provide <i>parkland</i> based on the following priorities:</p>

		<p>a. Locate <i>parks</i> within ~500 metres of all residents that are accessible without crossing an arterial road;</p> <p>b. Locate <i>parks</i> in proximity to future school sites;</p> <p>c. Increase active park amenities that enable recreation and sport opportunities;</p> <p>d. Increase public waterfront access rights to shorelines and beaches; and</p> <p>e. Locate <i>parks</i> where population is growing and design them for intensive multi-use programming.</p> <p>D4.3.4 Create universally accessible <i>public spaces</i> by designing grades, surface materials, and signage to meet the needs of all users.</p>
d)	respond to health and climate change-related risks by providing equitable access to:	
i)	recreation facilities	<p>D1.5.6 Provide opportunities for the co-location of <i>non-market housing</i> with new civic facilities, such as recreation centres, libraries and fire halls.</p> <p>D4.1.1 Plan for and locate new civic recreational, cultural, heritage and library facilities in <i>City Centre</i> and <i>Town Centres</i>, close to transit, prioritizing growing and under-served areas of the city.</p>
ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	<p>D4.3.1 Provide <i>parkland</i> based on the following priorities:</p> <p>a. Locate <i>parks</i> within ~500 metres of all residents that are accessible without crossing an arterial road;</p> <p>b. Locate <i>parks</i> in proximity to future school sites;</p> <p>c. Increase active park amenities that enable recreation and sport opportunities;</p> <p>d. Increase public waterfront access rights to shorelines and beaches; and</p> <p>e. Locate <i>parks</i> where population is growing and design them for intensive multi-use programming.</p> <p>D4.3.2 Extend and expand access to Surrey’s <i>public space</i> and waterways network by:</p> <p>a. Enhancing connections through trails, walkways and <i>greenways</i>;</p> <p>b. Collaborating with neighbouring municipalities and regional agencies to create seamless connections between Surrey’s network and border-adjacent <i>parks</i> within the regional <i>Green Infrastructure Network</i>; and</p> <p>c. Working with governmental and other agencies to secure waterfront access rights to shorelines and beaches.</p> <p>D4.3.4 Create universally accessible <i>public spaces</i> by designing grades, surface materials, and signage to meet the needs of all users.</p>
iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	<p>D2.2.1 Improve pedestrian safety and comfort through design strategies, including:</p> <p>a. Ensuring sidewalks are built to current standards;</p> <p>b. Increasing mid-block crossing opportunities where appropriate;</p> <p>c. Expanding crosswalks where warranted; and</p> <p>d. Managing vehicle speeds and volumes on local roads and in neighbourhoods.</p> <p>D2.2.2 Establish and complete a core cycling network that is connected and safe.</p>

		<p>D2.2.4 Implement the <i>Sidewalk Action Plan</i> that prioritizes safe pedestrian access to schools, bus stops and <i>rapid transit</i> stations, <i>parks</i> and daily needs such as grocery stores.</p> <p>D7.3.1 Implement Surrey’s Urban Forest Management Strategy by:</p> <ul style="list-style-type: none"> a. Ensuring adequate space and growing medium is provided; b. Protecting and retaining mature forest stands, significant trees, and other important natural features; c. Maximizing shade tree coverage on City lands and rights-of-way; d. Working towards a 30% tree canopy cover target (excluding the ALR) by 2038, and e. Ensuring equitable canopy coverage across the city.
e)	<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>D5.3.1 Encourage food providers such as grocers, restaurants and community kitchens to locate in established urban residential neighbourhoods by regularly updating land use policies and zoning regulations to remove barriers that food providers may face in locating in these areas.</p> <p>D5.3.2 Expand opportunities for residents to participate in the production of local, healthy and culturally specific food by:</p> <ul style="list-style-type: none"> a. Encouraging new developments to provide opportunities for on-site food production, such as garden plots and edible landscapes, as part of the residential amenity space; and b. Permitting temporary community gardens on under-utilized or vacant privately-owned land. <p>D5.3.3 Support the development of community gardens in neighbourhood <i>parks</i> through partnerships with non-profit groups, neighbourhood associations and other interested parties.</p>
f)	<p>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>	<p>As part of the secondary land use planning process the City may conduct studies to understand different contextual conditions and impacts.</p>
g)	<p>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>	<p>D4.1.3 Ensure new multi-family, mixed-use, commercial and institutional development supports social connection, <i>universal accessibility</i>, and safety by:</p> <ul style="list-style-type: none"> a. Applying <i>Crime Prevention through Environmental Design (CPTED)</i> principles to design for safety and comfort; b. Integrating, connecting and maximizing access for all users; c. Promoting vibrant, active and pedestrian-friendly public and private environments; d. Designing for flexibility of uses and resiliency in changing contexts; and e. Responding appropriately to environmental features to create a “Sense of Place”. <p>D4.3.4 Create universally accessible <i>public spaces</i> by designing grades, surface materials, and signage to meet the needs of all users.</p>

		D4.3.5 Incorporate <i>Crime Prevention through Environmental Design (CPTED)</i> principles into the planning and development of <i>parks</i> , <i>plazas</i> and <i>greenways</i> .
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres	D4.4.4 Collaborate with Indigenous communities to reflect Indigenous culture in <i>destination spaces</i> through art, language, and programming.

Strategy 1.4: Protect Rural lands from urban development

Sec	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	See RCS Map 1.
b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	RGS Rural Lands are designated "Agriculture" in the OCP. No RGS Rural Lands are within the ALR. C2.1.1 The Agricultural designation is intended to support agriculture and complementary uses. This designation includes the lands within the <i>Agricultural Land Reserve (ALR)</i> as well as lands outside the <i>ALR</i> that are used for farming.
c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	RGS Rural Lands are designated "Agriculture" in the OCP. No RGS Rural Lands are within the ALR. C2.1.2 The following zones are consistent with the Agricultural designation: A1, A2.
d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	RGS Rural Lands are designated "Agriculture" in the OCP. No RGS Rural Lands are within the ALR. The following Intent applies to Agricultural lands outside the ALR: C2.1.1 <u>For property not within the <i>ALR</i></u> , permitted uses are farming and those uses compatible with farming.
e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable	D7.1.1 Support the city's regionally connected network of <i>natural areas</i> by preserving and restoring riparian areas and watercourses and linking them with upland <i>natural areas</i> . D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas. D7.1.3 Facilitate the protection of the <i>Biodiversity Conservation Strategy's Green Infrastructure Network (GIN)</i> and regularly review and adapt policies to ensure its successful implementation.

Policy 1.4.3

	adaptation to the impacts of climate change	<p>D7.1.4 Target ecologically significant lands when protecting land in the <i>GIN</i>.</p> <p>D7.1.5 Integrate wildlife crossing mitigation considerations into drainage culvert upgrades in keeping with the <i>Biodiversity Conservation Strategy</i>.</p> <p>D7.1.6 Increase <i>biodiversity</i> values through implementation of the <i>Biodiversity Design Guidelines</i>, development permitting, public education and relevant bylaws.</p> <p>D7.1.8 Provide property owners with guidance on retaining habitat and native plant species.</p> <p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ol style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.
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Metro 2050 Goal 2: Support a Sustainable Economy

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

Sec	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
Policy 2.1.10	a) include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	C8 Designations <ul style="list-style-type: none"> • 8.1 Industrial (IND) • 8.2 Employment I (EMP1) • 8.3 Employment II (EMP2) • 8.4 Central Business District (CBD) D3.1.1 Designate sufficient land in <i>City Centre</i> to accommodate long-term office space demand. D3.1.2 Support the growth of major institutions in <i>City Centre</i> including universities and hospitals. D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses. D3.1.4 Encourage the development of conference facilities in <i>City Centre</i> . D3.1.5 Support the clustering of arts and culture facilities and organizations within <i>City Centre</i> . D3.1.6 Locate high-density residential development in <i>City Centre</i> to support businesses and provide housing nearby for the workforce. D3.1.7 Invest in high-quality <i>public spaces</i> that support <i>City Centre's</i> role as the principal gathering place in the city and ensure <i>public spaces</i> are designed for year-round use and a variety of events and activities. D3.1.8 Advocate for convenient transit access to <i>City Centre</i> from all parts of Surrey and the wider region. D3.1.9 Foster partnerships between government, local businesses, cultural organizations and developers to promote the vibrancy of <i>City Centre</i> . D3.2.1 Encourage the intensification of industrial and employment lands by: <ol style="list-style-type: none"> a. Allowing multi-storey development; b. Diversifying employment uses; and

		<p>c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing.</p> <p>D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail.</p> <p>D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.</p> <p>D3.3.2 Support the development of conference, sports, entertainment and cultural venues in key locations such as Cloverdale Fairgrounds and the South Westminster waterfront, in addition to those in <i>City Centre</i>.</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 office development, variable development cost charges, and/or other incentives</p>	<p>D3.1.1 Designate sufficient land in <i>City Centre</i> to accommodate long-term office space demand.</p> <p>D3.1.2 Support the growth of major institutions in <i>City Centre</i> including universities and hospitals.</p> <p>D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses.</p> <p>D3.1.4 Encourage the development of conference facilities in <i>City Centre</i>.</p> <p>D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.</p> <p>D3.3.2 Support the development of conference, sports, entertainment and cultural venues in key locations such as Cloverdale Fairgrounds and the South Westminster waterfront, in addition to those in <i>City Centre</i>.</p> <p>D3.3.4 Encourage private sector investment through:</p> <ul style="list-style-type: none"> a. Development incentive programs; b. The creation of economic investment zones; and c. Streamlined zoning, servicing, and permitting process.
c)	<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>3.1 Reinforce City Centre as the business, commercial, institutional and cultural heart of the city.</p> <p>D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail.</p> <p>D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.</p>

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

Sec	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 RCS Map 1.
b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	The City has not identified a trade-oriented lands overlay.
c)	include policies for Industrial lands that:	
i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	<p>C8.1.1 Intent The Industrial designation applies to employment generating lands used for warehousing, manufacturing, distribution, and other light and heavy industrial uses. Accessory uses that operate ancillary to a main industrial use may include limited office uses, a caretaker's residence, and commercial uses that are limited to those that support industrial activities. Retail uses and stand-alone office uses are not permitted. Residential uses are not supported.</p> <p>D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail.</p> <p>D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.</p>
ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.
iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail	D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail.

Policy 2.2.9

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	uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.
iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	D3.2.1 Encourage the intensification of industrial and employment lands by: <ul style="list-style-type: none"> a. Allowing multi-storey development; b. Diversifying employment uses; and c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing.
v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking	The City is developing a comprehensive Employment Lands Strategy later in 2026 that can further inform this work.
vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	<p>D3.2.1 Encourage the intensification of industrial and employment lands by:</p> <ul style="list-style-type: none"> a. Allowing multi-storey development; b. Diversifying employment uses; and c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing. <p>D3.3.3 Explore making City-owned land available to attract strategic private sector investment and provide opportunities for unique community-focused enterprises.</p> <p>D3.3.4 Encourage private sector investment through:</p> <ul style="list-style-type: none"> a. Development incentive programs; b. The creation of economic investment zones; and c. Streamlined zoning, servicing, and permitting process
vii)	provide infrastructure and services in support of existing and expanding industrial activities	<p>D2.4.4 Facilitate efficient goods movement through the use of designated truck routes.</p> <p>D2.4.7 Formalize a clear and consistent approach to delivering <i>transportation demand management measures</i>.</p> <p>D2.4.8 Collaborate with senior levels of government and <i>TransLink</i> to improve efficiencies along goods movement corridors, including those accessing port facilities, international border crossings, rail lines and major river crossings.</p>
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	<p>D3.2.2 Discourage the conversion of designated Industrial or Employment lands to non-employment uses, especially lands that are accessible by water or rail.</p> <p>D3.2.5 Work with the Vancouver Fraser Port Authority to limit conflict and support efficient operations.</p> <p>D2.4.8 Collaborate with senior levels of government and <i>TransLink</i> to improve efficiencies along goods movement</p>

		corridors, including those accessing port facilities, international border crossings, rail lines and major river crossings.
ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	The OCP DP1 Development Permit Guidelines: Form and Character apply to all areas of the city and provide guidance for all types of development including mixed employment and industrial.
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Not applicable. The city has not identified Trade-Oriented lands.
d)	include policies for Employment lands that:	
i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	D3.2.1 Encourage the intensification of industrial and employment lands by: a. Allowing multi-storey development; b. Diversifying employment uses; and c. Supporting higher intensity activities, such as high-tech, research and development, and light manufacturing. D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	D3.2.3 Ensure commercial and retail uses on industrial lands are accessory and subordinate to a principal industrial use or provide services and amenities to industrial workers.
iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	3.1.1 Designate sufficient land in City Centre to accommodate long-term office space demand. 3.1.2 Support the growth of major institutions in City Centre including universities and hospitals. D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.
iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	8.3.1 Intent The Employment II designation applies to employment generating lands intended for office development, generally 3-20+ storeys. It supports office, office-supportive commercial, and other complementary uses. Residential uses are generally not supported, with the exception of institutional residential uses (such as care facilities, supportive housing, student housing, etc.), subject to any restrictions on the residential use of lands as per the Regional Growth Strategy. This is the only area where employment lands are located within in FTDA or urban centre.

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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.	<p>8.3.1 Intent The Employment II designation applies to employment generating lands intended for office development, generally 3-20+ storeys. It supports office, office-supportive commercial, and other complementary uses. Residential uses are generally not supported, with the exception of institutional residential uses (such as care facilities, supportive housing, student housing, etc.), subject to any restrictions on the residential use of lands as per the Regional Growth Strategy.</p> <p>This is the only area where employment lands are located within in FTDA or urban centre.</p>
e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	<p>D6.2 Reduce <i>greenhouse gas emissions</i> and increase climate resilience across all sectors.</p> <p>D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce <i>GHG emissions</i>, and mitigate extreme heat in urban areas through the DP1 Form and Character guidelines (see Appendix 2) and other design measures.</p> <p>D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance.</p> <p>D6.2.7 Encourage construction practices and technologies that reduce <i>embodied carbon</i> and improve the <i>climate resilience</i> of new buildings.</p> <p>D6.2.8 Support affordable zero-carbon resilience retrofits of existing buildings by:</p> <ol style="list-style-type: none"> a. Advocating to senior levels of government for regulations, funding and supportive programs; and b. Developing a comprehensive existing building strategy.
f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	<p>D6.3 Reduce the vulnerability of development and the community to hazards.</p> <p>D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines (see Appendix 2).</p>

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

	Sec	Policy	Applicable OCP Policies
Policy 2.3.12	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	See OCP Map D5.1 Agricultural Land Reserve Map
b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	<p>D5.2.1 Support agri-food businesses by:</p> <ul style="list-style-type: none"> a. Encouraging on site-processing, value-added production and direct sales as permitted in the zoning and <i>Agricultural Land Commission Act</i> regulations for lands inside the <i>Agricultural Land Reserve (ALR)</i>; and b. Allowing broader food processing, storage and distribution in agriculture designated lands and other areas outside the <i>ALR</i>, such as industrial and employment lands. <p>D5.2.2 Ensure policies and zoning are regularly updated to permit emerging agri-tourism activities on farms on lands in the <i>ALR</i>.</p> <p>D5.2.3 Ensure policies and zoning are regularly updated to permit emerging agri-tech businesses within the City's industrial and employment designated lands, and on lands in the <i>ALR</i>, in accordance with <i>Agricultural Land Commission</i> rules.</p> <p>D5.2.4 Establish and maintain an effective channel of communication between the City and the farming community to ensure City-led projects, programs, and policies contribute to the growth of the agriculture and food sectors.</p> <p>D5.2.5 Support farming cooperatives, incubators and other economic tools and incentives that provide new farmers with access to land.</p> <p>D5.3.1 Encourage food providers such as grocers, restaurants and community kitchens to locate in established urban residential neighbourhoods by regularly updating land use policies and zoning regulations to remove barriers that food providers may face in locating in these areas.</p> <p>D5.3.2 Expand opportunities for residents to participate in the production of local, healthy and culturally specific food by:</p> <ul style="list-style-type: none"> a. Encouraging new developments to provide opportunities for on-site food production, such as garden plots and edible landscapes, as part of the residential amenity space; and b. Permitting temporary community gardens on under-utilized or vacant privately-owned land. <p>D5.3.3 Support the development of community gardens in neighbourhood <i>parks</i> through partnerships with non-profit groups, neighbourhood associations and other interested parties.</p>	

		D5.3.4 Work with Fraser Health, non-governmental and non-profit organizations that are addressing food security by sharing data, assisting with program implementation and supporting the creation of new spaces for food production, education, and access.
c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	<p>D5.1.1 Maintain the integrity of Surrey's <i>Agricultural Land Reserve (ALR)</i> by:</p> <ul style="list-style-type: none"> a. Preserving the current extent of the <i>ALR</i> boundary; b. Discouraging non-farm uses in the <i>ALR</i>; c. Avoiding subdivision of <i>ALR</i> lands and adhering to minimum lot sizes prescribed by the Zoning Bylaw; d. Ensuring any <i>ALR</i> land exclusions result in a net benefit to agriculture in Surrey; and e. Minimizing parcel fragmentation when constructing roads, utility corridors, and greenways. <p>D5.1.2 Maximize agricultural land for farm uses by:</p> <ul style="list-style-type: none"> a. Prioritizing lands with prime agricultural soil for soil-based agriculture; b. Recommending non-soil based agricultural uses and structures on less productive soil through the application review process; and c. Clustering residential buildings and structures close to roads. <p>D5.1.4 Ensure agriculture zones, policies and guidelines remain current and consistent with provincial and federal requirements by:</p> <ul style="list-style-type: none"> a. Regularly updating agricultural zones, definitions, and regulations in the <i>Zoning Bylaw</i>; b. Updating DP4 Farming Protection requirements (see Appendix 2); and c. Responding to changes to provincial agricultural legislation, in particular, the <i>Right to Farm Act</i> and the <i>Agricultural Land Commission Act</i> and regulations pursuant thereto.
i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	<p>See RCS Map 1.</p> <p>D5.1.1 Maintain the integrity of Surrey's <i>Agricultural Land Reserve (ALR)</i> by:</p> <ul style="list-style-type: none"> a. Preserving the current extent of the <i>ALR</i> boundary; b. Discouraging non-farm uses in the <i>ALR</i>; c. Avoiding subdivision of <i>ALR</i> lands and adhering to minimum lot sizes prescribed by the Zoning Bylaw; d. Ensuring any <i>ALR</i> land exclusions result in a net benefit to agriculture in Surrey; and e. Minimizing parcel fragmentation when constructing roads, utility corridors, and greenways. <p>D5.1.2 Maximize agricultural land for farm uses by:</p> <ul style="list-style-type: none"> a. Prioritizing lands with prime agricultural soil for soil-based agriculture; b. Recommending non-soil based agricultural uses and structures on less productive soil through the application review process; and c. Clustering residential buildings and structures close to roads.
ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	<p>D5.1.1 Maintain the integrity of Surrey's <i>Agricultural Land Reserve (ALR)</i> by:</p> <ul style="list-style-type: none"> a. Preserving the current extent of the <i>ALR</i> boundary; b. Discouraging non-farm uses in the <i>ALR</i>;

		<p>c. Avoiding subdivision of <i>ALR</i> lands and adhering to minimum lot sizes prescribed by the Zoning Bylaw;</p> <p>d. Ensuring any <i>ALR</i> land exclusions result in a net benefit to agriculture in Surrey; and</p> <p>e. Minimizing parcel fragmentation when constructing roads, utility corridors, and greenways.</p> <p>D5.1.2 Maximize agricultural land for farm uses by:</p> <p>a. Prioritizing lands with prime agricultural soil for soil-based agriculture;</p> <p>b. Recommending non-soil based agricultural uses and structures on less productive soil through the application review process; and</p> <p>c. Clustering residential buildings and structures close to roads.</p>
iii)	<p>support climate change adaptation including: monitoring storm water, flooding, and sea level rise impacts on agricultural land, implementing flood construction requirements for residential uses, and maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies</p>	<p>D5.1.5 Manage lowland agricultural drainage in alignment with the Agricultural and Rural Development Subsidiary Agreement and strategic flood control plans.</p>
iv)	<p>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>	<p>D5.1.9 Implement the DP4 Farming Protection (see Appendix 2) guidelines to minimize conflicts and nuisance complaints along the urban-agricultural edge.</p>
v)	<p>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>	<p>D3.3.5 Support agricultural diversification, including agri-tourism, agri-tech and agri-food businesses.</p> <p>D5.2.1 Support agri-food businesses by:</p> <p>a. Encouraging on-site processing, value-added production and direct sales as permitted in the zoning and <i>Agricultural Land Commission Act</i> regulations for lands inside the <i>Agricultural Land Reserve (ALR)</i>; and</p> <p>b. Allowing broader food processing, storage and distribution in agriculture designated lands and other areas outside the <i>ALR</i>, such as industrial and employment lands.</p> <p>5.2.2 Ensure policies and zoning are regularly updated to support emerging agri-tourism activities on farms on lands in the ALR.</p> <p>5.2.3 Ensure policies and zoning are regularly updated to support emerging agri-tech businesses within the City's industrial and employment designated lands, and on lands in the ALR, in accordance with Agricultural Land Commission rules.</p>

			<p>D5.2.4 Establish and maintain an effective channel of communication between the City and the farming community to ensure City-led projects, programs, and policies contribute to the growth of the agriculture and food sectors.</p> <p>D5.2.5 Support farming cooperatives, incubators and other economic tools and incentives that provide new farmers with access to land.</p>
	vi)	align policies and regulations, where applicable, with the Minister’s Bylaw Standards and Agricultural Land Commission legislation and regulations	<p>D5.1.4 Ensure agriculture zones, policies and guidelines remain current and consistent with provincial and federal requirements by:</p> <ul style="list-style-type: none"> a. Regularly updating agricultural zones, definitions, and regulations in the <i>Zoning Bylaw</i> b. Updating DP4 Farming Protection requirements; and c. Responding to changes to provincial agricultural legislation, in particular, the <i>Right to Farm Act</i> and the <i>Agricultural Land Commission Act</i> and regulations pursuant thereto.
Policy 2.3.13	Sec	Policy	Supplementary Information
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	<p>D5.3.1 Encourage food providers such as grocers, restaurants and community kitchens to locate in established urban residential neighbourhoods by regularly updating land use policies and zoning regulations to remove barriers that food providers may face in locating in these areas.</p> <p>D5.3.2 Expand opportunities for residents to participate in the production of local, healthy and culturally specific food by:</p> <ul style="list-style-type: none"> a. Encouraging new developments to provide opportunities for on-site food production, such as garden plots and edible landscapes, as part of the residential amenity space; and b. Permitting temporary community gardens on under-utilized or vacant privately-owned land. <p>D5.3.3 Support the development of community gardens in neighbourhood <i>parks</i> through partnerships with non-profit groups, neighbourhood associations and other interested parties.</p> <p>D5.3.4 Work with Fraser Health, non-governmental and non-profit organizations that are addressing food security by sharing data, assisting with program implementation and supporting the creation of new spaces for food production, education, and access.</p>

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

Goal 3 Targets

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

Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Sec	Policy	Applicable OCP Policies
Policy 3.1.9	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	See RCS Map 1.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	

i)	drinking water supply areas	Not applicable.
ii)	environmental conservation areas	<p>D7.1.1 Support and the city’s regionally connected network of natural areas by preserving and restoring riparian areas and watercourses and linking them with upland natural areas.</p> <p>D7.1.4 Target ecologically significant lands when protecting land in the Green Infrastructure Network (GIN).</p> <p>D7.1.8 Provide property owners with guidance on retaining habitat and native plant species.</p> <p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.
iii)	wildlife management areas and ecological reserves	<p>D7.1.1 Support and the city’s regionally connected network of natural areas by preserving and restoring riparian areas and watercourses and linking them with upland natural areas.</p> <p>D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas.</p> <p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to acquire and/or protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested flood plains.
iv)	forests	<p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. <p>D7.3.1 Implement Surrey’s Urban Forest Management Strategy by:</p> <ul style="list-style-type: none"> a. Ensuring adequate space and growing medium is provided; b. Protecting and retaining mature forest stands, significant trees, and other important natural features; c. Maximizing shade tree coverage on City lands and rights-of-way; d. Working towards a 30% tree canopy cover target (excluding ALR) by 2038; and

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		<p>e. Ensuring equitable canopy coverage across the city.</p> <p>D7.3.2 Regularly review and update Surrey's Tree Protection Bylaw to ensure current best practices are applied in tree protection and retention.</p>
v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	<p>D7.1.1 Support and the city's regionally connected network of natural areas by preserving and restoring riparian areas and watercourses and linking them with upland natural areas.</p> <p>D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas.</p> <p>D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the <i>Green Infrastructure Network (GIN)</i>.</p> <p>DP3 Development Permit Guidelines: Sensitive Ecosystems</p>
vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	<p>D7.1.1 Support and the city's regionally connected network of natural areas by preserving and restoring riparian areas and watercourses and linking them with upland natural areas.</p> <p>D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the <i>Green Infrastructure Network (GIN)</i>.</p> <p>DP3 Development Permit Guidelines: Sensitive Ecosystems</p>
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	<p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.
viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: major parks and outdoor recreation areas; education, research and training facilities, and associated uses that serve conservation and/or recreation users; commercial uses, tourism activities, and public, cultural, or community amenities;	<p>D7.1.8 Provide property owners with guidance on retaining habitat and native plant species.</p> <p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. <p>D8.2.4 Where appropriate, integrate stormwater management facilities into parkland in a functional and</p>

		limited agricultural use, primarily soil-based; and land management activities needed to minimize vulnerability / risk to climate change impacts	attractive manner while simultaneously retaining and/or enhancing natural assets.
	c)	Include policies that:	
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	<p>D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the <i>Green Infrastructure Network (GIN)</i>.</p> <p>D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas.</p> <p>D7.1.6 Increase biodiversity values through implementation of the Biodiversity Design Guidelines, development permitting, public education and relevant bylaws.</p> <p>D7.1.8 Provide property owners with guidance on retaining habitat and native plant species.</p> <p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. <p>DP3 Development Permit Guidelines: Sensitive Ecosystems</p>
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	<p>D7.1.8 Provide property owners with guidance on retaining habitat and native plant species.</p> <p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.
Policy 3.2.7	Sec	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>See RCS Section titled "Metro 2050 Regional Growth Strategy Targets" above.</i>
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	

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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>D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas.</p> <p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains. <p>D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the <i>Green Infrastructure Network (GIN)</i>.</p>
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	<p>D7.1.9 Pursue opportunities to partner with other levels of government, neighbouring jurisdictions, private land interests and community groups to protect lands through other means, in such areas as:</p> <ul style="list-style-type: none"> a. Sensitive ecosystems; b. Critical habitat for species at risk; c. Forested escarpments along the Fraser River; and d. Forested floodplains.
iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	<p>D7.1.1 Support and the city’s regionally connected network of <i>natural areas</i> by preserving and restoring riparian areas and watercourses and linking them with upland <i>natural areas</i>.</p> <p>D7.1.6 Increase biodiversity values through implementation of the Biodiversity Design Guidelines, development permitting, public education and relevant bylaws.</p> <p>D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the Green Infrastructure Network (GIN).</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>D7.1.2 Ensure development is planned and designed to avoid, minimize and, where unavoidable, mitigate adverse impacts on wildlife habitat and riparian areas.</p> <p>D7.1.8 Provide property owners with guidance on retaining habitat and native plant species.</p> <p>D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the Green Infrastructure Network (GIN).</p> <p>DP3 Development Permit Guidelines: Sensitive Ecosystems</p>
c)	Include policies that:	

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<p>i)</p>	<p>support the consideration of natural assets and ecosystem services in land use decision-making and land management practices</p>	<p>D7.2.1 Use legislative policies and DP3 Sensitive Ecosystem (see Appendix 2) requirements to help conserve, enhance, and mitigate impacts on aquatic areas, riparian corridors, and the <i>Green Infrastructure Network (GIN)</i>.</p> <p>D7.2.2 Complete a citywide natural asset inventory.</p> <p>D7.2.3 Use nature-based infrastructure approaches to design drainage systems in a manner that more closely reflects pre-development conditions and natural drainage patterns.</p> <p>D7.2.4 Mitigate impacts to aquifers and other shared groundwater resources in collaboration with other levels of government, neighbouring jurisdictions and affected interest holders.</p> <p>D7.3.1 Implement Surrey's <i>Urban Forest Management Strategy</i> by:</p> <ul style="list-style-type: none"> a. Ensuring adequate space and growing medium is provided; b. Protecting and retaining mature forest stands, significant trees, and other important natural features; c. Maximizing shade tree coverage on City lands and rights-of-way; d. Working towards a 30% tree canopy cover target (excluding the ALR) by 2038; and e. Ensuring equitable canopy coverage across the city. <p>D7.3.2 Regularly review and update Surrey's <i>Tree Protection Bylaw</i> to ensure current best practices are applied in tree protection and retention.</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>D7.3.1 Implement Surrey's <i>Urban Forest Management Strategy</i> by:</p> <ul style="list-style-type: none"> a. Ensuring adequate space and growing medium is provided; b. Protecting and retaining mature forest stands, significant trees, and other important natural features; c. Maximizing shade tree coverage on City lands and rights-of-way; d. Working towards a 30% tree canopy cover target (excluding the ALR) by 2038, and e. Ensuring equitable canopy coverage across the city. <p>D7.3.2 Regularly review and update Surrey's <i>Tree Protection Bylaw</i> to ensure current best practices are applied in tree protection and retention.</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>D7.1.6 Increase <i>biodiversity</i> values through implementation of the <i>Biodiversity Design Guidelines</i>, development permitting, public education and relevant bylaws.</p>

<p>iv)</p>	<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>D4.2.2 Ensure new developments are sensitive to their context to enhance the livability of neighbourhoods and public spaces.</p> <p>D7.1.3 Facilitate the protection of the <i>Biodiversity Conservation Strategy's Green Infrastructure Network (GIN)</i> and regularly review and adapt policies to ensure its successful implementation.</p> <p>D7.1.4 Target ecologically significant lands when protecting land in the green infrastructure network.</p> <p>D7.1.6 Increase biodiversity values through implementation of the <i>Biodiversity Design Guidelines</i>, development permitting, public education and relevant bylaws.</p>
<p>v)</p>	<p>support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.</p>	<p>D7.2.3 Use nature-based infrastructure approaches to design drainage systems in a manner that more closely reflects pre-development conditions and natural drainage patterns.</p> <p>D7.2.4 Mitigate impacts to aquifers and other shared groundwater resources in collaboration with other levels of government, neighbouring jurisdictions and affected interest holders.</p> <p>D8.2.5 Require developers to pay for stormwater extensions, flow control and water quality treatment facilities, and system upgrades needed to support their new development.</p> <p>D8.2.1 Plan and implement on-site and off-site stormwater management practices that support development and meet the water quality and <i>biodiversity</i> needs of the watershed.</p> <p>D8.2.2 Maintain and update <i>Integrated Watershed Management Plans</i> for each watershed catchment to ensure infrastructure is addressing the impacts of land use and development and not harming <i>natural assets</i>.</p> <p>D8.2.3 Provide, operate and maintain the City's stormwater drainage system aligning with the region's approach to stormwater management.</p> <p>D8.2.4 Where appropriate, integrate stormwater management facilities into <i>parkland</i> in a functional and attractive manner while simultaneously retaining and/or enhancing <i>natural assets</i>.</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

	Sec	Policy	Applicable OCP Policies
Policy 3.3.7	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	See RCS Section titled “Metro 2050 Regional Growth Strategy Targets” above.
b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	<p>D6.2.1 Partner with senior governments, industries, organizations, businesses, and residents to work towards reducing Surrey’s community <i>greenhouse gas (GHG) emissions</i> from non-agricultural and non-industrial activities, with the goal of achieving a 45% reduction in <i>GHG emissions</i> below 2010 levels by 2030 and to <i>net zero</i> before 2050.</p> <p>D6.2.2 Update <i>Secondary Plans</i> and the <i>Zoning By-Law</i> regularly to incorporate complete communities design principles. (See also <i>Growth</i>)</p> <p>D6.2.3 Support the advancement to <i>zero-carbon energy</i> in all buildings by:</p> <ul style="list-style-type: none"> a. Advocating to third-party utilities and the province for affordable <i>zero-carbon energy</i>; b. Collaborating with BC Hydro to enable provision of sufficient electrical supply; and c. Developing a decarbonization plan for the <i>District Energy</i> System. <p>D6.2.4 Support the phase-out of operational greenhouse gas emissions and increase energy efficiency for all new buildings through <i>Energy Step Code</i> and <i>Zero Carbon Step Code</i> requirements.</p> <p>D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce <i>GHG emissions</i>, and mitigate extreme heat in urban areas through the DP1 Form and Character guidelines (see Appendix 2) and other design measures.</p> <p>D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance.</p> <p>D6.2.7 Encourage construction practices and technologies that reduce <i>embodied carbon</i> and improve the <i>climate resilience</i> of new buildings.</p> <p>D6.2.8 Support affordable zero-carbon resilience retrofits of existing buildings by:</p> <ul style="list-style-type: none"> a. Advocating to senior levels of government for regulations, funding and supportive programs; and b. Developing a comprehensive existing building strategy. 	

			<p>D6.2.9 Encourage transportation practices, policies and standards that prioritize walking, cycling and transit, and incorporate nature-based infrastructure, such as street trees.</p> <p>D6.2.10 Support the transition to zero- and low-emission vehicles by:</p> <ul style="list-style-type: none"> a. Exploring increasing access to electric vehicle charging in new developments; and b. Encouraging private industry and public sector organizations to develop or expand their electric vehicle charging infrastructure. <p>D6.2.13 Work toward zero-waste and a <i>circular economy</i> through regional collaboration, programs, and services.</p>
	<p>i)</p>	<p>existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure</p>	<p>D6.2.3 Support the advancement to <i>zero-carbon energy</i> in all buildings by:</p> <ul style="list-style-type: none"> a. Advocating to third-party utilities and the province for affordable <i>zero-carbon energy</i>; b. Collaborating with BC Hydro to enable provision of sufficient electrical supply; and c. Developing a decarbonization plan for the <i>District Energy System</i>. (See also <i>Utilities</i>) <p>D6.2.4 Support the phase-out of operational greenhouse gas emissions and increase energy efficiency for all new buildings through <i>Energy Step Code</i> and <i>Zero Carbon Step Code</i> requirements.</p> <p>D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce <i>GHG emissions</i>, and mitigate extreme heat in urban areas through the DP1 Form and Character Guidelines (see Appendix 2) and other design measures.</p> <p>D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance.</p> <p>D6.2.7 Encourage construction practices and technologies that reduce <i>embodied carbon</i> and improve the <i>climate resilience</i> of new buildings.</p> <p>D6.2.9 Encourage transportation practices, policies, and standards that prioritize walking, cycling and transit, and incorporate nature-based infrastructure, such as street trees.</p> <p>D6.2.10 Support the transition to zero- and low-emission vehicles by:</p> <ul style="list-style-type: none"> Exploring increasing access to electric vehicle charging in new developments; and Encouraging private industry and public sector organizations to develop or expand their electric vehicle charging infrastructure. <p>D8.5.5 Provide thermal energy to new buildings in <i>City Centre</i> through financially sustainable <i>District Energy Systems</i>.</p>

			<p>D8.5.6 Develop a decarbonization plan for the District Energy System.</p> <p>D8.5.4 Work with senior levels of government, crown corporations and private partners to deliver major infrastructure improvements, including transportation, communication, and utility infrastructure.</p>
ii)		<p>community design, infrastructure, and programs that encourage transit, cycling, rolling and walking</p>	<p>D2.1.2 Promote a robust street network that:</p> <ul style="list-style-type: none"> a. Supports <i>multi-modal transportation</i> options/multiple travel options; b. Connects <i>public spaces</i>; and c. Discourages cul-de-sacs and large blocks. <p>D2.1.3 Ensure new developments provide transportation infrastructure as specified by the City’s engineering design standards to serve the site and connect seamlessly with the surrounding transportation network.</p> <p>D2.2.1 Improve pedestrian safety and comfort through design strategies, including:</p> <ul style="list-style-type: none"> a. Ensuring sidewalks are built to current standards; b. Increasing mid-block crossing opportunities where appropriate; d. Expanding crosswalks where warranted; and e. Managing vehicle speeds and volumes on local roads and in neighbourhoods. <p>D2.2.2 Establish and complete a core cycling network that is connected and safe.</p> <p>D2.2.3 Locate bicycle and <i>micromobility</i>-supportive facilities near <i>rapid transit</i> stations, <i>bus exchanges</i> and appropriate locations along transit corridors.</p> <p>D2.2.4 Implement the <i>Sidewalk Action Plan</i> that prioritizes safe pedestrian access to schools, bus stops and <i>rapid transit</i> stations, <i>parks</i> and daily needs such as grocery stores.</p> <p>D2.3.1 Support the development of <i>City Centre</i> as the major transit hub for the South of Fraser region.</p> <p>D2.3.2 Support the planning and development of a grid-based transit network in Surrey that connects <i>City Centre</i>, <i>Town Centres</i>, planned neighbourhoods and neighbouring communities.</p> <p>D2.3.3 Identify and incorporate <i>transit priority measures</i> in road and intersection projects.</p> <p>D2.3.4 Collaborate and/or partner with <i>TransLink</i> to ensure transit infrastructure and stations are human-scaled, fully accessible, highly visible, well-connected to the street network, and designed to incorporate public art.</p> <p>D2.3.5 Advocate, at all levels of government, for increased transit service for Surrey.</p>

			<p>D2.3.6 Collaborate with <i>TransLink</i>, other levels of government and neighbouring jurisdictions to expand <i>rapid transit</i> consistent with <i>Metro Vancouver’s Regional Transportation Strategy</i> and any future area transport plan for south of the Fraser.</p> <p>D2.3.7 Ensure Surrey residents have safe and comfortable access to public transit by:</p> <ul style="list-style-type: none"> a. Prioritizing the sidewalk network within 400 metres of bus stops, where appropriate; b. Expanding the availability of bus shelters; and c. Ensuring all bus stops are accessible. <p>D2.3.8 Work with <i>TransLink</i> to improve transit service in Surrey, including:</p> <ul style="list-style-type: none"> a. Expanding <i>rapid transit</i> service and the <i>Frequent Transit Network</i>; b. Expanding local bus service; c. Implementing <i>transit priority measures</i>; d. Improving the safety, convenience, attractiveness and accessibility of transit at stations, stops and exchanges; and e. Continuously improving rider safety on transit.
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>D3.1.1 Designate sufficient land in <i>City Centre</i> to accommodate long-term office space demand.</p> <p>D3.1.2 Support the growth of major institutions in <i>City Centre</i> including universities and hospitals.</p> <p>D3.1.3 Establish a vibrant entertainment district that draws visitors from throughout the region and explore tools to incentivize entertainment and hospitality businesses.</p> <p>D3.1.4 Encourage the development of conference facilities in <i>City Centre</i>.</p> <p>D3.1.5 Support the clustering of arts and culture facilities and organizations within <i>City Centre</i>.</p> <p>D3.1.6 Locate high-density residential development in <i>City Centre</i> to support businesses and provide housing nearby for the workforce.</p> <p>D3.1.7 Invest in high-quality <i>public spaces</i> that support <i>City Centre’s</i> role as the principal gathering place in the city and ensure <i>public spaces</i> are designed for year-round use and a variety of events and activities.</p> <p>D3.1.8 Advocate for convenient transit access to <i>City Centre</i> from all parts of Surrey and the wider region.</p> <p>D3.1.9 Foster partnerships between government, local businesses, cultural organizations and developers to promote the vibrancy of <i>City Centre</i>.</p>

			D3.3.1 Encourage and support the location of local-serving office, commercial and service space in <i>Town Centres</i> and mixed-use neighbourhood centres, particularly near transit and <i>active transportation</i> networks.
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Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

	Sec	Policy	Applicable OCP Policies
Policy 3.4.5	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	<p>D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines (see Appendix 2).</p> <p>D6.3.2 Collaborate with senior levels of government and key stakeholders regarding floodplain management, dyking standards, and coastal flood strategies for vulnerable areas.</p> <p>D6.3.3 Integrate emergency preparedness management plan considerations into land use planning to mitigate and prepare for risks through an understanding of local hazards and their potential impacts.</p> <p>D6.3.5 Increase capacity to respond to extreme weather events and other emergencies by working with partners to support resilience hubs and integrate cooling, clean air, and warming resources in key areas of the city.</p>
	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	<p>D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines).</p> <p>D6.3.4 Mitigate earthquake-related risks and impacts by:</p> <ul style="list-style-type: none"> a. Evaluating seismic and liquefaction risk to identify vulnerable areas; and b. Integrating hazard mapping into land use planning and updating relevant policies and guidelines for new construction.
Policy 3.4.6	Sec	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	<p>D6.3 Reduce the vulnerability of development and the community to hazards.</p> <p>D6.3.4 Mitigate earthquake-related risks and impacts by:</p> <ul style="list-style-type: none"> a. Evaluating seismic and liquefaction risk to identify vulnerable areas; and b. Integrating hazard mapping into land use planning and updating relevant policies and guidelines for new construction.

Policy 3.4.7	Sec	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>D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines.</p> <p>D6.3.2 Collaborate with senior levels of government and key stakeholders regarding floodplain management, dyking standards, and coastal flood strategies for vulnerable areas.</p> <p>D6.3.3 Integrate emergency preparedness management plan considerations into land use planning to mitigate and prepare for risks through an understanding of local hazards and their potential impacts.</p>
Policy 3.4.8	Sec	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>D6.3.1 Manage the risks posed by steep or unstable slopes and coastal or riverine flooding through implementation of the DP2 Hazard Lands Development Permit Area and its associated guidelines).</p> <p>D6.3.2 Collaborate with senior levels of government and key stakeholders regarding floodplain management, dyking standards, and coastal flood strategies for vulnerable areas.</p> <p>D6.3.3 Integrate emergency preparedness management plan considerations into land use planning to mitigate and prepare for risks through an understanding of local hazards and their potential impacts.</p>

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	See RCS Section titled "Metro 2050 Regional Growth Strategy Targets" above.	

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

	Sec	Policy	Applicable OCP Policies
Policy 4.1.8	Adopt Regional Context Statements that:		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	<p>D1.1.5 Ensure that land use designations, zoning and permitted densities align with the 20-year housing need identified in the latest <i>Housing Needs Report</i>.</p> <p>D1.1.4 Continually ensure that OCP designations, housing policies and zoning regulations align with current and emerging market conditions.</p>
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	<p>D1.2.1 Expand opportunities for <i>multi-generational housing, aging in community, and family-friendly housing</i> through <i>small-scale multi-unit housing, row housing and townhouses</i>.</p> <p>D1.2.2 Encourage and incentivize <i>family-friendly housing</i> in new apartment buildings in <i>City Centre, Town Centres, and other growth areas</i>.</p> <p>D1.2.3 Work on developing an up-to-date inventory of accessible and adaptable units.</p> <p>D1.2.4 Broaden the availability of <i>adaptable housing</i> units across all unit types.</p> <p>D1.2.5 Explore minimum <i>accessible unit</i> requirements, particularly in <i>City Centre, Town Centres</i> and transit corridors.</p>

		D1.2.6 Encourage and permit student housing on the campuses of post-secondary educational institutions.
c)	identify policies and actions that contribute to the following outcomes	
i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	<p>D1.3.4 Explore tools and/or mechanisms to support the development of <i>new purpose-built rental housing</i>, including:</p> <ul style="list-style-type: none"> a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. <p>D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations:</p> <ul style="list-style-type: none"> a. With access to transit routes; b. Within <i>Transit Oriented Areas</i>; c. In the <i>City Centre, Town Centres</i> and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. <p>D1.5.2 Prioritize Indigenous-led <i>non-market housing</i> projects.</p> <p>D1.5.3 Use regulatory tools such as "<i>as-of-right</i>" zoning, <i>inclusionary zoning</i> and bonus density to increase the supply of non-market rental housing.</p> <p>D1.5.4 Support the development of <i>non-market housing</i> by:</p> <ul style="list-style-type: none"> a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; d. Contributing land; or e. Providing other incentives. <p>D1.5.5 Develop a land acquisition and funding strategy to acquire sites for <i>non-market housing</i>.</p> <p>D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide <i>non-market housing</i> that will meet the current and future needs of residents.</p>
ii)	increased supply of family-friendly, age-friendly, and accessible housing	<p>D1.2.1 Expand opportunities for multi-generational housing, aging in community, and family-friendly housing, through small-scale multi-unit housing, row housing and townhouses.</p> <p>D1.2.2 Encourage and incentivize family-friendly housing in new apartment buildings in City Centre, Town Centres and transit corridors</p> <p>D1.2.3 Work on developing an up-to-date inventory of accessible and adaptable units.</p> <p>D1.2.4 Broaden the availability of <i>adaptable housing</i> units across all unit types.</p> <p>D1.2.5 Explore minimum <i>accessible unit</i> requirements, particularly in <i>City Centre, Town Centres</i> and transit corridors.</p> <p>D1.2.6 Encourage and permit student housing on the campuses of post-secondary educational institutions.</p>

Appendix 3 – Surrey 2050

iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	<p>D1.2.6 Encourage and permit student housing on the campuses of post-secondary educational institutions.</p> <p>D1.3.1 Target a healthy vacancy rate of approximately 4 percent for <i>purpose-built rental housing</i> citywide.</p> <p>D1.3.2 Maintain or increase the number of rental units and bedrooms when existing <i>purpose-built rental housing</i> sites are redeveloped.</p> <p>D1.3.3 Advocate to senior governments for policy and taxation changes that will encourage the construction of <i>purpose-built rental apartments</i>.</p> <p>D1.3.4 Explore tools and/or mechanisms to support the development of new <i>purpose-built rental housing</i>, including:</p> <ol style="list-style-type: none"> Expediting applications; Reducing parking requirements; Waiving development fees and charges; or Providing financial or non-financial incentives. <p>D1.5.3 Use regulatory tools such as "<i>as-of-right</i>" zoning, <i>inclusionary zoning</i> and bonus density to increase the supply of non-market rental housing.</p> <p>D1.3.4 Explore tools and/or mechanisms to support the development of new <i>purpose-built rental housing</i>, including:</p> <ol style="list-style-type: none"> Expediting applications; Reducing parking requirements; Waiving development fees and charges; or Providing financial or non-financial incentives. <p>D1.5.3 Use regulatory tools such as "<i>as-of-right</i>" zoning, <i>inclusionary zoning</i> and bonus density to increase the supply of non-market rental housing.</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>D1.2.1 Expand opportunities for <i>multi-generational housing</i>, <i>aging in community</i>, and <i>family-friendly housing</i> through <i>small-scale multi-unit housing</i>, row housing and townhouses.</p>
v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	<p>D1.5.6 Provide opportunities for the co-location of <i>non-market housing</i> with new civic facilities, such as recreation centres, libraries and fire halls.</p> <p>D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations:</p> <ol style="list-style-type: none"> With access to transit routes; Within <i>Transit Oriented Areas</i>; In the <i>City Centre</i>, <i>Town Centres</i> and transit corridors; and With access to shopping, civic facilities and other services and amenities.

	vi)	increased social connectedness in multi-unit housing	D4.1.3 Ensure new multi-family, mixed-use, commercial and institutional development supports social connection, <i>universal accessibility</i> , and safety by: <ul style="list-style-type: none"> a. Applying <i>Crime Prevention through Environmental Design (CPTED)</i> principles to design for safety and comfort; b. Integrating, connecting and maximizing access for all users; c. Promoting vibrant, active and pedestrian-friendly public and private environments; d. Designing for flexibility of uses and resiliency in changing contexts; and e. Responding appropriately to environmental features to create a “Sense of Place”.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	The OCP DP1 Development Permit Guidelines: Form and Character apply to all areas of the city and provide guidance for all types of development.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	<p>D6.2.3 Support the advancement to <i>zero-carbon energy</i> in all buildings by:</p> <ul style="list-style-type: none"> a. Advocating to third-party utilities and the province for affordable <i>zero-carbon energy</i>; b. Collaborating with BC Hydro to enable provision of sufficient electrical supply; and c. Developing a decarbonization plan for the <i>District Energy System</i>. (See also <i>Utilities</i>) <p>D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce <i>GHG emissions</i>, and mitigate extreme heat in urban areas through the DP1 Form and Character Guidelines (see Appendix 2) and other design measures.</p> <p>D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance.</p> <p>D6.2.7 Encourage construction practices and technologies that reduce <i>embodied carbon</i> and improve the <i>climate resilience</i> of new buildings.</p> <p>D6.2.8 Support affordable zero-carbon resilience retrofits of existing buildings by:</p> <ul style="list-style-type: none"> a. Advocating to senior levels of government for regulations, funding and supportive programs; and b. Developing a comprehensive existing building strategy.
Policy 4.1.9	Sec	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	<p>D1.1.5 Ensure that land use designations, zoning and permitted densities align with the 20-year housing need identified in the latest <i>Housing Needs Report</i>.</p> <p>Surrey Affordable Housing Strategy was completed in 2018. An update to the Strategy is planned to commence mid-2026.</p>
	b)	are based on an assessment of local housing	D1.1.4 Continually ensure that OCP designations, housing policies and zoning regulations align with current and emerging market conditions.

	<p>market conditions, by tenure, including assessing housing supply, demand, and affordability</p>	
<p>c)</p>	<p>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>	<p>D1.2.2 Encourage and incentivize <i>family-friendly housing</i> in new apartment buildings in <i>City Centre, Town Centres</i>, and other growth areas.</p> <p>D1.2.4 Broaden the availability of <i>adaptable housing</i> units across all unit types.</p> <p>D1.2.5 Explore minimum <i>accessible unit</i> requirements, particularly in <i>City Centre, Town Centres</i> and transit corridors.</p> <p>D1.2.6 Encourage and permit student housing on the campuses of post-secondary educational institutions.</p> <p>D1.5.2 Prioritize Indigenous-led <i>non-market housing</i> projects.</p>
<p>d)</p>	<p>identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8</p>	<p>D1.1.1 Streamline and expedite the development process by:</p> <ul style="list-style-type: none"> a. Considering additional delegation of authority to City approving officers; b. Expediting the application review process; c. Expanding the use of <i>professional reliance</i>; or d. Using technology and artificial intelligence. <p>D1.1.3 Simplify the building process by expanding the use of:</p> <ul style="list-style-type: none"> a. Standardized housing designs; b. Prefabricated dwelling units; or c. Other simplified and easily replicated residential building forms. <p>D1.3.4 Explore tools and/or mechanisms to support the development of new <i>purpose-built rental housing</i>, including:</p> <ul style="list-style-type: none"> a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. <p>D1.2.1 Expand opportunities for <i>multi-generational housing, aging in community</i>, and <i>family-friendly housing</i> through <i>small-scale multi-unit housing, row housing</i> and townhouses.</p> <p>D1.2.2 Encourage and incentivize <i>family-friendly housing</i> in new apartment buildings in <i>City Centre, Town Centres</i>, and other growth areas.</p> <p>D1.2.4 Broaden the availability of <i>adaptable housing</i> units across all unit types.</p> <p>D1.2.5 Explore minimum <i>accessible unit</i> requirements, particularly in <i>City Centre, Town Centres</i> and transit corridors.</p> <p>D1.3.4 Explore tools and/or mechanisms to support the development of new <i>purpose-built rental housing</i>, including:</p> <ul style="list-style-type: none"> a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or

			<p>d. Providing financial or non-financial incentives.</p> <p>D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations:</p> <ul style="list-style-type: none"> a. With access to transit routes; b. Within <i>Transit Oriented Areas</i>; c. In the <i>City Centre, Town Centres</i> and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. <p>D1.5.3 Use regulatory tools such as <i>"as-of-right" zoning, inclusionary zoning</i> and bonus density to increase the supply of non-market rental housing.</p> <p>D1.5.4 Support the development of <i>non-market housing</i> by:</p> <ul style="list-style-type: none"> a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; d. Contributing land; or e. Providing other incentives.
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Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

Sec	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, Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	See RCS Section titled "Metro 2050 Regional Growth Strategy Targets" above.
	b) articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	<p>D1.4.2 Require that tenants must be informed, assisted and compensated in order for redevelopment of <i>purpose-built rental</i> sites to be permitted.</p> <p>D1.4.3 Ensure redevelopment of existing manufactured home sites is only permitted when residents are informed, assisted, and compensated.</p>
	c) identify the use of regulatory tools that protect and preserve rental housing	D1.3.1 Target a healthy vacancy rate of approximately 4 percent for <i>purpose-built rental housing</i> citywide.

		<p>D1.3.2 Maintain or increase the number of rental units and bedrooms when existing <i>purpose-built rental housing</i> sites are redeveloped.</p> <p>D1.4.1 Ensure conversion of <i>purpose-built rental</i> apartment buildings or <i>co-operative housing</i> into stratified condominiums is only permitted when city-wide vacancy rates are above 4 percent in alignment with City policies.</p> <p>D1.4.4 Regularly review and update the City’s bylaws and policies in relation to rental housing redevelopment, manufactured home park redevelopment and tenant protection.</p> <p>D1.4.5 Update the City's <i>Rental Premises Standards of Maintenance Bylaw</i>.</p>
d)	identify policies and actions that contribute to the following outcomes:	
i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	<p>D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations:</p> <ul style="list-style-type: none"> a. With access to transit routes; b. Within <i>Transit Oriented Areas</i>; c. In the <i>City Centre, Town Centres</i> and transit corridors; and d. With access to shopping, civic facilities and other services and amenities. <p>D1.5.5 Develop a land acquisition and funding strategy to acquire sites for <i>non-market housing</i>.</p>
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	<p>D1.3.2 Maintain or increase the number of rental units and bedrooms when existing <i>purpose-built rental housing</i> sites are redeveloped.</p> <p>D1.4.1 Ensure conversion of <i>purpose-built rental</i> apartment buildings or <i>co-operative housing</i> into stratified condominiums is only permitted when city-wide vacancy rates are above 4 percent in alignment with City policies.</p>
iii)	protection and renewal of existing non-market rental housing	<p>D1.4.1 Ensure conversion of <i>purpose-built rental</i> apartment buildings or <i>co-operative housing</i> into stratified condominiums is only permitted when city-wide vacancy rates are above 4 percent in alignment with City policies.</p> <p>D1.4.5 Update the City's <i>Rental Premises Standards of Maintenance Bylaw</i>.</p>
iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	<p>D1.4.2 Require that tenants must be informed, assisted and compensated in order for redevelopment of <i>purpose-built rental</i> sites to be permitted.</p> <p>D1.4.3 Ensure redevelopment of existing manufactured home sites is only permitted when residents are informed, assisted, and compensated.</p> <p>D1.4.4 Regularly review and update the City’s bylaws and policies in relation to rental housing redevelopment, manufactured home park redevelopment and tenant protection.</p>
v)	reduced energy use and greenhouse gas emissions from existing and future rental	<p>D6.2.4 Support the phase-out of operational greenhouse gas emissions and increase energy efficiency for all new buildings</p>

	housing stock, while considering impacts on tenants and affordability	<p>through <i>Energy Step Code</i> and <i>Zero Carbon Step Code</i> requirements.</p> <p>D6.2.5 Encourage building and landscape design features that conserve energy and water, reduce <i>GHG emissions</i>, and mitigate extreme heat in urban areas through the DP1 Form and Character Guidelines (see Appendix 2) and other design measures.</p> <p>D6.2.6 Explore opportunities to incentivize developments that exceed minimum regulatory requirements for energy efficiency and zero-carbon performance.</p> <p>D6.2.7 Encourage construction practices and technologies that reduce <i>embodied carbon</i> and improve the <i>climate resilience</i> of new buildings.</p> <p>D6.2.8 Support affordable zero-carbon resilience retrofits of existing buildings by: Advocating to senior levels of government for regulations, funding and supportive programs; and Developing a comprehensive existing building strategy.</p>	
	Sec	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
Policy 4.2.8	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	<p>Surrey Affordable Housing Strategy was completed in 2018. An update to the Strategy is planned to commence mid-2026.</p> <p>D1.3.1 Target a healthy vacancy rate of approximately 4 percent for <i>purpose-built rental housing</i> citywide.</p> <p>D1.3.2 Maintain or increase the number of rental units and bedrooms when existing <i>purpose-built rental housing</i> sites are redeveloped.</p> <p>D1.3.4 Explore tools and/or mechanisms to support the development of new <i>purpose-built rental housing</i>, including:</p> <ol style="list-style-type: none"> a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; or d. Providing financial or non-financial incentives. <p>D1.4.1 Ensure conversion of <i>purpose-built rental</i> apartment buildings or <i>co-operative housing</i> into stratified condominiums is only permitted when city-wide vacancy rates are above 4 percent in alignment with City policies.</p> <p>D1.4.5 Update the City's <i>Rental Premises Standards of Maintenance Bylaw</i>.</p>
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	<p>D1.4.2 Require that tenants must be informed, assisted and compensated in order for redevelopment of <i>purpose-built rental</i> sites to be permitted.</p> <p>D1.4.3 Ensure redevelopment of existing manufactured home sites is only permitted when residents are informed, assisted, and compensated.</p>

		D1.4.4 Regularly review and update the City’s bylaws and policies in relation to rental housing redevelopment, manufactured home park redevelopment and tenant protection.
c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	The City continues to explore opportunities to deliver housing in partnership with non-profit housing providers.

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

	Sec	Policy	Applicable OCP Policies
Policy 4.3.7	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	D1.3.3 Advocate to senior governments for policy and taxation changes that will encourage the construction of <i>purpose-built rental apartments</i> . D1.5.2 Prioritize Indigenous-led <i>non-market housing</i> projects. D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide <i>non-market housing</i> that will meet the current and future needs of residents.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide <i>non-market housing</i> that will meet the current and future needs of residents.
	Sec	Policy	Supplementary Information
Policy 4.3.8	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	D1.3.3 Advocate to senior governments for policy and taxation changes that will encourage the construction of <i>purpose-built rental apartments</i> . D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide <i>non-market housing</i> that will meet the current and future needs of residents.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Surrey’s A Pathway to Home: Surrey Homelessness Prevention + Response Plan includes the following action: Address stigma and foster community buy-in for <i>non-market housing</i> developments.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and	Surrey Affordable Housing Strategy was completed in 2018. An update to the Strategy is planned to commence mid-2026. D1.5.1 Support <i>non-market housing</i> projects in all communities and encourage them in locations: a. With access to transit routes; b. Within <i>Transit Oriented Areas</i> ;

		<p>populations experiencing or at risk of homelessness</p>	<p>c. In the <i>City Centre, Town Centres</i> and transit corridors; and d. With access to shopping, civic facilities and other services and amenities.</p> <p>D1.5.2 Prioritize Indigenous-led <i>non-market housing</i> projects.</p> <p>D1.5.3 Use regulatory tools such as <i>"as-of-right" zoning, inclusionary zoning</i> and bonus density to increase the supply of non-market rental housing.</p> <p>D1.5.4 Support the development of <i>non-market housing</i> by:</p> <ol style="list-style-type: none"> a. Expediting applications; b. Reducing parking requirements; c. Waiving development fees and charges; d. Contributing land; or e. Providing other incentives. <p>D1.5.5 Develop a land acquisition and funding strategy to acquire sites for <i>non-market housing</i>.</p> <p>D1.5.6 Provide opportunities for the co-location of <i>non-market housing</i> with new civic facilities, such as recreation centres, libraries and fire halls.</p> <p>D1.5.7 Partner with BC Housing, Provincial and Federal agencies, non-profit organizations, and private developers to provide <i>non-market housing</i> that will meet the current and future needs of residents.</p>
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Metro 2050 Goal 5: Support Sustainable Transportation Choices

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

	Sec	Policy	Applicable OCP Policies
Policy 5.1.14	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	<p>D2.1.2 Promote a robust street network that:</p> <ul style="list-style-type: none"> a. Supports <i>multi-modal transportation</i> options/multiple travel options; b. Connects <i>public spaces</i>; and c. Discourages cul-de-sacs and large blocks. <p>D2.1.3 Ensure new developments provide transportation infrastructure as specified by the City’s engineering design standards to serve the site and connect seamlessly with the surrounding transportation network.</p> <p>D2.2.1 Improve pedestrian safety and comfort through design strategies, including:</p> <ul style="list-style-type: none"> a. Ensuring sidewalks are built to current standards; b. Increasing mid-block crossing opportunities where appropriate; c. Expanding crosswalks where warranted; and d. Managing vehicle speeds and volumes on local roads and in neighbourhoods. <p>D2.2.2 Establish and complete a core cycling network that is connected and safe.</p> <p>D2.2.3 Locate bicycle and <i>micromobility</i>-supportive facilities near <i>rapid transit</i> stations, <i>bus exchanges</i> and appropriate locations along transit corridors.</p> <p>D2.2.4 Implement the <i>Sidewalk Action Plan</i> that prioritizes safe pedestrian access to schools, bus stops and <i>rapid transit</i> stations, <i>parks</i> and daily needs such as grocery stores.</p> <p>D2.3.1 Support the development of <i>City Centre</i> as the major transit hub for the South of Fraser region.</p> <p>D2.3.2 Support the planning and development of a grid-based transit network in Surrey that connects <i>City Centre</i>, <i>Town Centres</i>, planned neighbourhoods and neighbouring communities.</p>

			<p>D2.3.3 Identify and incorporate <i>transit priority measures</i> in road and intersection projects.</p> <p>D2.3.4 Collaborate and/or partner with <i>TransLink</i> to ensure transit infrastructure and stations are human-scaled, fully accessible, highly visible, well-connected to the street network, and designed to incorporate public art.</p> <p>D2.3.5 Advocate, at all levels of government, for increased transit service for Surrey.</p> <p>D2.3.6 Collaborate with <i>TransLink</i>, other levels of government and neighbouring jurisdictions to expand <i>rapid transit</i> consistent with <i>Metro Vancouver’s Regional Transportation Strategy</i> and any future area transport plan for south of the Fraser.</p> <p>D2.3.7 Ensure Surrey residents have safe and comfortable access to public transit by:</p> <ol style="list-style-type: none"> a. Prioritizing the sidewalk network within 400 metres of bus stops, where appropriate; b. Expanding the availability of bus shelters; and c. Ensuring all bus stops are accessible. <p>D2.3.8 Work with <i>TransLink</i> to improve transit service in Surrey, including:</p> <ol style="list-style-type: none"> a. Expanding <i>rapid transit</i> service and the <i>Frequent Transit Network</i>; b. Expanding local bus service; c. Implementing <i>transit priority measures</i>; d. Improving the safety, convenience, attractiveness and accessibility of transit at stations, stops and exchanges; and e. Continuously improving rider safety on transit.
b)		<p>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>D2.4.7 Formalize a clear and consistent approach to delivering <i>transportation demand management measures</i>.</p> <p>D2.2.3 Locate bicycle and <i>micromobility</i>-supportive facilities near <i>rapid transit</i> stations, <i>bus exchanges</i> and appropriate locations along transit corridors.</p> <p>D2.1.3 Ensure new developments provide transportation infrastructure as specified by the City’s engineering design standards to serve the site and connect seamlessly with the surrounding transportation network.</p> <p>D2.3.3 Identify and incorporate <i>transit priority measures</i> in road and intersection projects.</p> <p>D2.3.8 Work with <i>TransLink</i> to improve transit service in Surrey, including:</p> <ol style="list-style-type: none"> a. Expanding <i>rapid transit</i> service and the <i>Frequent Transit Network</i>; b. Expanding local bus service; c. Implementing <i>transit priority measures</i>;

Appendix 3 – Surrey 2050

		<p>d. Improving the safety, convenience, attractiveness and accessibility of transit at stations, stops and exchanges; and</p> <p>e. Continuously improving rider safety on transit.</p>
c)	<p>manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling</p>	<p>D2.1.1 Ensure the City’s transportation design standards guide the development of a network that:</p> <ul style="list-style-type: none"> a. Prioritizes the movement of people efficiently; b. Aligns with current industry standards; c. Prioritizes road safety; and d. Is practical to build and maintain. <p>D2.1.2 Promote a robust street network that:</p> <ul style="list-style-type: none"> a. Supports <i>multi-modal transportation</i> options/multiple travel options; b. Connects <i>public spaces</i>; and c. Discourages cul-de-sacs and large blocks. <p>D2.2.1 Improve pedestrian safety and comfort through design strategies, including:</p> <ul style="list-style-type: none"> a. Ensuring sidewalks are built to current standards; b. Increasing mid-block crossing opportunities where appropriate; c. Expanding crosswalks where warranted; and d. Managing vehicle speeds and volumes on local roads and in neighbourhoods. <p>D2.2.2 Establish and complete a core cycling network that is connected and safe.</p> <p>D2.2.4 Implement the <i>Sidewalk Action Plan</i> that prioritizes safe pedestrian access to schools, bus stops and <i>rapid transit</i> stations, <i>parks</i> and daily needs such as grocery stores.</p> <p>D2.3.3 Identify and incorporate <i>transit priority measures</i> in road and intersection projects.</p> <p>D2.3.7 Ensure Surrey residents have safe and comfortable access to public transit by:</p> <ul style="list-style-type: none"> a. Prioritizing the sidewalk network within 400 metres of bus stops, where appropriate; b. Expanding the availability of bus shelters; and c. Ensuring all bus stops are accessible. <p>D2.4.1 Identify and eliminate critical road network gaps and points of congestion through strategic network, road and intersection improvement projects.</p> <p>D2.4.2 Facilitate consistent flows of traffic by:</p> <p>Restricting the number of driveways that directly access arterial roads along high-volume streets; and Exploring traffic control options that improve safety and maintain the flow of traffic.</p>
d)	<p>support the transition to zero-emission vehicles</p>	<p>D6.2.10 Support the transition to zero- and low-emission vehicles by:</p>

		<ul style="list-style-type: none"> a. Exploring increasing access to electric vehicle charging in new developments; and b. Encouraging private industry and public sector organizations to develop or expand their electric vehicle charging infrastructure.
e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	D2.2.2 Establish and complete a core cycling network that is connected and safe.
f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	<p>D2.1.3 Ensure new developments provide transportation infrastructure as specified by the City’s engineering design standards to serve the site and connect seamlessly with the surrounding transportation network.</p> <p>D2.2.3 Locate bicycle and <i>micromobility</i>-supportive facilities near <i>rapid transit</i> stations, <i>bus exchanges</i> and appropriate locations along transit corridors.</p>

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

Sec	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
Policy 5.2.6	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings
	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>D2.4.3 Establish a <i>curb space</i> access strategy to:</p> <ul style="list-style-type: none"> a. Reduce congestion; b. Optimize on-street parking demand; c. Support goods movement; and d. Improve safety. <p>D2.4.4 Facilitate efficient goods movement through the use of designated truck routes.</p> <p>D2.4.8 Collaborate with senior levels of government and <i>TransLink</i> to improve efficiencies along goods movement corridors, including those accessing port facilities, international border crossings, rail lines and major river crossings.</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</p> <p>D2.4.7 Formalize a clear and consistent approach to delivering <i>transportation demand management measures</i>.</p>

	for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	
d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	<p>D2.4.3 Establish a <i>curb space</i> access strategy to:</p> <ul style="list-style-type: none"> a. Reduce congestion; b. Optimize on-street parking demand; c. Support goods movement; and d. Improve safety. <p>D2.4.4 Facilitate efficient goods movement through the use of designated truck routes.</p> <p>D2.4.8 Collaborate with senior levels of government and <i>TransLink</i> to improve efficiencies along goods movement corridors, including those accessing port facilities, international border crossings, rail lines and major river crossings.</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	The OCP DP1 Development Permit Guidelines: Form and Character guidelines provide guidance on residential livability.
f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	<p>D6.2.10 Support the transition to zero- and low-emission vehicles by:</p> <ul style="list-style-type: none"> a. Exploring increasing access to electric vehicle charging in new developments; and b. Encouraging private industry and public sector organizations to develop or expand their electric vehicle charging infrastructure.

Metro 2050 Implementation

Metro 2050 Implementation Policies		City of Surrey Response
6.2.7	<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, 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 OCP permits such amendments.
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 OCP permits such amendments.
6.2.9	<p>Member jurisdictions will notify Metro Vancouver, in writing, of any and all adjustments, as permitted by sections 6.2.7 and 6.2.8, within thirty (30) days after the member jurisdiction has adopted its Official Community Plan amendment bylaw.</p>	The City of Surrey will implement <i>Metro 2050</i> Section 6.2.9.
6.2.10	<p>If a member jurisdiction includes language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require a new Regional Context Statement or consideration by the Metro Vancouver Regional District (MVRD) Board. All other adjustments to regional land use designation boundaries require an amendment to the member jurisdiction's Regional Context Statement, which must be submitted to the MVRD Board for acceptance in accordance with the requirements of the <i>Local Government Act</i>.</p>	The OCP permits such amendments.

Tables and Maps

Table 1. Population, Dwelling Units and Employment Growth Projections

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

	2021	2030	2040	2050
Population	597,133	802,163	927,947	1,073,452
Dwelling Units	194,980	241,660	288,760	332,990
Employment	211,590	270,840	328,440	380,510

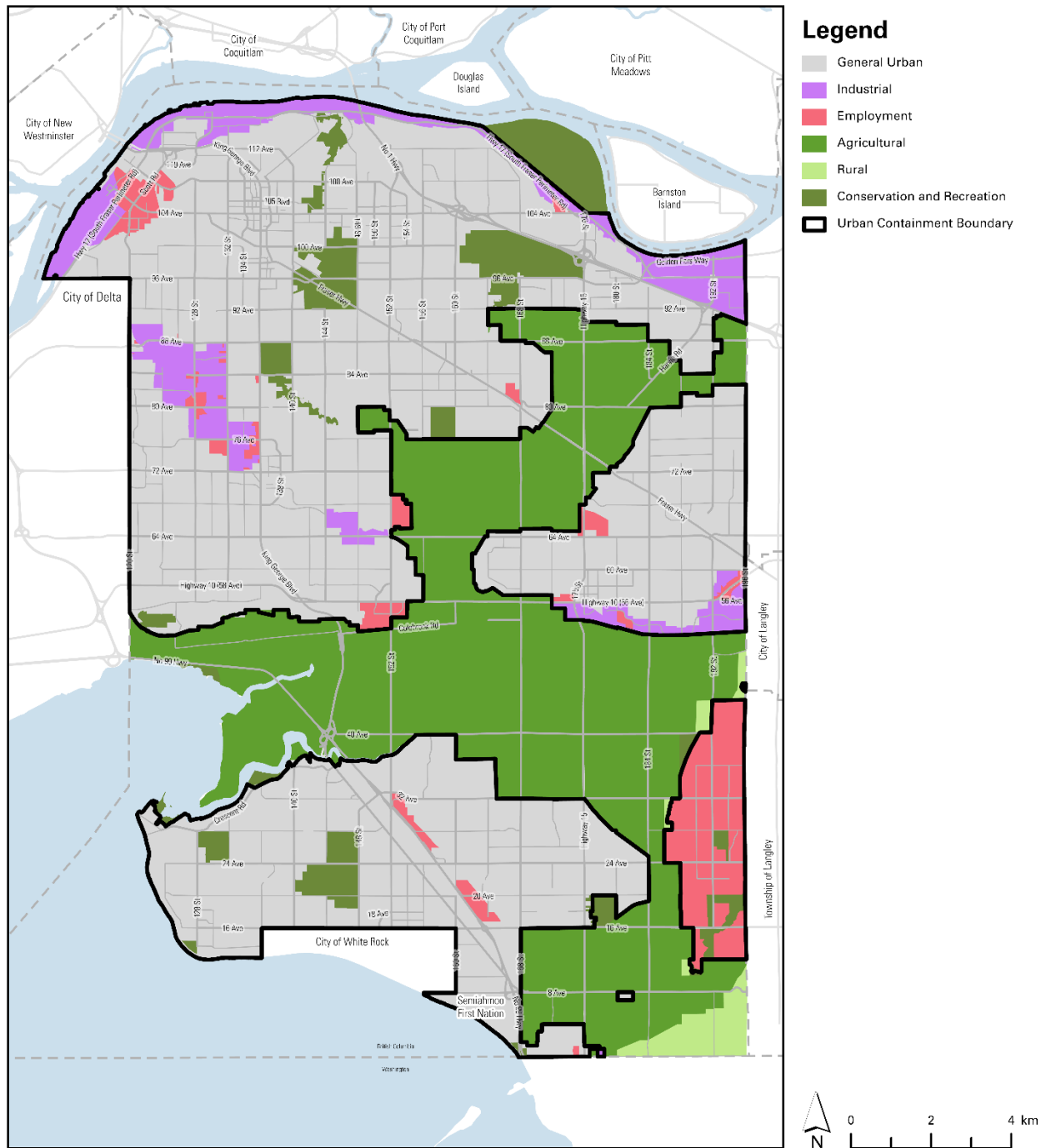
Table 2. Population, Dwelling Unit and Employment Target in Urban Centres and FTDA

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

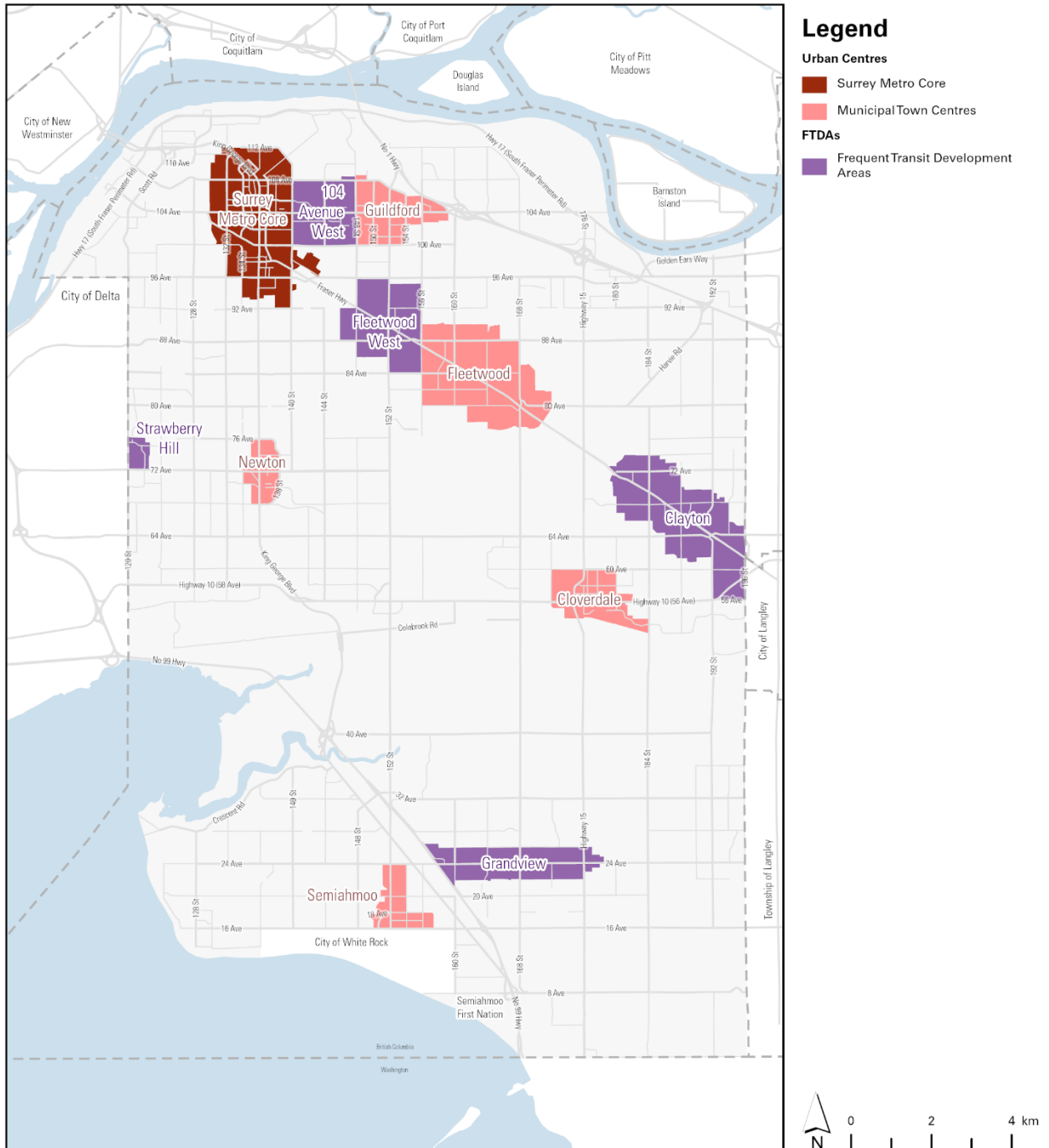
	Proportion of new units
Surrey Metro Core	40%
Urban Centres/Town Centres: Guildford Fleetwood Newton Cloverdale Semiahmoo	20%
FTDAs: 104 Avenue West Fleetwood West Clayton Strawberry Hill Grandview	20%

Refined employment growth targets by Urban Centres and FTDA will be determined in the forthcoming update to Surrey’s Employment Lands Strategy.

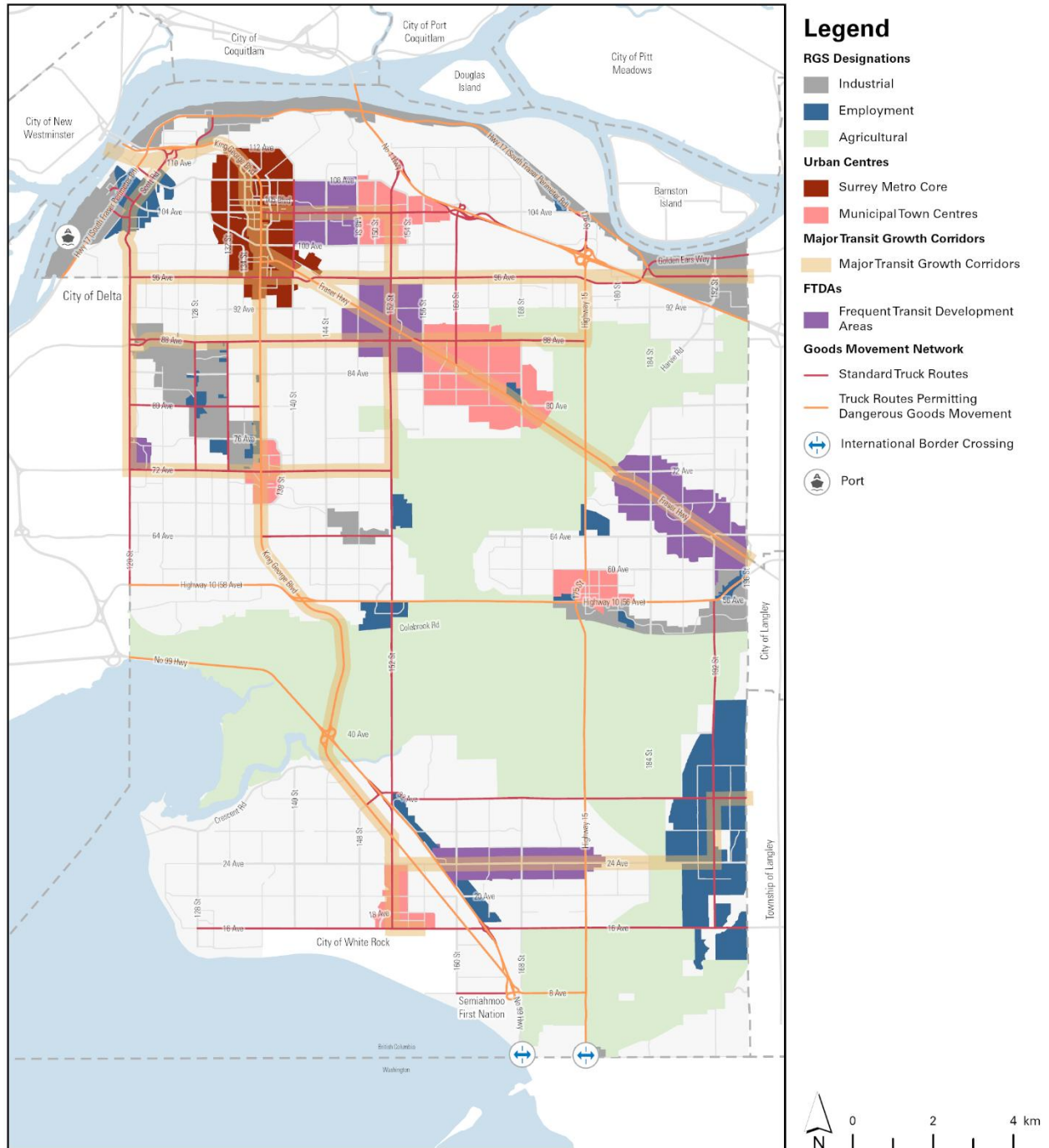
RCS Map1: Regional Land Use Designations and Urban Containment Boundary



RCS Map 2: Urban Centres and FTDA



RCS Map 3: Goods Movement Network



To: Regional Planning Committee

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

Date: April 20, 2026 Meeting Date: May 7, 2026

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

RECOMMENDATION

THAT the MVRD Board:

- a) accept the City of Coquitlam’s Regional Context Statement as attached to the report dated April 20, 2026, titled “Metro 2050 Regional Context Statement – City of Coquitlam”, and notify the City of Coquitlam of the decision; and
 - b) include in the correspondence to the City of 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 April 20, 2026, titled “Metro 2050 Regional Context Statement – City of 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 Coquitlam has completed an update to its Official Community Plan (OCP) and submitted a revised Regional Context Statement demonstrating that the new OCP is consistent with the regional federation’s goals, strategies and actions as laid out in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations, as expressed in OCPs, align with the regional federation’s goals as expressed in the regional growth strategy.

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

- **Compact Urban Growth:** Focusing new development towards existing neighbourhoods, around frequent transit stations, neighbourhood centres, and significant community facilities.
- **Environmental Protection and Climate Action:** Reducing greenhouse gas (GHG) emissions 45% below 2007 levels by 2030 and contributing to the region’s goal of achieving carbon neutrality by 2050, consistent with Goal 3.
- **Housing Diversity and Affordability:** Encouraging a range of housing types, unit sizes and tenures to meet the needs of households of varying ages, incomes, abilities and sizes, as indicated by the City’s most recent Housing Needs Report, consistent with Goal 4.
- **Sustainable Economy and Transportation:** Protecting industrial and agricultural lands 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 indicated that a comprehensive review of the OCP is planned for 2027. Through the next OCP and Regional Context Statement update, Metro Vancouver and the City will work together to update growth targets for Centres and Corridors, strengthen nature protection policies, and provide clearer direction on areas where the plan is “working towards” *Metro 2050* alignment.

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

PURPOSE

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

BACKGROUND

Pursuant to the *Local Government Act*, each member jurisdiction's OCP must include a Regional Context Statement (RCS) accepted by the MVRD Board. An RCS identifies the alignment between the municipality's OCP and the regional growth strategy and/or explains how the OCP will be made consistent with the regional growth strategy over time.

Metro Vancouver staff received the City of Coquitlam's Regional Context Statement on April 16, 2026 (**Attachment 1**). As per section 448 of the *Local Government Act*, the MVRD Board must either accept or not accept the RCS within 120 days of receipt, or it is deemed to have accepted the RCS as submitted. Following acceptance by the Board, the member jurisdiction can then give final reading to adopt the OCP bylaw, which includes the RCS.

Metro Vancouver staff worked with the City of Coquitlam through the development of the RCS, including reviewing and providing feedback on an early draft version. The City of Coquitlam's OCP is provided in Reference 1.

KEY CHANGES IN COQUITLAM'S INTERIM OFFICIAL COMMUNITY PLAN

While the current interim OCP focuses on targeted amendments, the City has indicated that a comprehensive review of the OCP is planned for 2027, allowing for broader policy refinement following implementation of recent provincial housing legislation. Through the next OCP and Regional Context Statement update, Metro Vancouver and the City will work together to update growth targets for Centres and Corridors, strengthen nature protection policies, and provide clearer direction on areas where the plan is "working towards" *Metro 2050* alignment.

The City is proposing modest changes to its OCP, including:

- Aligning land use planning with new provincial housing legislation;
- Simplifying and streamlining the OCP by consolidating policies, maps, and land use designations; and
- Identifying action plan initiatives for the Canada Mortgage and Housing Corporation Housing Accelerator Fund program to boost housing supply including Urban Design Guideline updates, rental incentives program review, and land use review around transit-oriented areas and key corridors.

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 any changes to existing Urban Centres and FTDA's, as permitted under *Metro 2050* Policy 6.2.8.

REGIONAL CONTEXT STATEMENT ANALYSIS

Staff have reviewed the City of 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 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:

- Applying the City’s ecosystem protection policies to approximately 55% of the City’s land base and working towards a tree canopy cover target in support of regional nature protection and urban tree canopy targets.
- Working towards a 45% reduction in GHG emissions from 2007 levels by 2030, with a goal of being carbon neutral by 2050 in line with the regional target.
- Encouraging a range of housing types, unit sizes and tenures and supporting purpose-built and affordable rental housing, in medium- and high-density areas, particularly in areas close to transit.
- Working towards the dwelling unit and employment projection targets for growth in Urban Centres and Frequent Transit Development areas.

Metro Vancouver is beginning a process to update Centres and Corridors growth targets and will continue to work with member jurisdictions to refine dwelling and employment targets to reflect both local and regional contexts and aspirations.

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

- Requiring all significant growth to be located within the Urban Containment Boundary; and
- Requiring the majority of growth to be directed towards existing neighbourhoods, around frequent transit stations, neighbourhood centres, and significant community facilities.

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

- Focusing higher-density commercial and mixed-use land designations around Urban Centres;
- Supporting employment generating uses on industrial lands by prohibiting land use amendments; and
- Protecting agricultural lands by opposing applications to remove lands from the Agricultural Land Reserve or redesignate them from agricultural land use, and by considering the impacts of adjacent land uses.

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

Goal 3 includes strategies to protect conservation and recreation lands and to promote a connected network of ecosystems and other green spaces. The City of Coquitlam’s RCS identifies OCP policies that support this goal, such as:

- Protecting approximately 55% of the City’s land base with ecological protection policies;
- Working towards a tree canopy cover target through a future Urban Forest Management Strategy; and
- Working towards a 45% reduction in GHG emissions from 2007 levels by 2030, with a goal of being carbon neutral by 2050 through modal shifts, industrial emissions and building design controls.

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

- Encouraging a range of housing types, unit sizes, and tenures, in neighbourhoods and major developments, to meet the needs of households of varying ages, incomes, abilities and sizes, as indicated by the City’s most recent Housing Needs Report;
- Requiring housing agreements or registered covenants to secure purpose-built rental housing when City incentives or investments are provided;
- Requiring zero net loss of below-market rental housing or non-market housing units, and tenant assistance during redevelopment; and
- Considering regulations, incentives and other tools to achieve purpose-built rental housing, including below-market rental housing, non-market housing and special needs housing, in medium- and high-density areas, particularly in areas close to transit.

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

- Directing high-density multi-unit residential development in areas with frequent transit services and community facilities to support complete and connected communities;
- Encouraging transportation options with lower emissions by supporting walking, micromobility, and public transit improvements; and
- Encouraging the efficient movement of goods by rail and road, supporting the continued operation of freight rail lines and regional intermodal yards while prioritizing goods movement in decisions affecting truck routes and the regional transportation network.

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

ALTERNATIVES

1. THAT the MVRD Board accept the City of Coquitlam’s Regional Context Statement as attached to the report dated April 20, 2026, titled “Metro 2050 Regional Context Statement – City of Coquitlam”, and notify the City of Coquitlam of the decision.
2. THAT the MVRD Board not accept the City of Coquitlam’s Regional Context Statement as attached to the report dated April 20, 2026, titled “Metro 2050 Regional Context Statement – City of Coquitlam”, indicating the provisions to which the Board objects and the reasons for objection, and request the City of 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 Coquitlam's Regional Context Statement and, in turn, hinder the City's ability to adopt its updated OCP. This could create planning and implementation challenges for Coquitlam and reduce opportunities for integration of local priorities with regional goals, under *Metro 2050*.

CONCLUSION

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

The assessment indicates strong alignment between 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.

The City of Coquitlam 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 Coquitlam to advance the areas identified in this report.

ATTACHMENT

1. City of Coquitlam. (2026). *Regional Context Statement*.

REFERENCES

1. City of Coquitlam. (2026). *Draft Interim Official Community Plan*.
<https://letstalkcoquitlam.ca/OfficialCommunityPlan>



Schedule I: Regional Context Statement

The City's Regional Context Statement, which shows how the City's OCP aligns with the Regional Growth Strategy.

I-1 OCP Policies In Support Of Regional Growth Strategy

I-2 Regional Growth Strategy Land Use Map

I-3 Regional Goods Movement Routes Map

Bylaw 5511, 2026

Amended by Bylaw 5526, 2026

Schedule I

Schedule I-1: Policies in Support of Regional Growth Strategy

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050, the Regional Growth Strategy, sets out a land use framework for the Metro Vancouver region. Coquitlam's Regional Context Statement identifies the relationship between the Metro 2050 strategy and the policies and directions set out in Coquitlam's Official Community Plan. The requirement for a Regional Context Statement is identified by the Province's *Local Government Act*, under which the City is also required to review the Statement every five years to maintain alignment with the Regional Growth Strategy. Any amendments must follow a formal process with the Metro Vancouver Board and be considered in the context of achieving regional goals.

Goal 1 Create a Compact Urban Area Targets		
Policy with Target	Applicable OCP Policies	Supplementary Information
<p>1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Metro 2050: 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>	<p>98% of the City's 2050 projected residential growth is within the Urban Containment Boundary. Section 3.1 provides the City's growth management policies, including directing growth in the Urban Containment Boundary.</p> <p>See Schedule B for land use designations, which demonstrate that a majority of projected growth is within the Urban Containment Boundary.</p>	<p>Projections for population, dwelling unit, and employment are presented in Table 1 and Table 2, which represent scenarios for High Growth that were provided by Metro Vancouver.</p> <p>The City of Coquitlam received a Housing Target Order (2025-2030), that is based on BC Statistics source data. In addition, the City's <i>Housing Needs Report</i> uses the required methodology from the Province.</p> <p>Due to differences in data sources, process, methodology, reporting intervals, and rounding, these three sets of numbers are not aligned.</p>
<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 (FTDAs) as set out in Metro 2050: Table 2 (dwelling unit and employment growth targets for Urban Centres and Frequent Transit Development Areas).</p> <p>Regional growth targets:</p> <ul style="list-style-type: none"> All Urban Centre Types: 40% population, 50% employment Frequent Transit Development Areas: 28% population, 27% employment 	<p>The City's 2050 projected growth by area type:</p> <ul style="list-style-type: none"> All Urban Centre Types: 44% population 49% dwelling 41% employment Frequent Transit Development Areas: 14% population 16% dwelling 7% employment 	<p>Projections for dwelling unit and employment are presented in Table 1 and Table 2.</p>

<p>1.2.24 b) ii) include policies and actions for Urban Centres and FTDA's that: focus and manage growth and development in Urban Centres and FTDA's consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and FTDA's) and demonstrate how that growth will contribute to the Urban Centre and FTDA 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> <p>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</p> <p>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</p> <p>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to FTDA's.</p>	<p>The City manages growth to develop compact, mixed use communities that support infrastructure and transportation networks within the Urban Containment Boundary (section 3.1).</p> <p>Majority of growth is focused near frequent transit and within Neighbourhood Centres as preferred growth areas (policy 3.1.1.3).</p> <p>Land use designations focus and limit growth to within the Urban Containment Boundary (section 3.2) and Schedule I-2 "Regional Growth Strategy Land Use Map".</p> <p>Employment growth is supported through enabling land use and infrastructure (objective 3.6.1) within a business-friendly climate (objective 3.6.2).</p>	<p>Projections for population, dwelling unit and employment are presented in Table 1.</p> <p>Targets for population, dwelling unit and employment are presented in Table 2.</p>
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Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards 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>The City's ecosystem protection policies apply to approximately 55% of the City's land base.</p> <p>Ecosystem protection policies are primarily focused on maintaining the integrity of the natural environment through protection, acquisition and enhancement (objective 3.5.1).</p> <p>Protected areas aim to mitigate the risks on both developments and wildlife areas, and include protections and enhancements for watercourse areas and environmentally sensitive landscaping (objectives 3.5.2, 3.5.3, 3.5.4 and 3.5.5).</p>	<p>The City is developing an Urban Forest Management Strategy, which seeks to enhance the City's urban forest and tree cover.</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 City aims to meet or exceed regional objectives and standards for greenhouse gas emissions (objective 3.4.2), including policies for advocacy and public awareness, transportation modal shift, lower-emission vehicles and lower industrial emissions.</p> <p>The OCP also provides direction for greenhouse gas emission reduction in urban design (policy 3.4.1.3), which is implemented through a development permit area (section 52).</p> <p>Implementation of OCP policy 3.4.2.1, the 2022 Environmental Sustainability Plan, includes a 2030 greenhouse gas emission reduction target of 45% below 2007 levels and carbon neutrality by 2050.</p>	<p>Coquitlam is implementing its Community Greenhouse Gas Reduction Strategy, which was adopted in 2012.</p> <p>Coquitlam’s Climate Action Plan intends to provide a roadmap to advance strategic and equitable climate action across the community.</p>
<p>Goal 4 Provide Diverse and Affordable Housing Choices Target</p>		
<p>Policy with Target</p>	<p>Applicable OCP Policies</p>	<p>Supplementary Information</p>
<p>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 FTDA’s 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>Housing is encouraged to be in close proximity to transit infrastructure (policy 3.3.1.8).</p> <p>Affordable rental housing is permitted in all housing designations (section 3.2 and objectives 3.3.1, 3.3.2, 3.3.3) and encouraged through the City’s Rental Incentives Program.</p>	<p>The City is updating its Rental Incentives Program as a Housing Accelerator Fund initiative and in light of updated provincial legislation on development financing tools. The OCP includes the legislated Transit Oriented Areas, which increase the amount of housing near transit stations. The OCP includes references to the City’s <i>Housing Needs Report</i> which identifies the City’s housing needs (including rental housing).</p>

Metro 2050 Goal 1: Create a Compact Urban Area

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

Coquitlam's OCP contains growth management and land use policies that direct future development and redevelopment in a way that creates a compact urban area and supports this RGS goal. It restricts urban uses and development outside the urban growth boundary, and directs residential and commercial growth towards an evolving network of localized, complete communities, which supports the RGS goal of creating a compact urban area.

This network of compact, complete communities supports the regional goal to focus growth in Urban Centres that provide for a mix of housing, retail and office space. The Frequent Transit Development Area (FTDA) further supports the creation of a compact, complete neighbourhood centre around a future SkyTrain station and provides an additional area for focusing growth. These complete communities, linked by rapid transit, can also assist in a transportation mode shift to transit, cycling and walking. Coquitlam further refines its urban structure of Urban Centres and FTDA's with a network of local centres.

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.	98% of the City's 2050 projected residential growth is within the Urban Containment Boundary. All significant growth identified in the OCP is within the Urban Containment Boundary (policy 3.1.1.7).	The OCP includes the legislated Transit Oriented Areas, which increases the amount of housing near transit stations. Projections for population, dwelling unit and employment are presented in Table 1.
1.2.24 a) Provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contributing to achieving the regional share of growth for Urban Centres and FTDA's 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% • FTDA's: 28% Regional Targets for Employment Growth by Location: <ul style="list-style-type: none"> • All Urban Centre Types: 50% • FTDA's: 27% 	A majority of growth is to be focused near frequent transit and within Neighbourhood Centres, and limit development that would result in significant density increases outside of these preferred growth areas (policy 3.1.1.3).	Projections for population, dwelling unit and employment are presented in Table 1. Targets for population, dwelling unit and employment are presented in Table 2. The City of Coquitlam received a Housing Target Order (2025-2030), which is based on BC Statistics source data. In addition, the City's <i>Housing Needs Report</i> uses the required methodology from the Province. Due to differences in data sources, process, methodology, reporting intervals and rounding, these three sets of numbers are not aligned.

<p>1.2.24 b) ii) include policies and actions for Urban Centres and FTDA's that: focus and manage growth and development in Urban Centres and FTDA's 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 FTDA targets set out in Table 2 and Action 1.2.13</p> <p>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</p> <p>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</p> <p>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</p> <p>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to FTDA's.</p>	<p>The City manages growth to develop compact, mixed use communities that support infrastructure and transportation networks (section 3.1).</p> <p>The Urban Containment Boundary is upheld which limits development and subdivision potential (policy 3.1.1.7).</p> <p>Coquitlam's OCP directs the majority of growth to urban centres and the FTDA, with lower lower-density Land Use Designations generally located outside of centres (policy 3.1.1.3).</p> <p>The OCP seeks to achieve an efficient and compact urban area that supports transit, with 44% of residential development to 2041 directed to Urban Centres and the FTDA (policy 3.1.1.4).</p> <p>A focus of economic development land uses and associated employment is expected to be aligned with mutually beneficial development intensity of transit-oriented development (policy 3.6.1.2).</p>	<p>Projections for population, dwelling unit and employment are presented in Table 1.</p> <p>Targets for population, dwelling unit and employment are presented in Table 2.</p>
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Strategy 1.1: Contain urban development within the Urban Containment Boundary

Policy 1.1.9	Section	Policy	Applicable OCP Policies	
	Adopt Regional Context Statements that:			
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	The Urban Containment Boundary is shown on Schedule I-2 "Regional Growth Strategy Land Use 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	Population, dwelling unit and employment targets are presented in Table 1 .	
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Policy for collaboration with other government agencies concerning infrastructure (policy 3.8.1.9).	

	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Land use and economic policies call for integration between land use and economic development to minimize impacts, including those specific to new development, eco-tourism, resource-based activities and air particulate matter (objective 3.6.3, policies 3.1.3.1, 3.1.5.2, 3.4.2.3, 3.6.7.1 and 3.6.9.2).
Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	Policy	Applicable OCP Policies
Policy 1.2.24	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and FTDA as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	Dwelling and employment targets are identified in the Targets Section.
	b)	include policies and actions for Urban Centres and FTDA as that:	See below
	i)	identify the location, boundaries, and types of Urban Centres and FTDA on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	The locations and boundaries of all centres are shown on Schedule I-2 "Regional Growth Strategy Land Use Map". There are currently three Urban Centres: Regional City Centre, Lougheed Urban Centre and Burquitlam FTDA.
	ii)	focus and manage growth and development in Urban Centres and FTDA 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 FTDA targets set out in Table 2 and Action 1.2.13	Development targets for Urban Centres are identified in the Targets Section.
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Office development is encouraged in Urban Centres with higher-density mixed-use, especially near rapid transit, as well as within commercial and industrial land use designations (section 3.2, policy 3.6.1.4).
	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	Direction for modal shift is provided through policies for climate change, parking and Transportation Demand Management (policy 3.4.2.4 and 3.7.5.2, objective 3.7.6).
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, FTDA, and, where appropriate, Major Transit Growth	Densification and Infill development are identified in Urban Centres (policy 3.1.1.3). Direction to ensure tenant relocation practices and assistance is provided (policy 3.3.2.2) and further detailed in the <i>Housing Affordability Strategy</i> (HAS). Direction is also provided

	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)	to ensure appropriate emergency planning at the neighbourhood planning stage (objective 3.4.3), and equity, diversity and inclusion within the community (objective 3.10.3). Neighbourhood planning is expected to undertake and address concerns identified in a hazard, risk and vulnerability analysis (section 4.9).
vi)	consider support for the provision of child care spaces in Urban Centres and FTDA's	Child care policies encourage facilities close to transit hubs (policy 3.9.6.1) and leveraged with major economic development centres (objective 3.9.7).
vii)	consider the implementation of green infrastructure	Providing quality environmentally responsible infrastructure and processes enhances and protects natural and sustainable resources and environments (objective 3.8.1). The development process allows further levers to provide and retain green infrastructure (policy 3.8.1.11, 3.5.1.3).
viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and FTDA's, and at appropriate locations within Major Transit Growth Corridors	Major infrastructure and amenity investments are focused in urban centres (policy 3.1.1.11) through density incentives (objective 3.1.2).
ix)	support the provision of community services and spaces for non-profit organizations	Civic service hubs (policy 3.9.1.6) with collocation of facilities, including multiple orders of government and external and non-profit agencies are encouraged (policy 3.9.4.1).
x)	consider, where Urban Centres and FTDA's overlap with Employment lands, higher density forms and intensification of commercial and light industrial	A sufficient basis for office space and other employment-generating facilities is encouraged near rapid transit hubs (policy 3.6.1.5). Density incentives (policy 3.2.9.3) and prioritization of employment-generating uses for major projects (policy 3.6.2.1) are supported in urban centres. Intensive, industrial and office uses are intended in the Business Enterprise designation (objective 3.2.13).
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Setbacks and dedications (policy 3.1.5.3) as well as street improvements are to be used to protect pedestrians and adjacent uses (policy 3.7.4.3, 3.7.4.4, 3.7.4.6).
c)	Include policies for General Urban lands that:	
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	The General Urban area is shown on Schedule I-2 "Regional Growth Strategy Land Use 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 FTDA's and direct new non-residential Major Trip-Generating uses to Urban Centres and FTDA's	New activities for employment are focused to be compatible with urban centres (objective 3.6.1) and the mode shift to associated transit and non-automobile travel in those centres (policy 3.7.6.1) and general trip reduction strategies (policy 3.7.6.2).
iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments,	The City has approved and implemented Small-Scale Multi-Unit Housing zoning allowing for infill and

	laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	intensification of all previous One and Two Family Residential lots in designated areas within the Urban Growth Boundary and outside of urban centres (objective 3.2.4). Nodes of infill density , including updates to townhouse and multiplex options are to be focussed around neighbourhood centres and corridors that are associated with transit (policy 3.1.1.3).
iv)	encourage neighbourhood-serving commercial uses	The retention and attraction of local-serving commercial and retail uses is encouraged (objective 3.6.3). Locally serving retail is encouraged in both Neighbourhood Centres (objective 3.2.8) and Commercial nodes (objective 3.2.11), and is identified in various Neighbourhood plans.
d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip- Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	N/A
e)	consider the identification of new FTDA’s 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	Additional FTDA’s beyond the three contemplated urban centres are not being included at this time. Future FTDA designations may be contemplated with future updates to the OCP, as part of neighbourhood plans or as a response to station area planning. These growth areas will focus development (policy 3.1.1.3) around a connected and supported frequent transit network (objective 3.7.3).
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	Co-ordinated transportation planning with neighbouring municipalities and regional agencies is encouraged to uphold reliable transit service to and through Coquitlam (policy 3.7.3.3) as well as major road and micromobility connections (policy 3.7.1.4, 3.7.4.8).

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

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	Adopt Regional Context Statements that:		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	Policies throughout the Citywide OCP integrate complete communities (policy 3.7.7.2) that are connected by multi-modal transportation networks with underlying pedestrian and micromobility infrastructure (objective 3.7.1, 3.7.2, 3.7.3, 3.7.4).
	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	Complete communities focused on transit-oriented cores (objective 3.1.1) are intended to support a variety of social infrastructure that is accessible and equitably accessed (policy 3.7.4.3).

		Local-serving retail (objective 3.6.8) and child care services (policy 3.9.6.1) are encouraged close to transit hubs to support community needs.
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	The City intends to create and uphold a network of people-friendly public spaces that contribute to a vibrant, permeable and interconnected public realm (objective 3.1.4). These spaces are encouraged in new and established neighbourhoods plans to provide cultural and gathering opportunities (policy 3.10.1.3), and to create connections to natural spaces (policy 3.5.1.6).
d)	respond to health and climate change-related risks by providing equitable access to:	Parks, cultural and recreation facilities are to be sustainable functional and safe (objective 3.9.5).
i)	recreation facilities	To meet the needs of residents, the City intends to strategically acquire and develop community facilities (objective 3.9.1) focused on sustainability and equitable access (objective 3.9.5).
ii)	green spaces and public spaces (e.g., parks, trails, urban forests, public squares, etc.)	The environmental context of open spaces will impact design, location and layout of parks (policy 3.9.5.5). New parks are to be acquired based on strategies to enhance access (policy 3.9.1.2).
iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Comfortable, attractive and accessible environments are expected for active transportation infrastructure (policy 3.7.2.4), trails (3.9.5.11) and street design (policy 3.7.4.3).
e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Urban agriculture is encouraged as part of overall food security (policy 3.4.3.2) and supported through community partnerships (policy 3.9.4.2) but is also expected to respond to Bear Smart and other wildlife-protective landscaping mitigations (policy 3.5.5.4).
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	Mitigations from potentially negative impacts of new developments are intended to protect adjacent areas and neighbours to that development (policy 3.1.3.1).
g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	The City's OCP contains Development Permit Area guidelines (section 5.2). Design guidance is provided on: Universal design (policy 3.1.7.2), Crime Prevention Through Environmental Design (policy 3.9.5.12), inclusive open space design (policy 3.9.5.10) and diversity in cultural facilities (objective 3.10.3).
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres	Development of cultural identity in the neighbourhoods of Coquitlam is intended through the recognition of multiple cultures (objective 3.10.1).

Strategy 1.4: Protect Rural lands from urban development			
Section	Policy	Applicable OCP Policies	
Policy 1.4.3	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	The location of rural areas is shown on Schedule I-2 “Regional Growth Strategy Land Use Map”. Rural Lands are predominantly located on the eastern slopes of Burke Mountain.
	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	All rural properties outside the Urban Containment Boundary are not eligible for municipal sewer services (policy 3.2.2.1).
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	The limited available density for Rural Residential designated areas limits development potential (policy 3.2.2.2).
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Agricultural uses are supported in Agricultural designated areas (objective 3.2.1) and Rural designated areas (objective 3.2.2); there are also protections for agricultural soils in Commercial Recreation designated areas (policy 3.2.13.1).
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	The City’s commitment to develop and carry out a strategy for enhancing natural and environmentally sensitive areas (policy 3.5.1.1) includes protections through development processes (3.5.1.3) and municipal acquisition processes (policy 3.5.1.4).

Metro 2050 Goal 2: Support a Sustainable Economy

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

Coquitlam’s OCP protects employment lands for economic activity, seeks to intensify and diversify activity in these lands, encourages office development within centres and creates a positive investment climate.

It recognizes and designates industrial land in Coquitlam, which is strategically located within the region and well connected to the regional transportation and goods-movement corridors. The City’s urban structure of complete communities, enhanced by transit and improved pedestrian connectivity, supports businesses within centres and supports the RGS goal of supporting a sustainable economy.

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

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	Adopt Regional Context Statements that:		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, FTDAs, Industrial lands, and Employment lands	Employment growth is to be supported by land use, infrastructure and amenities (objective 3.6.1). Higher-density commercial and mixed use land designations are applied in Urban Centres to focus commercial development (policy 3.1.1.4, 3.6.1.7). Office development is directed to centres (policy 3.6.1.4, objective 3.6.7) and is supported as part of an efficient use of industrial lands (policy 3.2.15.7, 3.6.1.3). Community and neighbourhood-scale retail and service facilities are directed to centres to support growth (objective 3.6.3).
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in FTDA 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	Density incentives (policy 3.2.9.3) and prioritization of employment-generating uses for major projects are supported in urban centres (policy 3.6.1.1). High-intensity land uses in transit-serviced mixed-use cores support employment-generating commercial uses , like commercial and office space, including: Neighbourhood Centre, Transit Oriented Mixed-Use, City Centre and Business Enterprise designations (objectives 3.2.8, 3.2.9, 3.2.10, 3.2.13).
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and FTDA and that discourage the development of institutional land uses outside of Urban Centres and FTDA.	The focus of employment-generating commercial areas is within compatible urban centres (policy 3.6.1.5). Intensive, industrial and office uses are intended in Business Enterprise areas that are adjacent to urban centres (objective 3.2.13).

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land		
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	The location of industrial areas is shown on Schedule I-2 "Regional Growth Strategy Land Use 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	N/A Trade-Oriented Lands are not currently identified within the City's boundaries.
c)	include policies for Industrial lands that:	
i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	All regionally designated Industrial lands are designated "Industrial" in the OCP (objective 3.2.14) and those uses are encouraged to be preserved and expanded upon (policy 3.6.1.3).
ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Commercial uses are encouraged to be accessory to industrial uses (policy 3.2.14.8). Accessory caretaker residential uses are further regulated through the <i>Zoning Bylaw</i> (Zoning Bylaw 3000, 1996 and amending Bylaws).
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	In industrial areas, residential uses are not permitted (policy 3.2.15.1). Local-serving commercial , and standalone offices are encouraged to act as buffers to incompatible uses (policy 3.2.15.4). Major retail and office uses are directed to urban centres (policy 3.6.1.5).
iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Intensification and better utilization of Industrial areas is encouraged to support industrial and employment uses (policy 3.2.14.6). The Business Enterprise designation is intended to provide even more intensified forms for employment-generating uses (objective 3.2.13).
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	Efficient and appropriate supply of parking and loading is required to meet the needs of intended uses and to limit impacts on the public realm (policy 3.7.5.2). Parking and Loading are further regulated through the Part 7 of the <i>Zoning Bylaw</i> (Zoning Bylaw 3000, 1996 and amending Bylaws).

vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Supporting an adequate supply of employment lands is part of Coquitlam's economic strategy (objective 3.6.1).
vii)	provide infrastructure and services in support of existing and expanding industrial activities	The provision of sustainable infrastructure and services to support existing and emerging employment centres is reflected in the commitment of the City's Financial Plan (policy 3.6.1.2).
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	Supporting the efficient movement of goods includes support for the continued operation of rail lines and regional intermodal infrastructure (policy 3.6.1.6).
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	Urban design guidelines have been developed and include how industrial uses respond to their development contexts (section 5.2).
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	N/A Trade-Oriented Lands are not currently identified within the City's boundaries.
d)	include policies for Employment lands that:	
i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	The Business Enterprise designation is intended to accommodate a mix of light industrial, limited commercial and office uses (objective 3.2.13).
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	A diversity of retail and commercial activity is to be cultivated (objective 3.6.3). The Business Enterprise designation encourages alternative land uses to large-format retail that are intended to generate more employment (policy 3.2.13.2).
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 FTDA's	Major developments, including major-trip-generating uses are encouraged to locate within urban centres (policy 3.1.1.3). Economic activity and development are to be compatible with the employment centre's contexts (policy 3.6.1.5).
iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or FTDA's, and permit employment and service activities consistent with the intent of Urban Centres or FTDA's, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	The City does not have any employment land designated areas located within an Urban Centre or FTDA.

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 FTDA's, 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. 	Industrial land uses are encouraged to be located in Employment Lands (policy 3.6.1.3). Residential development is not currently permitted in industrial land uses and their corresponding zones (policy 3.2.14.1).
e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Coquitlam has developed a Community Greenhouse Gas Reduction Strategy, building on the City's existing Corporate Climate Action Plan (policy 3.4.2.1). Opportunities to reduce energy use and greenhouse gas emissions as a function of development are encouraged (policy 3.4.1.3).
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)	As part of Climate Change Resiliency, the risks to people, property and the environment are to be mitigated (objective 3.4.3). Associated risks from natural hazards are also to be addressed (objective 3.5.2).

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

Section	Policy	Applicable OCP Policies
Policy 2.3.12		
Adopt Regional Context Statements that:		
a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	The location of agricultural areas is shown on Schedule I-2 "Regional Growth Strategy Land Use Map". Limited areas of Agricultural designations (objective 3.2.1) are present north of the DeBoville Slough and at the mouth of the Coquitlam River.
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	Food security is encouraged through supportive policies and partnerships (policy 3.5.4.9).
c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	OCP amendments on agricultural land are restricted to allow long-term viability (3.2.1.1).
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	Agriculture (objective 3.2.1) and Rural (objective 3.2.2) land use designations support agricultural activity.
ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	Subdivision of agricultural land is limited to discourage fragmentation of otherwise viable sites (policy 3.2.1.2). Rural areas outside of the Urban Containment Boundary have limited subdivision potential as well (policy 3.2.2.1).

	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 	The risks from natural hazards on sites are to be mitigated (objective 3.5.2) as well as resiliency impacts on sites from climate change (objective 3.4.1). Risks on floodplains discourage certain development types (policy 3.5.2.6) and require actions to maintain the City's drainage systems (policy 3.5.3.6). Flood construction levels are required to respond to sea level rise due to climate change (Zoning Bylaw Section 519).
	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	Development of properties adjacent to the Agricultural Land Reserve are evaluated for compatibility with agricultural lands (policy 3.2.1.3). The majority of agricultural designated lands are adjacent to parkland and environmentally sensitive areas , which buffers them from urban development (policy 3.1.5.2).
	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>	The City will work to encourage continued farming of agricultural lands and oppose applications to remove lands from the ALR (policy 3.2.1.1).
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	The City imposes limits to non-agricultural uses (3.2.1.1) and creates protections on agricultural lands and adjacencies (policy 3.2.1.3).
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	The City encourages partnerships and collaboration to support multiple aspects that impact agricultural lands, including: environmental best practices (policy 3.5.6.1), economic collaboration with multiple agencies (policy 3.6.2.1) and efforts to promote Coquitlam's diversity and heritage (3.10.1.2).

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 environmental management and climate action policies in Coquitlam's OCP preserve natural areas for conservation and recreation, protect and enhance ecosystems and habitats, and manage land use and transportation to reduce greenhouse gas emissions. This supports the RGS goal of protecting the region's environment, addressing climate change and responding to natural hazards. The OCP and other strategic plans also support integrated watershed management planning and infrastructure investment towards urban centres, and seek to minimize risks from climate change and natural hazards.

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>It is estimated that City policies will support protection of lands for approximately 55% of the City's Land Base.</p> <p>Ecological protections for both wildlife and landscape are upheld with multiple policies (section 3.5). Wildlife protection (objective 3.5.5), tree retention (policy 3.5.4.4) and expansion of the tree canopy (policy 3.5.4.5) are upheld in policy.</p> <p>Paths for municipal acquisition of lands (policy 3.5.1.4) and dedication through development (3.5.1.3) are strategies for these intents.</p>	<p>The City is developing an Urban Forest Management Strategy that seeks to enhance the City's urban forest and tree cover.</p> <p>A review of recent legislation is underway to consider opportunities for additional land dedication for conservation actions.</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 City aims to meet and exceed regional objectives and standards for Greenhouse Gas emissions (objective 3.4.2). Through the Climate Action Plan, the City will work towards new targets, including a 2030 GHG target of 45% below 2007 levels and Carbon Neutrality by 2050. (policy 3.4.2.1)</p> <p>Endeavours to lower emissions include policy towards modal shift (policy 3.4.2.4) and other transportation incentives to lower vehicle emissions (policy 3.4.2.5) as well as encouragement to lower industrial emissions (policy 3.4.2.6).</p> <p>Design controls for developments (policy 3.4.1.3) and Permit Areas (section 5.2) provide for design guidance intended to lower GHGs.</p>	<p>Coquitlam developed an Environmental Sustainability Plan in 2022, which updates previously adopted Community Greenhouse Gas Reduction Strategies.</p>

	<p>The City is also encouraging associated governments (policy 3.4.2.7) and providing advocacy (3.4.2.2) to expand and enhance measures and supports to reduce greenhouse gas emissions.</p>	
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Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	The location of Conservation and Recreation designated areas is shown on Schedule I-2 “Regional Growth Strategy Land Use 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:	Most ecologically important areas are covered by the Conservation and Recreation land use designation (objective 3.5.1), which generally translates to Park and Recreation (objective 3.2.16) with some Commercial Recreation sites included (objective 3.2.12)
	i)	drinking water supply areas	The City supports the provision of high-quality drinking water (policy 3.8.1.5) through a combination of City efforts and regional partnerships, and watershed management and protection (policy 3.8.4.1). The Coquitlam Lake watershed is well within areas defined as Conservation and Recreation.
	ii)	environmental conservation areas	Environmentally Sensitive Areas are protected to enhance their ecological features and function (policy 3.5.1.1). These areas are further expanded and protected through development processes (policy 3.5.1.3) and acquisition (policy 3.5.1.4).
	iii)	wildlife management areas and ecological reserves	Wildlife protections are intended to maintain a safe relationship for both humans and wildlife (objective 3.5.5).
	iv)	forests	The retention and enhancement of the City’s forested character (policy 3.9.5.7) are encouraged in parks, protected areas and forested edges (policy 3.5.4.4).
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	The enhancement and protection of watercourses and waterbodies can help sustain healthy fish, wildlife, plants and people (objective 3.5.3).
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	The Riparian Areas are to be protected (policy 3.5.3.1). Regulations in the <i>Zoning Bylaw</i> require adequate setbacks and buffering of riparian areas adjacent to watercourses (Zoning Bylaw Section 523).
	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	At-risk species require assessment of lands adjacent to habitat (policy 3.5.5.1). Human-wildlife conflicts (policy 3.5.5.2) and protective waste interactions (3.5.5.3) are similarly supported.

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"> ○ 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 	<p>Uses within Environmentally Sensitive Areas are limited, with the intent that these lands remain generally in a natural state (objective 3.5.1). Site-specific policies are identified in Neighbourhood Implementation Plans help manage ecologically important areas including: protecting environmentally sensitive areas, preserving watercourses and their associated riparian areas, and improving biodiversity and habitat management.</p>
c)	<p>Include policies that:</p>	
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>Conservation and Recreation areas within the Urban Containment Boundary are integrated with existing development. Requirements within the Development Permit Guidelines require adequate buffering, where appropriate (section 5.3). The Riparian Areas Regulations in the <i>Zoning Bylaw</i> require adequate setbacks and buffering of riparian areas adjacent to watercourses (<i>Zoning Bylaw</i> Section 523).</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>Conservation and Recreation lands are expanded through dedication (policy 3.5.1.3) and acquisition (policy 3.5.1.4). Restrictions to subdivision are further applied to Development Reserve designated lands (policy 3.2.17.2).</p>

Strategy 3.2: Protect, enhance, restore and connect ecosystems

Section	Policy Text	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	<p>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>	<p><i>Ecosystem and canopy cover targets are identified in the Targets Section.</i></p>
b)	<p>refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:</p>	
i)	<p>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>	<p>Environmentally focused Development Permitting is required for: Watercourse Protection (section 5.3), Wildfire Hazard (section 5.4) and Unstable slopes (section 5.5). Acquisition of sites (policy 3.5.1.4) is also incentivized with strategies, like allowing density transfers within and between sites to help secure protected areas (policy 3.1.2.2-3.1.2.4).</p>

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	Connect natural areas (policy 3.5.1.5). Collaboration with other partners and jurisdictions is encouraged to protect natural areas and wildlife (policy 3.5.6.3).
iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Connect existing natural areas (policy 3.5.1.5) and create strategies to limit and mitigate impacts from development (policy 3.5.1.8).
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.	The interface between ecosystems and development will have mitigations and buffers (policy 3.1.5.3), with a specific physical barriers (policy 3.5.5.5) and planting (policy 3.5.4.1) used to protect natural spaces.
c)	Include policies that:	
i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Consideration of natural assets and systems is a key objective towards maintaining the integrity of Coquitlam's natural environment (objective 3.5.1).
ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	The retention and expansion of forested character (policy 3.9.5.7) is upheld by tree canopy endeavours (policy 3.5.4.5). The City is developing an Urban Forest Management Strategy.
iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	The control of invasive species is required through best practices (policy 3.5.4.7), re-establishment of native plants (policy 3.5.4.1) and retention of topsoil (policy 3.5.4.8).
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	Active transportation networks are expected to connect local and regional destinations (objective 3.7.1) which augment the Regional Green Infrastructure Network. Sustainable infrastructure improvements (objective 3.8.1) include natural landscaping and planting as comfort for users (policy 3.7.2.3) with further green connective spaces and crossings to facilitate the well-being of wildlife (policy 3.5.5.6).
v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Stormwater management strategies and planning (policy 3.8.1.7) are part of landscape management (policy 3.5.4.6) and water conservation (policy 3.5.1.9) efforts.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality			
Section	Policy	Applicable OCP Policies	
Adopt Regional Context Statements that:			
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>Emissions targets are identified in the 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:	The City is expanding and enhancing measures and supports to reduce greenhouse gas emissions (objective 3.4.2). Actions like a City Climate Action Plan (policy 3.4.2.1), the Environmental Sustainability Plan and the Strategic Energy Management Plan further direct greenhouse gas reduction strategies.	
Policy 3.3.7	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure	Code improvements are being upheld alongside other orders of government (policy 3.4.2.7) , and emissions-reducing and green building-oriented design guidelines (section 5.2) are upheld by the Climate Action Plan. Alternative energy supply (3.4.1.4) and carbon sequestration (policy 3.5.4.6) approaches are also considered. Best practices in building and landscape design are focused to increase efficiency and lower emissions (policy 3.4.1.3).
	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	The OCP encourages seamless integration of travel modes (policy 3.7.7.1) and efforts to lower emissions through modal shift (policy 3.4.2.4, 3.7.6.1) towards active transportation, micromobility and public transit. Distinct focus is placed on the design of people-friendly spaces (objective 3.1.4) and the human comfort of this infrastructure (policy 3.7.2.3).
	c)	focus infrastructure and amenity investments in Urban Centres and FTDA's, and at appropriate locations along Major Transit Growth Corridors	Major infrastructure and amenity investments are focused to support urban centres (policy 3.1.1.3) and the corridors between them (policy 3.7.3.2). Land use planning co-ordinates both physical infrastructure (policy 3.8.1.10) and co-located social amenities (policy 3.9.1.6) to meet needs of those neighbourhood centres.

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			
	Section	Policy	Applicable OCP Policies
Policy 3.4.5	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Climate change and natural hazards risk is managed through the location and design of new development (objective 3.5.2). Impacts from climate and heat such as wildfire responses (policy 3.5.2.9) increased flood risk (policy 3.5.2.6) and air quality impacts on vulnerable populations (policy 3.4.2.3) are considered. Reducing risks and impacts from climate change include actions towards resilience as part of the Climate Action Plan (policy 3.4.2.1).
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	The City aims to mitigate the risk to people and developments from natural hazards (objective 3.5.2). Environmental Development Permit Areas regulate development hazards associated with climate change, including Watercourse Protection (section 5.3), Wildfire Hazard (section 5.4) and Unstable Slopes (section 5.5).
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.	The City encourages development to be designed to mitigate risks to ensure long-term settlement (policy 3.5.1.8). Prevention of damage to properties and the urban infrastructure requires assessment and maintenance (policy 3.5.2.10).
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.	New developments will be encouraged to have designs respond and adapt to climate change and its impacts (policy 3.4.1.3). Emergency management and evacuation planning are required in development and neighbourhood planning processes (policy 3.4.3.1).
Policy 3.4.8	Section	Policy	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	Development Permit Areas have requirements to help regulate development impacts associated with natural hazards, including Watercourse Protection (section 5.3), Wildfire Hazard (section 5.4) and Unstable Slopes (section 5.5). Similar direction is given by the Climate Adaptation Strategic Plan.

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’s OCP and other strategies include policies that support the provision of diverse and affordable housing choices. The City has been a leader in enabling housing choice for many years through a variety of policies and incentives. The City’s Housing Needs Report defines the City’s housing needs along with the Provincial Housing Target Order.

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 FTDA’s combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	The City is continually working towards addressing its future housing demand needs (section 3.3). Housing is encouraged to be in proximity to transit, micromobility and transit infrastructure (policy 3.3.1.8). The City supports providing and retaining rental housing, including affordable housing (objective 3.3.2). Purpose-built rental housing and affordable rental housing are incentivized in medium- and high-density areas close to transit (policy 3.3.2.8).	Target data will be associated with the Housing Needs Report and the Housing Target Order. Coquitlam continues to encourage the provision and retention of rental and affordable housing. The City is updating its Rental Incentives Program as a Housing Accelerator Fund initiative and in light of updated provincial legislation on development financing tools.

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 promotion of diversity in housing is based on the Housing Needs Report (objective 3.3.1). Actions are based on a wide range of data to understand and assess those local housing needs (policy 3.3.1.1).	
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	A wide range of housing types, unit sizes and tenures to meet the needs of households of varying ages, incomes, abilities and size are being encouraged as the City responds to Coquitlam’s Housing Needs Report (policy 3.3.1.2).	
	c)	identify policies and actions that contribute to the following outcomes	Affordable and special needs housing is similarly encouraged to be provided through regulations, incentives and partnerships (policy 3.3.1.3).	
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	The City supports provision and retention of rental housing, including affordable and special needs housing (objective 3.3.2). Affordable living is Objective 2 of the City’s Housing Affordability Strategy.	
ii)	increased supply of family-friendly, age-friendly, and accessible housing	Multiple building types and forms of family friendly (policy 3.3.1.7), seniors (policy 3.3.1.6), and accessible and adaptable (policy 3.3.1.4) housing are encouraged. This diversity in housing is Objective 1 of the City’s Housing Affordability Strategy.		

		The City is working on a Housing Mix Policy, which will meet this policy.	
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Encouragement of a variety of models of housing tenure is part of the commitment to providing a range of housing (policy 3.3.1.2) (HAS 1.2.5).	
iv)	increased density and supply of diverse ground-oriented and infill housing forms in low density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	The growth areas of the City include infill and ground-oriented units. These areas are focused around transit stations and neighbourhood centres (policy 3.1.1.3). The Small-Scale Residential designation (objective 3.2.4) encourages infill housing forms of many types and forms (policy 3.2.4.4).	
v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Proximity of transportation infrastructure to housing is encouraged (policy 3.3.1.8). Efficient integration of land use and transportation policy (policy 3.7.7.2) combined with reduced provision of off-street parking also has the potential to reduce housing construction costs (policy 3.7.5.2).	
vi)	increased social connectedness in multi-unit housing	The provision of amenities in multi-unit residential development serves opportunities for social connection for residents and families (policy 3.3.1.7).	
vii)	integrated housing within neighbourhood contexts and high quality urban design	Urban design guidelines are included in Development Permit Areas for multi-family and infill housing (section 5.2).	
viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Energy efficient and reduced-emission building practices (policy 3.4.1.3) that create built form that is resilient to the impacts of climate change and natural hazards (objective 3.5.2) are supported.	
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	Housing Needs Report is to be reviewed every five years. (objective 3.3.1). This OCP update is oriented to reflect the most recent Housing Needs Report.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Data collection and reporting regarding housing contexts and needs are based on a wide range of sources (policy 3.3.1.1).
	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	Housing priorities are identified through data collection and analysis through the Housing Needs Report (policy 3.3.1.1).
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Multiple types, tenures and forms of housing are identified to be implemented based on housing needs (objective 3.3.1).

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 FTDA's 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>Housing targets are identified in the 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 FTDA's	Tenant protection and assistance for eligible tenants are required above the Residential Tenancy Act (policy 3.3.2.3) (HAS Action 1.4.1). The City has a goal of zero net loss of rental units associated with redevelopment (policy 3.3.2.2).
c)	identify the use of regulatory tools that protect and preserve rental housing	Retention and replacement of redeveloped rental housing (HAS policy 1.5.1-1.5.5) are encouraged through development incentives (policy 3.3.2.8) and through the Affordable Housing Reserve Fund (policy 3.3.2.7). Strata conversions are limited on existing rental housing (3.3.2.5). The City is updating its Rental Incentives Program as a Housing Accelerator Fund initiative and in light of updated provincial legislation on development financing tools.(policy 3.1.2.2)
d)	identify policies and actions that contribute to the following outcomes:	
i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Rental housing is considered on City-owned lands (policy 3.3.2.9) and in proximity to transit infrastructure (policy 3.3.1.8).
ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Housing partners (policy 3.3.2.4) and unit replacement incentives (3.3.2.6) allow collaboration to retain, renew and expand housing opportunities.
iii)	protection and renewal of existing non-market rental housing	Strata conversions are limited on existing rental housing (3.3.2.5) and incentives are present to retain and expand non-market housing through redevelopment (policy 3.3.2.8).
iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Tenant protection and assistance for eligible tenants are required above the Residential Tenancy Act (policy 3.3.2.3).
v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Energy-efficient and reduced-emission construction is encouraged for new multi-family residential construction (policy 3.4.1.3).

	Section	Policy	Supplementary Information
Policy 4.2.8	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	Replacement of rental units is encouraged (policy 3.3.2.6). Specific housing agreements are included through redevelopment to protect and secure market, below-market and non-market rental housing (policy 3.3.2.1).
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Developers are required to assist eligible tenants displaced by redevelopment of purpose-built rental developments (policy 3.3.2.3)
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Housing partnerships with other orders of government are encouraged (policy 3.3.2.4).
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	The City facilitates the development of affordable housing options with on-site supports, shelters and services for people experiencing or transitioning out of homelessness (objective 3.3.3). Development incentives, regulations and other tools are considered (policy 3.3.2.8). The City provides Affordable Housing Reserve Fund grants to partners. (HAS 1.3.4, 3.1.6)
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	Partnerships are encouraged between governments and non-profit groups to support and provide affordable and supportive housing, shelters and services (policy 3.3.3.2).	
Policy 4.3.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Relationship building to secure housing needs is important for the provision of both affordable housing (policy 3.3.1.3) and supportive low-income housing (policy 3.3.3.2).
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Relationship building with residential and business communities is also important to successful provision of housing options (policy 3.3.3.3).
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	Alignment of planning bodies associated with the provision of affordable and supportive housing will help support more effective planning to meet community needs (policy 3.3.3.1).	

Metro 2050 Goal 5: Support Sustainable Transportation Choices

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

The OCP supports this RGS goal by fostering co-ordinated land use and transportation planning to provide improved transportation choice and enable a mode shift to sustainable options, and providing for safe and efficient goods and vehicle movement. The OCP’s network of complete communities, centred along the SkyTrain line and major transit routes, provides for a connected urban form that supports walkable communities, and encourages cycling and transit use. The City promotes walking, cycling, public transit use, goods movement and carpooling rather than relying solely on private vehicle use.

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

Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
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	Sustainable transportation options are to be integrated within the city and its structure with an intent to shift modes and reduce automobile trips (objective 3.7.6, 3.7.7 and policy 3.4.2.4).
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	The implementation of transportation demand management (TDM) strategies is required to encourage active transportation (objective 3.7.6.1 and policy 3.7.2.3, 3.7.3.1, 3.7.5.1). TDM strategies are required as part of the application process for developments in Transit-Oriented Areas.
c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	The integration of multi-modal transportation infrastructure between local and regional networks is encouraged (objective 3.7.1, 3.7.2, 3.7.3, 3.7.4 and policy 3.7.7.1).
d)	support the transition to zero-emission vehicles	The use of zero emission vehicles is supported and incentivized (policy 3.4.2.5). The City’s Green Fleet Strategic Plan intends to reduce emissions and electrify City vehicles.
e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Regional connections and partnerships are encouraged (policy 3.7.1.4) to create seamless links to destinations (policy 3.9.1.8, 3.9.5.11).
f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	The City requires an active transportation and micromobility network that connects to and through Neighbourhood Centres and other destinations (objective 3.7.1, 3.7.2).

Policy 5.1.14

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:		
a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; FTDA's; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Regional connections and partnerships to enhance the Major Road Network for people and goods movement are encouraged (policy 3.7.4.8). Key goods movement routes are also shown on Schedule I-3 "Regional Goods Movement Routes".
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	Safe goods movement is prioritized through improved infrastructure (policy 3.6.1.6), partnerships (policy 3.7.4.8), and land use (policy 3.5.2.4). Neighbourhood plans also identify specific infrastructure that supports goods movement in Coquitlam.
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	A clear hierarchy of transportation and goods movement routes (3.7.4.2), as well as transit priority measures (policy 3.7.3.1), uphold regional transportation system management and partnerships (policy 3.7.4.8).
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	The protection and enhancement of intermodal and goods-movement facilities (policy 3.7.4.8) are supported through site and road dedications that ensure effective transportation networks and infrastructure (policy, 3.7.4.7).
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	Mitigations from infrastructure (policy 3.4.2.3) and development (policy 3.1.3.1) are to be mitigated and buffered (policy 3.1.5.3) to protect vulnerable populations.
f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	Logistics and commercial distribution uses are supported in the Business Enterprise (objective 3.2.13) and Industrial (objective 3.2.14) land use designations. Zero-emission charging is facilitated in new and City development (policy 3.4.2.5).

TABLE 1 Regional Growth Strategy Projection Estimates

	2021	2024	2031	2041	2051
Population	148,625	Med: 174,248 Low: 174,248 High: 174,248	Med: 189,791 Low: 187,855 High: 191,288	Med: 214,474 Low: 206,037 High: 221,192	Med: 241,298 Low: 223,866 High: 255,981
Dwelling Units	58,683	N/A	Med: 74,262 Low: 73,801 High: 74,654	Med: 88,312 Low: 85,821 High: 90,224	Med: 100,339 Low: 94,266 High: 105,230
Employment	55,920	N/A	Med: 70,180 Low: 69,780 High: 70,540	Med: 82,890 Low: 80,410 High: 84,800	Med: 92,930 Low: 86,770 High: 97,870

TABLE 2 Urban Centres

2a Population

Population – Medium Growth	Target		Target		Target		Target	
	2024		2031		2041		2051	
	#	%	#	%	#	%	#	%
Coquitlam Total	174,248	100	189,791	100	214,474	100	241,298	100
Total Centres (UC)	45,100	25.9%	62,650	33.0%	83,500	38.9%	106,400	44.1%
Regional City Centre UC	21,000	12.1%	30,500	16.1%	40,000	18.7%	49,000	20.3%
Lougheed UC	10,100	5.8%	13,250	7.0%	17,500	8.2%	23,500	9.7%
Burquitlam FTDA	14,000	8.0%	18,900	10.0%	26,000	12.1%	33,900	14.0%
All Other Areas	129,148	74.1%	127,141	67.0%	130,974	61.1%	134,898	55.9%

2b Dwellings

Dwelling Units – Medium Growth	Target		Target		Target		Target	
	2024		2031		2041		2051	
	#	%	#	%	#	%	#	%
Coquitlam Total	61,000	100	72,780	100	86,990	100	99,230	100
Total Centres (UC)	18,700	30.7%	25,700	35.3%	37,000	42.5%	48,500	48.9%
Regional City Centre UC	8,500	13.9%	11,500	15.8%	17,000	19.5%	22,500	22.7%
Lougheed UC	4,200	6.9%	6,000	8.2%	8,000	9.2%	10,500	10.6%
Burquitlam FTDA	6,000	9.8%	8,200	11.3%	12,000	13.8%	15,500	15.6%
All Other Areas	42,300	69.3%	47,080	64.7%	49,990	57.5%	50,730	51.1%

2c Employment

Employment – Medium Growth	Target		Target		Target		Target	
	2024		2030		2040		2050	
	#	%	#	%	#	%	#	%
Coquitlam Total	60,600	100	70,180	100	82,890	100	92,930	100
Total Centres (UC)	24,200	40%	27,800	40%	34,100	41%	38,000	40.9%
Regional City Centre UC	17,000	28%	19,100	27%	23,000	28%	25,000	26.9%
Lougheed UC	4,000	7%	5,000	7%	6,300	8%	7,000	7.5%
Burquitlam FTDA	3,200	5%	3,700	5%	4,800	6%	6,000	6.5%
All Other Areas	36,400	60%	42,380	60.4%	48,790	58.9%	54,930	59.1%

Table 1 & 2 Notes:

Due to differences in definitions, data sources, methodologies, reporting intervals and rounding, these projections may not align with Transit-Oriented Areas (TOA) policy work underway, Housing Target Orders or Housing Needs Reporting.

Notes provided by Metro Vancouver with its Population Projections data:

1. *Metro Vancouver Regional Planning prepared population estimates for 2024 and projections for the years 2025 and beyond in July 2025, as well as backcast 2022 and 2023 estimates using the previous 2021 baseline (from the 2024 Update).*
2. *Projections are provided as reference to member jurisdictions and regional agencies, and do not represent specific growth targets for the region or respective municipalities.*
3. *Projected growth represent three scenarios: medium-growth (MG), high-growth (HG), and low-growth (LG). As the projection period extends, the level of uncertainty increases, resulting in a broader range of projections.*
 - *MG scenario represents a base or reference scenario of projections.*
 - *HG and LG scenarios are developed by modifying assumptions related to immigration and fertility rates.*
 - *Regional Planning team recommends using HG scenario for utility planning purposes.*
 - *LG scenario is developed to account for uncertainties related to Federal and Provincial policies.*
4. *Municipal totals, with the exception of Tsawwassen First Nation (TFN), include the estimates of Indian Reserves located within the respective municipal boundaries.*
5. *Because the population projection model does not apply land use or housing information as inputs, there is no direct linkage between projected population and targeted housing units. Additionally, some of the potential population growth triggered by those housing initiatives could already be accounted for in the updated scenarios.*

Population:

1. 2024, 2031, 2041 and 2051 Population Projections use content from Metro Vancouver's Update to the Regional Planning Committee dated Sept. 10, 2025. This reflects the impact of recent federal policy changes affecting immigration and non-permanent residents. Accessed from: metrovancover.org/boards/RegionalPlanning/RPL-2025-09-11-OT.pdf#search=population%20projections

Dwelling Units:

1. 2031, 2041, 2051 numbers use Medium Growth Scenario Dwelling Unit Projections from Metro Vancouver's August 2024 Update. Accessed from: <https://metrovancover.org/services/regional-planning/Documents/metro-vancouver-growth-projections-2024-update.pdf>

Employment:

1. 2030, 2040 and 2050 numbers use Medium Growth Scenario Employment Projections from Metro Vancouver's August 2024 Update reported as 2031, 2041 and 2051 for convenience. Accessed from: <https://metrovancover.org/services/regional-planning/Documents/metro-vancouver-growth-projections-2024-update.pdf>






References:

Metro 2050 Regional Context Statements Implementation Guideline: May 2025. Metro Vancouver. Accessed from: <https://metrovancover.org/services/regional-planning/Documents/metro-2050-implementation-guideline-regional-context-statements.pdf>







Schedule I-2: Regional Growth Strategy Land Use Map

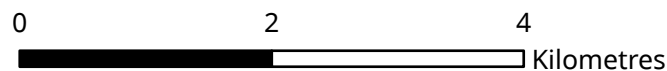
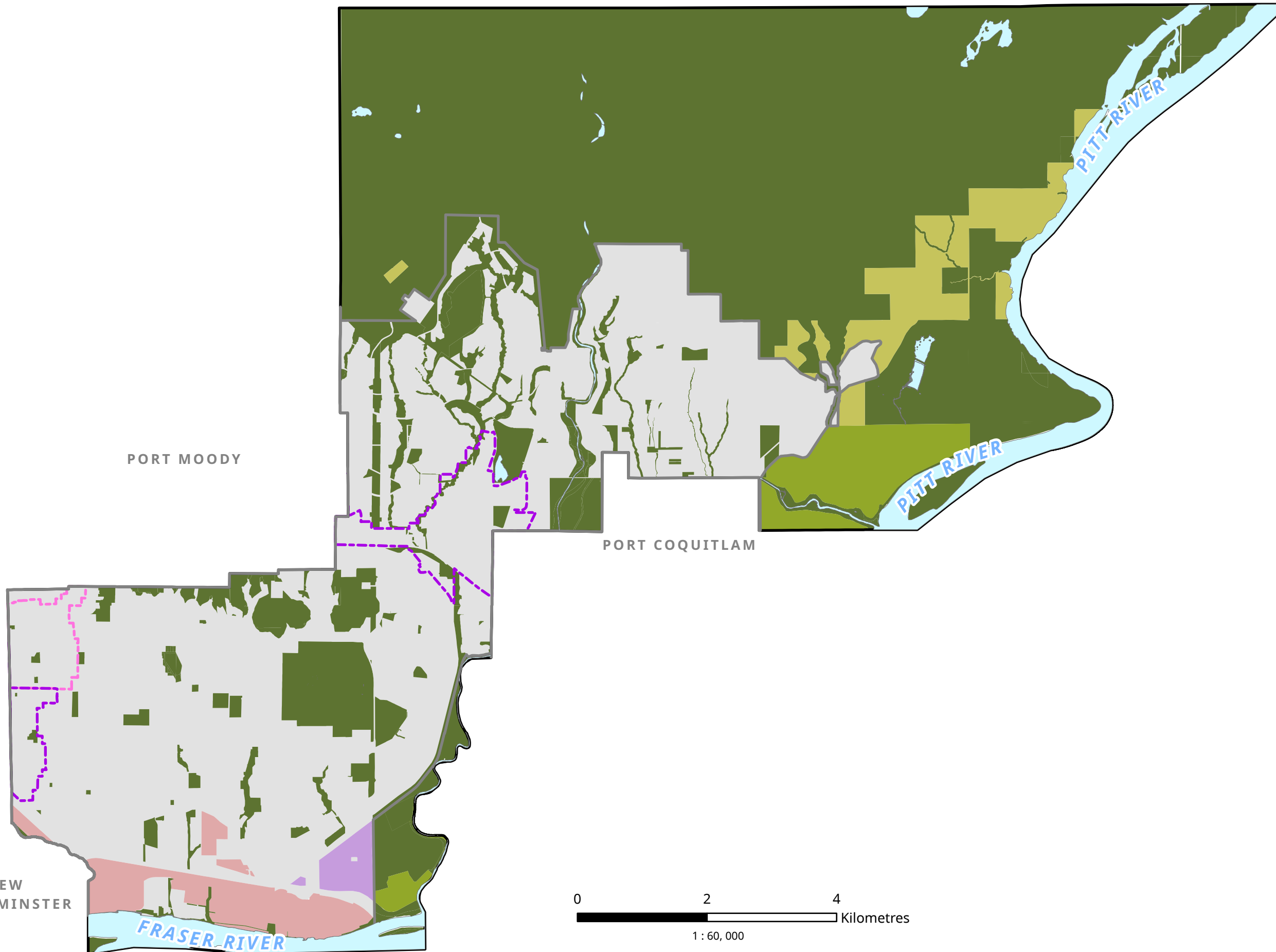


Legend

-  City Boundary
-  Water Bodies
-  Urban Containment Boundary
-  Urban Core
-  Frequent Transit Development Area

Land Use Designations (Metro Vancouver)

-  Urban
-  Industrial
-  Mixed Employment
-  Conservation Recreation
-  Rural
-  Agriculture



1 : 60,000





Date Adopted: XXXX
 Bylaw No: 5526, 2026
 Datum: UTM NAD1983

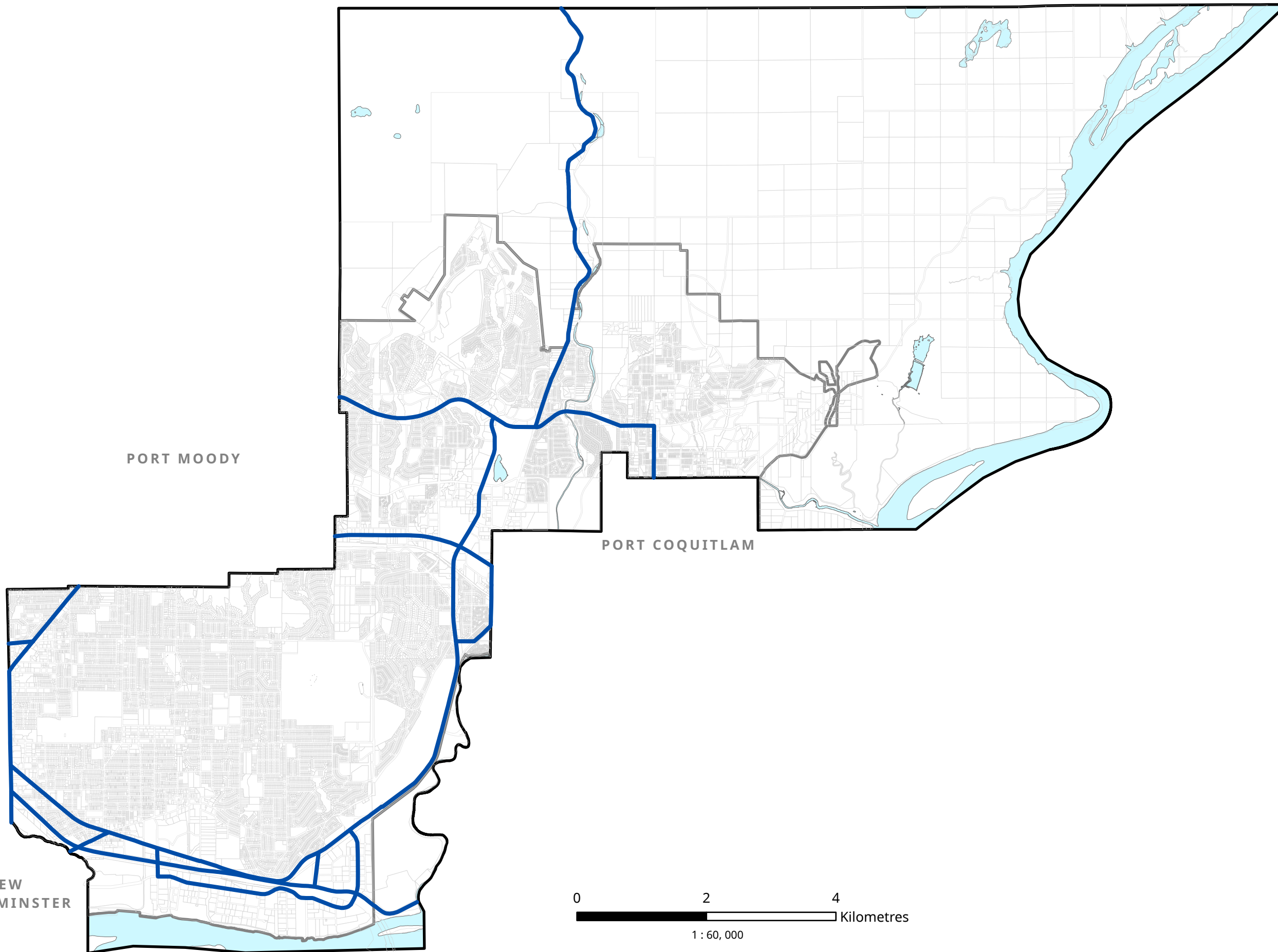
Mapping data is not provided by the City of Coquitlam. For further questions please inquire at <https://metrovancover.org/>

Schedule I-3: Regional Goods Movement Route Map



Legend

-  City Boundary
-  Urban Containment Boundary
-  Water Bodies
-  Goods Movement Routes

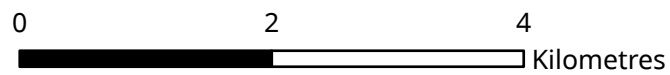


PORT MOODY

PORT COQUITLAM

BURNABY

NEW WESTMINSTER



1 : 60,000

Date Adopted: XXXX
 Bylaw No: 5526, 2026
 Datum: UTM NAD1983

Mapping data is not provided by the City of Coquitlam. For further questions please inquire at <https://metrovancover.org/>

To: Regional Planning Committee

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

Date: April 20, 2026 Meeting Date: May 7, 2026

Subject: **Invasive Species Best Management Practices – Lesser Celandine and Brown Marmorated Stink Bug**

RECOMMENDATION

THAT the Regional Planning Committee receive for information the report dated April 20, 2026, titled “Invasive Species Best Management Practices – Lesser Celandine and Brown Marmorated Stink Bug”.

EXECUTIVE SUMMARY

With the support of member jurisdictions, Metro Vancouver collaboratively develops and shares best practice guidance for managing invasive species of regional concern. Since 2018, 26 guides have been produced, plus two new guides described in this report. Members periodically propose and sponsor new guides, and the Invasive Species Council of Metro Vancouver summarizes local research and expertise. Metro Vancouver provides peer review and graphic design, while additional review is undertaken by experts from member jurisdictions, the Provincial government, and other organizations. This coordinated process supports a consistent, evidence-based regional approach to invasive species management.

The Vancouver Board of Parks and Recreation and the City of Burnaby recently funded new best practice guides for lesser celandine (**Attachment 1**) and brown marmorated stink bug (**Attachment 2**). These guides provide practical advice for practitioners – including local government staff, field crews, project managers, contractors, developers, and stewardship groups – to improve the efficiency and effectiveness of management efforts across the region. The Invasive Species Council will promote the guides and associated public-friendly fact sheets.

PURPOSE

To provide the Regional Planning Committee with two new invasive species best management practices documents and accompanying fact sheets for information.

BACKGROUND

Since 2018, Metro Vancouver has partnered with member jurisdictions to produce and share best management practices for priority invasive species. To date, practitioner guidance has been produced for: knotweed species, giant hogweed, European fire ant, European chafer beetle, Himalayan blackberry, Scotch broom, English holly, English and Irish ivies, yellow archangel, Himalayan balsam, parrot’s feather, purple loosestrife, reed canarygrass, wild chervil, yellow flag iris, hedge bindweed, American bullfrog, garlic mustard, poison hemlock, spurge laurel, butterfly bush, orange hawkweed, Japanese beetle, bamboo, cherry laurel, and common periwinkle. This report presents the best management practice guides for two additional invasive species that were identified by member jurisdiction staff as regional priorities: lesser celandine and brown marmorated stink bug.

THE NEED FOR, AND DEVELOPMENT OF, REGIONAL BEST MANAGEMENT PRACTICES

Invasive species are non-native flora or fauna that out-compete native species and can be highly destructive and difficult to control. They can damage infrastructure and agricultural crops, harm livestock and humans, reduce property and recreational values, and negatively impact biodiversity. *Metro 2050*, the Regional Growth Strategy (Reference 1), includes an action for member jurisdictions to:

“...reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans” (Policy Action 3.2.7c iii).

At the request of member jurisdictions, Metro Vancouver has been producing regional best management practice guidance for local government staff, crews, project managers, contractors, consultants, developers, stewardship groups, and others who have a role in invasive species management. These documents include technical guidance about identification, tracking, reporting, effective prevention and control strategies, regulatory requirements, disposal, monitoring and restoration, as well as references and additional resources. Recommendations contained in the guides have been informed by the best available scientific expertise and local experience.

OVERVIEW OF THE LATEST BEST MANAGEMENT PRACTICES

The Vancouver Board of Parks and Recreation and the City of Burnaby sponsored the creation of best management guidance for lesser celandine (Attachment 1) and brown marmorated stink bug (Attachment 2), respectively. The Invasive Species Council of Metro Vancouver was retained to research best practices for these species, and relevant staff from several member jurisdictions, Metro Vancouver, the Provincial government, and additional local experts provided peer review. An overview of each document is provided below.

Lesser Celandine

Native to Northern Africa, Asia and most of Europe, lesser celandine is a locally invasive perennial that spreads aggressively through tubers, bulblets, and seeds. It forms dense mats that outcompete native plants in moist habitats, lawns, forests, and disturbed sites. Toxic to most mammals (including humans) if ingested, lesser celandine can also cause skin irritation. With climate change, its range could expand due to its early growing season, potential for propagule dispersion via flooding, and adaptability to a variety of soil conditions.

For sites with small infestations (<1m²), manual removal (using protective gear, hand digging, and soil sifting) from January to March is recommended, but it is labour intensive. For larger sites, herbicide could be applied by trained personnel. To prevent further spread, it is important to avoid using soil or plant stock that may be infested, and not to compost lesser celandine plants. Disposal requires bagging, followed by equipment cleaning. Annual follow-up monitoring is recommended for several years because plant parts are often missed. To prevent erosion and reinvasion, sites should be restored with appropriate native and desirable plant species soon after treatment.

Brown Marmorated Stink Bug

Accidentally introduced to BC from East Asia, the brown marmorated stink bug (BMSB) is considered invasive in this region because it feeds on more than 100 plant species, damaging fruits, berries, vegetables, and ornamentals, and poses serious risks to local agriculture. In agricultural settings, cultural measures (e.g., plant protectors, fruit bags) can reduce BMSB damage. Insecticides offer only limited suppression and may harm beneficial insects.

Invasive Species Best Management Practices – Lesser Celandine and Brown Marmorated Stink Bug

Regional Planning Committee Regular Meeting Date: May 7, 2026

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BMSBs are also a nuisance for residents in the fall, when the insect seeks indoor overwintering locations. To prevent BMSB from entering homes, mechanical exclusion is recommended (e.g., sealing gaps, screening vents, minimizing outdoor lighting). After identification has been confirmed to ensure native beneficial stink bugs will not be impacted, the following control methods can be used:

- Freezing or crushing BMSB egg masses;
- Collecting adult BMSBs by hand-picking, sweeping, vacuuming, or using simple do-it-yourself pan or funnel traps; and
- Drowning or freezing adults (Note: BMSBs emit a strong odour when crushed).

Dead BMSBs can be placed in municipal green bins. Live insects should not be discarded in garbage or yard waste to prevent further spread. BMSBs and other materials used to capture them should not be flushed down the toilet.

FACT SHEETS AND BMP UPDATES

Plain language fact sheets (Attachments 3 and 4) have also been produced for these invasive species to help share the best practice guidance with residents. These resources are publicly available on the Metro Vancouver website (Reference 3).

In addition, staff are currently working with the Invasive Species Council of Metro Vancouver to update the existing compendium of best management practice guides and fact sheets to ensure they contain the latest locally-tested guidance.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The City of Burnaby and Vancouver Board of Parks and Recreation sponsored the creation of these regional resources. Metro Vancouver Regional Planning staff provided peer review and graphic design was completed by Metro Vancouver's External Relations Department.

CONCLUSION

The new best management practice guides for lesser celandine and brown marmorated stink bug build on Metro Vancouver's ongoing commitment to support member jurisdictions, stewardship groups, and the public with current, accessible information about priority invasive species in this region. To minimize the impacts on local ecology, agriculture, and residents, these guides provide locally tested, science-based information about proper identification, tracking, reporting, prevention, control, disposal, and restoration. This guidance also highlights the growing need for proactive invasive species management as climate change accelerates their spread and impacts.

ATTACHMENTS

1. Best Management Practices for Lesser Celandine in the Metro Vancouver Region (March 2026).
2. Best Management Practices for Brown Marmorated Stink Bug in the Metro Vancouver Region (March 2026).
3. Tackling Lesser Celandine Fact Sheet.
4. Tackling Brown Marmorated Stink Bug Fact Sheet.

REFERENCES

1. Metro Vancouver. (2023, February). *Metro 2050 Regional Growth Strategy*. Policy Action 3.2.7c) iii) <https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=68>

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2. Metro Vancouver. (2023, April). *Climate 2050 Nature and Ecosystems Roadmap*. Action 1.8.
<https://metrovancover.org/services/air-quality-climate-action/Documents/climate-2050-nature-and-ecosystems-road-map.pdf#page=41>
3. Metro Vancouver. Invasive species best management practices and fact sheets.
<https://metrovancover.org/services/regional-planning/resources-and-studies#k=best%20management%20practice%23l=1033>



Ficaria verna

BEST MANAGEMENT PRACTICES FOR
Lesser Celandine
in the Metro Vancouver Region



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION
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Created by: Metro Vancouver and the Invasive Species Council of Metro Vancouver

In partnership with: Diamond Head Consulting and the Vancouver Board of Parks and Recreation



Requested by: The Regional Invasive Species Working Group for the Metro Vancouver region and the City of Burnaby

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Burnaby, BC, V5H 0C6
metrovancover.org

March 2026

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Introduction

The impacts of invasive species on ecological, human, and economic health are of concern in the Metro Vancouver region. Successful control of invasive species requires concerted and targeted efforts by many players. This document - "**Best Management Practices for Lesser Celandine in the Metro Vancouver Region**" - is one of a series of species-specific guides developed for use by practitioners (e.g., local government staff, crews, project managers, contractors, consultants, developers, stewardship groups, and others who have a role in invasive species management) in the region. Together, these best practices provide a compendium of guidance that has been tested locally by many researchers and operational experts.

Lesser celandine¹, a low-growing invasive perennial buttercup, is native to Northern Africa, temperate Asia and most of Europe (Axtell, DiTommaso, & Post, 2010). Introduced to North America as a garden ornamental in the 1860s, lesser celandine's population surged in the 1990s and it is expected to continue expanding throughout the next century. Its ability to reproduce through tubers, bulblets, and seeds within months after its early emergence enables it to spread aggressively, forming dense mats above and below ground (Axtell, DiTommaso, & Post, 2010). When in bloom, large infestations appear as a green carpet with yellow dots.

Early emerging and short-lived native herbaceous plants are vulnerable to competition from lesser celandine (Washington State Noxious Weed Control Board, 2013). Lesser celandine is toxic to most mammals if ingested, and its sap can cause skin irritation (Cowlitz County Noxious Weed Control Board, 2025) (Axtell, DiTommaso, & Post, 2010).

Many ornamental lesser celandine varieties are available in nurseries across Canada and the United States (Axtell, DiTommaso, & Post, 2010). All varieties are considered invasive in North America (Swearingen, 2005). Lesser celandine is challenging to control due to its multiple reproductive strategies (Cowlitz County Noxious Weed Control Board, 2025).

Academic institutions, government, and non-government organizations continue to study this species in British Columbia. As researchers and practitioners learn more about the biology and control of lesser celandine, it is anticipated that the recommended best management practices will change. This document will be updated to reflect these changes as the information becomes available. Please check metrovancover.org regularly to obtain the most recent version of these best management practices.

REGULATORY STATUS

Although this species is not currently classified as a noxious weed in BC, it is designated as an "invasive plant of concern" in the Province's [Field Guide to Noxious Weeds and Other Selected Invasive Plants of British Columbia](#).

1 Lesser celandine (*Ficaria verna*) is also known by the common names fig buttercup, pilewort, figroot buttercup, figwort, bulbous buttercup and small crowfoot (Axtell, DiTommaso, & Post, 2010). It is referred to as 'lesser celandine' in this document. It was previously known as the scientific name *Ranunculus ficaria*. Five subspecies have been identified in Europe and North America, however broad variations and overlap across the subspecies in bulblet presence, leaf stalk length, flower diameter, and petal length make them difficult to distinguish (Post, Krings, Wall, & Neal, 2009). All subspecies and cultivars are considered invasive in North America, and expanding their ranges at similar rates (Post, Krings, Wall, & Neal, 2009).

IMPACTS

Indigenous Peoples have an intrinsic relationship with the natural world, built on reciprocity and stewardship. Many native plants and animals have cultural and spiritual significance for Indigenous Peoples, in addition to being important food and medicine sources. Indigenous communities in British Columbia have collectively called for invasive species prevention, management, and control due to their impact on infrastructure, the economy, human health, ecosystems, and cultural practices. Further collaboration with Indigenous Peoples will deepen our understanding about the impacts of invasive species, such as lesser celandine, on Indigenous ways of life and our shared environment.

Lesser celandine forms dense groundcover infestations that compete with native plants, especially understory species with a similar early season life cycle (Washington State Noxious Weed Control Board, 2013). Even after leaf die-back in June, the dense underground network of roots and tubers persist, inhibiting the sprouting and growth of other plants. Lesser celandine exhibits allelopathic tendencies. Laboratory and greenhouse studies have demonstrated that compounds extracted from lesser celandine can inhibit the growth, flowering, and germination of other plant species (Cipollini, Titus, & Wagner, 2012). Lesser celandine may also alter soil conditions that negatively impact native plants even after its growing season has ended (Cipollini & Schradin, 2011). These impacts on native plants may have negative consequences for wildlife (Washington State Noxious Weed Control Board, 2013).

Fresh plant parts contain protoanemonin, a chemical that is poisonous for most mammals to ingest, including humans; although it makes livestock sick, it rarely causes death (Cowlitz County Noxious Weed Control Board, 2025). The sap can cause skin irritation (Washington State Noxious Weed Control Board, 2013). Dead plants pose no risk (Axtell, DiTommaso, & Post, 2010).

The tuberous and bulbous root system of lesser celandine make control very difficult (Oregon Department of Agriculture, 2025). After seeding, the above-ground portions of lesser celandine die back, leaving bare ground that is susceptible to invasion by other invasive plants and weeds (Axtell, DiTommaso, & Post, 2010). It invades turf, outcompeting desirable grass species (Axtell, DiTommaso, & Post, 2010). After its brief growing season, it leaves gaps in turf that are costly to manage (Yong, 2025).

REPRODUCTION AND SPREAD

Lesser celandine reproduces vegetatively, forming dense monocultures early in the spring, and all the subspecies produce viable seeds except *Ranunculus ficaria* subsp. *Bulbilifer* (Post, Krings, Wall, & Neal, 2009). When disturbed, the plants invest more heavily in seed production (Kermack & Rauschert, 2019).

After flowering, some lesser celandine subspecies produce bulblets (aerial bulbs formed on the stems, also called bulbils). Some populations have shown a low seed production is inversely related to bulblet production (Kermack & Rauschert, 2019). Bulblets are easily dislodged from the leaf stalks, remaining on the ground after the plant has died (Cornell Cooperative Extension of Oneida County, 2012). Lesser celandine produces dense networks of roots and tubers (bulbous underground roots). Tubers and bulblets can grow into new plants once separated from the parent plant (Washington State Noxious Weed Control Board, 2013).

Bulblets, roots, and tubers can be easily spread by mowing, disturbance or movement of soil, digging by people and animals, and water/flooding (Yong, 2025) (Axtell, DiTommaso, & Post, 2010). Digging animals, such as moles, contribute to the spread by breaking tubers and moving them in soil (Tualatin Watershed Invasive Species Team, 2024). Lesser celandine can escape from gardens and private property (Oregon Department of Agriculture, 2025) or be introduced from contaminated compost and soil (Oregon Department of Agriculture, 2025).



Lesser celandine growing in a garden

CREDIT: ISCMV

HABITAT AND DISTRIBUTION

Lesser celandine has a short growing season and begins to die back above 20 °C (Axtell, DiTommaso, & Post, 2010). It is common in moist environments such as ditches, streambanks, floodplains, ponds, marshes, and bogs (Axtell, DiTommaso, & Post, 2010). Lesser celandine also grows in a variety of disturbed and undisturbed sites, including established lawns, gardens and landscaped areas, forests, fields, waste areas and roadsides, and thrives in irrigated areas where natural moisture is lacking (Axtell, DiTommaso, & Post, 2010). Soils with low sand content support higher density growth and increased tuber and bulblet production (Kermack & Rauschert, 2019). Lesser celandine favours flat sites and is less common on slopes. It prefers shaded areas but can grow in full sun if moisture is sufficient.

This species is becoming more widespread in the northern United States and southern Canada (Axtell, DiTommaso, & Post, 2010). It is documented in 23 US states and across parts of Canada, including British Columbia, Newfoundland, Ontario and Quebec (Washington State Noxious Weed Control Board, 2013). In the Pacific Northwest, it occurs in higher densities west of the coastal mountain ranges (Cowlitz County Noxious Weed Control Board, 2025). In Whatcom County, adjacent to the Canadian-American border south of Metro Vancouver, lesser celandine is present in most urban creeks and parks (Washington State Noxious Weed Control Board, 2013). While not considered widespread in the Metro Vancouver region, it has been detected in nearly every municipality, with a high concentration in the City of Vancouver. It has also been found in the Fraser Valley and southern Vancouver Island.

CLIMATE CHANGE ADAPTATION

Climate models predict that the Metro Vancouver region will experience warmer temperatures; a decrease in snowpack; longer dry spells in summer months; more precipitation in autumn, winter, and spring; more intense extreme events; and an extended growing season. In the past, our region had an average of 252 days in the growing season. At lower elevations, 45 days will be added to the growing season by the 2050s, and 56 days by the 2080s, resulting in nearly a year-round growing season of 357 days on average. In higher elevation ecosystems the growing season length will increase by 50% to 325 days by the 2080s (Metro Vancouver, 2016). These changes will stress many sensitive ecosystems, increasing their vulnerability to competition from invasive species.

Lesser celandine's ability to survive in a variety of soil conditions and habitats will likely influence its capacity to adapt to future climate changes. It is speculated that this plant may benefit from our future climate in several ways:

- **Early growing season:** Lesser celandine has an early and brief growing season, emerging in late December to January, thus avoiding higher temperatures and drought conditions more typical of the summer months (Whatcom County Noxious Weed Board, 2025). It can even germinate in winter conditions under the snow (Kermack & Rauschert, 2019). Early emergence gives lesser celandine a competitive edge against later-emerging native plants and ornamentals.
- **Increased precipitation and flooding:** Tubers and bulblets can spread by floodwaters and heavy rain (Cowlitz County Noxious Weed Control Board, 2025) (Tualatin Watershed Invasive Species Team, 2024). Bulblet production is higher in lesser celandine plants growing along riverbanks (Kermack & Rauschert, 2019). Rivers and waterbodies that flood regularly should be prioritized for lesser celandine management (Kermack & Rauschert, 2019).

With these kinds of competitive advantages, this species is more adaptable than native species in a variety of ecosystems, suggesting that it will be able to withstand, and possibly thrive in changing climate conditions.

Identification

Unless otherwise noted, the following identification information was collected from Axtell, DiTommaso, & Post, 2010; Cowlitz County Noxious Weed Control Board, 2025; and Washington State Noxious Weed Control Board, 2013.

Lifecycle: Perennial herb, emerging from December to February, forming mounded rosettes with basal and stem leaves; low growing, up to 40 centimetres tall; becomes dormant by June when temperatures reach 20°C.

Stems: Stems are succulent, 10-30 centimetres tall for leafy stems and slightly taller for flowering stems. Small, pale, spherical bulblets (also called bulbils) may form in leaf axils (the space where leaf stalks grow from the stem), and may not be visible until late in the flowering period. Easily dislodged, 0-18 bulblets are produced per season (Kermack & Rauschert, 2019). Lesser celandine's bulblets have the highest germination rate among bulbet-producing herbaceous forest understory plants.

Leaves: Thick, shiny, smooth leaves are kidney to heart-shaped, 4-9 centimetres long and 4-8 centimetres wide. Basal leaves have longer petioles than stem leaves. Leaves are dark green, often paler underneath, sometimes mottled, with smooth or round-toothed edges (Cascadia Prairie-Oak Partnership, 2019).

Flowers: Solitary, symmetrical, glossy flowers typically 2-3 centimetres wide, but up to 6 centimetres; 6-26 petals (averaging 8-10) and 3-4 green sepals. Petal colour varies by cultivar, ranging from yellow (most typical) to white or orange, with a slightly darker centre (Whatcom County Noxious Weed Board, 2025). A double-flowered variety has up to 60 petals. Blooms in late winter/early spring (March to May). Flowers fade to white with age. Flowering stems extending beyond the leaves.

Fruits: Small, green, globular shaped clusters of achenes (seed capsules), each 3-4 millimetres long containing a single seed (Cascadia Prairie-Oak Partnership, 2019). All subspecies produce viable seeds except *Ranunculus ficaria subsp. bulbilifer* (Post, Krings, Wall, & Neal, 2009). Seeds are not fully mature when released and continue to ripen where they land.

Roots: Fibrous roots with small, gray, club-shaped tubers interspersed. Tubers grow up to 8 centimetres long, resembling tiny sweet potatoes (Tualatin Watershed Invasive Species Team, 2024). Plants produce 1-11 tubers each growing season (Kermack & Rauschert, 2019).

The following photos show lesser celandine plant parts.



Leaves forming a rosette
CREDIT: ISCMV



Bottom and top sides of leaves
CREDIT: ISCMV



Flower
CREDIT: ISCMV



Cluster of achenes with seeds inside
CREDIT: L. J. MEHRHOFF, UNIVERSITY OF CONNECTICUT, BUGWOOD.ORG



Roots and tubers
CREDIT: ISCMV



Bulblets forming in the leaf axils
CREDIT: WISCONSIN FIRST DETECTOR NETWORK

SIMILAR SPECIES

The species most commonly mistaken for lesser celandine are listed below.

NATIVE SPECIES

- **Marsh Marigold (*Caltha palustris*)**, a native perennial found in wet environments, is most commonly mistaken for lesser celandine (Axtell, DiTommaso, & Post, 2010). It belongs to the same plant family as lesser celandine (*Ranunculaceae*). Marsh marigold lacks true petals and only has 5 petal-like sepals. Flowers bloom in clusters later in the season (July to August) (Cascadia Prairie-Oak Partnership, 2019). Prior to flowering, the best way to distinguish between marsh marigold and lesser celandine is to inspect the root system (Axtell, DiTommaso, & Post, 2010). Marsh marigold does not produce tubers or bulblets, and has short, fleshy roots (Washington State Noxious Weed Control Board, 2013). Marsh marigold also does not grow in continuous mats like lesser celandine (Tualatin Watershed Invasive Species Team, 2024).
- **White marsh marigold (*Caltha leptosepala*)** is a perennial herb with thick stems 5-40 centimetres tall (Klinkenberg, 2020). Basal leaves are waxy, green, egg- to kidney-shaped, 2-12 centimetres long with toothed edges and long stalks. White or green flowers 2-4 centimetres wide are solitary or in pairs and bloom in the late spring. White Marsh marigold is common in moist habitats such as meadows, bogs and streambanks in BC west of the coastal mountains (Klinkenberg, 2020).
- **Violets/pansies (*Viola species*)** have similar sizes, spreading tendencies, and leaf shapes as lesser celandine. Violet flowers are easy to distinguish with 5 petals, the lower petal with a pouched spur, and the lower 3 petals usually with thin, purplish, vertical markings (Klinkenberg, 2020). Flowers are yellow, white, or blueish-purple to pink.



Marsh marigold

CREDIT: L. J. S. KATOVICH, [BUGWOOD.ORG](https://bugwood.org)



White marsh marigold

CREDIT: D. POWELL, USDA FOREST SERVICE (RETIRED), [BUGWOOD.ORG](https://bugwood.org)



Trailing yellow violet

(*Viola sempervirens*)

CREDIT: N. TURLAND, FLICKR

NON NATIVE SPECIES

- **Ground ivy/creeping Charlie (*Glechoma hederacea*)** smells like mint when crushed. Leaves are hairy on the surface and grow along runners, not in rosettes. Leaf stems are attached to the middle of the leaf and purple-blue, funnel-shaped flowers grow in clusters (Anderson, 2012).
- **Creeping buttercup (*Ranunculus repens*)** is invasive throughout the Metro Vancouver region, and commonly grows alongside lesser celandine. It is a perennial herb with multiple erect and creeping stems, and many slender, fibrous white roots (Klinkenberg, 2020). Alternate leaves on stalks 40 centimetres long have 3 parts; leaflets are lobed and have pale spots at the base between lobes. One to a few yellow flowers grow at the ends of 15 centimetre long stems. Flowers usually have five petals, sometimes 6-9 or more. In Metro Vancouver, it is common in moist to wet lawns and borders, fields, roadsides and ditches (Klinkenberg, 2020).
- **Greater Celandine (*Chelidonium majus*)**, a member of the poppy family (*Papaveraceae*), is not related to lesser celandine (Cornell Cooperative Extension of Oneida County, 2012). Introduced to North America from Europe as a herbal medicine, it is sold as an ornamental plant (Tree Canada, 2025). This upright annual shrub grows 0.6-1 metres tall and has deeply lobed leaves and bright yellow flowers with four petals (Cornell Cooperative Extension of Oneida County, 2012). It produces numerous small black seeds that are dispersed by ants (Cornell Cooperative Extension of Oneida County, 2012). Greater celandine thrives in moist soils and may occupy similar habitats as lesser celandine, but it is rarely found in southern BC (Klinkenberg, 2020). Its shallow root system makes it easy to remove, but like lesser celandine, all greater celandine plant parts are toxic (Cornell Cooperative Extension of Oneida County, 2012). Although greater celandine is not currently classified as a noxious weed in BC, it is designated as an “invasive plant of concern” in the Province’s **Field Guide to Noxious Weeds and Other Selected Invasive Plants of British Columbia**.



Ground ivy leaves

CREDIT: B. ACKLEY, OHIO STATE UNIVERSITY,
BUGWOOD.ORG



Creeping buttercup leaves and flower

CREDIT: ISCMV



Greater celandine

CREDIT: K. PIHLAVIITA, FLICKR

Tracking

The provincial government maintains **InvasivesBC**, an invasive species database, map and mobile data collection application available for use by all land managers, contractors, government agencies and non-profit organizations completing surveys and/or management activities on invasive species in BC. InvasivesBC contains invasive species occurrence, treatment, and monitoring records for the entire province. The data can be searched using many criteria, and exported into a variety of summary reports. An active BC Public Service IDIR or Business BCEID is required to request access to the database. Many agencies, including local governments, have their own internal invasive species inventory and mapping protocols that are used by staff, contractors, and, in some cases, the public. For example, the City of North Vancouver has its own system called AlienMap.

When tracking lesser celandine, it is helpful to know that leaves will emerge in late December to February (Whatcom County Noxious Weed Board, 2025). It is one of the first herbaceous plants to emerge in the Metro Vancouver region. Lesser celandine is easily detected in turf grass because the leaves appear darker, glossy, and much wider than blades of grass (Yong, 2025). From June to December, when the plant has died back, sites may be identified from the gaps in vegetation and bulblets on the soil surface (Oregon State University, 2022).

When carrying out a lesser celandine inventory it is useful to record the following information as it will later inform treatment plans:

- Size and density of infestation;
- Location in relation to the 10-metre Pesticide-Free Zone adjacent to water courses;
- Location in relation to other water sources, such as wells;
- Whether it is growing around desired vegetation or structures.

Reporting

Due to the health hazard posed by lesser celandine found in public spaces, it is advisable to report known or suspected infestations. Please report lesser celandine occurrences to:

- The Provincial Report Invasive Species program (via smart phone app gov.bc.ca/invasive-species).
- The Invasive Species Council of Metro Vancouver: 604-880-8358 or iscmv.ca.
- The municipality where the lesser celandine was found.
- The landowner directly – If the landowner is unknown, the **Invasive Species Council of Metro Vancouver** can provide support to identify the appropriate authority.

Reports submitted through these channels are reviewed by invasive species specialists who coordinate follow-up activities when necessary with the appropriate local authorities. However, some people may be hesitant to report infestations as their presence may affect property values.

Many species identification apps are available for mobile devices. Some apps allow users to record observations and participate in community science projects. For example, reports made on the online public platform **iNaturalist** may be used by government and community groups to track sightings and distributions of high priority invasive species. The Invasive Species Council of Metro Vancouver maintains a **list of available apps** for identifying native and/or invasive species.

Prevention and Control Strategies

Effective invasive plant management may include a variety of control techniques ranging from prevention, chemical, manual, mechanical, biological, and/or cultural methods. Each method is described below in order of effectiveness. Early identification and timely management planning are key to preventing the spread of lesser celandine. Its early seasonal growth creates a narrow window for effective control, requiring action immediately after snowmelt or winter conditions (Yong, 2025). To manage it successfully, plans must be in place by late winter, with contractors and staff ready earlier than usual for other spring emergent invasive plants (Yong, 2025).

Whatever method is used, persistence will be required since lesser celandine spreads easily by vegetative methods (Washington State Noxious Weed Control Board, 2013). Once established, it becomes difficult to control. Management should focus on populations with high reproductive output (mainly bulblets) (Kermack & Rauschert, 2019). Areas prone to frequent flooding, such as riparian areas, should also be prioritized. Control efforts should also target sites where people or animals may easily come in contact with the plants.

STRATEGY COLOUR LEGEND

GREEN: RECOMMENDED

ORANGE: CAUTION

RED: NOT RECOMMENDED OR NOT AVAILABLE

HANDLING LESSER CELANDINE SAFELY

Since lesser celandine is toxic to touch and ingest, personal protective equipment (PPE) should be used to reduce the risk of harm to workers. When handling lesser celandine plants protective gloves should be worn (Tualatin Watershed Invasive Species Team, 2024). Wash hands thoroughly after management activities and before eating. After use, gloves and clothing should be disposed or laundered.

Due to the safety concerns, and high risk of spread, this plant is not suitable for community weed pull activities for the general public or school/youth groups. However, experienced volunteers could undertake this work if they have received training on the safety hazards of the plant, have access to appropriate PPE, and are directly supervised by an expert who can advise on best practices and disposal.

PREVENTION: IMPERATIVE

Prevention is the most economical and effective way to reduce the spread of lesser celandine over the long term.

When working in or adjacent to lesser celandine, it is best to inspect and remove plants, plant parts, and seeds from personal gear, clothing, pets, vehicles, and equipment and ensure soil, gravel, and other fill materials are not contaminated with lesser celandine before leaving an infested area. Where lesser celandine is growing in areas that require mowing, such as sports fields, it's best to keep mowing equipment onsite to prevent spread (Yong, 2025). Plants, plant parts, and seeds should be tarped or bagged before transport to an appropriate disposal site (see Disposal section).

When selecting plants for a site, do not purchase, trade, or transplant lesser celandine. The Invasive Species Council of BC's '[Grow Me Instead](#)' Program or [Metro Vancouver's Grow Green website](#) provide recommendations for non-invasive, drought-tolerant plants, and garden design ideas. All materials (e.g., topsoil, gravel, mulch, compost, wood chips, plant stock) should be weed-free. Lesser celandine can be introduced via these materials and sites where they are used should be monitored carefully for any growth (Crosby, 2018). Healthy green spaces are more resistant to invasion by invasive plants, so it is also important to maintain or establish healthy plant communities.

MANUAL/MECHANICAL: RECOMMENDED

Due to its high density and the risk of spreading plant parts, manual control is most effective for small patches of lesser celandine (less than 1 metre squared) and when there is adjacent desired vegetation (District of Saanich, 2025) (Washington State Noxious Weed Control Board, 2013). The larger the infestation, the less likely manual/mechanical control methods will be successful (Axtell, DiTommaso, & Post, 2010). Except for individual plants, manual control is not recommended for aquatic or wetland sites due to the additional risk of spreading tubers (4-County Cooperative Weed Management Area, 2025).

Manual/mechanical control of lesser celandine is highly disruptive, particularly in natural areas, and can easily spread bulblets and tubers (Axtell, DiTommaso, & Post, 2010). Workers using this method should be trained to minimize soil disturbance and prevent the spread of plant parts (Thomas, 2025).

- **Hand digging and sifting the soil** is labour intensive, but effective for small sites. Using a trowel or shovel dig up as much of the roots, tubers and bulblets as possible as remaining parts can sprout into new plants. Use a fine mesh screen to sift soil and capture remaining fragments (Cornell Cooperative Extension of Oneida County, 2012) (Tualatin Watershed Invasive Species Team, 2024). Avoid shaking the soil from the plants (unless shaken over the screen), as this may dislodge bulblets and tubers and encourage spread (Whatcom County Noxious Weed Board, 2025). This method is best conducted from January to March (Tualatin Watershed Invasive Species Team, 2024) and should be repeated every few weeks to remove new growth (4-County Cooperative Weed Management Area, 2025). Digging plants earlier reduces the number of tubers and bulblets.
- **Mowing** is not recommended as it will likely increase spread by unearthing the shallow tubers and roots (Whatcom County Noxious Weed Board, 2025). Mowing may also promote the spread of bulblets (Axtell, DiTommaso, & Post, 2010).

REMOVAL TIMING

Manual control should be completed in the winter to early summer (Cascadia Prairie-Oak Partnership, 2019). Once the plants die back, they can be difficult to relocate. If digging and sifting for underground plant parts is planned for later in the year, it's helpful to flag the plants earlier in the season.

APPLYING MANUAL/MECHANICAL CONTROL METHODS IN RIPARIAN AREAS

Lesser celandine often grows in large contiguous patches along streams, watercourses, and natural sources of water supply. Land managers must consider the impact of control techniques and the resulting bare soil on the adjacent aquatic environment. Removal works should be scheduled during a period of least risk to fish species, outside of the **fish window**. When planning instream activities (in or around water), including removal of invasive vegetation, a water licence or use approval may be required under the BC **Water Sustainability Act** (for pesticide application, see the Applying Pesticide in Riparian Areas section). To access guidance documents or to learn or to learn more about water licenses and approvals in BC visit the Province's **Working Around Water webpage**. Working around water may also require authorization under other applicable Provincial or Federal legislation, such as the **Federal Fisheries Act**. It is recommended to consult with a Qualified Environmental Professional when working around water.

CHEMICAL: CAUTION

When alternative methods to prevent or control invasive plants are unsuccessful, professionals often turn to herbicides. Herbicide application will provide some control but may not eradicate lesser celandine (Whatcom County Noxious Weed Board, 2025). Chemical control is often used when infestations are too large for manual control or when the site may be challenging for manual control, such as on a slope. Multiple treatments per year, for multiple years, are required to achieve some control (Washington State Noxious Weed Control Board, 2013). The first year of treatment often produces the greatest results, but annual follow-up visits are needed until no plants are found (Thomas, 2025).

This method should be used with caution for the following reasons (Crosby, 2018):

1. Weather conditions greatly influence treatment efficacy;
2. Lesser celandine often grows in riparian areas where pesticide use is restricted; and
3. Since lesser celandine growth is often closely associated with other plants, chemical control can easily damage non-target species (Province of BC, 2002).

With the exception of substances listed on Schedule 2 of the **BC Integrated Pest Management Regulation**, the use of herbicides is highly regulated in British Columbia. Site characteristics must be considered with herbicide prescribed, based on site goals and objectives and in accordance with legal requirements. **This summary of BC's Integrated Pest Management Act** provides an overview of the provincial legislation.

PESTICIDE LICENCE AND CERTIFICATION

A valid pesticide licence is required to:

- offer a service to apply most pesticides;
- apply most pesticides on public land including local government lands²; and
- apply pesticides to landscaped areas on private land, including outside office buildings and other facilities.

Pesticides (e.g., herbicides, insecticides, fungicides) are regulated by the Federal and Provincial governments, and municipal governments often have pesticide bylaws.

- Health Canada evaluates and approves chemical pest control products as per the ***Pest Control Products Act***.
- The ***BC Integrated Pest Management Act*** sets out additional requirements for the use and sale of pesticides in British Columbia beyond federal requirements. This Act is administered by the Ministry of Environment and Parks.
- Several municipalities have adopted bylaws that prohibit the use of certain pesticides.

Everyone who uses pesticides must be familiar with all relevant laws.

ONLY companies or practitioners with a valid Pesticide User Licence and staff who are certified applicators (or working under a certified applicator) may apply herbicide on invasive plants located on public lands in British Columbia. Applicators must be either the land manager/owner or have permission from the land manager/owner prior to herbicide application.

On private residential property the owner may apply pesticides to manage invasive or noxious weeds without a Pesticide User Licence, depending on the product classification or label directions. A private residential property owner may also hire a licensed service company to perform the work. A Residential Applicator Certificate is required to apply domestic class pesticides to landscaped areas including lawns and ornamental garden beds, although there are exceptions. For more information, please visit the **Provincial Pesticides and Pest Management** webpage.

Questions? Contact the BC Integrated Pest Management Program:

Telephone: (250) 387-9537

Email: bc.ipm@gov.bc.ca

² on up to 50 ha/year by a single organization. Organizations looking to treat over 50 hectares of land per year are also required to submit a Pest Management Plan and obtain a Pesticide Use Notice confirmation.

Before controlling Provincially-regulated invasive plants and noxious weeds with pesticide on private or public industrial land, roads, power lines, railways, and pipeline rights-of-way, an 'Industrial Vegetation and Noxious Weed' Pesticide Applicator Certificate should be obtained. However, since lesser celandine is not a Provincially-regulated invasive plant or noxious weed, the 'Landscape' Pesticide Applicator Certificate category may be more appropriate for herbicide use on public and private lands. While there can be some overlap in categories, applicators should consider the most relevant category for their work depending how much time is spent on invasive plant control versus general plant management. Assistant applicator training is also available and the [online course and exam](#) are free.

It is best practice for personnel supervising or monitoring pesticide contracts to maintain a Pesticide Applicator Certificate or be familiar with all applicable regulations and contractor obligations to limit liability.

For more information on how to obtain a certificate and other requirements when working under the Provincial [Integrated Pest Management Act and Regulation](#), please review the Provincial [Noxious Weeds and Vegetation Management](#) webpage.

HERBICIDE LABELS

Individual herbicide labels must always be reviewed thoroughly prior to use to ensure precautions, application rates, and all use directions, specific site and application directions are strictly followed. Under the federal *Pest Control Products Act* and the BC Integrated Pest Management Regulation, **persons are legally required to use pesticides (including herbicides) only for the use described on the label and in accordance with the instructions on that label.** Failure to follow label directions could cause damage to the environment, create poor control results, or pose a danger to health. Contravention of laws and regulations may lead to cancellation or suspension of a licence or certification, requirement to obtain a qualified monitor to assess work, additional reporting requirements, a stop work order, or prohibition from acquiring authorization in the future. A conviction of an offence under legislation may also carry a fine or imprisonment.

Herbicide labels include information on both the front and back. The front typically includes trade or product name, formulation, class, purpose, registration number, and precautionary symbols. Instructions on how to use the pesticide and what to do in order to protect the health and safety of both the applicator and public are provided on the back (BC Ministry of Environment, 2011).

Labels are also available from the Pest Management Regulatory Agency's [online pesticide label search](#) or [mobile application](#) as a separate document. These label documents may include booklets or material safety data sheets (MSDS) that provide additional information about a pesticide product. Restrictions on site conditions, soil types, and proximity to water may be listed. If the herbicide label is more restrictive than Provincial legislation, the label must be followed.

HERBICIDE OPTIONS

The following herbicides can be used on lesser celandine. Although not specifically listed on the herbicide labels, lesser celandine may be treated under the general application provision for perennial broadleaved plants. Unless otherwise noted, information is from Cowlitz County Noxious Weed Control Board, 2025 and Axtell, DiTommaso, & Post, 2010.

ACTIVE INGREDIENT (EXAMPLE BRAND NAMES)+	APPLICATION	PERSISTENCE	GROWTH STAGE++	TYPE+++	COMMENT
Glyphosate§ (many products)	foliar application	non-residual*	actively growing	non-selective	Apply in late winter to early spring, most research indicates this is the most effective herbicide for lesser celandine
Triclopyr (e.g.: Garlon™)	foliar application	residual	actively growing, turf grass	selective, no effect on grasses	Found to be ineffective on populations in Whatcom County (Washington State Noxious Weed Control Board, 2013)
Metsulfuron (e.g.: Escort™)	foliar application	residual	actively growing plants only on pastures, rangeland and non-crop sites	selective, no effect on grasses	For best results, use a surfactant
Imazapyr (e.g.: Arsenal™)	foliar application	residual	actively growing	non-selective	Dust on plants may reduce effectiveness

+ The mention of a specific product or brand name of pesticide in this document is not, and should not be construed as, an endorsement or recommendation for the use of that product.

++ Active growing periods vary from year to year depending on weather and other factors. There may be more than one active growing period for a plant in a year.

+++ Herbicides that control all vegetation are non-selective, while those that control certain types of vegetation (e.g., only grasses or only broadleaf plants) are termed selective.

§ Glyphosate can impact trees with roots within or adjacent to the treatment area.

* Non-residual herbicides are active only on growing plant tissue and have little or no persistence in the soil, whereas residual herbicides persist in the soil, remaining effective over an extended period.

APPLYING PESTICIDE IN RIPARIAN AREAS

Provincial legislation prohibits the use of herbicides within 10 metres of natural water courses and 30 metres of domestic or agricultural water sources on public lands. On private lands herbicide labels need to be followed (which means for glyphosate products treatment can happen up to the water's edge) and other restrictions may apply (e.g. industrial sites, forestry sites, golf courses, etc.). On public lands, glyphosate is the only active ingredient that can be applied within the 10 metre Pesticide-Free Zone (PFZ)³ in British Columbia in accordance with the *Integrated Pest Management Act and Regulation* and all public land Pesticide Management Plans (PMPs). A plant must be either a listed Noxious Weed (under the *Weed Control Act*) or appear in the *Forest and Range Practices Act Invasive Plants Regulation* to be treated within the 10 metre PFZ. **Lesser celandine is not listed and therefore glyphosate and other herbicides can only be applied on lesser celandine up to 10 metres away from the high water mark (HWM)⁴.** The 30 metre no-treatment zone around a water supply intake or well used for domestic or agricultural purposes may be reduced if the licensee or PMP holder is "reasonably satisfied" that a smaller no-treatment zone is sufficient to ensure that pesticide will not enter the intake or well.

When managing lesser celandine with herbicide in riparian areas:

- Observe and mark all PFZs before treatments.
- The HWM should be determined by careful evaluation by the applicator.
- Distances in PFZs should be measured as horizontal distance.
- Herbicides restricted in a PFZ must not enter these zones by leaching (lateral mobility) through soil or by drift of spray mist or droplets.
- Treatments should be conducted when water levels are low (e.g. summer months) to reduce risk.
- Note that efficacy may be dependent on site conditions, including moisture in the soil.

³ The Pesticide-Free Zone (PFZ) is an area of land that must not be treated with pesticide and must be protected from pesticide moving into it, under the *Integrated Pest Management Act and Regulation*.

⁴ The High Water Mark (HWM) is defined as the visible high water mark of any lake, stream, wetland or other body of water where the presence and action of the water are so common and usual and so long continued in all ordinary years as to mark upon the soil of the bed of the lake, river stream, or other body of water a character distinct from that of the banks, both in vegetation and in the nature of the soil itself. Typical features may include, a natural line or "mark" impressed on the bank or shore, indicated by erosion, shelving, changes in soil characteristics, destruction of terrestrial vegetation, or other distinctive physical characteristics. The area below the high water mark includes the active floodplain (BC Ministry of Environment, 2011).

APPLICATION METHODS

Foliar application works best for spot treatments and can be used for any size infestation, but eradication is unlikely, especially for large populations (Axtell, DiTommaso, & Post, 2010) (Washington State Noxious Weed Control Board, 2013). Foliar application is most effective and will have the least impact on native plants during late winter to early spring (March through April) when temperatures exceed 4.4 °C and leaves are visible, but prior to full flowering (Thomas, 2025) (Whatcom County Noxious Weed Board, 2025) (Cascadia Prairie-Oak Partnership, 2019). It is recommended to apply herbicide for at least two consecutive years and monitor the site for at least five years (Washington State Noxious Weed Control Board, 2013). After no presence is detected for one or more years, it is common for lesser celandine to reappear (Washington State Noxious Weed Control Board, 2013).

If treating lesser celandine in highly public recreation areas, such as sports fields, installation of fencing and educational signage is recommended (Yong, 2025).

CULTURAL: CAUTION

- **Mulching** lesser celandine sites with at least 15 centimetres of wood chips may suppress small patches but will not eradicate the plant, as it can emerge through covering materials (Washington State Noxious Weed Control Board, 2013) (Cascadia Prairie-Oak Partnership, 2019). This method should not be used on its own but can be combined with other management strategies (Tualatin Watershed Invasive Species Team, 2024). Mulch can be applied in the winter prior to emergence or in the spring prior to peak plant growth, and should be reapplied annually (Tualatin Watershed Invasive Species Team, 2024) (Cascadia Prairie-Oak Partnership, 2019).

BIOLOGICAL: NOT AVAILABLE

There are currently no biocontrol options available in British Columbia for lesser celandine. The short life cycle of lesser celandine and its close relation to many native North American members of the *Ranunculaceae* plant family makes finding a suitable biological control agent for this species unlikely (Axtell, DiTommaso, & Post, 2010).



In preparation for herbicide application in a public park, exclusion fencing and signage should be installed
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CONTROL SUMMARY

The following table provides a summary and comparison of control methods for lesser celandine.

CONTROL STRATEGY	TECHNIQUES	APPLICABLE SITE TYPE	PROS	CONS
Manual	Hand digging and sifting the soil	Small sites (<1m ²), sites with desirable vegetation; except for individual plants, not recommended at aquatic sites	Selective, non-chemical	Labour intensive, regrowth from tubers and bulblets may occur, high risk of soil disturbance, must remove entire plant and reproductive parts, must deal with biomass
Chemical	Foliar application	Small or large infestations except in environmentally-sensitive areas and/or where herbicide use is restricted	Selective with appropriate herbicide and application, minimizes soil disturbance, less labour intensive	Unintended environmental/health impacts, high public concern, weather dependent, requires trained staff, must be applied for at least 2 consecutive years, not likely to provide eradication
Cultural	Mulching	Small infestations, in combination with other methods	Non-chemical	Challenging to implement around existing vegetation, not successful on its own, must be repeated annually
Mechanical	Mowing	None	Non-chemical	Not recommended due to the high risk of spread
Biological	No biological control agents are currently available for lesser celandine			

CONTROL SUMMARY COLOUR LEGEND

GREEN: RECOMMENDED

ORANGE: CAUTION

RED: NOT RECOMMENDED OR NOT AVAILABLE

Disposal

ON SITE DISPOSAL

Due to the risk of spread of seeds, bulblets and tubers, lesser celandine should not be composted on site (Cascadia Prairie-Oak Partnership, 2019).

OFF SITE DISPOSAL

When transporting lesser celandine offsite for disposal, containing all plant parts in sturdy bags is recommended to prevent spread (Thomas, 2025) (Cowlitz County Noxious Weed Control Board, 2025). In the Metro Vancouver region, several facilities accept lesser celandine plants and/or infested soil. Please consult [this disposal facility list](#) for current details.

PLEASE CONTACT ALL FACILITIES BEFOREHAND TO CONFIRM THEY CAN PROPERLY HANDLE THE MATERIAL.

CLEANING AND DISINFECTION⁵

Before leaving a site, all visible plant parts and soil from vehicles, equipment, and gear should be removed and rinsed if possible. When back at a works yard or wash station, vehicles should be cleaned and disinfected using the following steps:

- Wash with 180 °F (82 °C) water at 6 gpm, 2000 psi*, with a contact time of ≥ 10 seconds on all surfaces to remove dirt and organic matter such as vegetation parts or seeds. Pay special attention to undercarriages, chassis, wheel-wells, radiators, grills, tracks, buckets, chip-boxes, blades, and flail-mowing chains.

- Use compressed air to remove vegetation from grills and radiators.
- Sweep/vacuum interior of vehicles paying special attention to floor mats, pedals, and seats.
- Steam clean poor access areas (e.g., inside trailer tubes) – 200 psi @ 300 °F (149°C).
- Fully rinse detergent residue from equipment before leaving the facility.

* Appropriate self-serve and mobile hot power-wash companies in the Metro Vancouver area include: Omega Power Washing, Eco Klean Truck Wash, RG Truck Wash, Ravens Mobile Pressure Washing, Hydrotech Powerwashing, Platinum Pressure Washing Inc, and Alblaster Pressure Washing. Wash stations should be monitored regularly for lesser celandine growth.

Follow-up Monitoring

Whatever control method is used, follow-up monitoring and maintenance treatments are components of an integrated management plan or approach. Follow-up monitoring is essential, as above- and below-ground plant parts are easily missed and can produce new plants (Cowlitz County Noxious Weed Control Board, 2025). Sites should be monitored at least once a year for 2-3 years (4-County Cooperative Weed Management Area, 2025) (Oregon State University, 2022). After herbicide application monitor sites annually for at least five years (Thomas, 2025) (Washington State Noxious Weed Control Board, 2013).

⁵ Adapted from Metro Vancouver 2017 Water Services Equipment Cleaning Procedures and Inspection Protocols.

Restoration

Restoration after lesser celandine management prevents erosion and helps to establish native and desirable plants (Oregon State University, 2022). Examples of common competitive native species prescribed in Metro Vancouver sites are summarized in the table below based on site moisture.

WET SITES	MOIST SITES	DRY SITES
SHRUBS		
Salmonberry	Salmonberry	Thimbleberry
Hardhack	Willow	Nootka rose
Willow	Red osier dogwood	Red flowering currant
Red osier dogwood	Red elderberry	Snowberry
Pacific ninebark	Vine maple	Tall Oregon grape
	Osoberry	Oceanspray
TREES		
Western red cedar	Western red cedar	Douglas-fir
Red alder	Red alder	Red alder

Replacement species should be chosen based on the ecology of the site by a Qualified Environmental Professional. Local biologists, environmental professionals, agronomists, agrologists, native and domestic forage specialists, seed companies, and plant nurseries are all good sources for localized recommendations for regional native species and regionally adapted domestic species, based on site usage. Native grass seed mixes are also available. There are several science-based resources available to guide restoration efforts, such as the South Coast Conservation Program's **Diversity by Design** restoration planning toolkit.

Lesser celandine sites are often found in areas with existing or potential wildlife populations (e.g., deer, beaver, muskrat, vole, etc.) that can damage restoration plantings. Therefore, any revegetation plan must consider potential impacts from wildlife and utilize appropriate mitigation measures to protect the restoration and existing native plantings (e.g., tree wrapping, exclusion caging/fencing, vole guards, etc.).

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Lesser celandine

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Additional Resources

For more information please refer to the following resources.

- Axtell, A. E., DiTommaso, A., & Post, A. R. (2010). Lesser Celandine (*Ranunculus ficaria*): A Threat to Woodland Habitats in the Northern United States and Southern Canada. *Invasive Plant Science and Management*, 190-196.
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- Grow Green Guide. www.growgreenguide.ca
- Grow Me Instead. <http://bcinvasives.ca/resources/programs/plant-wise/>
- InvasivesBC is a Provincial invasive species database, map and mobile data collection application available for use by land managers and invasive species practitioners across BC. <https://www2.gov.bc.ca/gov/content/environment/plants-animals-ecosystems/invasive-species/invasivesbc>
- Pesticides and Pest Management. Province of British Columbia <https://www2.gov.bc.ca/gov/content/environment/pesticides-pest-management>
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Lesser celandine

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Halyomorpha halys

BEST MANAGEMENT PRACTICES FOR
Brown Marmorated Stink Bug
in the Metro Vancouver Region



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION
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Introduction

The impacts of invasive species on ecological, human, and economic health are of concern in the Metro Vancouver region. Successful control of invasive species requires concerted and targeted efforts by many players. This document - “**Best Management Practices for Brown Marmorated Stink Bug in the Metro Vancouver Region**” - is one of a series of species-specific guides developed for use by practitioners (e.g., local government staff, crews, project managers, contractors, consultants, developers, stewardship groups, and others who have a role in invasive species management) in the region. Together, these best practices provide a compendium of guidance that has been tested locally by many researchers and operational experts.

The brown marmorated stink bug (BMSB) is an invasive insect native to East Asia that has spread widely across North America and Europe (Haye, et al., 2015). It was accidentally introduced to the eastern United States in 1996, likely through shipping or other international trade pathways (Kistner, 2017). Since then, the species has expanded rapidly facilitated by human activity (Haye, et al., 2015) and is now recognized as a significant threat to agricultural and horticultural industries in North America (BMSB SCRI CAP Vegetable Commodity Team, 2016). First detected in BC in Chilliwack in 2015, BMSB has now established in Metro Vancouver, Fraser Valley, Vancouver Island and the Okanagan (BC Ministry of Agriculture and Food, 2023).

Both juvenile (nymph) and adult stages of BMSBs feed on more than 100 different plant species, including many high-value crops (BC Ministry of Agriculture and Food, 2023). Their broad host range includes fruit trees, berries, grapes, vegetables, and ornamental plants (Abram, et al., 2017). They are highly mobile and known to switch host plants throughout the growing season (BMSB SCRI CAP Vegetable Commodity Team, 2016), which makes management particularly challenging.

The BMSB has adapted to colder climates by overwintering in homes, garages, and other buildings (Ingels & Varela, 2025). When disturbed or crushed, they release a strong, unpleasant odour as a defensive mechanism (BC Ministry of Agriculture and Food, 2023).

Academic institutions, government, and non-government organizations continue to study this species in British Columbia. As researchers and practitioners learn more about the biology and control of BMSB in British Columbia, it is anticipated that the recommended best practices may change over time and this document will be updated. Please check metrovancover.org regularly to obtain the most recent version of these best management practices.

REGULATORY STATUS

Although BMSB is considered an invasive agricultural pest, it is not currently regulated in Canada or British Columbia. Hence, land managers are not required to control BMSB at this time.

IMPACTS

Indigenous Peoples have an intrinsic relationship with the natural world, built on reciprocity and stewardship. Many native plants and animals have cultural and spiritual significance for Indigenous Peoples, in addition to being important food and medicine sources. Indigenous communities in British Columbia have collectively called for invasive species prevention, management, and control due to their impact on infrastructure, the economy, human health, ecosystems, and cultural practices. Further collaboration with Indigenous Peoples will deepen our understanding about the impacts of invasive species, such as the BMSB, on Indigenous ways of life and our shared environment.

Both BMSB adults and nymphs feed by inserting mouthparts into the leaves, stems, buds, seeds and fruits of host plants (BC Ministry of Agriculture and Food, 2023). Digestive enzymes cause tissue damage and small dead areas form at the feeding sites (Province of Ontario, 2024). Plant damage from BMSB is described in more detail in the Identification section below.

BMSBs feed on over 100 different tree fruits, berries, grapes, vegetables and ornamental plants. Hosts in BC include Asian pears, apples and apricots, hazelnuts, wild chokecherries, maple, lilac, honey locust, tree of heaven, mountain ash, ash, shiny cotoneaster, catalpa, magnolia, snowberry, scarlet firethorn, rose, rose of Sharon, cedar, Virginia creeper, sumac, hops, runner bean, Oregon grape, privet, ginkgo, handkerchief tree, oak, ornamental prunus, clematis, sunflower, thimbleberry and elderberry (BC Ministry of Agriculture and Food, 2023). They attack most vegetables that produce flowers and fruit (BMSB SCRI CAP Vegetable Commodity Team, 2016). Wounds from feeding damage may also provide an entryway for secondary infections (BMSB SCRI CAP Vegetable Commodity Team, 2016). The BMSB is a pest throughout the growing season (Leskey, et al., 2012).

Damaged fruit and plants may be unmarketable, and severe infestations may render crops unusable for processing (US Environmental Protection Agency, 2024). The presence of a few BMSB adults during grape crushing can taint wine (BC Ministry of Agriculture and Food, 2023). Machine-harvested crops are at higher risk of contamination (Province of Ontario, 2024). This pest has caused millions of dollars of damage to crop industries in the US, but to date has not caused significant crop loss in BC (BC Ministry of Agriculture and Food, 2023).

Backyard gardeners may lose crops due to BMSB invasion (Ingels & Varela, 2025). Minor damage to fruits or vegetables can be removed using a knife, and the quality and taste of the remaining parts are not impacted (Ingels & Varela, 2025).



Brown marmorated stink bugs congregating around a window.

CREDIT: M. LEWINSKI, FLICKR

BMSBs emit a foul smelling secretion when crushed or threatened (BC Ministry of Agriculture and Food, 2023). They do not bite or pose a risk to human or animal health (Invasive Species Council of BC, 2020) (BC Ministry of Agriculture and Food, 2023). They do not cause structural damage to buildings (Ingels & Varela, 2025), however, their presence indoors can be a major nuisance when they seek shelter during the fall and winter months (Abram, et al., 2017). Insects may congregate on building exteriors or inside near doors, windows, and other potential entry points and on or inside vehicles (US Environmental Protection Agency, 2024). BMSB may stain walls and floors with their excrement (Leskey, et al., 2012). This impact may be worse in rural areas where abundant forested and agricultural areas provide suitable seasonal habitat for BMSB (Leskey, et al., 2012). BMSB may also overwinter outdoors in woodpiles or dead standing trees (Invasive Species Council of BC, 2022).

REPRODUCTION AND SPREAD

One generation per year has been observed in BMSB populations in BC (Abram, et al., 2017), although more are possible in warmer climates and within its native range (Province of Ontario, 2024) (Sea to Sky Invasive Species Council, 2024). Adults overwinter in warm, protected areas, emerging in the spring when the day length and temperatures increase (Province of Ontario, 2024). Females emerge with undeveloped ovaries and must feed for 1-2 weeks prior to mating (Province of Ontario, 2024). After mating, they lay many clusters of 20-30 eggs until late July or early August (Province of Ontario, 2024). Multiple life stages are present through the growing season (Province of Ontario, 2024).

BMSBs do not need a particular host plant to reproduce or spread and they may switch host plants several times during the growing season (Province of Ontario, 2024) (BMSB SCRI CAP Vegetable Commodity Team, 2016). Their movement patterns between host species are not well understood, although the insects are more likely to move to host plants with mature fruits or seeds (Province of Ontario, 2024).

BMSBs easily travel long distances in shipping containers, wood, cargo containers, packing material and vehicles (Abram, et al., 2017). Populations tend to become established in urban areas first and then invade nearby agricultural crops within a few years (Province of Ontario, 2024). Adults are strong flyers and can travel up to 110 kilometres per day (BMSB SCRI CAP Vegetable Commodity Team, 2016).

HABITAT AND DISTRIBUTION

During the growing season in BC, BMSBs have been found on deciduous trees, fruit trees, berries, vegetables, and ornamental plants. Host species include hazelnuts, grapes, Asian pears, apples, maple, lilac, honey locust, tree of Heaven, mountain ash, snowberry, cotoneaster, rose, cedar, sumac, hops, Oregon grape, oak, ornamental prunus, sunflower, elderberry, and clematis (BC Ministry of Agriculture and Food, 2023). Tree of Heaven (*Ailanthus altissima*), an invasive tree of concern in BC, is a primary host for BMSB (BC Ministry of Forests Invasive Plant Program, 2022). In the United States, soybean, corn, okra, bell pepper, green bean, asparagus, chard, and tomato crops are particularly vulnerable to BMSB invasion and damage (BMSB SCRI CAP Vegetable Commodity Team, 2016). Leafy greens and root vegetables such as potatoes and onions are not susceptible.

Decreasing day length in late summer and fall triggers the adults to seek warm, protected overwintering sites (Province of Ontario, 2024). Outdoor overwintering sites include under the peeling bark of dead or living trees and wood piles (Ingels & Varela, 2025). If they enter buildings, BMSBs will seek out narrow spaces to hide, such as baseboard cracks, window and door trim, and around exhaust fans or ceiling lights (Ingels & Varela, 2025). BMSBs do not reproduce indoors (Province of Ontario, 2024).

BMSB is considered invasive in Europe, South America, and in North America where it has been found across the continental United States and the provinces of Ontario, Quebec, and BC (Abram, et al., 2017). Since 1993, stink bugs have been intercepted in shipments into BC from Japan, Korea, China, and the United States (Abram, et al., 2017). They were detected in Portland, Oregon, in the early 2000s and have been spreading in the Pacific Northwest since then (Hueppelsheuser, 2025). It was first detected in BC in Chilliwack in 2015 and is established in urban areas of Metro Vancouver, Fraser Valley, Vancouver Island, and the Okanagan (BC Ministry of Agriculture and Food, 2023). They have been observed in limited numbers in the Sea to Sky region (Sea to Sky Invasive Species Council, 2024). Genetic analyses suggest that BMSB populations in BC originated from established populations in the Pacific Northwest of the United States (Abram, et al., 2017).

CLIMATE CHANGE ADAPTATION

Climate models predict that the Metro Vancouver region will experience warmer temperatures; a decrease in snowpack; longer dry spells in summer months; more precipitation in autumn, winter and spring; more intense extreme events; and an extended growing season. In the past, our region had an average of 252 days in the growing season. At lower elevations, 45 days will be added to the growing season by the 2050s, and 56 days by the 2080s, resulting in nearly a year-round growing season of 357 days on average. In higher elevation ecosystems the growing season length will increase by 50% to 325 days by the 2080s (Metro Vancouver, 2016). These changes will stress many sensitive ecosystems, increasing their vulnerability to competition from invasive species.

Kistner (2017) predicts that in North America, the BMSB range will shift northward into Canada, with agricultural areas in Ontario, Quebec, and British Columbia becoming increasingly susceptible to invasion. It is speculated that BMSB may benefit from our future climate in several ways:

- **Warmer temperatures:** The BMSB life cycle is highly dependent on day length and temperature (Northeastern IPM Center, 2025). Warmer temperatures may encourage additional breeding generations each year (Kistner, 2017).
- **Longer growing in growing season:** Extended growing seasons contribute to the potential for two or more generations per year (Kistner, 2017) and may provide increased opportunity for BMSBs to damage host plants.
- **Increased irrigation:** Climate models that factor in expanded irrigation (to offset climate-change impacts in agricultural areas) suggest that these conditions could promote BMSB population growth in the Pacific Northwest (Kistner, 2017).

With these kinds of competitive advantages, this species is more adaptable than native insects, suggesting that it will be able to withstand, and possibly thrive, with changing climate conditions.

Identification

The BMSB belongs to the family *Pentatomidae*. Unless otherwise noted, the following identification information was collected from Ministry of Agriculture and Food (2023) and Province of Ontario (2024).

Lifecycle: Adults overwinter in protected wood piles or inside human-made structures, entering a resting state (diapause) to withstand colder conditions (Ingels & Varela, 2025). They emerge in spring (May-June) to reproduce, with females laying clusters of 20-30 eggs every 5-7 days (Northeastern IPM Center, 2025), up to a maximum of 400 eggs over the summer. Eggs hatch within 4-7 days, and nymphs pass through five instar stages, reaching maturity in about 45 days (BMSB SCRI CAP Vegetable Commodity Team, 2016). Due to continuous egg laying, multiple life stages are present during the summer.

One generation per year has been observed in BC. Adults live about a year, usually dying after reproduction (Northeastern IPM Center, 2025). They are most active at night.

Eggs: Globe-shaped, 1.6 by 1.3 millimetres, white or pale green eggs become yellow with visible black triangles and red eye spots close to hatching (Hueppelsheuser, 2025). Eggs are laid in single-layer clusters of 20-30 eggs outdoors on the underside of leaves or other structures.

Nymphs: There are five nymph stages, differentiated from adults by the absence of fully developed wings. Nymphs range in size from 2.4-12 millimetres in length and are more brightly coloured with red, black or brown compared to adults (University of Missouri, 2021). Each instar stage lasts about one week:

- **1st instar:** 2.4 millimetres long; bright orange to red with dark markings, black head and legs; not very active and remain around egg clusters; this stage is difficult to distinguish from other similar species
- **2nd instar:** 3.7 millimetres long; black, tick-like with yellow-red abdomen and single faint white bands on each antennae
- **3rd to 5th instar:** 5.5-12 millimetres long, pear-shaped, white bands on the last two antennae segments; alternating brown and white marks on the outer edges of the abdomen are beginning to develop and become darker with maturity

Adults: Shield-shaped body, 13-17 millimetres long, 8 millimetres wide with a brown marbled ('marmorated') colour on the back and paler underside. Their colouring helps them blend into bark (University of Missouri, 2021). There are alternating brown-and-white markings along the abdomen edges (visible even when wings are folded). Distinctive white bands on the last two antennae segments and legs are unique to this species. Adults have smooth shoulders and a blunt head (Ingels & Varela, 2025). The hind portion of the overlapping wings appears membranous and dark, and the forewings have a distinct pinkish tinge when opened. Newly molted individuals may appear white (Sea to Sky Invasive Species Council, 2024) but darken as they age. Males and females look the same, though females are slightly larger (Sea to Sky Invasive Species Council, 2024).

Feeding damage: Feeding causes a wide range of injury, including deformed or discoloured fruits and seeds, shriveled berries, fruit loss, delayed plant maturity, stained or wrinkled seeds, increased sap flow, bark discolouration, and bud mortality (Invasive Species Council of BC, 2022). Damage appears as pale spots on the skin of vegetables with spongy internal tissue beneath (BMSB SCRI CAP Vegetable Commodity Team, 2016). In crops like corn and soybeans, damage can be hard to detect because protective structures (e.g., leaves and pods) hide the affected tissues (US Environmental Protection Agency, 2024).

On leaves, injury appears as small, stippled areas a few millimetres around feeding sites (US Environmental Protection Agency, 2024). In hazelnuts, the insects pierce the shell and feed on the inner developing nut, causing 'corking' (Government of British Columbia, 2026).

Other features: When crushed or threatened, BMSBs emit a foul pungent odour from scent glands (BC Ministry of Agriculture and Food, 2023).

The following photos show the life stages and features of BMSB:



Newly hatched 1st instar nymphs with an egg mass and egg shells
CREDIT: C. PORTERFIELD



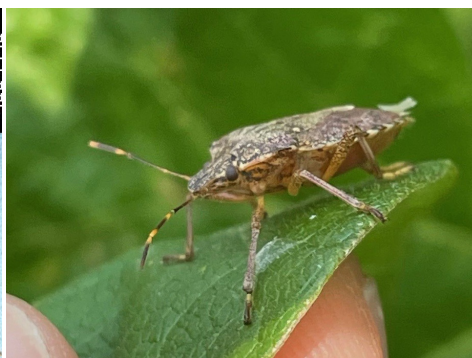
3rd instar nymph
CREDIT: CITY OF PITT MEADOWS



5th instar nymph
CREDIT: S. ELLIS, BUGWOOD.ORG



Adult beetle with white bands on the last two antennae segments
CREDIT: S. ELLIS, BUGWOOD.ORG



Side view of an adult on a leaf
CREDIT: CITY OF PITT MEADOWS



Adults feeding on fruit with noticeable damage
CREDIT: G. BERNON, USDA APHIS, BUGWOOD.ORG

SIMILAR SPECIES

Adult BMSBs can be easily mistaken for other brown insects, although they are larger than most look-alike species (Leskey, et al., 2012). The white bands on the last two antennae segments and the legs are unique to this species (BC Ministry of Agriculture and Food, 2023). The insects most commonly mistaken for BMSB are shown below.

NATIVE SPECIES

Note that native stink bugs can cause similar damage to BMSBs starting at the end of the summer, and identification cannot be confirmed by damage alone (BC Tree Fruit Production Guide, 2025).

- **Common brown stink bug/Conspere stink bug (*Euschistus conspersus*)**, has smooth shoulders with a gray to brown to green coloured body (Province of Ontario, 2024) (Stop BMSB, 2025). Antennae have distinct segments, but no white bands; legs have distinct dark spots rather than bands (Ingels & Varela, 2025). The common brown stink bug is slightly smaller than BMSB at 12 millimetres (Ingels & Varela, 2025).
- **Rough stink bug (*Brochymena spp.*)** is grey in colour and has a rough exoskeleton and spines on the shoulders (Province of Ontario, 2024). It has small light-coloured striations where the antennae segments join, but no white bands on the antennae. The top of the head has two points (Ingels & Varela, 2025).
- **Spined soldier bug (*Podisus maculiventris*)** is found throughout North America and has pointy shoulders and reddish antennae with no white bands (Stop BMSB, 2025).
- **Western conifer seed bug (*Leptoglossus occidentalis*)** has a slender body, no white bands on antennae, and long, flared, leaf-like hind legs (Government of BC, 2023).
- **Ten-lined June beetle (*Polyphylla decemlineata*)** adults are 20 to 35 mm long, which is substantially larger than the BMSB (Washington State University, 2023).
- **Golden buprestid/metallic wood boring beetle (*Buprestis aurulenta*)** lives on and in dead trees and under the bark on logs (both larvae and adults). These beetles are metallic coloured, roughly 20 millimetres in length, and more elongated than the BMSB (Invasive Species Council of BC, 2020).
- **Green burgundy stink bug/Banasa stink bug/red-backed stink bug (*Banasa dimidiata* or *Banasa dimiata*)** adults are distinctly bi-coloured, with a red head, green shoulders, and mixed red-and-green colouring across the back; antennae are tan to green with dark tips (Oregon Department of Agriculture, 2025).



Common brown stink bug

CREDIT: S. VALLEY, OREGON DEPARTMENT OF AGRICULTURE, BUGWOOD.ORG



Rough stink bug

CREDIT: S. VALLEY, OREGON DEPARTMENT OF AGRICULTURE, BUGWOOD.ORG



Spined soldier bug

CREDIT: KANSAS DEPARTMENT OF AGRICULTURE, BUGWOOD.ORG



Western conifer seed bug

CREDIT: D. OWEN, CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION, BUGWOOD.ORG



Ten-lined June beetle

CREDIT: D. LOARIE, FLICKR



Golden buprestid

CREDIT: G. THOMASEN, FLICKR



Green burgundy stink bug

CREDIT: J. BERGER, BUGWOOD.ORG

NON NATIVE SPECIES

- **European chafer beetle (*Amphimallon majale*)**, another locally invasive beetle, is a solid tan to brown colour without mottled colouring, 12-15 millimetres in length. The large C-shaped larvae, up to 25 millimetres long, have a brown head, dark brown/black tail and six prominent legs and live in turf roots. More information on this species can be found in the [Best Management Practices for European Chafer Beetle in the Metro Vancouver Region](#).
- **Japanese beetle (*Popillia japonica*)**, another locally invasive beetle, is 10 millimetres long and 6 millimetres wide with a metallic green head and thorax, metallic copper-brown wing coverings with six distinct tufts of white hair around each side and back of the abdomen. Larvae look similar to the European chafer beetle larvae. More information on this species can be found in the [Guidebook for Japanese Beetle in the Metro Vancouver Region](#).
- **Southern green stink bug (*Nezara viridula*)** has been recently found in Vancouver (Hueppelsheuser, 2025). It is a major greenhouse vegetable pest in Europe and has the potential to become a pest in BC (Hueppelsheuser, 2025). Clusters of 30-130 pale yellow to orange hexagonal shaped eggs are laid under leaves and on fruits and the tops of plants (Koppert, 2025). Nymphs have reddish bodies with red eyes and transparent legs and antennae turning black in later instar stages. Adult bodies are shield-shaped, 13 millimetres long and light green. There are 3-5 light dots along a ridge towards the top of the exoskeleton. Antennae segments alternate between dark and light (Koppert, 2025).



Adult European chafer beetle

CREDIT: M. REDING, USDA AGRICULTURAL RESEARCH SERVICE, [BUGWOOD.ORG](#)



Adult Japanese beetle

CREDIT: J. BERGER, [BUGWOOD.ORG](#)



Southern green stink bug

CREDIT: KATYA, FLICKR

Tracking

The BMSB is established in urban areas in the Metro Vancouver, Fraser Valley, Vancouver Island, and Kelowna (BC Ministry of Agriculture and Food, 2025). In the Metro Vancouver region, BMSB are not tracked unless they occur on farms or parasitized eggs are detected (see below).

In agricultural settings, often the first signs of stink bug presence and any damage will be seen along the edges of crop fields adjacent to natural areas (Invasive Species Council of BC, 2022). In these areas where there is concern about BMSB presence, visual inspections along crop perimeters and rows should be conducted from May until October (University of Missouri, 2021).

The BC Ministry of Agriculture and Food and scientists at Agriculture and Agri-Food Canada are tracking parasitism of brown marmorated stink bug eggs and related native stink bugs by small Samurai wasps (*Trissolcus japonicus*), a natural predator of brown marmorated stink bug eggs that has recently arrived in BC (BC Ministry of Agriculture and Food, 2025). The white stink bug eggs turn grey-black once they are parasitized, and a tiny black wasp will emerge by chewing a circular hole in the top of the egg (Hueppelsheuser, 2025). For more information on the wasps' impact on brown marmorated stink bug populations, see the Biological Control section below. Throughout BC, the public is encouraged to look for and report clusters of stink bug eggs that have been parasitized by wasps. For more information about submitting a report and collecting eggs, please check out the [Hunt for Insect Eggs brochure](#).



Samurai wasp laying eggs in a mass of brown marmorated stink bug eggs.

CREDIT: C. HEDSTROM, OREGON DEPARTMENT OF AGRICULTURE, FLICKR



Parasitized eggs

CREDIT: MINISTRY OF AGRICULTURE AND FOOD

Reporting

In the Metro Vancouver, Fraser Valley, and Okanagan regions, BMSBs **do not need to be reported** as they are known to be widely established. Outside of these regions, the Province requests reports be **submitted online** to monitor the distribution of BMSB within BC. Photos or samples of suspected BMSBs are required to confirm species identification.

Public reports about BMSBs tend to increase in the fall when the insects begin moving indoors, seeking warm shelter to overwinter (BC Ministry of Agriculture and Food, 2023).

Many species identification apps are available for mobile devices. Some apps allow users to record observations and participate in community science projects. For example, reports made on the online public platform **iNaturalist** may be used by government and community groups to track sightings and distributions of high priority invasive species. The Invasive Species Council of Metro Vancouver maintains a **list of available apps** for identifying native and/or invasive species.

Prevention and Control Strategies

Effective management may include a variety of control techniques ranging from prevention, chemical, cultural, manual, biological, and/or mechanical methods. Several strategies can be used to address BMSB infestations, but the best way is through prevention. The following sections discuss management options and timelines in order of effectiveness.

Most municipalities in Metro Vancouver do not have a management program for BMSB. When reported in dwellings, government agencies generally recommend that residents use the prevention and manual/mechanical control measures listed below.

STRATEGY COLOUR LEGEND

GREEN: RECOMMENDED

ORANGE: CAUTION

RED: NOT RECOMMENDED OR NOT AVAILABLE

PREVENTION: IMPERATIVE

Prevention is the most economical and effective way to reduce the spread of BMSB over the long term. Mechanical exclusion is the most effective strategy for preventing BMSBs from entering buildings (Province of Ontario, 2024). The following measures will help to reduce their attraction and access to dwellings:

- **Sealing access points** in cracks, windows, screens, and doors (BC Ministry of Agriculture and Food, 2023). Caulking or weatherstripping can be used to seal gaps (US Environmental Protection Agency, 2024). It is best to remove or cover window-mounted air conditioners before the fall (Province of Ontario, 2024). Entryways to crawlspaces and attics should be sealed, and tops of chimneys capped or screened (US Environmental Protection Agency, 2024). Gaps in vents, siding and underneath fascia boards should be checked (Ingels & Varela, 2025).
- **Using fine netting** around entry points that are difficult to seal (Northeastern IPM Center, 2025).
- **Managing vegetation around dwellings** that may attract BMSBs by trimming foliage and raking plant litter away from siding and the foundation (Sea to Sky Invasive Species Council, 2024).

- **Inspecting and winterizing outdoor furniture** to minimize available winter habitat for BMSBs (Sea to Sky Invasive Species Council, 2024). It is best to close umbrellas, sweep and cover furniture, and if possible, store seasonal items indoors or in well-sealed containers during the winter (Sea to Sky Invasive Species Council, 2024).
- **Turning off or dimming lights at night** to minimize attracting BMSBs, which are drawn to light (Sea to Sky Invasive Species Council, 2024). Outdoor and indoor lighting should be minimized around entryways such as doorways and windows (Ingels & Varela, 2025).
- **Applying repellent spray** made of four parts hot water, two parts white vinegar, and one part dish soap to the outside of windows, doors and other potential entry points (Sea to Sky Invasive Species Council, 2024). Essential oils such as clove, lemongrass, spearmint, and ylang-ylang oils may also be applied to places where BMSBs congregate (Northeastern IPM Center, 2025). It should be noted that these repellants volatilize quickly and do not provide long-term protection (Northeastern IPM Center, 2025).
- **Hand picking** low numbers of BMSB nymphs or adults from indoors or off plants may be feasible (Ingels & Varela, 2025). Take care to collect or brush the insects carefully into a bucket as they may hide or drop when startled (Ingels & Varela, 2025). This has been an effective method in greenhouse vegetable crops (Hueppelsheuser, 2025).
- **Sweeping** insects up using a broom (Sea to Sky Invasive Species Council, 2024). This method is best for multiple bugs. Sweeping can also be done outdoors when temperatures are cool and the insects are less likely to fly away (Ingels & Varela, 2025).
- **Using a dry or wet vacuum** to remove low numbers of BMSBs from buildings, helping reduce indoor populations. To minimize odours, vacuum bags and contents should be disposed of promptly (Province of Ontario, 2024). It is recommended to use a wet vacuum or shop vacuum that can be easily cleaned or used with water (BC Ministry of Agriculture and Food, 2023). If using a dry vacuum with a hose attachment, a knee-length nylon stocking can be inserted inside the hose opening and secured with a rubber band, to capture insects for easy removal (BC Ministry of Agriculture and Food, 2023). About 1-2 inches of soapy water added to the bottom of wet vacuums will drown the insects immediately and reduce lingering smell (BC Ministry of Agriculture and Food, 2023).

MANUAL/MECHANICAL: RECOMMENDED

The manual and mechanical methods described below can be used to collect either live or dead BMSBs. Some methods require disposing of or destroying the insects, which is covered at the end of this section. Methods may need to be repeated regularly in areas where BMSBs are found.

- **Destroying BMSB eggs masses** found under leaves or structures (Ingels & Varela, 2025). It is important to be certain of egg identification, as other insect eggs, including beneficial native stink bugs eggs, look similar. The presence of 1st instars around the egg masses is a great clue. Eggs can be crushed or destroyed using the methods outlined in the Disposal section below.

- Traps could be used to capture BMSBs indoors. Adults are most likely to be caught (University of Missouri, 2021).
 - **Using a pan trap:** Soapy water in a pan with a desk lamp placed above can be used to attract and drown BMSBs (BC Ministry of Agriculture and Food, 2023). The insects will be drawn to the light and heat of the lamp (Sea to Sky Invasive Species Council, 2024). BMSBs are more attracted to white light than other colours of light (Northeastern IPM Center, 2025). Place the trap in a dark room for maximum effectiveness (Ingels & Varela, 2025). Empty the pan when necessary and repeat (Ingels & Varela, 2025).
 - **Using a funnel trap:** A 2-litre pop bottle with label removed, small push button LED light, black tape (e.g., electrical tape), and masking tape can be used to create a funnel trap (BC Ministry of Agriculture and Food, 2023) as follows:
 - Carefully cut off the top ¼ of an empty, clear 2-litre pop bottle.
 - Cover the bottom of the bottle with the black tape, place the light in the bottom, and invert the top part of the bottle to create a funnel.
 - If necessary, use a single layer of masking tape around the seam to secure the bottle pieces together.
 - Place strips of masking tape vertically around the trap to make it easier for the insects to crawl into the trap.
 - Use a pen or long tool to turn the light on and place the trap in a dark spot.

In time, trapped bugs will die. Disposal methods are described in the Disposal section below. The trap can be reused again.

- **Spraying with water** may dislodge insects temporarily, but they will likely move or return if they are not captured or killed (Ingels & Varela, 2025).



Pan trap

CREDIT: ISCMV



Funnel trap

CREDIT: ISCMV

- **Using pheromone traps** (sticky or pyramid traps). Such traps are used by field scouts and researchers to detect the presence of adults and nymphs in agricultural settings (BC Tree Fruit Production Guide, 2025). They do not provide accurate estimates of population levels and are not used as a management tool to reduce numbers of stink bugs (BC Tree Fruit Production Guide, 2025). Some research suggests that using pheromone traps causes greater BMSB damage in the area around traps (Ingels & Varela, 2025).

CULTURAL: RECOMMENDED

The cultural control methods outlined below focus on modifying growing practices to make the environment less favourable for BMSB infestations on plants in both horticultural and agricultural settings.

- **Installing plant protectors** may help deter BMSBs from feeding on desired plants (Northeastern IPM Center, 2025). Tents, cages, permeable netting or cloches can be used to cover plants or rows. Covers may be difficult to implement over fruit trees and large plants (Ingels & Varela, 2025). Carefully consider the timing of covering materials as they may prevent crucial pollinators from reaching flowers and high temperatures can create heat domes under covers (Ingels & Varela, 2025). Unfortunately, installing plant protectors is time-consuming.
- **Using fruit protection bags** to safeguard fruit from insect pests is feasible for a few trees and not an entire orchard (Northeastern IPM Center, 2025). Mesh drawstring bags can be installed around single or clusters of fruit while still allowing air circulation and sunlight penetration. Installing fruit protection bags is time-consuming.
- **Applying sticky tree banding** in the form of tape or spreadable products to the trunks of trees or shrubs. Banding may help deter nymphs and adults from climbing further up the plant and reaching the reproductive structures and leaves (Northeastern IPM Center, 2025). Although adults typically fly to the trunks of trees then walk up to the canopy, they may fly and land anywhere on plants above the banding, reducing the effectiveness of this method (Northeastern IPM Center, 2025).

CHEMICAL: CAUTION

Although some insecticides are registered for use on BMSB in Canada, their use provides suppression and not eradication (BC Ministry of Agriculture and Food, 2023). Due to their limited residual activity, these insecticides are only effective if the insects encounter the spray directly or within a short period after application (Invasive Species Centre, 2025).

Pesticides could be used to control BMSB populations in agricultural settings (BMSB SCRI CAP Vegetable Commodity Team, 2016); however, most suitable insecticides will also kill BMSB's natural predators and native insects (BMSB SCRI CAP Vegetable Commodity Team, 2016). Large-scale insecticide application to manage BMSB on crops in the United States has negatively impacted beneficial insects and has been linked to outbreaks of secondary pest species (Leskey, et al., 2012) (Rice, et al., 2014). In BC, the use of insecticides for controlling BMSB in annual and perennial field crops is uncommon, as presence and damage has been thus far limited to field edges and applications have not been considered necessary (Hueppelsheuser, 2025).

The use of insecticides for BMSB control in homes is not recommended (BC Ministry of Agriculture and Food, 2023).

With the exception of substances listed on Schedule 2 of the **BC Integrated Pest Management Regulation**, the use of pesticides is highly regulated in British Columbia. Site characteristics must be considered with pesticide prescribed, based on site goals and objectives and in accordance with legal requirements. **This summary of BC's Integrated Pest Management Act** provides an overview of the Provincial legislation.

Pesticides (e.g., herbicides, insecticides, fungicides) are regulated by the Federal and Provincial governments, and municipal governments often have pesticide bylaws.

- Health Canada evaluates and approves chemical pest control products if their use will not result in unreasonable adverse impacts as per the ***Pest Control Products Act***.
- The ***BC Integrated Pest Management Act*** sets out additional requirements for the use and sale of pesticides in British Columbia beyond federal requirements. This Act is administered by the Ministry of Environment and Parks.
- Several municipalities have adopted bylaws that prohibit the use of certain pesticides.

Everyone who uses pesticides must be familiar with all relevant laws.

ONLY companies or practitioners with a valid Pesticide User Licence and staff who are certified applicators (or working under a certified applicator) may apply pesticide on invasive species located on public lands in British Columbia. Applicators must be either the land manager/owner or have permission from the land manager/owner prior to pesticide application.

On private residential property the owner may apply pesticides to manage invasive species without a Pesticide User Licence, depending on the product classification or label directions. A private residential property owner may also hire a licensed service company to perform the work. A Residential Applicator Certificate is required to apply domestic class pesticides to landscaped areas including lawns and ornamental garden beds, although there are exceptions. For more information, please visit the **Provincial Pesticides and Pest Management** webpage

Questions? Contact the BC Integrated Pest Management Program:

Telephone: (250) 387-9537

Email: bc.ipm@gov.bc.ca

PESTICIDE LICENCE AND CERTIFICATION

A valid pesticide licence is required to:

- offer a service to apply most pesticides;
- apply most pesticides on public land including local government lands¹; and
- apply pesticides to landscaped areas on private land, including outside office buildings and other facilities.

A Pesticide Applicator Certificate in the appropriate category is required to apply pesticides under a licence holder in BC. Refer to the 'Pesticides & Pest Management' webpage listed in the Additional Resources section or contact Integrated Pest Management program staff at the BC Ministry of Environment and Parks to determine which certificate category is most appropriate for the intended pesticide use. The category of pesticide use licence needed for BMSB treatment may depend on the particular setting. Assistant applicator training is also available and the [online course and exam are free](#).

It is best practice for personnel supervising or monitoring pesticide contracts to also maintain a pesticide applicator licence so they are familiar with certification requirements. For more information on how to obtain a licence and the requirements when working under the Provincial *Integrated Pest Management Act and Regulation*, please visit gov.bc.ca/PestManagement.

INSECTICIDE LABELS

Individual pesticide labels must always be reviewed thoroughly prior to use to ensure precautions, application rates, and all use, specific site and application directions are strictly followed. Under the Federal *Pest Control Products Act* and the BC Integrated Pest Management Regulation, **persons are legally required to use pesticides (including insecticides) only for the use described on the label and in accordance with the instructions on that label.** Failure to follow label directions could cause damage to the environment, create poor control results, or pose a danger to health. Contravention of laws and regulations may lead to cancellation or suspension of a licence or certification, requirement to obtain a qualified monitor to assess work, additional reporting requirements, a stop work order, or prohibition from acquiring authorization in the future. A conviction of an offence under legislation may also carry a fine or imprisonment.

Insecticide labels include information on both the front and back. The front typically includes trade or product name, formulation, class, purpose, registration number, and precautionary symbols. Instructions on how to use the pesticide and what to do in order to protect the health and safety of both the applicator and public are provided on the back (BC Ministry of Environment, 2011).

Labels are also available from the Pest Management Regulatory Agency's [online pesticide label search](#) or [mobile application](#) as a separate document. These label documents may include booklets or material safety data sheets (MSDS) that provide additional information about a pesticide product. Restrictions on site conditions, soil types, and proximity to water may be listed. If the insecticide label is more restrictive than Provincial legislation, the label must be followed.

¹ on up to 50 ha/year by a single organization. Organizations looking to treat over 50 hectares of land per year are also required to submit a Pest Management Plan and obtain a Pesticide Use Notice confirmation..

INSECTICIDE OPTIONS

For management of stink bugs in agricultural fields or operations, see the [Province of BC agriculture production guides](#) for berries, vegetables, and hazelnuts (Hueppelsheuser, 2025). Insecticide products are listed in the guides and updated regularly by the BC Ministry of Agriculture and Food. Insecticides should be rotated based on their active ingredients to prevent development of pest resistance (BMSB SCRI CAP Vegetable Commodity Team, 2016).

APPLICATION METHODS

Insecticide application options for BMSB in agricultural settings include:

- **Applying at ground-level** on high-risk ornamentals in landscape beds using hose and reel hand sprayers or backpack sprayers.
- **Spraying borders or alternate crop rows** (BC Ministry of Agriculture and Food, 2023) if insects are present in the crop and once fruit development has started (BMSB SCRI CAP Vegetable Commodity Team, 2016). Border spraying has been very effective in controlling BMSB in particular crops, such as soybean, in the United States (BMSB SCRI CAP Vegetable Commodity Team, 2016). Spraying may need to be repeated until final crop harvest.
- **Using insecticide treated nets** with or without pheromones at crop borders to intercept and kill adults (BC Ministry of Agriculture and Food, 2023).
- **Spraying potential entry points** outside buildings may temporarily deter the insects from approaching, but these products degrade quickly. Sealing entry points (described above in the Manual/Mechanical Control section) is much more effective (Ingels & Varela, 2025). Aerosol insect sprays available at home improvement stores will not control BMSBs (BC Ministry of Agriculture and Food, 2023) (Ingels & Varela, 2025).

BIOLOGICAL: NOT AVAILABLE

Although not available to purchase, Samurai wasps (*Trissolcus japonicus*), a natural predator of BMSB eggs in Asia, have been found in BC (BC Ministry of Agriculture and Food, 2023). The wasps only parasitize stink bugs and show a strong preference for BMSBs, although in a laboratory setting with no other foods options, it will target other stink bug species (Michigan State University, 2019). These tiny parasitic wasps have been found in Europe, United States, Ontario and BC (Fraser Valley, Metro Vancouver, and Kelowna). The wasps are expected to lower BMSB populations in these regions, but their impact as a control method has not been quantified because they are recent introductions to BC (BC Ministry of Agriculture and Food, 2023) (Hueppelsheuser, 2025). The BC Ministry of Agriculture and Food and scientists at Agriculture and Agri-Food Canada are tracking parasitism of the eggs of BMSB and encourage public reporting of parasitized eggs (for more information, refer to the Tracking section above).

Despite secreting a foul smell as a defense mechanism when threatened, the BMSB has several native predators in BC. Generalist insect predators that may feed on BMSB eggs and nymphs in the Metro Vancouver region include spiders, ladybird beetles (ladybugs), predatory thrips, lacewings, and wasps (*Astata occidentalis*), and red velvet mites (*Balaustium putmani*). Some birds eat BMSB eggs and nymphs. Many of these predators also feed on native stink bugs (Northeastern IPM Center, 2025). Although these predators may impact BMSB populations, they have not been investigated as biocontrol agents. Currently there are no biocontrol agents available for purchase in BC specifically for BMSB.

CONTROL SUMMARY

The following table provides a summary and comparison of control methods for BMSB.

CONTROL STRATEGY	TECHNIQUES	APPLICABLE SITE TYPE	PROS	CONS
Prevention – building entry	Sealing access points	Gaps and cracks in windows, screens, doors, attics, siding, etc. in buildings	Inexpensive, non-chemical	Challenging to implement in all entry points
	Using fine netting	Entry points where netting can be installed	Non-chemical	Difficult to install over many entry points, requires netting with a suitable mesh size, access challenges once netting is installed
	Managing vegetation around dwellings	Buildings with foliage or leaf litter around the foundation	Non-chemical	Requires implementation at least once per year
	Inspecting and winterizing outdoor furniture	Outdoor furniture	Easy to implement, inexpensive, non-chemical	May require storage space
	Turning off or dimming lights at night	Any building with outdoor lights	Inexpensive, non-chemical	Without automated lighting, may be difficult to implement consistently at the right times
Manual	Destroying eggs masses	Eggs found under leaves or structures	Non-chemical, effective in protected environments such as greenhouses	Be certain of the identification of eggs to minimize impacting beneficial species, this method only targets eggs
	Hand picking	Low numbers of insects	Can be implemented indoors or outdoors, non-chemical	Only targets nymph and adult stages, requires disposing or destroying the insects afterwards
	Sweeping	Multiple insects	Can be implemented indoors or outdoors, non-chemical	Insects may fly away, only targets nymph and adult stages, requires disposing or destroying the insects afterwards
	Using a dry or wet vacuum	Low numbers of insects	Non-chemical	Requires special equipment, may be messy, may cause insects to emit foul odour, requires destroying the insects afterwards
	Using pan & funnel traps	Indoors	Non-chemical	Traps will likely need to be homemade from household items

CONTROL STRATEGY	TECHNIQUES	APPLICABLE SITE TYPE	PROS	CONS
Cultural	Installing plant protectors	Indoor or outdoor plants susceptible to predation	Non-chemical	Difficult to implement over large plants and trees, requires specialized material, time-consuming to install, may impact pollinators and plant health
	Using fruit protection bags	Fruit trees	Non-chemical	Requires specialized equipment, time-consuming to install
Prevention – building entry	Applying repellent spray	Any building	Easy to implement, sprays are made with readily available household products	Repellants volatilize quickly and do not provide long-term protection
Cultural	Applying sticky tree banding	Trees	Non-chemical	Not all insects will encounter the banding, time-consuming and messy to install and remove
Chemical	Applying at ground-level	Small landscaped areas	Management of large areas at one time	May impact non-target insects
	Spraying borders or alternate rows of crops	Agricultural areas	Management of large areas at one time, effective for high-risk crops	May impact non-target insects, must be repeated until crop harvest
	Using insecticide treated nets	Crop borders	May deter insects from impacting the entire crop	May impact non-target insects, time-consuming to install
Manual	Spraying with water	Individuals or low numbers of insects	Non-chemical	Not effective
	Using pheromone traps	Outdoors	Lures are made of pheromones, which attract mostly male stink bugs	Not effective as a control method and most appropriate as a monitoring tool, may be difficult to source, used by professionals
Chemical	Spraying potential entry points	Outside buildings		Does not provide long-term control
Biological	No biological control agents are currently available to purchase for BMSB; however, there are naturally occurring ones in BC (spiders, ladybugs, predatory thrips, lacewings, sand wasps, red velvet mites, and some birds).			

CONTROL SUMMARY COLOUR LEGEND**GREEN: RECOMMENDED****ORANGE: CAUTION****RED: NOT RECOMMENDED OR NOT AVAILABLE**

Disposal

Many of the management methods above are capturing techniques. Live BMSBs and eggs can be destroyed using the following methods:

- **Drowning:** Stink bugs will drown in water within a couple of hours (Ingels & Varela, 2025). Some of the management methods outlined above incorporate drowning. For methods that involve live collection, drowning can be used to destroy the bugs. Collected insects can be placed into a container with soapy water to drown (Invasive Species Council of BC, 2022).
- **Freezing:** Place live stinkbugs or eggs in a sealed container or bag and place into a freezer for two days (Ingels & Varela, 2025).

Avoid placing live BMSBs in the garbage or yard waste bins as they can escape and establish in other areas (Ingels & Varela, 2025). Crushing, squishing or stepping on BMSBs are also effective methods of killing them (Hueppelsheuser, 2025); however, this will cause them to emit a foul odour (BC Ministry of Agriculture and Food, 2023), which may not be desired in some cases. Dead insects can be placed in municipal green bins. Do not flush dead insects or other materials used to capture insects down the toilet (Metro Vancouver, 2025).

PLEASE CONTACT ALL FACILITIES BEFOREHAND TO CONFIRM THEY CAN PROPERLY HANDLE THE MATERIAL.

CLEANING AND DISINFECTION²

Before leaving a site, remove all visible insects from vehicles, equipment, and gear, and if possible, rinse these items. When back at a works yard or wash station, vehicles should be cleaned and disinfected using the following steps:

- Wash with 180 °F (82 °C) water at 6 gpm, 2000 psi*, with a contact time of ≥ 10 seconds on all surfaces to remove organic matter. Pay special attention to undercarriages, chassis, wheel-wells, radiators, grills, tracks, buckets, chip-boxes, blades, and flail-mowing chains.
- Use compressed air to remove organic matter from grills and radiators.
- Sweep/vacuum interior of vehicles paying special attention to floor mats, pedals, and seats.
- Steam clean poor access areas (e.g., inside trailer tubes) – 200 psi @ 300 °F (149°C).
- Fully rinse detergent residue from equipment before leaving the facility.

* Appropriate self-serve and mobile hot power-wash companies in the Metro Vancouver area include: Omega Power Washing, Eco Klean Truck Wash, RG Truck Wash, Ravens Mobile Pressure Washing, Hydrotech Powerwashing, Platinum Pressure Washing Inc, and Alblaster Pressure Washing.

Follow-up Monitoring

Whatever control method is used, follow-up monitoring and maintenance are part of an integrated management plan or approach. Due to the high mobility of the BMSB, infestations are likely to persist in any setting regardless of control methods used. Many of the prevention and control methods for indoor environments outlined in this document may require repeating regularly, as populations continue to invade each fall and winter. In horticultural and agricultural settings, treatments may need to be implemented annually to minimize plant and crop damage.

² Adapted from Metro Vancouver 2017 Water Services Equipment Cleaning Procedures and Inspection Protocols.

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Additional Resources

For more information please refer to the following resources.

- BC Ministry of Agriculture and Food, [Brown Marmorated Stink Bug](#)
- BC Ministry of Agriculture and Food, [Brown Marmorated Stink Bug \(BMSB\) Pest Alert](#)
- BC Ministry of Agriculture and Food, [Controlling Brown Marmorated Stink Bugs in Your Home](#)
- BC Ministry of Agriculture and Food, [Have you seen these insect eggs? Hunt for Insect Eggs brochure](#)
- BC Ministry of Agriculture and Food, [Have you seen this bug? Brown Marmorated Stink Bug Brochure for Residents](#)
- Invasive Species Council of BC, [Brown Marmorated Stink Bug Factsheet](#)
- [StopBMSB.org](#)

Acknowledgments

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- Regional Invasive Species Working Group
- Tracy Hueppelsheuser, BC Ministry of Agriculture and Food

To submit edits or additions to this report, contact Laurie Bates-Frymel, Senior Planner at 604-436-6787 or laurie.bates-frymel@metrovancover.org.



Brown marmorated stink bug

CREDIT: C. BUTLER, FLICKR



TACKLING Lesser Celandine

(Ficaria verna)

Invasive species have significant impacts on the environment, human health, infrastructure and the economy in the Metro Vancouver region.

Lesser celandine is a low-growing invasive buttercup, introduced to North America in the 1860s as a garden ornamental. It spreads aggressively by tubers, bulblets, and seeds, forming dense mats above and below ground.

IMPACTS

An early emerging plant, lesser celandine can spread quickly, crowding out native plants in early spring before they have a chance to grow. After its short growing season, it leaves bare patches of soil vulnerable to invasion by other invasive species. Its multiple reproductive strategies make it challenging to control. Toxic to most mammals (including humans) if ingested, lesser celandine can also cause skin irritation.

IDENTIFICATION

- **Lifecycle:** Perennial that emerges from December to February and dies back June; grows up to 40 centimetres tall with mounded clusters of leaves and taller flowering stems
- **Stem:** After flowering, small, pale, spherical bulblets (also called bulbils) form where leaf stalks grow from the stem; once separated from the parent plant, these bulblets can produce new plants
- **Leaves:** Thick, shiny, kidney to heart-shaped leaves, 4-9 centimetres long and 4-8 centimetres wide; dark green, often paler underneath, and sometimes mottled



Leaves

CREDIT: ISCMV



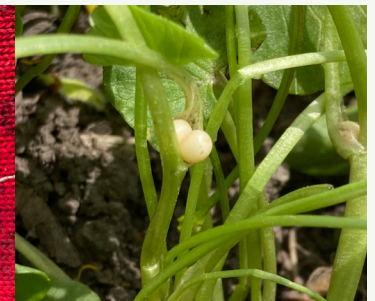
Flower

CREDIT: ISCMV



Roots and tubers

CREDIT: ISCMV



Bulblets forming in the stem

CREDIT: WISCONSIN FIRST
DETECTOR NETWORK

- **Flowers:** Solitary, symmetrical, glossy flowers typically 2-3 centimetres wide with 6-26 petals (averaging 8-10); petal colour ranges from yellow (most common) to white or orange, with a slightly darker centre
- **Seeds:** Small, green, globular shaped clusters of achenes (seed capsules), each 3-4 millimetres long containing a single seed
- **Roots:** Fibrous roots with small, gray, club-shaped tubers up to 8 centimetres long, resembling tiny sweet potatoes

CONTROL METHODS

To prevent further spread across the region and beyond, it is best not to purchase, trade, grow or propagate lesser celandine. If this plant is already present, it is critical to ensure it does not invade adjacent yards, parks, or natural areas. Effective invasive plant management typically includes a variety of control methods. The following table summarizes the recommended techniques for controlling lesser celandine at small sites on private property or where permission has been granted by the landowner or manager. Other methods may be used by professionals at sites of any size. **When handling lesser celandine, it is important to wear gloves. Hands should be washed thoroughly after handling, especially before eating.**

CONTROL METHOD	TECHNIQUES	SUITABLE SITES	NOTES
Manual	Hand digging and sifting the soil	Small sites (<1m ²)	<ul style="list-style-type: none"> Use a trowel or shovel dig up as much of the roots, tubers and bulblets as possible, then sift the soil through a fine mesh screen to capture remaining fragments Best completed from January to March, and repeated every few weeks Will disturb soil, likely encouraging growth of any remaining plant fragments

Sites should be monitored closely for several years after treatment as above- and below-ground plant parts may be easily missed and can produce new plants.

How Can You Help?

- Do not purchase, trade, or grow lesser celandine.
- Control invasive plants and replace them with a non-invasive alternative. Check out growgreenguide.ca for suggestions.
- Do not place invasive plants in your backyard composter as the temperature will not become hot enough to destroy the seeds and roots.
- To reduce the spread of invasive species, dispose of yard waste and soil appropriately. Visit your municipality's website for more information.
- Download the '[Report Invasives BC](#)' app to identify and report invasive species.
- Join a stewardship group and help remove invasive species from local parks

For the complete set of best management practices for lesser celandine, and other key invasive species, visit metrovancover.org and search 'Invasive Species'.



Lesser celandine growing in a garden

CREDIT: ISCMV

TACKLING

Brown Marmorated Stink Bug

(Halyomorpha halys)

Invasive species have significant impacts on the environment, human health, infrastructure and the economy in the Metro Vancouver region.

The brown marmorated stink bug (BMSB) is an invasive insect native to East Asia that was accidentally introduced to North America and Europe. It poses a significant threat to agricultural and horticultural industries. First detected in British Columbia in 2015, BMSB is now found in Metro Vancouver, the Fraser Valley, Vancouver Island, and the Okanagan.

IMPACTS

BMSB feeds on more than 100 tree fruits, berries, grapes, vegetables and ornamental plants. The damage can make produce unmarketable. While this pest has caused millions of dollars in crop losses in the United States, significant agricultural impacts have not yet been documented in BC, though backyard gardeners could experience losses.

Although harmless to humans and structures, BMSB can be a significant nuisance. They release a foul odour when disturbed or crushed and often congregate in and around buildings or vehicles during the fall and winter months.

IDENTIFICATION

- **Lifecycle:** Adults overwinter in protected indoor or outdoor spaces, and emerge in the spring. Females lay clusters of 20-30 eggs every 5-7 days throughout the summer.
- **Eggs:** Globe-shaped, 1.6 by 1.3 millimetres, white or pale green eggs are laid in single-layers on the underside of leaves or other structures.
- **Nymphs:** There are five nymph stages (instars). Nymphs lack fully developed wings and are more brightly coloured than adults, often red, black, or brown.



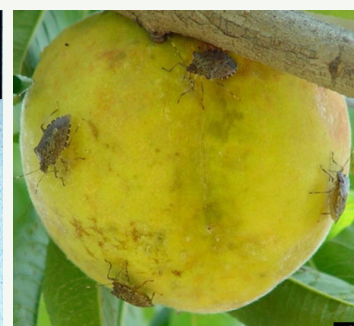
Egg mass and newly hatched 1st instar nymphs
CREDIT: C. PORTERFIELD



5th instar nymph
CREDIT: S. ELLIS, BUGWOOD.ORG



Adult beetle with white bands on the last two antennae segments
CREDIT: S. ELLIS, BUGWOOD.ORG



Adults feeding on fruit with noticeable damage
CREDIT: G. BERNON, USDA APHIS, BUGWOOD.ORG

- **Adults:** Shield-shaped, measuring 13-17 millimetres long and 8 millimetres wide, with a brown marbled ("marmorated") pattern. Alternating brown-and-white markings along the abdomen edges. Distinctive white bands on the legs and the last two antennae segments.
- **Feeding damage:** Feeding can cause deformed or discoloured fruits and seeds, fruit loss, delayed plant maturity, and bud death.

CONTROL METHODS

Effective invasive species management typically involves a variety of control methods. The techniques below are recommended following table summarizes the recommended techniques for controlling brown marmorated stink bugs on private property or where permission has been granted by the land owner or manager. Other methods may be used by professionals..

CONTROL STRATEGY	TECHNIQUES	SUITABLE SITES	NOTES
Prevention – building entry	Sealing access points	Gaps and cracks in windows, screens, doors, attics, siding, etc.	<ul style="list-style-type: none"> Use caulking, weatherstripping, screens, netting, or chimney caps May be difficult to seal all entry points
	Managing vegetation around buildings	Buildings with surrounding vegetation	<ul style="list-style-type: none"> Trim plants and rake leaf litter away from siding and foundations at least once a year
	Inspecting and winterizing	Outdoor furniture	<ul style="list-style-type: none"> Close umbrellas, sweep and cover furniture, and store seasonal items indoors during the winter
	Turning off or dimming lights at night	Buildings with outdoor lights	<ul style="list-style-type: none"> BMSB are attracted to light at night
Manual	Destroying egg masses	Egg clusters found under leaves or structures	<ul style="list-style-type: none"> Crush or freeze eggs, but ensure proper identification to avoid harming beneficial look-alike insects
	Hand picking	Low numbers of insects	<ul style="list-style-type: none"> Hand pick insects off indoor and outdoor plants
	Sweeping	Multiple insects	<ul style="list-style-type: none"> Sweep insects up using a broom Insects may fly away
	Using a dry or wet vacuum	Low numbers of insects	<ul style="list-style-type: none"> Use a household or shop vacuum to remove insects from buildings May cause insects to emit foul odour – dispose vacuum contents promptly to minimize smell
	Using do-it-yourself traps	Indoors	<ul style="list-style-type: none"> See 'How to' guidance below
Cultural	Installing plant protectors	Indoor or outdoor plants susceptible to predation	<ul style="list-style-type: none"> Use tents, cages, permeable netting, or cloches Difficult to implement over large plants/trees May impact pollinator and plant health
	Using fruit protection bags	Fruit trees	<ul style="list-style-type: none"> Install mesh drawstring bags around individual fruits or clusters of fruit Time-consuming to implement

HOW TO MAKE DO-IT-YOURSELF TRAPS

BMSB Pan Trap

- Fill a pan with soapy water and place a desk lamp above (see photo)
- Use a white light bulb and place the trap in a dark spot for best results
- Empty the pan when necessary and repeat



Pan trap
CREDIT: ISCMV

BMSB Funnel Trap

- Find a 2-litre clear pop bottle (label removed), small push button LED light, black tape, and masking tape
- Cut off the top ¼ of the bottle, cover the bottom with black tape, place the LED light in the bottom, and invert the top part of the bottle to create a funnel (see photo)
- Use masking tape to secure the funnel pieces, then place additional strips vertically around the trap to help insects crawl upward
- Place the trap in a dark spot for best results
- Empty the trap when necessary and repeat



Funnel trap
CREDIT: ISCMV

Disposal

Do not place live BMSBs in garbage or yard waste bins as they can escape and establish in other areas. If crushed or squished, BMSB will emit a foul odour, so drowning or freezing is recommended. Dead insects can be placed in municipal green bins. Do not flush BMSBs or other materials used to capture insects down the toilet.

How Can You Help?

- Outside of the Metro Vancouver, Fraser Valley, and Okanagan regions, report BMSB [online](#) to help monitor the distribution within BC.
- To reduce the spread of invasive species, dispose of yard waste and soil appropriately. Visit your municipality's website for more information.
- If you also have invasive plants, check out factsheets for those species. Visit growgreenguide.ca for non-invasive plant suggestions.
- Download the '[Report Invasives BC](#)' app to identify and report invasive species.

For the complete set of best management practices for BMSB and other key invasive species, visit metrovancouver.org and search 'Invasive Species'.



Side view of an adult on a leaf
CREDIT: CITY OF PITT MEADOWS

To: Regional Planning Committee

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

Date: April 14, 2026 Meeting Date: May 7, 2026

Subject: **Manager's Report**

RECOMMENDATION

THAT the Regional Planning Committee receive for information the report dated April 14, 2026, titled "Manager's Report".

REGIONAL PLANNING COMMITTEE 2026 WORK PLAN

The Regional Planning Committee's Work Plan for 2026 is attached to this report (**Attachment 1**). The status of work program elements is indicated as pending, in progress, ongoing or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee, and changes to the schedule.

LAND USE RESILIENCE TOOLKIT: FLOODING AND ASSOCIATED HAZARDS – PROJECT UPDATE

In 2025 Metro Vancouver launched a project to develop a land use resilience toolkit to support member jurisdictions in planning for flooding and associated hazards. Flooding affects all areas of the region through coastal, riverine, pluvial (stormwater), or groundwater flooding, and associated hazards such as landslides. The toolkit addresses key gaps in existing Provincial guidance and provides region-specific information and practical tools to help bridge between land use planning and emergency management. It is designed to support member jurisdiction planning staff in understanding flood mapping and applying land use and policy approaches that reflect local conditions.

Extensive engagement was undertaken to ensure the guide would address priority needs and provide clear value to member jurisdictions. Engagement included a workshop and survey, key advisory committees (Regional Engineers Advisory Committee – Climate Protection Subcommittee (REAC-CPS), Regional Planning Advisory Committee (RPAC), and the Regional Planning Advisory Committee – Environment (RPAC- ENV), Metro Vancouver's Liquid Waste Services department, the Fraser Basin Council, First Nations, and the Province. This engagement informed the development of the Toolkit, and an initial draft has now been completed.

A final round of engagement with the Regional Planning Advisory Committee (RPAC) will focus on supporting the completion and finalization of the Flood Toolkit. RPAC input will help confirm that the Toolkit's structure, content, and guidance are clear, practical, and well suited to member jurisdiction planning needs. This feedback will be used to guide refinements to the Toolkit prior to completion and will also help inform the approach, format, and scope of future hazard-specific toolkits included in Metro Vancouver's work program.

PIBC INTELLIGENT INVENTORY

The Planning Institute of British Columbia (PIBC) has recently launched the PIBC Intelligent Inventory, a new AI-enabled research tool designed specifically to support professional planning practice in British Columbia. The Inventory allows planners to quickly search, compare, and verify Official Community Plans (OCPs) and zoning bylaws across BC jurisdictions using a closed AI system that draws exclusively on

source documents from local governments in BC. The PIBC Intelligent Inventory represents a new resource for municipal planners, supporting research and comparison of local planning and regulatory documents across British Columbia.

DEVELOPMENT COST CHARGE REGIONAL ECONOMIC ANALYSIS MODEL

Metro Vancouver is in the process of updating its Development Cost Charge (DCC) program for 2028-2030. As part of this work, an economic analysis model is being developed to assess the impact of DCCs and other factors on development viability. While previous analyses focused primarily on Metro Vancouver's DCCs, the development industry has emphasized the need for a more comprehensive approach to consider the cumulative impact of local and regional DCCs, other government fees and charges, and various municipal requirements.

Metro Vancouver is in the process of developing the new model in close collaboration with the development industry and member jurisdictions to ensure it reflects the needs of potential users and supports consistent, transparent evaluation of development viability. Stakeholders have been involved through working groups to provide input on the assumptions, inputs, and data sources for the model as well as testing the draft model and early scenarios to provide feedback. Scenarios will assess viability of a range of different types and locations of development across the region including residential (rental and strata), non-residential, and mixed-use developments.

The intent is to use the model to assess Metro Vancouver's draft DCC rates for the Bylaw update to inform decision making and meet provincial requirements. However, the tool may also be a useful resource for member jurisdictions to conduct similar analyses for their own DCC updates, or to test the impacts of other policies.

METRO VANCOUVER DEVELOPMENT COST CHARGES REPORT

The following reports related to Development Cost Charges (DCCs) were considered by the MVRD, GVWD, and GVS&DD Boards in April 2026 and are being presented to the Regional Parks Committee for information.

GVWD Special Board Meeting on April 15, 2026

At its April 15, 2026 GVWD Special Board meeting, the GVWD Board considered the report dated April 7, 2026, titled "GVWD Development Cost Charge Amendment Bylaw No. 270, 2026 to Amend the DCC Rates for 2026 and 2027". Board directors discussed the GVWD Development Cost Charge Amendment Bylaw No. 270, 2026 and the establishment of Household Impact targets for 2027-2031.

The GVWD Board passed the following resolution:

THAT the GVWD Board:

- a) *give first, second, and third reading to Greater Vancouver Water District Development Cost Charge Amendment Bylaw No. 270, 2026, as presented in Attachment 1, in the report dated April 7, 2026, titled "GVWD Development Cost Charge Amendment Bylaw No. 270, 2026 to Amend the DCC Rates for 2026 and 2027", which rolls back the 2026 DCC rate increase for GVWD to 2025 rates, reduces the 2027 DCC rate increases, and slows the transition to a 1% assist factor over the subsequent two years;*
- b) *direct staff to forward Greater Vancouver Water District Development Cost Charge Amendment Bylaw No. 270, 2026 to the Inspector of Municipalities for approval;*
- c) *fill the resulting revenue gap of \$270.5M by increasing the amount of long-term borrowing for growth capital projects for Water;*

- d) *direct staff to conduct independent value engineering to all water infrastructure growth projects over \$10M and report back to advisory committees and the GVWD Board; and*
- e) *direct staff to request expedited approval from the Inspector of Municipalities and submit the request by April 24, 2026.*

GVS&DD Special Board Meeting on April 15, 2026

At its April 15, 2026 GVS&DD Special Board meeting, the GVS&DD Board considered the report dated April 7, 2026, titled "GVS&DD Development Cost Charge Amendment Bylaw No. 396, 2026 to Amend the DCC Rates for 2026 and 2027". Board directors discussed the GVS&DD Development Cost Charge Amendment Bylaw No. 396, 2026 and the establishment of Household Impact targets for 2027-2031.

The GVS&DD Board passed the following resolution:

THAT the GVS&DD Board:

- a) *give first, second, and third reading to Greater Vancouver Sewerage and Drainage District Development Cost Charge Amendment Bylaw No. 396, 2026, as presented in Attachment 1, in the report dated April 7, 2026, titled "GVS&DD Development Cost Charge Amendment Bylaw No. 396, 2026 to Amend the DCC Rates for 2026 and 2027", which rolls back the 2026 DCC rate increase for GVS&DD to 2025 rates, reduces the 2027 DCC rate increases, and slows the transition to a 1% assist factor over the subsequent two years;*
- b) *direct staff to forward Greater Vancouver Sewerage and Drainage District Development Cost Charge Amendment Bylaw No. 396, 2026 to the Inspector of Municipalities for approval;*
- c) *fill the resulting revenue gap of \$75.5M by increasing the amount of long-term borrowing for growth capital projects for Liquid Waste;*
- d) *direct staff to conduct independent value engineering to all liquid waste infrastructure growth projects over \$10M and report back to advisory committees and the GVS&DD Board; and*
- e) *direct staff to request expedited approval from the Inspector of Municipalities and submit the request by April 24, 2026.*

MVRD Special Board Meeting on April 15, 2026

At its April 15, 2026 MVRD Special Board meeting, the MVRD Board considered the report dated April 7, 2026, titled "MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027". Board directors discussed the MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 and the establishment of Household Impact targets for 2027-2031.

The MVRD Board passed the following resolution:

THAT the MVRD Board:

- a) *give first, second, and third reading to Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026, as presented in Attachment 1, in the report dated April 7, 2026, titled "MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027", which rolls back the 2026 DCC rate increase for MVRD to 2025 rates, reduces the 2027 DCC rate increases, and slows the transition to a 1% assist factor over the subsequent two years; and*
- b) *direct staff to forward Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026 to the Inspector of Municipalities for approval;*

- c) *fill the resulting revenue gap of \$43M by transferring the projected revenue shortfall to the Household Impact for 2027 to 2031; and*
- d) *Direct staff to request expedited approval from the Inspector of Municipalities and submit the request by April 24, 2026.*

Special Joint Board Meeting on April 15, 2026

At its April 15, 2026 Special Joint Board meeting, the MVRD/GVWD/GVS&DD Boards considered the report dated April 8, 2026, titled "2027 Budget and 2027-2031 Financial Plan Budget Targets". Board Directors discussed the budget and considered amendment bylaws to change 2026 and 2027 DCC rates.

The MVRD/MVHC/GVWD/GVS&DD Boards passed the following resolution:

THAT the MVRD, MVHC, GVWD, and GVS&DD Boards direct staff to proceed through the 2027 budget cycle with household impact targets as follows: 2027 at 3.0%, 2028 at 5.0%, 2029 at 5.0%, 2030 at 5.0%, and 2031 at 5.0%.

The following reports were considered by the MVRD/GVWD/GVS&DD Board at its April 24, 2026 meeting:

MVRD Board Meeting on April 24, 2026

At its April 24, 2026 MVRD Regular Board meeting, the MVRD Board considered the report dated April 13, 2026, titled "Metro Vancouver Development Cost Charges - Proposed Approach for Agricultural Development". Board directors considered adoption of an interim/waiver bylaw for agricultural development.

The MVRD Board passed the following resolution:

THAT the MVRD Board:

- a) *give first, second, and third reading to Metro Vancouver Regional District Development Cost Charge Waiver for Agricultural Development Designed to Result in a Low Environmental Impact Amendment Bylaw No. 1455, 2026; and*
- b) *adopt Metro Vancouver Regional District Development Cost Charge Waiver for Agricultural Development Designed to Result in a Low Environmental Impact Amendment Bylaw No. 1455, 2026.*

GVWD Board Meeting on April 24, 2026

At its April 24, 2026 GVWD Regular Board meeting, the GVWD Board considered the report dated April 13, 2026, titled "Metro Vancouver Development Cost Charges - Proposed Approach for Agricultural Development". Board directors considered adoption of an interim/waiver bylaw for agricultural development.

The GVWD Board passed the following resolution:

THAT the GVWD Board:

- a) *give first, second, and third reading to Greater Vancouver Water District Development Cost Charge Reduction for Agricultural Development Designed to Result in a Low Environmental Impact Amendment Bylaw No. 271, 2026; and*
- b) *adopt Greater Vancouver Water District Development Cost Charge Reduction for Agricultural Development Designed to Result in a Low Environmental Impact Amendment Bylaw No. 271, 2026.*

GVS&DD Board Meeting on April 24, 2026

At its April 24, 2026 GVS&DD Regular Board meeting, the GVS&DD Board considered the report dated April 13, 2026, titled "Metro Vancouver Development Cost Charges - Proposed Approach for Agricultural Development". Board directors considered adoption of an interim/waiver bylaw for agricultural development.

The GVS&DD Board passed the following resolution:

THAT the GVS&DD Board:

- a) *give first, second, and third reading to Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 398, 2026; and*
- b) *adopt Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver for Agricultural Development Designed to Result in a Low Environmental Impact Bylaw No. 398, 2026.*

ATTACHMENT

1. Regional Planning Committee 2026 Work Plan.

REFERENCES

1. "2027 Budget and 2027-2031 Financial Plan Budget Targets", dated April 8, 2026. Retrieved from <https://metrovancover.org/boards/GVRD/RDSP-2026-04-15-AGE.pdf>
2. "MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027", dated April 7, 2026. Retrieved from <https://metrovancover.org/boards/GVRD/RD-2026-04-15-AGE.pdf>
3. "GVWD Development Cost Charge Amendment Bylaws No. 270, 2026 to Amend the DCC Rates for 2026 and 2027," dated April 7, 2026. Retrieved from <https://metrovancover.org/boards/GVWD/WD-2026-04-15-AGE.pdf>
4. "GVS&DD Development Cost Charge Amendment Bylaws No. 396, 2026 to Amend the DCC Rates for 2026 and 2027," dated April 7, 2026. Retrieved from <https://metrovancover.org/boards/GVSDD/SDD-2026-04-15-AGE.pdf>
5. "Metro Vancouver Development Cost Charges – Proposed Approach for Agricultural Development", dated April 2, 2026. Retrieved from <https://metrovancover.org/boards/GVRD/RD-2026-04-24-AGE.pdf>

Regional Planning Committee 2026 Work Plan

Report Date: April 14, 2026

1st Quarter	Status
Regional Planning Committee 2026 Work Plan	Complete
Metro 2050 Advocacy Actions – Update	Complete
Land Use Resilience Best Practice Guide – Flooding & Related Hazards – Final Report	In Progress
Regional Green Infrastructure Network - Update	Complete
Agricultural Data Update	Complete
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	In Progress
Urban Centres Growth Target Review – Progress Update	In Progress
Housing Databook/Dashboard	In Progress
Regional Food Systems Strategy – Final Report	In Progress
Housing 2050 – Policy Research – Update	Complete
Agricultural Awareness Grant Awards	In Progress
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