

For Metro Vancouver meetings on Friday, January 31, 2025

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact:

media@metrovancover.org.

Metro Vancouver Regional District**E1.1 Measures for Affordable and Diverse Housing Dashboard – 2024 Update****RECEIVED**

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

The Board received this report for information.

E1.2 Regional Parking Strategy – Interim Research Findings and Project Update**RECEIVED**

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

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

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

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

The Board received this report for information.

E2.1 Development Cost Charge Program – Proposed Scope of Work for 2025-2027

ENDORSE

In response to Board direction, engagement with developers, updated population and dwelling projections, and the evolving context of provincial and federal initiatives, Metro Vancouver staff propose a scope of work to review and update the Metro Vancouver DCC program.

This report outlines, for Committee and Board review and feedback, the proposed scope of work which includes five projects:

1. Consider expanding Metro Vancouver's affordable housing DCC waiver program to include below market units developed by the private sector where there is a binding commitment to transfer those units to non-profits to operate;
2. Update residential and non-residential definitions in Metro Vancouver's DCC bylaws to ensure that Metro Vancouver's DCC program accounts for new provincial housing legislation and reflects Metro 2050 objectives;
3. Update Metro Vancouver's DCC rate calculations to reflect new population and dwelling projections and updated capital costs of Metro Vancouver infrastructure;
4. Explore coordinated regional economic analysis to assess the impacts of regional and local development fees; and
5. Work with developers, member jurisdictions and the provincial government to explore ways to mitigate the impact of DCCs on residential development, such as extended in-stream protection and the timing of DCC collection.

This scope of work will be a key input into the completion of the Metro Vancouver Long Range Financial Plan.

The Board endorsed the DCC workplan consisting of five projects included in the report.

E2.2 Responding to Director Kooner’s November 12, 2024 Memo

RECEIVED

This report responds to Director Kooner’s November 12, 2024 memo to the Finance Committee, as directed by the Finance Committee. The report responds to concerns listed about capital projects, allocation of revenue from development cost charges, and governance; answers the seven questions in the memo; and outlines applicable existing Board policies where the Board may choose to focus future discussions.

The Board received this report for information, placed it on the February Finance Committee agenda for further discussion, and requested additional details on development cost charges and cost components of the Iona Island and North Shore Wastewater Treatment Plant projects.

E2.3 Sale of Old Head Office Building – Seismic Guarantee Update

ADOPTED

At the November 13, 2024 Finance Committee meeting, staff were requested to provide the Committee information relating to the recent sale of the former Metro Vancouver head office building. Specifically, the request was to provide the Committee with information relating to the terms of the 2019 sale transaction and an update on remaining funds owing to GVWD as part of that transaction.

In March 2019, GVWD sold its old head office building at 4330 Kingsway, Burnaby, BC (the “Property”) for \$95M to SCREO I Metrotown GP Inc. (“SCREO”). As part of the sale, the GVWD Board approved a \$9M credit to SCREO as a contribution towards the cost of recommended seismic upgrades, and the credit was secured through the receipt of a seismic upgrade variance guarantee (“Guarantee”). Pursuant to the terms of this Guarantee, all or a portion of the funds would be returned to GVWD if a building permit for seismic works was not issued or if the costs of the seismic upgrades were less than \$9M, respectively. In March 2024, the Guarantee expired and staff began making attempts to recover the amount of the guarantee from SCREO. In June 2024 SCREO was placed into receivership. In July 2024 the Court ordered that the Property be sold, and in November 2024 the Property was sold to the City of Burnaby for \$65M. GVWD is recognized as an unsecured creditor in the receiver’s report, filed in BC Supreme Court. It is anticipated that the proceeds of the sale will cover the outstanding debts and that there is a good chance that GVWD will recover the \$9M it is owed. Staff is working with external legal counsel on this matter.

The Board directed staff to bring forward a report on why the \$9M owing to Metro Vancouver for the seismic upgrade variance guarantee that formed part of the sale agreement with SCREO Metrotown GP Inc for 4330 Kingsway is unsecured debt.

E2.4 Finance Committee Manager’s Report

APPROVED

When the Finance Committee considered the Manager’s report, they requested that the Finance Committee be given an opportunity to review the 2024 Financial results before the annual external audit begins.

The Board approved the committee’s request to review financial reports before the annual external audit begins.

E3.1 Code of Conduct for Elected Officials Policy

ADOPTED

At the MVRD Board meeting held on September 29, 2023, the Board considered a report dated July 20, 2023, titled “Code of Conduct for Elected Officials Policy” (Attachment 1), which recommended the adoption of a self-enforcing Code of Conduct for Elected Officials Policy (Attachment 2). The Board directed staff to bring forward a revised code of conduct with additional clauses covering confidentiality, conflict of interests, and acceptance of gifts, as well as a companion procedure document to address how complaints will be handled, investigation, resolution, enforcement, and whistleblower protection. This revised Code of Conduct is presented in Attachment 3. Adoption of the self-enforcing Code of Conduct is recommended in order for members to retain the primary responsibility for ensuring that the general standards of conduct are understood and met.

The Board adopted the self-enforcing *Code of Conduct for Elected Officials Policy*.

G1.1 MFA Spring 2025 Borrowing for the Township of Langley – MVRD Security Issuing Bylaw No. 1404, 2025

ADOPTED

As set out in the *Community Charter*, the Metro Vancouver Regional District (MVRD) must adopt a security issuing bylaw in order to enable the Township of Langley (the “Township”) to proceed with their long-term borrowing request of \$198,652,634 from the Municipal Finance Authority (the “MFA”). This borrowing consists of eight bylaws and will finance the following: Jericho Booster Station, Civic Infrastructure, Yorkson Community Park Development, Ice and Dry Arenas, Smith Athletic Park Development.

The Township’s total estimated annual debt servicing costs for existing and new proposed debt combined is approximately \$40.6 million which is roughly 52.3% of their liability servicing limit of \$77.7 million. The Township has met the regulatory requirements and has the legislative authority to undertake the planned borrowing. *Metro Vancouver Regional District Security Issuing Bylaw No. 1404, 2025* will authorize Township’s borrowing request.

The Board gave consent to the request for financing and gave three readings to and adopted *Metro Vancouver Regional District Security Issuing Bylaw No. 1404, 2025*.

G2.1 Metro 2050 Type 3 Amendment to add Major Transit Growth Corridors into Transit Oriented Geographies

ADOPTED

On September 27, 2024, the MVRD Board initiated a Type 3 amendment to Metro 2050, and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1398, 2024*. The amending bylaw would amend Metro 2050 by:

- Updating the wording under Goal 4 Policies 4.2.3 and 4.2.7 a) to include Major Transit Growth Corridors; and,
- Updating the wording under Section G Performance Monitoring to include Major Transit Growth Corridors for the affordable rental housing target.

The amending bylaw ensures consistency between the Board endorsed Regional Affordable Rental Housing Target Implementation Guideline and Metro 2050 by including Major Transit Growth Corridors (MTCGs) into transit-oriented geographies in the regional growth strategy. The guideline defines and communicates the methodology that Metro Vancouver will use to monitor progress toward the regional affordable rental housing target described in Metro 2050.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments and other regional agencies of the proposed amendment to provide an opportunity for comment. Six responses were received indicating no concerns, and a summary of the responses are provided below. Bylaw No. 1398 is now before the Board for consideration of adoption.

The Board received the comments from affected local governments and adopted Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1398, 2024.

I 1 Committee Information Items and Delegation Summaries

The Board received information items and delegation summaries from standing committees as follows.

Housing Committee – November 8, 2024

Information Items:

E1 Streamlining Rental Housing through Standardized Designs and Regulations: Project Update

Metro Vancouver, in partnership with the Province, member jurisdictions, and other partners, is developing a blueprint to accelerate the delivery of six-storey rental housing through simplification of regulatory requirements and standardized design approaches. The project is supported by both the Metro Vancouver Regional District Sustainability Innovation Fund (SIF) and the Canada Mortgage and Housing Corporation's (CMHC) Housing Supply Challenge Round 5 – 'Level Up' and is rapidly advancing due to recently confirmed additional funding from the CMHC program and associated timelines.

The Rental Housing Blueprint project is focused on six-storey multi-family apartment buildings, a housing form with strong potential to help meet the acute need for rental housing in the region. Project objectives include reducing overall housing delivery timelines, addressing skilled trade labour shortages, and creating a supportive environment for off-site construction. Using technology and innovation, and moving toward off-site construction, there is potential to reduce the cost and complexity of rental housing delivery, while still constructing quality housing with high standards for livability and sustainability. A final draft of the standardized regulation is being reviewed by key partners, and will be presented to the Regional Planning and Housing Committees in early 2025. It is also anticipated that a full suite of reference designs will be available by February 2025, as well as training and support for municipalities who want to move toward using digital Building Information Modelling (BIM) and e-compliance systems in their approval processes.

There are opportunities for ongoing collaboration with member jurisdictions who want to participate in shaping the outcomes of the standardized regulatory and design approaches, and project milestones will be presented to the Regional Planning Advisory Committee (RPAC), the Regional Planning and Housing Committees and the Metro Vancouver Board at regular intervals. Resources will also be available through the project to support implementation and demonstration of the project’s outcomes in municipalities that are currently advancing initiatives related to simplification and digitization, and will be coordinated through the Regional Administrators’ Advisory Committee (RAAC).

This report provides a project update and overview, including upcoming opportunities for support to Metro Vancouver member jurisdictions, and was presented to both the Regional Planning and Housing Committees for information.

I2 Governance Review

ADOPTED

The MVRD Board authorized Board Chair Hurley to send a letter on behalf of the Metro Vancouver Regional District Board to the Honourable Ravi Kahlon, Minister of Housing and Municipal Affairs, requesting that the Provincial Government partner with the MVRD to conduct a Governance Review.

Director West provided a Notice of Motion regarding remuneration, committee structure, meetings, and initiating a service review.

Greater Vancouver Water District

I 1 Committee Information Items and Delegation Summaries

The Board received information items and delegation summaries from a standing committee as follows.

Water Committee – January 15, 2025

Information Items:

E3 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units

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

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

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

Greater Vancouver Sewerage and Drainage District

E1.1 Award of RFP 24-391 for Columbia Forcemain Cured in Place Pipe Rehabilitation APPROVED

Michels Canada Co. proposal ranked highest overall, provided the lowest cost, met the minimum technical requirement and demonstrated best value overall for Metro Vancouver.

The work to be provided under RFP 24-391 includes design and installation for the rehabilitation of the Columbia Forcemain using Cured in Place Pipe (CIPP) technology in the City of Vancouver. The pipe to be rehabilitated is approximately 1700 m long and 900 mm in diameter. The pipe has suffered extensive corrosion and has had two significant breaks. The failure of this asset was unexpected, and a temporary diversion is in place.

RFP 24-391 was issued on October 28, 2024, was advertised publicly, and the procurement was executed in accordance with the terms and conditions of Metro Vancouver’s Procurement Policy. The RFP 24-391 evaluation team has considered the proposals received, and on that basis recommend that the GVS&DD Board award RFP 24-391 to Michels Canada Co.

The proposed price was over the budgetary estimate, and it is recommended that the shortfall be addressed by reallocating funds from the VSA Emergency Backup Power project, which is nearing completion and is projected to show a surplus.

The Board approved the RFP award and authorised the reallocation of \$3,000,000 from the VSA Emergency Backup Power project, to cover the additional costs.

G1.1 Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Amendment Bylaw No. 386, 2025 ADOPTED

The *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Amendment Bylaw No. 386, 2025* was presented for Board consideration and adoption. At the November 13, 2024 Liquid Waste Committee meeting, proposed trucked liquid waste discharge fee increases were referred back to staff to consider a more gradual phase in period. The bylaw has been revised to phase in fees for discharges of trucked liquid waste that will achieve fully cost recovered rates by 2027. Additionally, a new annual fee

update process will be implemented each fall, to reflect annual GVS&DD budget increases and include five-year rate projections to help the industry anticipate future changes.

The Board adopted *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Amendment Bylaw No. 386, 2025*.

I 1 Committee Information Items and Delegation Summaries

The Board received information items and delegation summaries from standing committees as follows.

Zero Waste Committee – January 9, 2025

Information Items:

E2 Multi-Family Residential Waste Reduction and Recycling

Metro Vancouver collaborates with member jurisdictions on programs and initiatives to encourage waste reduction and recycling in multi-family buildings. The 2023 multi-family waste composition study results show a reduction in per capita disposal for most material categories and demonstrate that compostable organics remain the largest component of multi-family waste and a key opportunity for waste reduction in this sector. Metro Vancouver is seeking new ideas to further reduce waste in the multi-family sector as a key part of the solid waste management plan update.³ Regional Reuse, Repair, and Food Recovery Programs.

E3 Regional Reuse, Repair, and Food Recovery Programs

Work is underway to continue to scale up reuse and repair through the expansion of a variety of initiatives including increasing reuse collection at recycling and waste centres, supporting more member jurisdiction repair cafés, and growing the regional food recovery network. Metrics from these reuse and repair initiatives show that they are effective in encouraging the public to practice waste reduction. Participants in repair events and the food recovery network note the value of the programs not only in reducing waste, but also increasing access to free repairs and supporting increased demand for donated and low-cost food.

Liquid Waste Committee – January 15, 2025

Information Items:

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