

**For Metro Vancouver meetings on Friday, March 27, 2026**

*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](mailto:media@metrovancover.org).*

**Metro Vancouver Regional District**

**E1.1 təmtəmişʷtən/Belcarra Regional Park – Admiralty Heights Plan – Phase 1 Engagement**

**RECEIVED**

Metro Vancouver Regional Parks is initiating the engagement process for the development of a plan for the Admiralty Heights area in təmtəmişʷtən/Belcarra Regional Park.

The Admiralty Heights area encompasses around 275 hectares of mature forest and is currently closed to the public. A plan for this area will be developed in collaboration with the səilwətał (Tsleil-Waututh Nation) and will guide decision making for resource management, area development, operations, and programming over the next 20 years. The process to develop this plan will start with engagement with səilwətał, and expand to the public, and other interest holders.

The Board received this report for information.

**E2.1 Metro 2050 Regional Context Statement – City of Vancouver**

**ACCEPTED**

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

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

- **Compact Urban Growth:** Concentrating major growth in the Metro Core and Oakridge, aligning development with rapid transit areas, and providing a full range of amenities and services across urban centres, transit areas, neighbourhood centres, and villages.
- **Sustainable Economy:** Expanding and enhancing job space, supporting diverse and equitable economic opportunities, and strengthening food access and local food supply chains.
- **Environmental Protection and Climate Action:** Protecting and restoring environmentally sensitive lands, advancing ecosystem connectivity, supporting climate-aligned land use and transportation actions, and mitigating climate-related and natural hazards.
- **Housing Diversity and Affordability:** Expanding diverse and affordable housing options across all neighbourhoods, protecting and renewing rental without displacement, and partnering across governments and non-profits to support people experiencing or at risk of homelessness.
- **Sustainable Transportation:** Focusing high-density growth around transit, turning greenways (currently largely shared with cars) into car-light or car-free corridors, and sustaining industrial goods movement and logistics infrastructure.

Metro Vancouver and the City will work together in the next RCS update to establish a target for lands protected for nature. It was recommended that the MVRD Board accept the City of Vancouver’s Regional Context Statement.

The Board accepted the City of Vancouver’s Regional Context Statement and directed staff to notify the City of Vancouver of the decision.

**E2.2 Metro 2050 Regional Context Statement – City of Port Moody** **ACCEPTED**

The City of Port Moody has updated its Official Community Plan and submitted a revised Regional Context Statement demonstrating how the new Official Community Plan is consistent with the regional federation’s goals, strategies and actions as laid out in *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations, as expressed in Official Community Plans, align with the regional federation’s goals.

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

- **Focusing and Managing Growth:** Providing a detailed policy framework to guide future high-density, mixed-use development in the City’s Frequent Transit Development Area (FTDA) and Urban Centre, consistent with Goal 1.
- **Environmental Protection and Climate Action:** Protecting environmentally sensitive areas by increasing the total area of land protected for nature to 48.7% by 2050, and reducing (Greenhouse Gas) GHG emissions through land-use and transportation strategies, consistent with Goal 3.
- **Housing Diversity and Affordability:** Ensuring the provision of market and non-market, purpose-built rental housing options to meet the needs of diverse households within the Urban Centre and FTDA, consistent with Goal 4.
- **Sustainable Transportation:** Developing a complete, connected, and compact community to minimize transportation-related emissions and enable residents easy access to daily needs, consistent with Goal 5.

It was recommended that the MVRD Board accept the City of Port Moody’s Regional Context Statement.

The Board accepted the City of Port Moody’s Regional Context Statement and directed staff to notify the City of Port Moody of the decision.

**E2.3 Agriculture Data Update - Census of Agriculture** **RECEIVED**

Since 2001, Metro Vancouver has compiled and published Census of Agriculture data for the region for use by member jurisdictions, data analysts, and researchers. This report represents data from the 2021 Census; however, data has been released over subsequent years and compiled here for the Metro Vancouver region. More detailed reporting of the Census will be combined with results from the latest Agricultural Land Use Inventory (ALUI) and compiled into a regional databook resource to support member jurisdictions and other organizations with a broader picture of the state of agriculture within Metro Vancouver to support land use planning, policy, and local economic development.

The most significant regional trends from the Census include:

- Farm Area: Down by 13% (5,317 ha) over 25 years with the greatest decrease occurring in the past 5 years.
- Number of Farms: Down by 39% over 25 years with a 12% decline occurring in the past 5 years.
- Farm Operators: Down by 39% over 25 years; median age rising; only 30% of farms in the region have succession plans.
- Cropland: Fruit, nut, and berry farms increasing while there are fewer farms with other crop types (hay, field crops, greenhouse, nursery, potatoes, vegetables, mushrooms).
- Livestock: Fewer livestock farms (especially sheep and horses).
- Farm Receipts: Metro Vancouver leads BC in per hectare earnings reaching \$38,192, which is up 54% since 2016.
- Profitability: Only Burnaby, Delta, and Surrey experienced an increase in agricultural sector profitability in 2021.

Taken together, these trends point to increasing pressures on the region’s agricultural land base, workforce, and economic resilience. While strong per-hectare receipts demonstrate the sector’s continued productivity, the persistent decline in number of farms, operators, and key crop and livestock categories signals ongoing structural challenges in the sector.

The Board received this report for information.

**E3.1 Approach to Engagement on Consideration of the Size and Structure of each of the Four Metro Vancouver Boards** **ENDORSED**

This report describes the proposed engagement program to support the assessment of the size and structure of the four Metro Vancouver Boards. The current schedule has the Boards identifying the parameters for the conversation on size and structure in March 2026, and reviewing engagement materials in April 2026 for subsequent Board consideration. Engagement is planned to run from May to June 2026, subject to confirmation of a short list of options for Board size and structure.

Engagement will be co-delivered by Deloitte Canada and Metro Vancouver staff. The engagement program will reach a range of audiences:

- Governance Committee members and Board Directors
- Member jurisdictions (elected officials and staff)
- Local First Nations
- Metro Vancouver staff
- The provincial government (elected officials and staff)
- Public

Tactics will include background materials, in-person interviews, meetings, online surveys, and webinars. A summary of the outcomes of the engagement program will be provided to the Boards for consideration as part of the deliberations on Boards size and structure in July 2026.

The Board endorsed the engagement plan as outlined in the report.

**E3.2 Consideration of Changes to the Size and Structure of each of Metro Vancouver’s Four Boards of Directors: Options Analysis**

**RECEIVED**

The 2025 independent Metro Vancouver Board Governance Review concluded that there is an opportunity to optimize the size and structure of Metro Vancouver’s four Boards to improve governance and oversight, and to enhance decision making and risk management. Consideration of such options is a major piece of work for the Governance Committee and Boards in 2026. To date, the MVRD Board has approved a process to consider potential changes and considered an evaluation framework.

At its March 12, 2026 meeting, the Governance Committee considered the report titled, “Consideration of Changes to the Size and Structure of each of Metro Vancouver’s Four Boards of Directors: Options Analysis”, dated March 6, 2026. The Committee discussed options for amending the size and structure of both the MVRD and MVHC Boards with the aim of improving governance effectiveness, scalability of the option into the future, how member jurisdictions are represented, broader stakeholder impact, and how readily the options could be implemented.

For the MVRD Board, the Committee discussed the pros, cons, and implications of five options:

1. Status Quo (41 Directors)
2. One Director per member jurisdiction (23 Directors)
3. Cap the number of Directors at 3 per member jurisdiction (34 Directors)
4. Increase the population threshold per vote to 25,000 (36 Directors), and
5. Increase voting divisor to seven (one Director for every 140,000 residents) (34 Directors).

Several committee members expressed that the option of increasing the representation of each Director from 100,000 to 140,000 seemed a fair shorter-term solution that reduces the Board size without changing the overall governance framework, is achievable more quickly, retains proportional representation and would result in some gains in decision making speed, and strategic focus. In addition, there was support for further exploration of a cap on the number of Directors per jurisdiction, but retaining number of votes, as a longer-term objective. A couple of committee members expressed that the option of having one Director per jurisdiction, while retaining number of votes, also deserves further consideration, noting that 16 members have one Director, while 7 have more than one.

For the MVHC Board, the Committee discussed the pros, cons and implications of four options:

1. Status Quo (41 Directors)
2. Align with any changes to the structure of the MVRD Board (23-36 Directors)
3. Smaller Hybrid Non-Profit Board (7-9 Directors comprised of a majority MVRD Board Directors + additional appointees selected based on merit), and
4. Fully Appointed Non-Profit Board (7-9 Directors appointed by the MVRD Board based on merit).

Committee members expressed support for both options 2 and 3. Supporters of aligning with any changes to the MVRD Board noted that the MVHC Board is functioning well, and that it is important to have representation from all member jurisdictions working together on housing in the region. Supporters of a Smaller Hybrid Non-Profit Board noted the opportunity to optimize governance, align with other non-profit housing providers, benefit from external expertise in the housing sector, while retaining regional elected official / MVRD Board representation.

The Committee will focus on the GVS&DD and GVWD Boards in April, and feedback from the Committee and Boards will be incorporated into engagement materials to support engagement with all Board Directors, representatives from the Province, member jurisdiction elected officials and staff, local First Nations, other agencies, and the public. A summary of engagement will be provided to the Boards to support deliberations on Board size and structure in July 2026.

The Board received this report for information.

**E4.1 Financial Board Policy Review – Amended Corporate Allocation Policy** **APPROVED**

This report responds to the MVRD and MVHC Boards’ request to have RFAC and KPMG provide feedback on the amended Corporate Allocation Policy. The *Corporate Allocation Policy* provides a budget framework for allocating the costs of Metro Vancouver’s centralized support departments to Metro Vancouver’s four legal entities. The Regional Finance Advisory Committee (RFAC), via resolution, unanimously supported the amended policy at its meeting on March 6, 2026.

The GVS&DD and GVWD Boards adopted the updated policy at their February 27, 2026 meetings.

The amendments to the policy include:

- a) administrative updates to reflect the organizational structure;
- b) modifications to the calculation of allocating costs to: exclude one-time funded expenditures; and exclude total debt service costs for Metro Vancouver Housing Corporation (MVHC) and Sasamat Fire Protection Services; and
- c) the addition of an allocation method for Project Delivery’s Project Management Office.

The proposed amendments more accurately reflect service levels provided, reduce operating budget fluctuations, and incorporate current practices not captured in the existing policy. The changes will result in a re-distribution of \$160,000 in corporate costs between the four entities. KPMG reviewed the proposed corporate allocation policy and observed that the approach aligns with practices by other local governments to recover and account for the cost of service by legal entity.

The Board approved the amended *Corporate Allocation Policy*.

**E4.2 Prioritization Matrix for Flood-related Capital Projects** **RECEIVED**

Metro Vancouver has actively participated in ongoing flood resiliency planning processes in the region for many years, and in July 2024, the MVRD Board supported a scope of work for two projects to contribute to regional flood resiliency: a scan of existing flood capital projects and a prioritization matrix for future projects. The prioritization matrix, presented in this report, was developed using existing provincial and federal criteria for flood project grants and has been turned into an Excel-tool that allows users to evaluate future flood risk reduction capital projects by scoring and weighting different criteria.

Following direction from the MVRD Board in November 2025, staff consulted with the Regional Engineers Advisory Committee (REAC) and Regional Administrators Advisory Committee (RAAC) on the draft prioritization matrix for flood-related capital projects in early 2026. While finding the tool potentially useful for individual member jurisdictions, REAC and RAAC do not support Metro Vancouver doing further work to prioritize flood-related capital projects in the region with the intent of a collaborative approach to grant funding. Staff recommended that the report be finalized and the prioritization matrix shared with member jurisdictions for their own use, with no further Metro Vancouver work on prioritizing specific flood-related capital projects or coordinating related advocacy efforts.

The Board received this report for information and directed staff to forward a copy of the report to member jurisdictions for information.

**G1.1 Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan) APPROVED**

The City of Maple Ridge is requesting a Type 2 amendment to *Metro 2050* for the North 256 Street Industrial Lands Area Plan. The proposed amendment would re-designate Rural and Industrial lands to Industrial and Conservation and Recreation and expand the Urban Containment Boundary to accommodate a light industrial hub. Roughly half of the subject area is already designated Industrial within *Metro 2050*, and the majority of the subject area is already within the Fraser Sewerage Area. The area contains existing industrial operations and the City notes that industrial lands have long been intended for this area through various industrial and employment lands studies.

The MVRD Board has an important role as the steward of a broad set of issues that must be considered from a regional perspective. This role means that the amendment request is considered in terms of the long-term implications for the whole region, and in particular in the context of the broader intent of *Metro 2050*, the regional growth strategy, which is to guide the development of the region in an affordable, healthy and livable manner that supports the efficient provision of transportation, regional infrastructure and community services. Therefore, while the proposal conveys benefits to the municipality, Metro Vancouver analysis is obligated to consider consistency of the proposed amendment with *Metro 2050*.

Regional Planning analysis concluded that, on balance, the proposed amendment is supportable, however, it does involve several trade-offs that are important for MVRD Board consideration.

The proposal would:

- Add 198 net hectares of Industrial designated lands, expanding the regional supply of industrial lands and supporting long-term economic resilience.
- Add 79 hectares of Conservation and Recreation lands, securing mature forested areas that provide ecological services and establishing a buffer between industrial and adjacent rural or agricultural lands.
- Apply Area Plan Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering, tree planting, and wildfire resilience.

Challenges include:

- The expansion of the Urban Containment Boundary in an area that is not contiguous to the current urban area or transit service will increase pressure on infrastructure.
- The area’s location is susceptible to natural hazards, requiring significant infrastructure investment.

- The redesignation of 222 ha of Rural lands to Industrial will potentially increase speculation to convert Rural lands elsewhere in the region, and *Metro 2050* stipulates that Rural lands are not intended to be an Urban Reserve.
- There will be regional tree canopy target and ecosystem connectivity loss as with any conversion of Rural lands to Industrial uses.

The requested *Metro 2050* Type 2 amendment bylaw requires adoption through an affirmative two-thirds weighted vote of the MVRD Board.

The Board initiated the *Metro 2050* amendment process for the City of Maple Ridge’s requested amendment from Rural and Industrial to Industrial and Conservation and Recreation for the North 256 Street Industrial Lands Area Plan and to expand the Urban Containment Boundary as described in this report, gave three readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1451, 2026*, and directed staff to notify affected local governments, post the application on the Metro Vancouver website to provide opportunity for comment, and to notify local First Nations via referral offices to provide opportunity for comment on the proposed amendment.

**G1.2 Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere) APPROVED**

The City of Surrey has requested an amendment to *Metro 2050* to accommodate a development proposal for a 23.7-hectare area known as Hazelmere, located adjacent to the international boundary (0 Avenue) between 180 Street and 184 Street. The proposed amendment would create a non-contiguous extension of the Urban Containment Boundary and amend the regional land use designation for the site from Rural to General Urban.

The proposed amendment was submitted to Metro Vancouver in 2017 and in 2024. The 2017 proposal was declined at third reading by the MVRD Board. The 2024 application was referred back to the City for additional information on: the implications of new housing legislation, updated information on hydrology and public and First Nation engagement, and clarification regarding the proposed General Urban designation for a portion of the site to be included in the Agricultural Land Reserve. Surrey responded on December 17, 2025 with additional information and requested that the updated amendment be considered by the MVRD Board.

The MVRD Board has an important role as the steward of a broad set of issues that must be considered from a regional perspective. This role means that the amendment request is considered in terms of the long-term implications for the whole region, and in particular in the context of the broader intent of *Metro 2050*, the regional growth strategy, which is to guide the development of the region in an affordable, healthy and livable manner that supports the efficient provision of transportation, regional infrastructure and community services. While the proposal conveys information about benefits to the municipality, Metro Vancouver analysis is obligated to consider consistency of the proposed amendment with *Metro 2050*.

As the proposal is largely unchanged across all three submissions, this report focused on the new information provided, drawing on the analysis from the 2024 staff report. Staff reviewed the new information and recommended declining the amendment for the following reasons:

- The proposal does not support the federation’s agreed upon regional goals in *Metro 2050* related to compact growth, protection of environmental, agricultural and employment lands, or sustainable transportation.
- The proposal’s non-contiguous location outside the Urban Containment Boundary (UCB) would introduce leapfrog residential development pressures (far from the UCB) and add wastewater flows to a segment of the regional sewer system that already experiences wet-weather overflows, potentially increasing pressure on regional infrastructure.
- Although the region requires more housing, creating car-oriented single-detached development in an area far from existing urban areas and transit would not meaningfully address housing needs and would reinforce traffic impacts, and pressures on adjacent rural and agricultural lands - issues first identified in 2017 and still unresolved.
- New provincial housing legislation would permit up to four times the number of homes (up to 580 units) on the 145-lot subdivision. While Surrey notes that such higher-density development is unlikely based on uptake to date, the submission does not evaluate potential impacts or mitigation should these densities materialize in the future.
- If the amendment is approved, the GVS&DD Board would consider whether to allow the flows into the regional system. The proposed development is located 10 kilometres upstream of Metro Vancouver’s Langley Trunk Sewer and all infrastructure needed to convey flows would be provided by the City of Surrey. For the proposal, subdivision and servicing plans are largely unchanged aside from the removal of four detention ponds, with no corresponding upgrades to the remaining facility.

A concurrent process is underway, spurred by a letter from three South of Fraser Mayors to the Chair of the MVRD Board, seeking relatively broad changes to *Metro 2050’s* Urban Containment Boundary and amendment process to create better flexibility for South of the Fraser municipalities given their expressed unique growth pressures and challenges in delivering the growing demand for housing. In November 2025, the MVRD Board directed staff to consult with affected local governments on four options and to report back with feedback and *Metro 2050* amendment bylaws(s) for consideration. That process is underway, and staff expect to report back in April 2026. Of note, the City of Surrey could consider the Hazelmere proposal in the context of broader amendment options for *Metro 2050*, such as through the creation of new Special Study Areas.

At its March 5, 2026 meeting, the Regional Planning Committee considered the report.

During the meeting, members discussed the application, which seeks to amend the regional land use designation from Rural to General Urban and extend the Urban Containment Boundary. Members discussed the regional impacts of approving the requested Type 2 amendment, noting the potential benefits to the municipality as well as concerns regarding alignment with *Metro 2050*, particularly in relation to the cost of servicing the site with sewer and the resulting in pressure for future applications along the sewerage extension. Some members voiced concern that the proposal is largely unchanged from 2017, and others noted that the concurrent process to consider potential amendments to *Metro 2050* as a result of a request from three south of Fraser Mayors may impact this application. Some members also noted that they felt it should be up to the municipality to determine the future land use within their jurisdiction, not Metro Vancouver.

The Committee subsequently passed alternative two. The committee's vote was not unanimous.

This application is a Type 2 amendment under *Metro 2050*; the amendment bylaw must receive an affirmative two-thirds weighted vote.

The Board initiated the *Metro 2050* amendment process for the City of Surrey’s requested regional land use designation amendment from Rural to General Urban for the lands located at 18115, 18147 and 18253 – 0 Avenue as described in this report, gave three readings to “*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026*”, and directed staff to notify affected local governments per section 6.4.2 of *Metro 2050*, and to commence an enhanced public engagement process, including hosting a regional public information meeting.

**G2.1 MVRD Electoral Area A Clean-up Service Establishment Bylaw No. 1433, 2026** **APPROVED**

Following direction from the MVRD Board in October 2025, Metro Vancouver staff have prepared a service establishment bylaw for a barge and bin clean-up service for water access communities in Electoral Area A. To date, Metro Vancouver has organized barge clean-up events every two years that have been funded by reserves and an unconditional provincial grant. This funding model is not sustainable due to increasing demand for the service and rising operational costs.

The proposed bylaw would fund the coordination, transportation, and disposal of waste items generated by water-access properties in Bowyer Island, Passage Island, Indian Arm, and Pitt Lake by way of an annual cost-sharing model consisting of:

- \$30,000 from the annual provincial grant, and
- \$20,000 through a tax requisition based on assessed improvement values.

The service establishment bylaw requires assent of the electors. This would be done through an alternate approval process in summer 2026. If 10% of eligible electors submit a response form during the alternative approval process, a referendum (assent voting) would then be held alongside the 2026 local government election to obtain assent of the electors. This process will make it more convenient for residents and help reduce administrative costs.

The Board gave three readings to *Metro Vancouver Regional District Electoral Area A Clean-Up Service Establishment Bylaw No. 1433, 2026*, and directed staff to submit the service establishment bylaw to the Inspector of Municipalities for approval and to obtain elector approval for the service establishment bylaw through carrying out an alternative approval process.

**I1 Committee Information Items and Delegation Summaries**

The Board received three information items and two delegation summaries from one standing committee.

**Regional Parks Committee – March 4, 2026**

Information Items:

**E1 Burns Bog Ecological Conservancy Area and Delta South Surrey Greenway Update**

The Burns Bog Ecological Conservancy Area (BBECA) is a 2,359-hectare protected area containing a raised peat bog located in the City of Delta. The Delta–South Surrey Greenway (DSSG) extends from Mud Bay in Surrey to the Alex Fraser Bridge, running along the eastern boundary of the BBECA.

Metro Vancouver is advancing several initiatives within the BBECA and DSSG that are included in the MVRD Board-approved 2026 Regional Parks Capital Budget. These initiatives include replacing the 2.3-kilometre Delta Nature Reserve boardwalk with improved flood resilience and accessibility, undertaking improvements to 2.2km of the DSSG between 72nd Avenue and Nordel Way, planning for a new greenway access point and educational node at the former peat plant site, and continuing ecological restoration within the sensitive bog environment.

Together, these projects represent an integrated approach to enhancing public access, supporting education, and strengthening the long-term stewardship of the Burns Bog Ecological Conservancy Area.

**E2 t̄amt̄am̄ix̄w̄t̄an/Belcarra Regional Park South Picnic Area Update**

Metro Vancouver is developing public access to the t̄amt̄am̄ix̄w̄t̄an/Belcarra South Picnic Area to provide new opportunities to connect with nature and the cultural landscape, improve ecological resilience, expand capacity and enhance and the overall park visitor experience.

In 2024, the MVRD Board approved an amended Concept for the t̄amt̄am̄ix̄w̄t̄an/Belcarra South Picnic Area. The plan included retention of the Bole House for public use, enhanced open space and the removal of seven cabin structures.

Metro Vancouver continues to work closely with s̄alilw̄atāł (Tsleil-Waututh Nation) on all aspects of the project. Planning and detailed design are complete, and the project will be tendered once a waterline agreement is finalized and a building permit is issued by the local municipality.

This project is included in the MVRD Board-approved 2026 Regional Parks Capital budget. Construction is planned to begin in fall 2026 and conclude in 2027.

**Regional Planning Committee – March 5, 2026**

Delegations:

**C1 Eric Aderneck, Industrial Lands Program Manager, City of Maple Ridge**

Subject: City of Maple Ridge Presentation to Metro Vancouver Regional Planning Committee Meeting March 5, 2026 – North 256 Street Industrial Lands Area Plan RGS Amendment

**C2 Keith Broersma, Senior Planner, City of Surrey**

Subject: Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)

Information Items:

**E6 Regional Natural Infrastructure Network Mapping – Complete**

The Regional Natural Infrastructure Network (RNIN) project is a multi-year initiative that provides a shared, region-wide evidence base to support member jurisdictions to protect, enhance, restore, and connect natural areas. The first deliverable, the RNIN Opportunity Map, compiles regional ecological datasets and connectivity modelling to identify significant natural area patches, corridors, and already-protected lands. Importantly, the map is non-regulatory, instead, it is a voluntary technical tool that members may draw on to inform a range of planning and implementation activities. By offering a regionally consistent foundation, the RNIN also supports collaboration across boundaries and provides clearer context for integrating ecosystem connectivity into growth management decisions.

Created in collaboration with member jurisdictions, First Nations, and technical experts, the map represents a snapshot in time rather than a land use designation. With the support of a federal grant, next steps are underway to develop additional tools and resources that support implementation, as requested by member jurisdictions.

**Metro Vancouver Housing Corporation**

**E1.1 Financial Board Policy Review – Amended Corporate Allocation Policy**

**APPROVED**

This report responds to the MVRD and MVHC Boards’ request to have RFAC and KPMG provide feedback on the amended Corporate Allocation Policy. The *Corporate Allocation Policy* provides a budget framework for allocating the costs of Metro Vancouver’s centralized support departments to Metro Vancouver’s four legal entities. The Regional Finance Advisory Committee (RFAC), via resolution, unanimously supported the amended policy at its meeting on March 6, 2026.

The GVS&DD and GVWD Boards adopted the updated policy at their February 27, 2026 meetings.

The amendments to the policy include:

- a) administrative updates to reflect the organizational structure;
- b) modifications to the calculation of allocating costs to: exclude one-time funded expenditures; and exclude total debt service costs for Metro Vancouver Housing Corporation (MVHC) and Sasamat Fire Protection Services; and
- c) the addition of an allocation method for Project Delivery’s Project Management Office.

The proposed amendments more accurately reflect service levels provided, reduce operating budget fluctuations, and incorporate current practices not captured in the existing policy. The changes will result in a re-distribution of \$160,000 in corporate costs between the four entities. KPMG reviewed the proposed corporate allocation policy and observed that the approach aligns with practices by other local governments to recover and account for the cost of service by legal entity.

The Board approved the amended *Corporate Allocation Policy*.

**Greater Vancouver Water District**

**E1.1 Award of ITT 25-002 for Construction of Annacis Water Main North – New Westminster Section (Annacis Main No. 5 – North) APPROVED**

Hall Constructor’s (Hall) tender was identified as the lowest cost compliant bid, and on that basis it is recommended that the GVWD Board award ITT 25-002 to Hall. Hall has a successful track record of working with GVWD on similar projects.

The Annacis Water Main North combined with the Annacis Water Supply Tunnel, and Annacis Water Main South will significantly increase water supply capacity south of the Fraser River to the Kennedy Reservoir.

ITT 25-002 was issued on December 2, 2025, to seven pre-qualified tenderers and the procurement was executed in accordance with the terms and conditions of Metro Vancouver’s Procurement Policy. The ITT 25-002 evaluation team have considered the tenders received, and on that basis recommend that the GVWD Board award ITT 25-002 to Hall.

The Board approved the award of the contract to Hall Constructors, subject to final review by the Commissioner, and authorized the General Manager, Procurement and Real Estate to execute the required documentation.

**E1.2 Drinking Water Management Plan – Final Draft APPROVED**

Metro Vancouver has been working with member jurisdictions, First Nations, and interest holders over the past three years to update its *Drinking Water Management Plan* (“the plan”) which sets the strategic direction for the region’s drinking water system over the next decade. The plan provides the framework for a regional approach to planning, acting, and adapting together as conditions change to ensure the continued delivery of high-quality drinking water to the region.

Member jurisdictions have been engaged through staff advisory committees in co-developing the updated strategies and actions for the plan, and the Water Committee provided feedback at a special meeting on November 26, 2025. Feedback has been considered and incorporated into the plan. Public feedback has also been considered and incorporated into the plan.

The Board approved the Drinking Water Management Plan and directed staff to forward the approved plan to member jurisdictions requesting endorsement and implementation of the actions attributed to the member jurisdictions.

**G1.1 Upcoming Water Restrictions**

The Commissioner noted that stage one water restrictions begin on May 1<sup>st</sup>, and that there are currently multiple indicators that a higher level of restrictions will be required this year as in 2023: the summer is expected to be hot and dry; snowpacks are below 60% of normal; and work on the Stanley Park Water Supply Tunnel will also affect capacity. The Commissioner noted that full cooperation will be required for the expected restrictions on outdoor water use this year.

**I1 Committee Information Items and Delegation Summaries**

The Board received two information items from one standing committee and no delegation summaries.

**Water Committee – March 11, 2026**

Information Items:

**E1 Fleetwood Reservoir – Project Completion**

Metro Vancouver is pleased to report on the successful completion of the Fleetwood Reservoir construction project that supports the growth of the City of Surrey (Surrey). The newly constructed Fleetwood Reservoir and the associated Fleetwood Water Main entered service at the end of 2025 and are key components of the GVWD’s transmission system delivering drinking water to communities south of the Fraser River.

The reservoir consists of two underground concrete cells that have a combined water storage capacity of 11.6 million liters, an above ground maintenance building, and a 1.5 kilometer water main connecting the reservoir to the GVWD water transmission system. The Fleetwood Reservoir is located within Surrey’s Meagan Anne MacDougall Park directly adjacent to Surrey’s Fleetwood Pump Station. The project is an example of how collaboration with our member jurisdictions, community partners, and local First Nations – combined with careful planning and thoughtful design – can successfully deliver major infrastructure in public spaces on schedule and within budget.

**E2 Water Supply Area Fisheries Initiatives Annual Update**

Metro Vancouver Water Services, Liquid Waste Services, and Regional Parks collectively contribute to Pacific Salmon conservation and restoration in the region. Water Services manages and participates in fisheries management and restoration initiatives both upstream and downstream of the primary water supply dams in each of the Capilano, Seymour, and Coquitlam River Watersheds. In 2025, adult Salmon returns were successful in all three watersheds with adequate late summer – fall river flows that supported migration. Metro Vancouver strives to continually improve fisheries protection and enhancement initiatives for the recovery of Pacific Salmon populations, while collaborating with stewardship groups, First Nations, and provincial and federal fisheries management agencies.

**Greater Vancouver Sewage and Drainage District**

**E1.1 Proposed Ban on the Import and Sale of Valved Single-Use Nitrous Oxide Cylinders      APPROVED**

Inappropriate disposal of large volume, valved, single-use nitrous oxide cylinders has been linked to explosions at the Waste-to-Energy Facility, leading to safety concerns and cost implications. Inappropriate disposal of the cylinders also results in greenhouse gas emissions and potential impacts on emissions from the Waste-to-Energy Facility. Approximately 700 cylinders per month are being dropped off for recycling at recycling and waste centres. Cost implications of the nitrous oxide cylinders in the waste stream could reach millions of dollars per year.

Metro Vancouver wrote to Health Canada in December 2025 requesting confirmation that the sale or distribution of disposable nitrous oxide cylinders is illegal in Canada. Metro Vancouver has not received a formal response. Metro Vancouver has identified and reported to Health Canada a number of businesses selling large single-use valved nitrous oxide cylinders. Metro Vancouver estimates there are approximately 100 vape and smoke shops selling these cylinders within the Metro Vancouver region.

Staff recommended that the Board Chair and Zero Waste Committee Chair write to Canada’s Minister of Health and Minister of Environment, Climate Change and Nature requesting prohibition of the import and sale of large single-use valved nitrous oxide cylinders.

At its March 5, 2026 meeting, the Zero Waste Committee considered the report and highlighted the necessity of working closely with stakeholders, including the BC Restaurant & Food Services Association and cultural communities, to proactively avoid any unintended consequences regarding the proposed ban on the import and sale of large valved single-use nitrous oxide cylinders.

In the meeting, staff noted that the Retail Council of Canada had communicated that they were not aware of any of their members selling the large valved single-use cylinders. Following the Zero Waste Committee meeting, staff further explored whether there are other market sectors that make use of valved single-use nitrous oxide cylinders. The BC Restaurant & Foodservices Association confirmed that, within the food industry, only small cylinders containing approximately eight grams of nitrous oxide are used, and exclusively for producing whipped cream. Local food equipment suppliers also indicated that they sell only small eight-gram culinary-grade cylinders for foodservice applications. Further discussions with major gas suppliers that provide a refillable service, such as Air Liquide and Linde, confirmed that nitrous oxide is typically supplied in reusable cylinders for medical purposes, automotive applications, and research labs.

At this time, Metro Vancouver is not aware of any other major industries that use large valved single-use cylinders, confirming that the only apparent use of the cylinders is for non-medical inhalation.

The Board requested that the Board Chair and Zero Waste Committee Chair write to Canada’s Minister of Health and Minister of Environment, Climate Change and Nature to request the prohibition of the import and sale of single-use valved nitrous oxide cylinders; and directed staff to work with other entities such as local health authorities, the Retail Council of Canada, and the Federation of Canadian Municipalities in support of requesting a prohibition of the import and sale of large single-use valved nitrous oxide cylinders.

**E1.2 Solid Waste Management Plan Update – Options Analysis Engagement Summary****RECEIVED**

Metro Vancouver is updating its solid waste management plan, building on its success as a North American leader in waste reduction and recycling. The plan update is supported by a robust and inclusive engagement process. In 2025, Metro Vancouver completed the options analysis phase of engagement to assess and receive feedback on potential strategies and actions resulting from previous research and engagement. Considering options analysis feedback, an initial draft solid waste management plan was developed. The Zero Waste Committee and GVS&DD Board received updates across all phases of the solid waste management plan update, and the GVS&DD Board previously approved components of the updated plan.

The engagement summary report highlights themes from feedback such as prioritizing reuse and repair, financial incentives, tailored education, accessibility of solid waste services and facilities, and standardized services and regulations. There were also comments to close the Waste-to-Energy Facility, stop the use of landfills, varying opinions on privatization of the regional solid waste system, and comments that recycling statistics should not include energy recovery. Following options analysis engagement, the public was invited to share their feedback on the engagement process with the Solid Waste Management Plan Independent Consultation and Engagement Panel.

The Board received this report for information.

**I1 Committee Information Items and Delegation Summaries**

The Board received one delegation summaries from one standing committee and no information items.

**Zero Waste Committee – March 5, 2026**

Delegations:

**C1 Sue Maxwell, Chair, Zero Waste BC**

Subject: What is Needed to Have a Strong Solid Waste Management Plan