

RESILIENT REGION FOUNDATION		
GOAL		
To explore implications at various scales of the new housing legislation on the future social, economic, and ecological sustainability of a region of four million that is diverse and inclusive, ensuring growth is aligned with affordability, livability, and climate resilience.		
Performance Metric/Indicator	Target or Standard	Bill / Municipality
Objective 1. Civic Amenities – Identify the implications of the new bills on civic amenity provisions for parks, schools, and community centres that support diverse and inclusive populations.		
20 Year Planning Horizons	20 year horizons for OCP and Housing Needs Reports which requires municipalities to project population growth and diversity needs two decades into the future, forcing closer coordination with school districts and park planners to ensure amenity capacity keeps pace with long-term densification	Bill 44
Density "Floor" Metrics (3, 4, and 6 Units)	mandates "by-right" density targets: 3 to 4 units on single-family/duplex lots generally, and 6 units on larger lots near frequent transit	Bill 44
ACC	Shift from site-specific negotiations to a standardized system. Collected for community centres, libraries, daycares, recreation facilities, and public spaces.	Bill 46
ACC	ACCs allow developers to provide in-kind amenities (e.g., building a youth centre within a multi-residential complex) in lieu of fees to provide immediate benefits to the local population	Bill 46
ACC Financial Feasibility Metric	8–12% developer profit margin. ACCs must not deter housing starts	Bill 46
ACC Assist Factor Metric	Local governments must contribute an "assist factor" (e.g., 1%) to the cost of these amenities	Bill 46
ACC The Prevailing Service Standard Test	Local governments must ensure that ACCs do not fund a higher level of service for new residents than what exists for the current population	Bill 46
ACC Calculation Metric	This standard is calculated by dividing the replacement cost of the current capital asset inventory by the current population (or population plus workers)	Bill 46
ACC Target Adjustments	If a community intends to support a more inclusive population by raising standards (e.g., increasing library space per capita), the ACC can only exceed the prevailing standard if it meets a previously approved council standard or a recognized municipal benchmark	Bill 46
DCC - Expanded	Expanded to fire protection, police, and solid waste/recycling facilities, in addition to traditional parkland acquisition	Bill 44/ 46
Inclusionary Zoning Waivers	To support affordability, Bill 16 allows for waivers or reductions of ACCs for developments that include non-profit rental housing, supportive living, or for-profit affordable rental units	
Restriction on Density Bonusing		Bill 44/46
Long-Term Planning Coordination	Local governments must now plan for a 20-year housing horizon, requiring closer coordination with school districts to identify future sites in growth areas.	Bill 44/46
Fire Response time benchmarks	Burnaby's OCP encourages the co-location of schools with parks and child care facilities to maximize the utility of civic land for families	Bill 46
Structural Metrics (The Catalyst)	Bill 47 mandates minimum allowable density and height within designated Transit-Oriented Areas (TOAs) to accommodate an estimated 100,000 new housing units over ten years. These metrics create the population pressure that necessitates expanded civic amenities: Tier 1 (200m or less from SkyTrain): Minimum of 20 storeys and a Floor Area Ratio (FAR) of 5.0. Tier 2 (201m–400m from SkyTrain): Minimum of 12 storeys and 4.0 FAR. Tier 3 (401m–800m from SkyTrain): Minimum of 8 storeys and 3.0 FAR. Eliminates residential parking minimums	Bill 47
Amenity Provisions Infrastructure Gaps and Development Viability	Public investment in schools, hospitals, and recreational facilities has historically fallen short of keeping pace with the growth driven by increased densities. Municipalities can still reject proposals on bases other than height/density, such as failing to meet local requirements for non-market housing or amenity contributions, which may render some projects unviable	Bill 47
15-minute city	Track the proportion of the population living within a 15-minute walk (approximately 400m–800m) of essential facilities, including schools, child care, and libraries	Burnaby
Park Proximity:	A central design target is to ensure a walkable or rollable proximity of 400 to 800 metres (a 5-to-10-minute walk) to a park or open space for all residents.	Burnaby

Equitable Distribution	The City prioritizes the equitable distribution of new parkland, specifically targeting underserved areas to ensure diverse populations have access to recreation and natural spaces.	Burnaby
Co-location Strategies	Burnaby's OCP encourages the co-location of schools with parks and child care facilities to maximize the utility of civic land for families	Burnaby
Family-Friendly Targets	Burnaby's monitoring framework tracks the number of 2+ bedroom units near transit to ensure families are not displaced by high-density development	Burnaby
Public Safety	Crime statistics per capita and population health surveys compared to neighbouring municipalities. Adhering to Crime Prevention Through Environmental Design (CPTED) enhance safety in the public realm	Burnaby
Universal Accessibility	Designing public spaces and housing for all ages and abilities (AAA), supporting "aging in place".	Burnaby
Public Amenity Access	The number of public washrooms provided in outdoor City facilities and the status of new or expanded community projects.	Burnaby
Protected Land for Nature	The City has set a performance target to increase land protected for nature from 22% to 25% by 2050.	Burnaby
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Community Benefit Bonus (CBB)	The City uses the CBB policy to secure on-site amenities or cash-in-lieu for civic facilities, libraries, and child care centres from developers in exchange for additional density.	Burnaby
Provision Target	In the City Centre, the city strives to achieve at least 1.0 hectare (2.5 acres) of land per 1,000 population suitable for "active" pursuits in urban neighborhood or community parks.	Coquitlam
Universal Accessibility	Sidewalks in high-density areas (within 800 metres of transit) must be a minimum of 2.4 metres wide and clear of obstacles to allow two wheelchairs to pass side-by-side.	Coquitlam
Connectivity (Block Permeability)	To support social interaction and pedestrian movement, large blocks must include mid-block walkways spaced at a maximum of 125 metres apart.	Coquitlam
Inclusive Programming	Park planning guidelines prioritize programming for a diverse population, focusing on active living and cultural relevance. This includes being sensitive to the specific open space needs of different ethnic and cultural groups.	Coquitlam
Urban Plazas	The OCP encourages the creation of "outdoor rooms" or corner plazas, which must be at least 16 square metres in size and designed to support gathering and spontaneous play.	Coquitlam
Joint Use Agreements	The OCP mandates working with the School District to develop neighborhood parks adjacent to or integrated with school sites, allowing schools to serve as public open spaces and neighborhood centres.	Coquitlam
Finance Mechanisms	The city is transitioning to Amenity Cost Charges (ACC) to fund growth-related amenities not covered by infrastructure fees, including libraries, cultural spaces, and recreation centres.	Coquitlam
Density Bonuses	Developers in the "City Centre Commercial" zone can receive additional floor area in exchange for amenities like affordable housing, transit-oriented infrastructure, and community buildings.	Coquitlam
Indigenous Cultural Recognition	Design guidelines (Schedule H) require that new developments in growth areas integrate Indigenous cultural recognition and referential design elements to reflect Coquitlam's historical context.	Coquitlam
Universal Design	The OCP encourages building and landscape designs to meet or exceed standards for universal accessibility to ensure the full participation of people of all abilities.	Coquitlam
Family-Friendly Housing	To support inclusivity, the city prioritizes the creation of three-bedroom market rental units and requires new high-density developments to include safe outdoor play space for children.	Coquitlam
Seniors Support	Policies encourage a variety of housing unit adaptability measures to allow for aging in place, alongside the provision of adult day care and other senior-specific services in the City Centre.	Coquitlam
Healthcare Gap	The city tracks service equity, noting it is the only B.C. municipality with over 150,000 residents that does not have a hospital within its boundaries, creating a significant burden on local emergency services and transit	Coquitlam

Indoor Amenity Space	Developments are required to provide a minimum amount of indoor space for social and recreational use: 3.0 sq m per unit for the first 186 units. 1.0 sq m per unit for any additional units beyond 186. 4.0 sq m per unit specifically for micro-units (30 to 35 sq m in size), acknowledging the greater need for shared space in smaller housing types. Cash-in-Lieu: If the full requirement cannot be met on-site, a contribution of \$2,500 per unit deficiency is often required to fund larger community amenities.	Surrey
Outdoor Amenity Space	A standard of 3.0 sq m per unit (increasing to 4.0 sq m for micro-units) is used to ensure residents have access to adjacent green or social space.	Surrey
Trees and Greenery	To protect biodiversity, developers must replace trees at a 2:1 ratio (or 1:1 for Alder and Cottonwood). Deficiencies require a payment of \$400 to \$550 per tree to the Green City Program.	Surrey
Financial Targets for Civic Infrastructure	Tier 1 CACs: A standard rate of \$2,000 per new unit, Tier 2 CACs (Density Bonus): When a developer requests density beyond the maximum permitted in the plan, they must contribute a flat rate, currently \$40 per square foot of the bonus area, public art: Developers must contribute to the City's Public Art Policy at a rate of 0.5% of the construction value to enhance the cultural inclusivity of the urban environment.	Surrey
Community Hubs	Planning is anchored around eight community hubs (e.g., Surrey City Centre, Newton, Cloverdale), where housing, amenities, and services are concentrated to ensure equitable access.	Surrey
15-Minute Neighbourhoods	A key target is the creation of "complete" communities where residents can access all daily needs, including parks and community centres, within a 15-minute walk.	Surrey
Universal Design	Policies mandate the use of Universal Design principles (Policies F6.4–F6.8) to ensure that civic facilities are physically and socially accessible to people of all ages and sensory abilities.	Surrey
Targeted Facilities	The OCP specifically tracks and plans for the equitable distribution of senior centres, youth centres, and libraries across all neighbourhoods to support different stages of life.	Surrey
Schools and Health Care	The OCP designates land for future schools and identifies the expansion of public school and hospital capacity as a "pivotal" requirement for meeting long-term growth projections	Surrey
Performance Metric/Indicator	Target or Standard	Bill / Municipality
Objective 2. Ecological Protection – Evaluate impacts of the new bills on ecological systems, hydrology, and climate risk, and test design responses with growth and environmental responsiveness.		
Preservation of Pervious Surfaces	Design metrics for 3–6 unit lots (Bill 44) prioritize lot coverage limits (30–60%) to ensure space for tree retention and green buffers	Bill 44
Pervious Surface/Lot Coverage	To reduce impacts on stormwater services and water resources, the "Site Standards" recommend lot coverage limits (typically 30% to 60% depending on the lot size and density) to maintain adequate permeable space for rainwater absorption and tree retention	Bill 44
Hydrological Conversion Factors	To evaluate impacts on hydrology, the Province recommends using the City of Vancouver's Best Management Practice Toolkit to develop conversion factors that translate new housing unit counts into specific stormwater runoff implications	Bill 44
Riparian Protection Metric	Development for Small-Scale Multi-Unit Housing (SSMUH) remains subject to the Riparian Areas Protection Act (RAPA), requiring Qualified Environmental Professionals to conduct assessments within 30 metres of a stream or wetland that feeds into fish habitat	Bill 44
Front-Yard Setbacks for Vibrancy	While encouraging density, the Province recommends front-yard setbacks (typically 2 to 6 metres) to facilitate "neighborhood vibrancy" while ensuring enough space remains for public tree canopies	Bill 44
Urban Forest Monitoring	The Province recommends that local governments closely monitor uptake over the first 1 to 2 years to gauge the impact of new units on the urban forest and adjust tree-planting programs or capital plans accordingly	Bill 44
GHG Reduction via Parking Removal	A primary performance target is the reduction of auto-dependency. Local governments are prohibited from requiring off-street parking for residential units in 6-unit projects within 400 metres of frequent transit to support modal shifts and meet provincial climate targets. Removal of parking increases permeable open space for tree retention and pedestrian infrastructure, while reducing construction costs and decreasing the "embodied carbon" associated with underground parkades.	Bill 44
Growth Metric	Since Bill 47 establishes the growth baseline, municipalities use their Official Community Plans (OCPs) to set the performance metrics for ecological and climate risk evaluation	Bill 47
Growth Ecological and Hydrological Evaluation Framework	Bill 47 does not prescribe its own ecological metrics; however, it specifies that municipalities retain authority over design and environmental responsiveness through existing statutory tools. Local governments can still regulate site coverage, setbacks, and urban design guidelines to ensure environmental responsiveness	Bill 47
Statutory Supersedence	Provincial density requirements can be limited or nullified by municipal or federal regulations regarding floodplains, hazard areas, and riparian areas	Bill 47
Tree Canopy of Urban Forest	Increase from 32% to 40% by 2075	Burnaby
Protected Land	Increase land protected for nature from 22% to 25% by 2050	Burnaby
Ecosystem Valuation	Measuring the value of services (e.g., \$8.1M annually) provided by the urban forest.	Burnaby
Blue-Green Network	Connectivity of parks, trails, and riparian habitats to support biodiversity and natural carbon sinks.	Burnaby
Streamside Protection	Burnaby applies a Streamside Protection and Enhancement DPA to protect salmon-bearing streams and riparian corridors during TOA development	Burnaby

Water Conservation	Tracking domestic water consumption per dwelling unit through metering	Burnaby
Waste Diversion	Target to exceed a 70% diversion rate for construction and demolition waste (83% currently achieved).	Burnaby
Green Infrastructure	Prioritizing nature-based rainwater management amenities (rain gardens) in new developments	Burnaby
Groundwater Protection	Projects in high groundwater areas (e.g., near Still Creek) are evaluated for their impact on the sewer system, with excavation limits applied to prevent draining groundwater	Burnaby
GHG Reduction:	Burnaby tests growth scenarios against targets of 45% reductions by 2030 and carbon neutrality by 2050	Burnaby
Ecosystem Service Valuation	The City tracks the economic value of its urban forest, which is estimated to generate more than 8.1millioninannualecosystemserves**andaccountsforover**54 million in stored carbon.	Burnaby
Hazard Avoidance	A primary metric is the proportion of new development avoiding high-risk areas such as floodplains (e.g., Still Creek and Fraser River) and steep slopes.	Burnaby
Climate-Friendly Design Standards	DPA's mandate specific features like passive cooling, building siting for solar orientation, and the use of materials that reduce the urban heat island effect	Burnaby
Environmentally Sensitive Areas (ESAs)	The city reaffirmed its commitment to protecting Green Zone lands, which primarily consist of City and Regional parks. ESAs are managed to maintain biodiversity, species habitat, and ecological functions.	Coquitlam
Parkland Provision	In the City Centre, the city strives to achieve at least 1.0 hectare (2.5 acres) of land per 1,000 population for active recreation.	Coquitlam
Wildlife Corridors	Design guidelines encourage maintaining large, contiguous natural areas rather than small, isolated sites to serve as viable wildlife corridors.	Coquitlam
Design Responses	Guidelines encourage Indigenous cultural recognition in placemaking and bird-friendly design, such as using fritted glass on large glazed areas to minimize collisions.	Coquitlam
Watercourse Protection	Development restricted within 30 to 50 metres of the top of bank (depending on location relative to Coquitlam River).	Coquitlam
Water Quality Maintenance	Policies mandate that watercourses be maintained as close to pre-application conditions as possible, ensuring consistent rate of runoff and water quality.	Coquitlam
Hydrological Design:	Bio-filtration: Parking lots are encouraged to use permeable surfaces and curb cuts with bio-filtration swales to facilitate natural drainage. Integrated Infrastructure: New neighborhood plans must include a stormwater management component based on applicable watershed studies. Public Realm Integration: Rainwater management is tested as a design element, encouraging the incorporation of rainwater pathways into public art and play features.	Coquitlam
Surface Parking Trees	Minimum one tree (8-cm caliper) per 185 m² of paved area.	Coquitlam
Parking Lot Green Space	Minimum interior landscaped area of 10% of total parking area.	Coquitlam
GHG Reduction	45% reduction by 2030. Carbon Neutrality by 2050	Coquitlam
GHG Emissions (Community-wide)	15% reduction below 2007 levels by 2031.	Coquitlam
GHG Emissions (Per Capita)	30% reduction below 2007 levels by 2021.	Coquitlam
Wildfire Management Zone	Applies to all lands within 200 metres of the Interface Wildfire Risk Management Boundary.	Coquitlam
Wildfire Interface Setback	Buildings within the 200 metres require minimum 10-metre fuel break between new buildings and forest edges.	Coquitlam
Wildfire Tree Spacing	Trees in interface yards should be spaced 3 to 6 metres apart.	Coquitlam
Flood Resilience	Critical equipment and electrical systems in industrial developments must be located above predicted flood levels.	Coquitlam
Heat Island Mitigation	Design responses include using deciduous trees on south and west sides for summer shade and green roofs or high-albedo materials to regulate building temperature.	Coquitlam
Passive Design	Performance buildings encouraged to use passive design and renewable technologies	Coquitlam
Mode Share	30% of trips walking, cycling, transit by 2031	Coquitlam
Tree Canopy Cover	40% cover (regional target) a 9% increase from 2020	Surrey
Impervious Surfaces	Minimize expansion through green infrastructure and compact growth. 54% within Urban Boundary (2020)	Surrey
Green Infrastructure Network (GIN):	The OCP utilizes the GIN to identify and manage a network of natural hubs and corridors designed to support biodiversity and ecosystem connectivity.	Surrey
Biodiversity Restoration Projects	Continuous expansion of regional greenways, connectivity & restoration. 32 projects across 19 regional parks (2024)	Surrey
Sensitive Ecosystem Buffer	50m DP3 protection zone	Surrey
ALR Protection	>1/3 land base protected	Surrey
GHG Emissions	Carbon-neutral region (80% below 2007 levels for Surrey). Drop of 16% per capita since 2010	Surrey
Building Efficiency	Most new homes to be climate-ready/low-emission. Highly efficient/electric new builds. Current is 20% more efficient than 2018 code	Surrey
Extreme Weather Projection	The region expects a 30% increase in rainfall on the wettest days by 2050, necessitating infrastructure upgrades like raising the height of dikes along major rivers.	Surrey
Hazard Lands (DP2)	The OCP uses Development Permit Areas to restrict and regulate construction in potentially hazardous areas, such as steep slopes and 200-year floodplains.	Surrey
Air Quality	Performance is tracked via Air Quality Warning Days, with 3 days recorded in 2024 compared to a five-year average of 3.2 days.	Surrey
Water Consumption	Continued reduction through metering. 379 litres per person daily (2023) down from 500l/day in 2010	Surrey
Integrated Stormwater Management Plans (ISMP)	Surrey supports environmental protection by preparing and implementing an ISMP for each watershed catchment area in the city.	Surrey
Rainwater Capture	Design responses include "rainways" and rain gardens that clean and capture rainwater; one such project can divert the equivalent of seven Olympic swimming pools of water annually from the road.	Surrey

Agricultural Hydrology	Irrigation demands are projected to rise 20–30% in a hotter, drier climate, leading the City to explore using non-potable water from the Serpentine and Nicomekl River watersheds.	Surrey
Waste Diversion	Expansion of circular economy. 65% regional recycling rate (2023)	Surrey
Flood Adaptation	Raising sections of dikes along Nicomekl and Serpentine Rivers. Rainfall in 2024 led to damage and loss of life	Surrey
EV Adoption	100% zero-emission light-duty sales*	Surrey
Performance Metric/Indicator	Target or Standard	Bill / Municipality
Objective 3. Affordability – Field-test the enhanced affordability goals embedded in the legislation for rentals and ownership that mitigate land speculation.		
Mandatory Density Floor	Local governments must allow a minimum of 3 units on lots 280 m ² or smaller and 4 units on larger lots.	Bill 44
Transit-Oriented Density	On lots greater than 281 m ² within 400 metres of a prescribed bus stop, municipalities must allow at least 6 units	Bill 44
The "1-in-6" Affordability Target	For the high-density 6-unit lots, municipalities have the specific authority to designate one of the six units for affordability purposes. However, the legislation prohibits applying similar density conditions to the 3- or 4-unit lots to ensure project viability	Bill 44
Mitigating Land Speculation	Shift from Negotiated CACs to Bylaw-Based ACCs	Bill 44
Mitigating Land Speculation	Upfront Cost Certainty: By setting ACCs as a flat rate	Bill 44
Mitigating Land Speculation	20 year planning horizon vs 5	Bill 44
Mitigating Land Speculation	Pre-zoning for 20 years	Bill 44
Mitigating Land Speculation	Standardized Housing Needs Reports	Bill 44
Mitigating Land Speculation	Mitigating the "Option to Wait - pre-zoned density (via Bill 44) and fixed infrastructure costs (via Bill 46)	Bill 44
Mitigating Land Speculation	Prevailing Service Standard Test-prevents local governments from using new developments fund a higher standard of service for new residents than what exists for current ones	Bill 44
Cost-Reduction Performance Metrics	Parking Minimum Removal: Bill 44 prohibits off-street parking requirements for residential units in the 6-unit projects located near frequent transit	Bill 44
Public Hearing Exemption	To speed up delivery, the bill prohibits site-by-site public hearings for residential projects that are already consistent with an Official Community Plan (OCP)	Bill 44
Projected Price Performance	Economic modelling cited in the sources projects that the increased supply from these changes could result in 6% to 12% lower prices and rents over five years compared to a baseline of no action.	Bill 44
Inclusionary Zoning Waivers	To support affordability, Bill 16 allows for waivers or reductions of ACCs for developments that include non-profit rental housing, supportive living, or for-profit affordable rental units	Bill 46 / Bill 16
Statutory Exemptions	The Act mandates that certain classes of affordable housing are exempt from ACCs, including units owned or operated by government entities or First Nations, and emergency shelters	Bill 46
The Assist Factor Target	Local governments must contribute an "assist factor" of at least 1% toward the cost of amenities and infrastructure. This metric ensures that the community shares the financial burden, preventing 100% of growth-related costs from being passed on to new residents and owners	Bill 46
The "Deterrence" Test	Municipalities must explicitly consider whether proposed ACCs or DCCs will "deter development" or "discourage the construction of reasonably priced housing"	Bill 46
Developer Profit Modeling	Economic modeling used to implement these acts typically factors in an expected developer profit margin of 15–22% (varying by region). Lenders often require a profit margin of at least 8–12% to approve construction loans, and charges must be calibrated to maintain this viability	Bill 46 / Bill 16
Discretionary Waiver Targets	Local governments have the authority to provide 100% or partial waivers for specific "eligible developments," including: Not-for-profit rental housing, Supportive living housing, For-profit affordable rental housing	Bill 46
Lack of Prescribed Affordability Metrics	While the Province anticipates that Bill 47 could lead to the creation of 100,000 new housing units over the next 10 years, the bill itself contains significant gaps regarding tenure and cost: No Mandated Tenure: The legislation does not prescribe whether new developments must be strata or rental. Undefined Affordability: It does not outline specific definitions for affordability or below-market housing. Municipal Discretion: Because the bill does not mandate "pre-zoning," municipalities maintain the authority to reject proposals on any basis other than height or density. This allows cities to layer their own affordability requirements—such as Vancouver's policy requiring 20% social housing or below-market rental—on top of the provincial density mandates	Bill 47
Impacts on Land Speculation and Economics	The bill's primary economic lever for affecting land value is the elimination of residential parking minimums within Transit-Oriented Areas (TOAs).	Bill 47
Land Residual Values	Lowering parking requirements reduces absolute hard costs, which allows developers to afford to pay more for land. This can make projects in high-value, transit-accessible areas more viable but also potentially increases the bidding price for those sites	Bill 47
Speculation Risk	Some industry experts argue that the lack of mandated pre-zoning makes the legislation "toothless" in changing municipal behavior, as cities can still impose "non-viable" conditions on rezonings (e.g., demanding high percentages of non-market housing without incentives)	Bill 47
Pricing Dynamics:	Savings from reduced parking are not guaranteed to be passed to buyers. Because units are priced based on market demand rather than developer costs, homebuilders may keep the savings as profit unless competition or municipal mandates force a reduction in unit prices	Bill 47
Affordable Rental Target	At least 15% of newly completed units in Urban Centres and Transit Areas must be affordable rental by 2050	Burnaby

Non-Market Housing	Recommended target of 20% non-market housing by 2050.	Burnaby
Tenant Protection	Tracking the number of purpose-built rental units protected via Rental Use Zoning and the Tenant Protection DPA	Burnaby
Land Use Protection:	OCPs explicitly protect employment and industrial lands from being converted to residential use, preventing speculation in those specific sectors	Burnaby
Bedroom Diversity	A performance indicator is the number of 2+ and 3+ bedroom units built within transit-oriented areas to ensure the housing stock meets the needs of families, rather than just small households.	Burnaby
Tenure Diversity	Progress is measured by the number of residential units developed, tracked by tenure (e.g., rental, ownership, co-op) to ensure consistency with the Housing Needs Report.	Burnaby
Replacement and Inclusionary Units	The City tracks the number of replacement rental units (provided at the same rent as the original units) and inclusionary units secured through redevelopment projects.	Burnaby
Height-Based Framework	Burnaby is replacing the traditional Floor Area Ratio (FAR) with a height-based framework. By setting clear height limits (in storeys) and mandatory setbacks, the City makes development potential predictable and transparent, which reduces the "opaque" calculations that often drive speculative land price inflation.	Burnaby
SSMUH	Permitting 3 to 6 units per lot in formerly single-family residential zones to increase "missing middle" options.	Burnaby
Community Benefit Bonuses (CBB):	CBB system to exchange additional height for on-site non-market housing or cash-in-lieu to fund affordability projects	Burnaby
Inclusionary Zoning	Requiring mid- and high-rise projects to include below-market rental units or cash-in-lieu.	Burnaby
Alternative Housing Models	The City is committed to exploring and tracking the development of attainable homeownership, co-operative housing, and rent-to-own models.	Burnaby
Co-op Protection	Strategic actions include developing a co-operative housing policy to facilitate the renewal of existing co-ops and the development of new ones as more secure, non-market alternatives to traditional ownership.	Burnaby
Family-Oriented "Missing Middle"	By designating more land for rowhomes, townhomes, and multiplexes, the OCP aims to increase the supply of ground-oriented ownership options that are more affordable than single-family dwellings	Burnaby
Total Projected Need	By 2041, the city identifies a need for 43,253 new housing units to accommodate growth and address the current shortage.	Coquitlam
Small Lot Targets	The OCP allows for "Compact One-Family" residential zones with a minimum lot size of 555 m ² , compared to the standard residential requirement of 650 m ² .	Coquitlam
Housing for Families	While 45% of households are three or more persons, demographic trends indicate a persistent need for larger, affordable family-sized ownership units.	Coquitlam
Core Housing Need Baseline	The city tracks affordability performance by monitoring the percentage of owners in core housing, which was 10.8% (4,189 households) in 2021.	Coquitlam
Core Housing Need (Renters)	30.4% of renter households (5,215 households) are in core housing need.	Coquitlam
Rental Supply (2021–2024)	15% of new rental units in urban centre by 2050. 1,708 units completed, including 529 below-market or non-market units.	Coquitlam
Below-Market Supply Targets	The Provincial Housing Target Order for Coquitlam identifies a specific need for 2,252 below-market units.	Coquitlam
Below-Market Deepening	Affordability requirement updated from 20% to 25% below fair market value.	Coquitlam
Priority Unit Types	Incentives are specifically leveraged to encourage the creation of three-bedroom market rental units to support families.	Coquitlam
Density Bonuses	Developers receive additional density in exchange for amenities like affordable housing or contributing to affordable Housing Reserve Fund	Coquitlam
Five-Year Feasibility Reviews	The City Centre Plan is reviewed every five years to ensure it remains economically feasible and responsive to actual market and real estate trends, preventing stagnant land-use designations from fueling speculative holding.	Coquitlam
Mandatory Employment Floor Space	In the "City Centre Commercial" area, the city requires a minimum of 20% of total floor space in the first phase of development to be dedicated to employment-generating uses. This prevents developers from Speculatively building purely residential towers in areas intended for balanced economic growth.	Coquitlam
Phased Master Planning	For large sites, the city requires the logical and timely phasing of employment-generating floor space to ensure jobs and amenities are delivered alongside residential density.	Coquitlam
Development Finance Reform	The city is currently transitioning from density bonusing to Amenity Cost Charges (ACC) and updated Development Cost Charges (DCC) to create a more stable and predictable rate structure for infrastructure and amenity funding.	Coquitlam
Land Use Protection:	OCP explicitly protect employment and industrial lands from being converted to residential use, preventing speculation in those specific sectors	Surrey
Housing Units	333,000 units up from ~195,000 (2021)	Surrey
Rental Supply	Number of non-market and affordable market rental units secured through government partnerships	Surrey
Housing Production	Accelerated supply to meet growth. (7,000 units under construction (June 2025))	Surrey
Permit fee rebates/incentives	50% permit fee rebates for transit-area housing 1.5km from skytrain/rapidbus. (2,613 new homes incentivized in 2024)	Surrey
Affordable Housing Contributions	\$1,000 per new unit contribution to affordable housing Fund to purchase land for new affordable rental projects	Surrey
Community Amenity Contributions (CACs):	Tier 1 CACs: Developers pay a flat rate of \$2,000 per new unit to offset the general impact of growth on community infrastructure. Tier 2 CACs (Density Bonus):\$40 per square foot for the bonus floor area. This mechanism serves to capture land value increases for public benefit rather than allowing them to remain purely speculative gains for the landowner.	Surrey
Energy Spending	Projections from earlier plans tracked the percentage increase in energy spending relative to median family income to identify affordability gaps.	Surrey
Government Partnerships	Surrey utilizes its planning framework to facilitate relationships with higher levels of government (Provincial and Federal) to secure affordable rental units for low-income residents.	Surrey

Rapid Transit Development Incentive Program	To accelerate the supply of housing in high-demand areas, the City provides a 50% rebate on select permit fees for multi-family housing located within 1.5 km of SkyTrain or RapidBus corridors. In 2024 alone, this program successfully incentivized the creation of 2,613 new homes.	Surrey
Infill and Secondary Suites	Earlier policies in the OCP support affordability in ownership through the inclusion of secondary suites and coach houses, which provide mortgage-helping rental income for owners while increasing the rental stock.	Surrey
Rezoning at Development	The City has clarified that new provincial legislation, such as the designation of Transit-Oriented Areas (TOAs), does not automatically rezone properties. Instead, properties are rezoned at the time of development, meaning the "assessed value reflects its [current] zoning classification" rather than a speculative future state. This prevents immediate, unearned spikes in property value that can drive up land costs.	Surrey
Streamlined Policy Framework	The new OCP reduces the number of City policies from over 600 to roughly 200. By creating a more predictable and streamlined land-use environment, the City aims to reduce the "administrative complexity" that often fuels speculative land assembly.	Surrey
Value Capture through Density	By explicitly linking higher density (such as the 7.5 FAR in the Central Business District) to mandatory Tier 2 CACs, the City ensures that the "uplift" in land value created by density increases is partially redirected into the Affordable Housing Strategy.	Surrey
Housing for All Stages	The plan sets a target to provide a range of housing choices—from micro-units and townhouses to high-rise apartments—to support a population projected to reach one million by 2050.	Surrey
Diverse Housing Types	Metrics for "Housing Diversity" (Policies B1.36–B1.38) encourage a mix of tenures and sizes to support ownership opportunities for a broad demographic.	Surrey
Performance Metric/Indicator	Target or Standard	Bill / Municipality
Objective 4. Infrastructure & Utilities – Assess how new density affects the physical infrastructure of roads and utilities with amenity provision through ODPs.		
Infrastructure "Significance" Threshold	A localized effect on infrastructure (including stormwater and sewer) is considered "significant" if the forecast population under a realizable scenario exceeds historic populations or equivalent development units by more than 30% over a 30-year horizon (approximately 1% average annual growth)	Bill 44
Demand Management Adjustment	Municipalities are instructed to update infrastructure models to reflect modern occupancy and consumption rates, which are often lower than historic assumptions, allowing for modest density increases with negligible system impacts	Bill 44
Build-out modeling requirements and significance thresholds	Transition from site-by-site negotiations to a long-term planning model integrated into Official Community Plans (OCPs) and Official Development Plans (ODPs)	Bill 44
Modeling CADENCE and Intensity	Municipalities are encouraged to use "Incremental Build-out Modeling" to estimate the likely cadence of development over 30 years rather than assuming immediate "maximum build-out". An increase of more than 30% over a 30-year horizon (approximately 1% average annual growth)	Bill 44
Equivalent Development Units (EDUs)	Local governments must transform unit outcomes into population outcomes or EDUs using provincial best practices for sewer and water systems	Bill 44
Hydrological Conversion Factors	To test hydrological responses, the Province recommends using conversion factors (such as those in the City of Vancouver's Best Management Practice Toolkit) to analyze how various development types affect stormwater runoff	Bill 44
Monitoring Uptake Targets	Local governments are advised to closely monitor total uptake during the first 1 to 2 years post-implementation to adjust capital plans and infrastructure models based on actual geographic distribution	Bill 44
Occupancy Adjustment	Infrastructure models should be updated to reflect lower modern occupancy and consumption rates, which may allow for modest density increases without requiring system upgrades	Bill 44
The 15-Minute Rule	A "prescribed bus stop" is defined by a performance metric of at least one route arriving on average every 15 minutes between 7 a.m. and 7 p.m. on weekdays	Bill 44
Parking Prohibition Target	On lots qualifying for 6 units (near frequent transit), local governments are prohibited from requiring any off-street parking, a target intended to support modal shifts and reduce auto-dependency	Bill 44
People-Moving Capacity	In jurisdictions like Burnaby, the performance indicator for roads is shifting toward "People-Moving Capacity," reallocating road right-of-way to prioritize modes with the highest throughput, such as transit and active transportation	Bill 44
20-Year Planning Horizon	A mandatory performance target for local governments is to update OCPs to plan and pre-zone for housing and amenity needs over a 20-year horizon	Bill 44 / 46
Financial Feasibility Benchmark	When setting ACCs for amenities like community centres and libraries, municipalities must conduct testing to ensure a developer profit margin of 8–12% is maintained so that charges do not deter development	Bill 44 / 46
Assist Factor Metric	Local governments cannot charge 100% of amenity costs to new development; they must calculate an "Assist Factor" (a percentage of the cost the city will fund) to ensure the burden is shared	Bill 44 / 46
Eligible Amenity Targets	OCP-level planning now includes defined targets for specific "soft infrastructure," such as providing one tree per 185 m ² of paved area or ensuring a certain proportion of the population lives within a 15-minute walk of a neighborhood park	Bill 44 / 46
Hazard Land Exemptions	Lots can only be exempt from density mandates if a site has hazardous conditions (flood, wildfire, unstable slopes) that a qualified professional determines cannot be practically mitigated by design	Bill 44 / 46
Pervious Surface Targets	Design standards recommend Lot Coverage limits (typically 30% to 60%) to ensure enough permeable surface remains for groundwater recharge and urban forest expansion	Bill 44 / 46

Utility Demand for Services	Persons per unit / Per capita demand. To assess the impact of new density, local governments must analyze the "demand for services" within each land use category.	Bill 46
Hydrological Impact / Run-off Coefficients (Utilities)	Run-off Coefficients. To assess drainage and stormwater utilities and the impact of density. This metric evaluates the imperviousness of a site to determine the capacity needed for drainage systems to handle growth-related volume	Bill 46
Direct/Indirect Service Metric (Roads)	For roads and highway facilities (e.g., interchanges and highway exits), the metric for assessment is whether the facility "directly or indirectly services" the specific housing development	Bill 46
Service Level Maintenance Target	A core target is ensuring that the extension of utility services to support development does not degrade the service levels of existing areas	Bill 46
New User Capital Cost Share	Apportioning ACCs between growth and existing users	Bill 46
≥1% Assist Factor	Required local government financial contribution	Bill 46
20-Year Housing Demand	Target capacity for ODP/OCP density updates	Bill 46
Infrastructure Assessment Metrics (Roads and Utilities)	Under the framework triggered by Bill 47, municipalities use local assessment tools to determine if physical services can support the mandated density	Bill 47
Amenity Provision and Funding Targets	To address the amenity needs generated by Bill 47's density, the Province introduced Amenity Cost Charges (ACCs) as a companion tool	Bill 47
Performance Monitoring through ODPs/OCPs	Municipalities track the relationship between new density and infrastructure performance using specific Key Performance Indicators (KPIs):	Bill 47
Capacity Analysis	Conduct ongoing capacity analysis and update projections to ensure infrastructure (water, wastewater, drainage) keeps pace with population growth	Burnaby
Development Approval Information (DAI)	Designates the entire city as a DAI area, allowing the City to require developers to provide technical studies on how a project impacts transportation patterns/traffic flow, local infrastructure, and community services	Burnaby
Development Cost Charges (DCCs) & Amenity Cost Charges (ACCs)	These are one-time fees levied on new developments to fund capital costs for off-site infrastructure (water, sewer, roads) and community amenities (community centers, libraries).	Burnaby
Life-Cycle Accounting	The City is committed to updating these bylaws to align with full-cost and life-cycle accounting, ensuring the long-term maintenance of utilities is "priced in" at the time of growth.	Burnaby
Community Benefit Bonus (CBB)	This policy specifically exchanges additional density for the provision of on-site amenities or cash contributions-in-lieu, which are then directed to the Priority Amenity Program.	Burnaby
People-Moving Capacity	As a performance metric - the "people-moving capacity" of corridors (the number of people a street can move by all modes) over simple vehicle volume when assessing road right-of-way reorganization near transit hubs	Burnaby
Transportation Reliability	Measures network performance through travel time variance on key corridors, aiming for a downward trend indicating stable and predictable travel	Burnaby
Infrastructure Completion	The City tracks the number of infrastructure projects completed in identified growth-priority areas, such as Downtown and Town Centres.	Burnaby
Utility Proximity	Success is measured by the proportion of residential growth concentrated in transit-oriented areas, which allows for more efficient use of centralized utilities.	Burnaby
Total Area of New Parks	Measuring the quantity, classification, and percentage of overall system growth for parks and open spaces.	Burnaby
Child Care and School Capacity	Tracking the number, type, and age range of new child care spaces and the acquisition of new school sites.	Burnaby
The 15-Minute Metric	Monitoring the proportion of the population within a 15-minute walk (approx. 1.2 km) of community facilities like schools, libraries, and child care.	Burnaby
Active Transportation Enhancements	Counting the kilometers of new sidewalks, cycling lanes, and "green connections" built as a result of new development.	Burnaby
Green Infrastructure	Favoring rain gardens and permeable surfaces to manage stormwater on-site, reducing the volume processed by the municipal drainage system.	Burnaby
Transportation Demand Management (TDM)	Requiring developments to provide TDM strategies, such as car-share stalls and reduced parking, to mitigate road congestion.	Burnaby
Targeted Investments	Use of ACCs to replace negotiated contributions, providing a predictable metric for funding essential amenities needed to support inclusive populations in high-growth areas	Burnaby / Coquitlam
Grid Density and Permeability	In large development blocks, the city requires a fine-grained mobility network with mid-block walkways spaced at a maximum of 125 metres apart to support pedestrian and micromobility circulation.	Coquitlam
Road Network Expansion	The City Centre Area Plan (CCAP) employs a "Transportation Network Concept Plan" that identifies new road accesses and proposed grid extensions designed to relieve pressure on existing road capacity as density increases.	Coquitlam
Sidewalk Capacity	To ensure pedestrian infrastructure can accommodate high-density growth, the OCP mandates a minimum sidewalk width of 2.4 metres clear of obstacles in high-density areas (such as within 800 metres of transit) to allow for universal accessibility.	Coquitlam
Utility Undergrounding	New developments are required to place existing overhead utilities underground to improve the orderly appearance and resilience of the streetscape.	Coquitlam
Stormwater Standards	Infrastructure for all subdivisions must meet the "Subdivision and Development Servicing Bylaw," which includes using rainwater as a resource to manage runoff rates through bio-filtration and integrated utility trenches.	Coquitlam
Parkland Provision Target	The city strives to achieve at least 1.0 hectare (2.5 acres) of land per 1,000 population in the City Centre specifically for active recreation.	Coquitlam
Density Bonusing (Value Capture)	Developers may be granted additional gross floor area in exchange for a specified share of the land value, which is directed toward transit-oriented infrastructure, street enhancements, public art, and affordable housing.	Coquitlam

Amenity Cost Charges (ACC)	Coquitlam recently transitioned to using ACCs to fund growth-related amenities that are not covered by standard infrastructure fees, such as community centers, libraries, and cultural spaces.	Coquitlam
Employment Floor Space Ratio	To ensure that density does not result in purely residential "bedroom" districts, the city requires a minimum of 20% of total floor space in the first phase of "City Centre Commercial" developments to be dedicated to employment-generating uses.	Coquitlam
Land Dedication	Developers must dedicate portions of their property for roads without compensation. For example, a recent high-density proposal was required to dedicate 2,808 metres along 96 Avenue to achieve a 15.0-metre ultimate distance from the centerline	Surrey
Intersection Safety (Corner-Cuts)	Specific metrics govern the visibility and flow at dense intersections:	Surrey
Multi-Modal Infrastructure	To support "15-minute neighbourhoods," development is assessed on its ability to provide protected bike lanes and widened sidewalks, shifting trips away from private automobiles.	Surrey
Construction Responsibility	Developers are mandated to construct all road frontages adjacent to their site as a condition of development	Surrey
Capacity Analysis	A pivotal metric for approving density increases (OCP/CCP amendments) is the completion of a sanitary and drainage catchment analysis to determine if existing systems can handle the load. Developers must resolve any identified "downstream constraints".	Surrey
District Energy Mandates	Within the City Centre, all new developments with a Floor Area Ratio (FAR) equal to or greater than 1.0 are required to connect to Surrey City Energy. This system provides hydronic thermal energy for domestic hot water and space heating.	Surrey
Service Connections	The private sector is responsible for constructing adequately sized drainage, water, and sanitary service connections	Surrey
Community Amenity Contributions (CACs)	Financial targets are set to fund capital projects identified in the City's Five-Year Plan. Tier 1 CACs: Applied to offset general growth impacts, currently rated at \$2,000 per new unit. Tier 2 CACs (Density Bonus): Applied when density exceeds what is permitted in the plan, currently rated at \$40 per square foot of the bonus floor area.	Surrey
Physical Amenity Space Targets	Indoor Amenity: 3.0 sq m per dwelling unit for the first 186 units, and 1.0 sq m per unit for any portion beyond that. Micro-units (30-35 sq m) require a higher standard of 4.0 sq m per unit. Outdoor Amenity: 3.0 sq m per unit (increasing to 4.0 sq m for micro-units). Cash-in-Lieu: If the full indoor requirement cannot be met on-site, the City typically accepts a contribution of \$2,500 per unit deficiency to fund larger community hubs.	Surrey
Tree Replacement Ratios	To mitigate the ecological impact of density, developers must replace trees at a 2:1 ratio (or 1:1 for Alder and Cottonwood). Deficiencies require a payment of \$400 to \$550 per tree to the Green City Program.	Surrey
Public Art	Developers must contribute 0.5% of the construction value toward the City's public art needs to support an inclusive urban environment	Surrey
Performance Metric/Indicator	Target or Standard	Bill / Municipality
Objective 5. Construction Innovation – Systems test advanced construction methodologies that integrate public and private delivery, strengthen climate resilience of the built form, and accelerate the transition to low-carbon energy systems.		
Design for Microclimates	The Policy Manual encourages the use of Development Permit Areas (DPAs) for energy and water conservation. It recommends design responses like green roofs, low-albedo (reflective) materials to reduce the urban heat island effect, and building orientation for passive solar access	Bill 44/46
Template Plan	The manual encourages the development of pre-approved template plans to reduce "layers of process" and administrative delays. Jurisdictions like Coquitlam are specifically recognized for using these to expedite "neighbourly" missing-middle housing	Bill 44
Prefabrication and Low-Carbon Materials	Guidelines encourage local governments to adopt zoning regulations that incentivize prefabricated construction and the use of low-carbon materials to reduce construction waste and time	Bill 44
Financial Feasibility Target (8–12%)	A primary metric for system-testing the integration of private delivery with public amenity needs is the financial feasibility test. Local governments must ensure that new charges (like Amenity Cost Charges) maintain a developer profit margin of 8–12% so that projects remain financeable by the private sector	Bill 44
Partnering Agreements for In-kind Amenities	The framework allows for Partnering Agreements where private developers provide "in-kind" amenities (e.g., a youth centre or day care) instead of paying fees, ensuring immediate public benefit within private developments	Bill 44
Pervious Surface/Lot Coverage Targets	To maintain hydrology and urban cooling, the legislation recommends Lot Coverage limits ranging from 30% to 60%. These are used as a metric to ensure sufficient permeable space remains for stormwater filtration and tree canopy retention	Bill 44
Hazard Land Mitigation	Lots can only be exempt from density mandates if a site has hazardous conditions (e.g., flooding, wildfire, unstable slopes) that a qualified professional determines cannot be practically mitigated through design	Bill 44
Reduction of Embodied Carbon	By prohibiting off-street parking requirements near frequent transit, the Province seeks to eliminate underground parkades, which are identified as the single biggest source of embodied carbon (cement and steel) in new buildings	Bill 44
Step Code Integration	The framework encourages adoption of the Zero Carbon Step Code and the BC Energy Step Code to reduce operational emissions in both new and redeveloped housing	Bill 44
District Energy and Electrification	Guidelines identify zero-carbon district energy systems and the electrification of building heating as key targets for local OCPs to support the transition to a low-carbon future	Bill 44
EV-Ready Infrastructure	Municipalities are encouraged to require EV-ready infrastructure in all new developments to support the provincial goal of reducing transportation-related GHGs	Bill 44
Incremental Build-out Method	Tests the likely cadence and intensity of change over a 30-year horizon to identify infrastructure constraints before they occur	Bill 44
Significance Threshold	A localized effect on infrastructure is deemed "significant" if the forecast population exceeds historic levels by more than 30% over 30 years, triggering a requirement for updated capital plans and development financing	Bill 44
Expanded Infrastructure Categories	Development Cost Charges (DCCs) can now fund fire protection, police, and solid waste/recycling facilities. This ensures first responders can maintain response time targets (e.g., NFPA standards) as neighborhoods densify	Bill 44

Sustainable Design Requirements (Bill 16 Integration)	While Bill 46 funds the infrastructure, Bill 16 allows municipalities to require "sustainable design features" at the building permit stage that provide for water conservation and climate resilience	Bill 46 / Bill 16
Urban Heat Island Mitigation	Burnaby and Coquitlam use these tools to hit targets like a 40% tree canopy by 2075 (Burnaby) or 30% by 2040 (Surrey) to reduce the heat island effect	Bill 46
Natural Hazard Mitigation	Metrics include the proportion of new development avoiding high-risk hazard areas like floodplains and steep slopes	Bill 46
GHG Reduction Targets	Municipalities utilize Bill 46 tools to reach shared regional targets of 45% GHG reductions by 2030 and carbon neutrality by 2050	Bill 46
Alternative Energy Infrastructure	DCCs and ACCs can fund the capital costs of district energy systems, which distribute energy to multiple buildings or neighborhoods	Bill 46
Zero-Emission Transportation (Highway Facilities)	Bill 46 allows DCCs to fund municipal portions of provincial highway facilities (interchanges/overpasses) if they support transit-oriented growth.	Bill 46
Zero-Emission Transportation (EV Ready Target)	OCPs supported by these funding tools require 100% of new residential units to have EV-ready infrastructure.	Bill 46
Zero-Emission Transportation (Mode Split Target)	Burnaby targets 75% of all trips to be made by public transit or active transportation by 2050	Bill 46
Prefabrication Incentives	Burnaby's OCP includes a policy to reduce waste and carbon emissions by adopting guidelines that encourage prefabricated construction	Bill 46
Streamlined Approvals	Coquitlam and Richmond are utilizing Housing Accelerator Fund (HAF) initiatives to update and streamline Urban Design Guidelines, reducing review timelines for advanced construction projects	Bill 46
Embodied Carbon Tracking	Emerging policies aim to track and reduce embodied emissions in construction materials, shifting toward low-carbon building envelopes	Bill 46
Climate Resilience and Modal Shift	The primary performance metric in Bill 47 intended to strengthen climate resilience is the elimination of residential parking minimums within designated Transit-Oriented Areas (TOAs) reduce car dependency and lower community greenhouse gas (GHG) emissions. By concentrating populations near rapid transit.	Bill 47
Environmental Impact	Removing parking minimums also reduces the use of concrete—a major carbon emitter—and lowers the physical construction footprint, which aligns with goals for more sustainable built forms	Bill 47
Advanced Construction Methodologies	Managed at Municipal; level	Bill 47
Accelerating Low-Carbon Energy Systems	Bill 47 enables the density required to make district energy systems and other low-carbon technologies viable, but the specific performance targets are found in municipal policies	Bill 47
EV Infrastructure	New developments in TOAs are required to provide EV-ready infrastructure for residential and non-residential buildings to support the transition to zero-emission vehicles	Bill 47
District Energy (DE) Policy	Burnaby has adopted a District Energy Policy that secures building requirements for DE system readiness and mandatory connections for qualifying buildings in south Burnaby.	Burnaby
Renewable Energy Generation	Performance is monitored by the progress of site-level renewable energy projects (e.g., solar and geexchange) and the integration of small-scale battery storage to enhance grid resilience	Burnaby
GHG Emissions	45% reduction by 2030; 75% by 2040; carbon neutral by 2050. City Operations: Target of carbon neutrality by 2040.	Burnaby
Zero-Emission Transportation (Mode Split Target)	Targets 75% of all trips to be made by public transit or active transportation by 2050	Burnaby
Energy Reporting	Tracking public disclosure of energy use via Building Benchmark BC.	Burnaby
Nature-Friendly Design	Development Permit Area (DPA) guidelines require developers to include green roofs, native plant landscaping, and systems to absorb and filter rainwater.	Burnaby
Passive Design	Encouraging buildings to solar orient to passively cool and heat decreasing mechanical reliance	Burnaby
Zero Carbon Step Code	Carbon Neutrality by 2050. Implementation in new and existing buildings to decarbonize to zero emission heating and cooling.	Burnaby
Low-Carbon Materials:	The City tracks its progress in offering incentives for using low-carbon materials and establishing best practices for the development industry.	Burnaby
Waste Diversion Target	A key performance metric is the diversion of construction and demolition waste. The City has a target of 70% diversion to receive a full deposit refund; as of 2024, an 83% diversion rate has been achieved.	Burnaby
EV Readiness	Requiring all new residential and non-residential buildings to be EV-ready.	Burnaby
Prefabrication and Waste Reduction	Burnaby's OCP includes policy targets to reduce waste and carbon in building materials by adopting guidelines that encourage prefabricated construction and the use of low-carbon materials	Burnaby
In-Kind Contributions	To integrate City-owned community facilities into suitable private developments through in-kind contributions secured during the development process.	Burnaby
Social-Serving Integration	The City monitors the integration of social-serving facilities (e.g., child care, seniors' centres) directly within private housing developments.	Burnaby
Streamlined Approvals	Utilizing Housing Accelerator Fund (HAF) initiatives to update and streamline Urban Design Guidelines, reducing review timelines for advanced construction projects	Coquitlam
Public-Private Partnerships (PPP)	The OCP encourages investigating partnerships for the development of park amenities and the acquisition of space for social support agencies within high-density private developments.	Coquitlam
Value Capture (Density Bonusing)	Coquitlam uses density bonuses to offer additional gross floor area in exchange for amenities with public benefit, such as affordable housing, transit-oriented infrastructure, and community buildings.	Coquitlam
Built Form Flexibility	To ensure buildings can adapt over time, the city encourages "employment-living" and flexible commercial units with ceiling heights of 4.5 to 6 metres, designed to support future conversions and changing tenant needs.	Coquitlam

Systems Demonstrations	Policies support exploring demonstration projects to showcase successful applications of green building materials, alternative energy sources, and environmentally beneficial products.	Coquitlam
Wildfire Mitigation	In interface areas, the city requires Class A roofing, non-combustible siding (e.g., HardiePlank), and 10-metre fuel break setbacks between new buildings and forest edges.	Coquitlam
Flood and Hydrological Resilience	Critical equipment and electrical systems must be located above predicted flood levels. Guidelines also encourage green roofs and bio-filtration swales in parking lots to manage increased stormwater runoff.	Coquitlam
Heat and Durability	To address extreme heat, the city emphasizes the use of deciduous trees on south and west sides for seasonal shading and high-albedo (reflective) roof surfaces.	Coquitlam
Enhanced Standards	Buildings are encouraged to exceed industry standards for building envelope performance to maximize lifetime durability and improve long-term affordability through reduced maintenance.	Coquitlam
GHG Reduction Targets	The city aims to reduce annual community-wide greenhouse gas emissions by 15% below 2007 levels by 2031 and per capita emissions by 30% below 2007 levels by 2021.	Coquitlam
District Energy Systems (DES)	The OCP mandates exploring District Energy partnerships between the City, developers, and utilities, specifically for Northeast Coquitlam, Fraser Mills, and fast-growing neighborhood centres.	Coquitlam
Renewable Technology Integration	Design guidelines encourage integrating geothermal, solar thermal, and photovoltaic cells directly into building designs.	Coquitlam
Energy Efficiency Metrics	The city encourages high-performance buildings through airtight building envelopes, well-insulated structures, and heat recovery ventilation systems.	Coquitlam
Monitoring and Feasibility	The City Centre Plan is reviewed every five years to ensure its infrastructure and economic goals remain aligned with current environmental data and market trends	Coquitlam
Policy Simplification	A primary target for modernizing construction delivery is the reduction of administrative complexity, with the new OCP cutting policies from over 600 to roughly 200 to create a more predictable development environment.	Surrey
Infrastructure through Development	The City Centre Plan targets the delivery of the urban road grid through private land assembly, where developers dedicate land and construct road frontages as a condition of high-density project approval.	Surrey
Rapid Transit Development Incentive	To accelerate construction near transit hubs, the City offers a 50% rebate on select permit fees for multi-family housing within 1.5 km of SkyTrain or RapidBus corridors; in 2024, this program incentivized 2,613 new homes.	Surrey
Deconstruction and Salvage	Regional metrics highlight the potential for deconstruction—an alternative to traditional demolition—which can salvage and redistribute up to 95% of building materials.	Surrey
Energy and Zero Carbon Step Codes	As part of a regional move, new buildings constructed since 2023 are approximately 20% more energy-efficient than those built under the 2018 code.	Surrey
Hazard Land Regulation (DP2)	The OCP applies strict design responses to hazard lands, including steep slopes and 200-year floodplains, to mitigate risks from landslides and record rainfall.	Surrey
Thermal Safety and Cooling	New guidelines are being tested to require cooling measures in all new buildings and major retrofits to protect residents during heat dome events.	Surrey
Green Infrastructure Requirements	The City uses Integrated Stormwater Management Plans (ISMP) for every watershed, requiring developments to utilize natural drainage systems like rain gardens to manage extreme rainfall.	Surrey
District Energy Mandates	Within the City Centre, all new developments with a Floor Area Ratio (FAR) of 1.0 or higher are required to connect to Surrey City Energy for hydronic space heating and domestic hot water.	Surrey
GHG Reduction Targets	The City targets a reduction in greenhouse gas emissions to 80% below 2007 levels by 2050, with per capita emissions already having dropped 16% since 2010.	Surrey
Organic Waste Conversion	Surrey's biofuel facility converts organic waste from 150,000 households into up to 120,000 gigajoules (GJ) of renewable natural gas (RNG) annually, which fuels the City's garbage trucks and compressed natural gas fleet.	Surrey
EV-Ready Infrastructure	Implementing EV-Ready Bylaws is a key target, requiring new buildings to provide charging infrastructure in homes and workplaces to support a regional sales share that reached 27% in 2024.	Surrey
Performance Metric/Indicator	Target or Standard	Bill / Municipality
Objective 6. Uncertainty Pricing – Assess “uncertainty pricing” of future infrastructure upgrades and incorporate consensus understanding of 100-year maintenance demands as integral to design.		
Funding Uncertainty	Coquitlam noted that the transition from density bonusing to ACCs may put funding for major park improvements (e.g., Blue Mountain Park) "in jeopardy" because previous financial earmarks exceeded what the new system might generate	Bill 44 / 46 / Coquitlam
Upfront Predictability	Unlike previous negotiated contributions, ACCs must be set as a flat rate per unit, per lot, or per square metre. This provides cost certainty for developers building housing for diverse income groups	Bill 46
Infrastructure Significance Threshold	A localized effect on infrastructure (water, sewer, stormwater) is considered "significant" if the forecast population under a realizable scenario exceeds historic population or 2021 data by more than 30% over a 30-year horizon	Bill 44
Modeling Cadence and Intensity	Local governments are encouraged to use Incremental Build-out Modeling to estimate the likely cadence and volume of development from the near term (3 years) out to 30 years	Bill 44
Uptake Monitoring	To uncertainty, the Province recommends that local governments closely monitor total uptake over the first 1 to 2 years post-implementation to better gauge actual geographic distribution and adjust capital plans accordingly	Bill 44
Equivalent Development Units (EDUs):	Municipalities must convert unit outcomes into EDUs to test system capacities, using standard BC best practices for water and sewer	Bill 44

Developer Profit Margin (8–12%)	When setting new Amenity Cost Charges (ACCs), local governments must conduct financial feasibility testing to ensure a developer profit margin of 8–12% is maintained. This serves as a primary metric to ensure charges do not become unfinanceable or deter "reasonably priced housing"	Bill 44
The Assist Factor	Local governments are prohibited from allocating 100% of growth costs to developers. They must calculate an "Assist Factor" (e.g., 1% or higher) to represent the city's contribution, effectively sharing the risk and cost of new infrastructure between the developer and the general tax base	Bill 44
Life Cycle Costing Tool	The Province directs local governments to use the Community Lifecycle Infrastructure Costing Tool to estimate costs for different land use patterns, noting that higher densities are significantly more cost-efficient over their full life cycle	Bill 44
Full Cost and Life Cycle Accounting	Municipalities like Burnaby are committing to review their DCC and ACC bylaws to align with full cost and life cycle accounting of growth in different locations to address maintenance and return on investment	Bill 44 / 46
Design for Building Longevity	Design guidelines (e.g., in Coquitlam) encourage "timeless design" and robust materials appropriate for local climates to maximize the building lifetime, reduce maintenance costs, and improve long-term affordability	Bill 44
Adaptability and Resilience	New metrics for the BC Building Code (2025) will require adaptable dwelling units and updated seismic mitigation measures to ensure the built form can withstand long-term environmental risks	Bill 44
20-Year Planning Horizon	Bill 44 mandates that OCPs and Housing Needs Reports (HNRs) plan and pre-zone for a 20-year timeframe. This prevents the "speculative premium" of one-off rezonings and ensures maintenance demands for community centres and parks are factored into the OCP long before individual projects are proposed	Bill 44
Cost Estimate Classification A-D (The Accuracy Metric)	Standardizing the level of financial risk in a budget. To manage uncertainty, capital projects are categorized by their level of technical detail using Classes D through A. Class D ($\pm 50\%$ Accuracy): Used for preliminary planning when site information is low. Class A ($\pm 10\text{--}15\%$ Accuracy): Used when final drawings and specifications are complete. Target: Local governments are encouraged to monitor Class D estimates closely and update rates once tenders are known to prevent funding shortfalls	Bill 46
Contingency Metric	Detailed Amenity Cost Charge (ACC) and Development Cost Charge (DCC) programs must explicitly include contingencies in their gross project costs to account for unforeseen design or construction hurdles	Bill 46
CPI Indexation	Yearly adjustment for construction inflation. To manage price uncertainty over time, local governments may implement a Consumer Price Index (CPI) increase amendment exemption, allowing for minor routine adjustments to rates without a full bylaw rewrite	Bill 46
Legislated Review Cycles	A major amendment involving a full review of methodology is recommended at least every five years to reflect changes in construction costs, grants, or development forecasts	Bill 46
Facility Condition Index (FCI)	An industry-standard risk metric used to track the condition of buildings and portfolios	Bill 46
Asset Criticality	High-criticality assets (e.g., river crossings or major utility mains) are monitored more frequently and prioritized for upgrades due to the severe social and economic consequences of failure	Bill 46
Post-Period Benefit Metric	Infrastructure may be "oversized" to accommodate growth beyond the current 10-20 year planning horizon	Bill 46
Deduction of Post-Time Frame Benefits	When calculating charges, local governments must deduct the portion of costs that benefit future users outside the bylaw's timeframe. These costs are then "brought into" the calculation in future updates when the timeframe is extended	Bill 46
Ultimate Servicing Design	In high-growth areas infrastructure is designed for "ultimate servicing," meaning it is sized for a larger terminal population than currently projected, with costs amortized over the 30-year growth cycle	Bill 46
Long-term performance and financial metrics	Does not explicitly define metrics for "uncertainty pricing" or "100-year maintenance demands."	Bill 47
Life Cycle Accounting:	To address the financial uncertainty of upgrades needed in TOAs, Burnaby's OCP states that the City will update its Development Cost Charges (DCC) and Amenity Cost Charges (ACC) bylaws to align with "full cost and life cycle accounting" of various types of growth	Burnaby
Stewardship Value	A core guiding value of the OCP is "Stewardship," which requires the City to prioritize the cost-benefit of long-term investments and consider the safety and functionality of public assets over their entire lifespan.	Burnaby
Maintenance-Integral Design	Policy Action 4.2.4 mandates that the City consider economies of scale, functionality, and related long-term maintenance when planning and developing all new infrastructure and community amenities.	Burnaby
Infrastructure Adaptability	Design practices are viewed as a method to reduce infrastructure demand costs and building operating costs over the long term. For example, green infrastructure (like rain gardens) is prioritized to manage rainwater on-site, reducing the load and future upgrade costs for traditional "grey" pipe systems.	Burnaby
Climate Action Lens	All OCP policies are evaluated through a formal Climate Action Lens to ensure they advance resilience and account for the "highly complex" nature of future climate impacts.	Burnaby
Hazard Avoidance	A key performance indicator is the proportion of new development avoiding high-risk areas, such as floodplains and steep slopes. By directing growth away from these areas, the City mitigates the "uncertainty" of future disaster-related infrastructure repair costs.	Burnaby
Flood Data Integration	The City maintains and updates flood data with external agencies (like the Fraser Basin Council) to evaluate and prevent risks to critical infrastructure in floodplains.	Burnaby
Intergenerational Lens	The Burnaby Community Assembly recommended that the City adopt an intergenerational lens for decision-making. This requires staff to report on the potential impacts to future generations for all major decisions, creating a formal mechanism to account for the needs of the city 25 to 50+ years into the future.	Burnaby
Adaptive Management Framework	The OCP utilizes an Adaptive Management Framework (Design, Implement, Monitor, Evaluate, and Adjust). This allows the City to update its "consensus" and adjust infrastructure targets every five years based on observed performance and emerging trends.	Burnaby
Transition to New Finance Frameworks	The City is currently navigating "increased financial uncertainty" caused by provincial legislative shifts from density bonusing to Amenity Cost Charges (ACC) and updated Development Cost Charges (DCC).	Coquitlam

Payment Delays and Borrowing Costs	New provincial requirements allow 75% of DCC/ACC payments to be deferred for four years, which the City notes creates a risk of deferred projects or increased borrowing and associated finance costs to meet infrastructure demands.	Coquitlam
Infrastructure Gap Quantification	The City explicitly quantifies current and future funding gaps for essential services to support growth, including: \$1.2 billion for regional transit capital funding, 1.1 billion for new schools and seismic replacements, \$620 million for regional transportation projects like the Brunette Interchange.	Coquitlam
Build-out Analysis Tool	To mitigate the uncertainty of when and where density will occur—particularly for Small-Scale Multi-Unit Housing (SSMUH)—the City uses a comprehensive build-out analysis tool. This tool tests infrastructure capacity against various OCP land-use scenarios to support the logical phasing of development.	Coquitlam
Maximizing Building Lifetime	Design guidelines (Schedule H) encourage developers to exceed industry standards for building envelopes to "maximize the building lifetime" and "reduce maintenance costs," which the City links directly to improving long-term affordability.	Coquitlam
Robust Material Selection	To address Coquitlam's wet climate and ensure durability, the City mandates high-quality cladding materials (e.g., stone, brick, metal, cementitious-fibre panels) and requires that exterior material changes occur at inside corners to prevent weathering failures.	Coquitlam
Internal Management Systems	The City maintains an internal Environmental Management System to enhance sustainable practices specifically for the construction and maintenance of City facilities and infrastructure.	Coquitlam
Passive Design and Energy Efficiency	Policies support the "retrofit, maintenance, and operation" of both municipal and private sector buildings on an energy-efficient basis to reduce the resource demands of the built environment over its lifecycle.	Coquitlam
Infrastructure Strategy and Rate Setting	The cost of new amenities and infrastructure upgrades is estimated during the planning process. These estimates are used to determine Community Amenity Contribution (CAC) and Development Cost Charge (DCC) rates charged to developers.	Surrey
Tiered CAC System	To manage the financial impacts of growth, the City applies Tier 1 CACs (currently 2,000 per new unit, for general growth impacts and Tier 2 CACs (Density Bonus) when developers request density beyond OCP limits. The Tier 2 rate is currently 40 per square foot of bonus area, serving as a mechanism to capture land value increases to fund specific capital projects identified in the Five-Year Capital Financial Plan.	Surrey
Maintenance Responsibility	The City is explicitly responsible for the installation and maintenance of City-owned municipal infrastructure systems.	Surrey
Resilience-Based Management	Policies support managing City assets to reduce exposure to natural hazards and the effects of climate change (Policies C1.12, C1.14, D4.23).	Surrey
Private Sector Contributions	Developers are required to resolve "downstream constraints" in sanitary and drainage catchments and are responsible for constructing service connections. This effectively offloads initial capacity-building costs from the public to the private sector at the time of densification.	Surrey
200-Year Floodplain Protection	Instead of a 100-year maintenance standard, Surrey uses 200-year floodplain designations to regulate development in hazard lands. This long-term outlook is intended to reduce the future cost of disaster management and adaptation.	Surrey
Green Infrastructure Cost-Efficiency	The City encourages natural solutions to manage rainwater, which are shown to be significantly more cost-effective over their lifecycle than traditional pipe upgrades. For example, a "rainway" project can divert the equivalent of seven Olympic swimming pools of water annually at a fraction of the cost of estimated pipe expansions.	Surrey
Climate-Ready Infrastructure	Recognizing that irrigation demands will rise 20–30% by 2050 and that rainfall will become more intense, the City is initiating major dike height upgrades funded through the Disaster Management and Adaptation Fund to protect regionally significant infrastructure.	Surrey
Performance Metric/Indicator	Target or Standard	Bill / Municipality
Objective 7. People-Centred & Equity Outcomes - Examine liveability, resilience, access to amenities, sense of place, and the distribution of benefits and burdens across communities.		
Inclusionary Zoning Waivers	To support affordability, Bill 16 allows for waivers or reductions of ACCs for developments that include non-profit rental housing, supportive living, or for-profit affordable rental units	Bill 16
Mandatory Consultative Input	ensure amenity planning reflects the needs of priority populations, such as Indigenous peoples, seniors, and those with mobility challenges	Bill 44 / 46
The "15-Minute Rule"	The primary liveability metric is transit frequency. "Prescribed bus stops" are defined as those with a service average of every 15 minutes between 7 a.m. and 7 p.m., which triggers the highest mandatory densities (6 units per lot)	Bill 44
Parking Removal Target	To enhance community vibrancy and equity, the legislation prohibits off-street parking requirements for 6-unit projects near frequent transit. This is intended to reallocate space from cars to "gathering spaces in the public realm"	Bill 44
Street-Level Interaction	The Site Standards recommend smaller front-yard setbacks (2 to 6 metres) to contribute to "urban vibrancy" and "eyes on the street"	Bill 44
Eligible Amenity Categories	New Amenity Cost Charges (ACCs) allow cities to collect funds specifically for community centres, libraries, daycares, and public spaces	Bill 44
Safety Infrastructure	The scope of Development Cost Charges (DCCs) is expanded to include capital costs for fire protection, police, and solid waste/recycling facilities	Bill 44
Standardized Form	The manual encourages pre-approved template plans to ensure a consistent look and feel while providing "flexibility for builders"	Bill 44
Height and Storeys	Targets for Small-Scale Multi-Unit Housing (SSMUH) typically cap buildings at 11 metres (approx. 3 storeys) to maintain a "neighbourly" character	Bill 44
DPA Limits	The legislation prohibits the use of Development Permit Area (DPA) guidelines to "unreasonably restrict" density. Guidelines must focus on Form and Character rather than evaluation of "neighbourhood fit" that prioritizes existing single-family homes over new residents	Bill 44
Process Efficiency Metric	By prohibiting site-by-site public hearings for OCP-consistent projects, the burden of administrative delay is reduced for the "missing middle" housing form	Bill 44

Equitable Consultation	When creating ACC bylaws, municipalities are mandated to consult with equity-seeking groups often underrepresented in planning, such as renters and non-profit housing providers	Bill 44
Burden Sharing (The Assist Factor)	Local governments must contribute an "Assist Factor" (a percentage of the amenity cost funded by the city) to ensure that developers do not bear 100% of the burden for growth-related infrastructure	Bill 44
Inclusionary Incentives	Units secured through Inclusionary Zoning (affordable units) are exempt from ACCs, providing a direct benefit to lower-income households	Bill 44
The Benefit Allocation Metric	This is a core equity test. Local governments must conduct a "benefit allocation analysis" to differentiate between how much an amenity (like a daycare or community centre) benefits the new development versus the existing community	Bill 46
The "Assist Factor" Target	Local governments must contribute a target minimum of 1% (though often higher) toward the capital cost of infrastructure and amenities. This metric represents the "community's financial support" and ensures that the financial burden of a livable community is shared between developers and the public	Bill 46
Varying Charges Metric	To ensure fairness across different housing types, ACCs can vary based on location, zone, use, and unit size. This allows municipalities to set lower rates for smaller or more diverse housing forms that might place less demand on social infrastructure	Bill 46
The "Prevailing Service Standard" Test	To assess and protect community character, local governments must calculate their current standard of service (e.g., library square footage per capita). The Metric: Total replacement cost of current assets divided by current population. The Target: ACCs cannot fund a "higher standard of service" than what already exists unless a higher approved benchmark (like a council-approved library master plan) is documented to justify the increase	Bill 46
Deterrence Test	When setting charges, municipalities must explicitly consider if the rates will "deter development" or "discourage the construction of reasonably priced housing". This acts as a metric for economic inclusivity.	Bill 46
Expanded Infrastructure Scope	For the first time, DCCs can fund the capital costs for fire protection and police facilities	Bill 46
Environmental Resilience	DCCs now also fund solid waste and recycling facilities, providing a metric for the transition to sustainable, zero-waste urban systems	Bill 46
Liveability and Access to Amenities	does not prescribe specific metrics for civic amenities; however, it mandates the population density that necessitates them	Bill 47
Local Design Authority	Municipalities can still regulate site coverage, setbacks, and urban design guidelines to preserve a neighbourhood's sense of place	
The 15-Minute Metric	A primary target is for residents to live within a 15-to-20-minute walk (approximately 1.2 km) of community facilities (schools, libraries, child care), grocery stores, and retail services.	Burnaby
Sustainable Trip Mode Shift	The City has set a target for 75% of all trips to be made by sustainable modes—walking, rolling, cycling, or transit—by 2050.	Burnaby
Compact Growth	The plan tracks the proportion of residential growth within Urban Centres to ensure most new housing is concentrated in transit-rich, walkable areas.	Burnaby
Greenhouse Gas (GHG) Reductions	Burnaby targets a 45% reduction by 2030, 75% by 2040, and reaching carbon neutrality by 2050.	Burnaby
Tree Canopy Cover	The City aims to increase its urban forest canopy from 32% (measured in 2022) to 40% by 2075.	Burnaby
Land Protected for Nature	A target has been set to increase protected natural land from 22% to 25% by 2050.	Burnaby
Hazard Avoidance	Progress is monitored by the proportion of new development avoiding high-risk areas, such as floodplains (Still Creek and Fraser River) and steep slopes.	Burnaby
Emergency Infrastructure	Success is tracked by the number of City facilities designated as cooling or warming centres, including their nights open and total stays during extreme weather.	Burnaby
Park Access	Ensuring residents are within 400 to 800m (5-10 minute walk) of a park..	Burnaby
Affordable Rental Target	Burnaby aims for at least 15% of newly completed housing units in Urban Centres and Frequent Transit Development Areas (FTDAs) to be affordable rental units by 2050.	Burnaby
Child Care and Schools	The City tracks the number, type, and age range of new child care spaces and school sites created in areas experiencing high growth.	Burnaby
Placemaking	Translates the density mandates into placemaking targets by recognizing Indigenous histories and the connections of diverse communities to land and resources through signage, public art, and facility naming	Burnaby
Cultural Heritage Areas (CHAs)	The City identifies and monitors CHAs to protect significant concentrations of built heritage resources and integrates them into new developments.	Burnaby
Universal Accessibility	A key metric is the application of All Ages and Abilities (AAA) and universal design standards to all new or upgraded City facilities to support inclusivity.	Burnaby
Transit-Oriented Growth	The OCP focuses the majority of growth within 800 metres of high-frequency transit service.	Coquitlam
Mobility Grid	Large development blocks require a fine-grained network with mid-block walkways spaced at a maximum of 125 metres apart.	Coquitlam
Infrastructure Gaps	The city explicitly quantifies funding gaps needed to support growth, including 1.2billion for regional transit, 1.1 billion for schools, and \$620 million for regional transportation projects.	Coquitlam
Park Land Access	Strive for 1.0 hectare (2.5 acres) of active recreation land per 1,000 population in the City Centre.	Coquitlam
Universal Access (Sidewalks)	Minimum 2.4 metres width clear of obstacles to allow two side-by-side wheelchairs.	Coquitlam
Building Massing	To protect views and natural light	Coquitlam
Tower Floorplates	Maximum 750 m² for buildings taller than 12 storeys; 900 m² for storeys 9–12 in shorter buildings.	Coquitlam
Tower Spacing	Minimum 25 metres between buildings 12 storeys or taller.	Coquitlam
Housing Suitability	The city identifies a critical need for larger, family-friendly units, with policies prioritizing the creation of three-bedroom market rental units.	Coquitlam
Noise Mitigation	Guidelines require development to mitigate noise from SkyTrain guideways and highways by placing sensitive rooms away from noise sources and using triple-glazed windows.	Coquitlam
Streetscape Proportions	2:1 ratio of street width to streetwall height to maintain human scale.	Coquitlam

Street-end Vistas	Design guidelines prioritize maintaining clear sightline views of natural features like mountains or waterways at the visual terminus of streets.	Coquitlam
Building Articulation	Substantive recesses required for building facades exceeding 37 metres in length.	Coquitlam
Commercial Ceiling Height	Ground floor flexible units should have heights of 4.5 to 6 metres.	Coquitlam
Fine-grained Retail	Recommended maximum shopfront width of 10 metres.	Coquitlam
Weather Protection	Minimum awning depth of 1.8 metres; height between 2.4 and 4.5 metres.	Coquitlam
Corner Plazas	Minimum size of 16 square metres.	Coquitlam
Private Balcony Depth	Minimum 1.5 metres to ensure functional use for furniture.	Coquitlam
One-Family Lot Size	Minimum 555 m ² for small-lot zones; 650 m ² for standard residential zones.	Coquitlam
Child Care Demand	Estimated need for 6,700 new spaces to meet current population needs.	Coquitlam
Youth in Housing Need	Estimated 551 households (primary maintainer aged 15–24) in core housing need.	Coquitlam
Public Safety	Utilizing Crime Prevention through Environmental Design (CPTED) "eyes on the street"	Coquitlam
Emergency Response	Implementation of community safety policies	Coquitlam
Cultural Placemaking	Metrics include the integration of Indigenous cultural recognition and neighborhood-specific elements (such as Maillardville's heritage-inspired comices and wood trims) into the public realm.	Coquitlam
Hospital Gap	The city identifies a significant burden in service distribution, noting it is the only B.C. municipality with a population over 150,000 that does not have a hospital within its boundaries	Coquitlam
15-Minute Neighbourhoods	All daily needs within a 15-minute walk of home	Surrey
Active Transportation	Significant increase in non-car trips from 18% walk / 2.4% bike (2023 region-wide) through compact, complete community design	Surrey
Universal Design and Accessibility	Mandated universal design	Surrey
Community Amenities	Tracked through Community Amenity Contributions (CACs) and tracked by consistent delivery of high-quality indoor/outdoor shared spaces of 3.0 sq m per unit for first 186 units	Surrey
Vibrant Town Centres	The city targets the development of distinctive social and cultural hubs in its eight community centres (e.g., Newton, Cloverdale) to foster a recognizable Sense of Place.	Surrey
Memorable Features	Performance is tracked through the retention and enhancement of natural and built features that contribute to local identity (Theme B5).	Surrey
Air Quality	Improved health and well-being through emission reductions. 3 Air Quality Warning Days in 2024 (vs. 5-year average of 3.2)	Surrey
Greenhouse Gas (GHG) Reduction	The City targets a reduction in emissions to 80% below 2007 levels by 2050, aligning with the regional goal of carbon neutrality.	Surrey
Building Efficiency	Performance is measured against the Energy and Zero Carbon Step Codes, with new builds constructed since 2023 being approximately 20% more efficient than those under the 2018 code [model's previous response].	Surrey
District Energy Mandates	To accelerate the transition to low-carbon systems, the City requires all new buildings in the City Centre with a Floor Area Ratio (FAR) of 1.0 or higher to connect to Surrey City Energy.	Surrey
Hazard Land Protection	The OCP uses 200-year floodplain designations and Development Permit Areas for steep slopes to restrict growth in high-risk zones.	Surrey
Flood Adaptation	The City is initiating grant-funded projects to raise the height of dikes along the Nicomekl and Serpentine Rivers to withstand increasing rainfall intensity.	Surrey
Indoor Amenity Space	Developers are required to provide 3.0 sq m per unit for the first 186 units and 1.0 sq m per unit thereafter. Micro-units have a higher target of 4.0 sq m per unit to compensate for smaller private living spaces.	Surrey
Outdoor Amenity Space	A standard of 3.0 sq m per unit (4.0 sq m for micro-units) is mandated for adjacent green or social space.	Surrey
Community Amenity Contributions (CACs)	Financial targets include a Tier 1 CAC of \$2,000 per new unit and a Tier 2 CAC of \$40 per square foot of bonus density to fund capital projects like recreation centres and parks.	Surrey
Tree Replacement	To maintain ecological health, trees must be replaced at a 2:1 ratio (or 1:1 for specific species), with deficiencies requiring payments of \$400 to \$550 per tree to the Green City Program [model's previous response].	Surrey
Equitable Facility Distribution	The City specifically plans for the distribution of libraries, senior centres, and youth centres across all neighbourhoods to ensure geographic equity.	Surrey
Infrastructure Growth Alignment	The plan acknowledges that public investment has historically lagged behind growth; it seeks to address this "burden" by directing new density toward areas with existing services and transit to maximize the benefit of public assets.	Surrey
Poverty Reduction Alignment	The OCP integrates with the Surrey Poverty Reduction Project, focusing on equitable access to transportation, housing, and income supports (Theme F2).	Surrey
Social Action Plan	The new OCP aligns with a future Social Action Plan to envision a city where all people have "equitable opportunities to thrive".	Surrey
Indigenous Stewardship	Integration is measured through collaborative projects and recognizing Indigenous Food Sovereignty within regional food systems	Surrey
Public Safety	Metrics on preventing, apprehending, rehabilitation, public perception	Surrey
Performance Metric/Indicator	Target or Standard	Bill / Municipality
Objective 8. Movement Systems - To field test how the new bills allow for fluid multi-modal movement options.		
The "15-Minute Rule"	A service-frequency metric—transit arriving every 15 minutes on average—to define where the highest housing densities must occur	Bill 44
Walkable Proximity	Target of 94% of residents living within a 15-minute walk of commercial nodes, and 400m to 800m (a 5-to-10-minute walk) to neighbourhood parks	Bill 44 / 46

Removal of Residential Parking Minimums	Local governments are prohibited from requiring off-street parking for residential units in 6-unit SSMUH projects within 400 metres of a prescribed bus stop. Transit-Oriented Areas (TOAs), which extend up to 800 metres from SkyTrain stations, residential parking minimums are also removed, though commercial and accessible parking may still be required. most significant target for enabling fluid multi-modal movement is the elimination of off-street parking requirements, which reallocates space from cars to people and sustainable transport infrastructure.	Bill 44
Fine-Grained Network and Micro-mobility Targets	Large development sites are encouraged to provide a fine-grained network of streets and lanes with a maximum block length of 125 metres to support pedestrians and micro-mobility	Bill 44 / 46
multi-modal integration	requiring easy, safe, and convenient linkages and "hubs" between modes at transit nodes	Bill 44
Micro-mobility Support	providing generously sized, secure, and covered bike parking that can accommodate oversized vehicles like electric cargo bikes and tricycles	Bill 44
Transportation Demand Management (TDM) Metrics	installation of all-ages and abilities (AAA) cycling infrastructure, traffic calming to reallocate right-of-way from vehicles to gathering spaces, and the implementation of curbside management strategies	Bill 44
Trip Generation Rates	Road DCCs (Development Cost Charges) are often distributed among new developments based on traffic volumes generated by specific land uses, measured through the Institute of Transportation Engineers (ITE) Trip Generation Manual	Bill 46
Active Transportation Service Levels	A key metric for field testing is the kilometers of active transportation infrastructure per 1,000 people	Bill 46
The "Oversizing" Component	For major routes, only the "oversizing" cost (the portion of the project that exceeds the standard "local" road equivalent) is eligible for DCC funding. This ensures developers pay for the regional-scale capacity needed for multi-modal fluidity rather than just site-specific access	Bill 46
Direct/Indirect Servicing	To include provincial highway facilities (like interchanges and highway exits) in a DCC program, the municipality must demonstrate that the facility "directly or indirectly services" the development and enables the integrated functioning of provincial and municipal systems	Bill 46
Transportation Demand Management (TDM) Testing	Under related Bill 16 provisions, municipalities can require TDM measures—such as car sharing, bike end-of-trip facilities, and electric vehicle charging—as a condition of development	Bill 16
Structural Catalyst	Enables fluid multi-modal movement primarily by removing regulatory barriers and concentrating population density where transit infrastructure is strongest. prohibition of minimum off-street residential parking requirements within Transit-Oriented Areas (TOAs). This reform is designed to induce a modal shift by making car-free or "parking-light" lifestyles more viable	Bill 47
Space Allocation Authority	While the bill mandates density, municipalities retain the authority to regulate site design, which allows them to secure statutory rights-of-way for multi-modal infrastructure like protected bike lanes and widened sidewalks	Bill 47
Infrastructure Expansion	The City tracks the kilometres of new bike and walking infrastructure built, including green connections and street upgrades that accommodate different modes.	Burnaby
15-Minute Metric	Tracking the proportion of population within a 15-to-20-minute walk of grocery stores, services, and community facilities (94% of residents)	Burnaby
Mobility Hubs	The number of public transit stations and mobility hubs that offer complementary services (e.g., cafes, parcel lockers, and high-quality bike parking) to support seamless modal transfers.	Burnaby
Sustainable Transportation	75% of all trips to be made by walking, rolling, cycling, or transit by 2050.	Burnaby
Transit Proximity	The number of 2+ bedroom units located within 800 metres of rapid transit to support family living in transit-oriented areas.	Burnaby
Mode Split	75% of trips sustainable modes by 2050	Burnaby
Reduced Parking Requirements	In response to Bill 44, Burnaby's new R1 Small-Scale Multi-Unit Housing (SSMUH) district removes minimum parking requirements for units located within 400 metres of frequent transit. This allows residents to rely on buses and SkyTrain rather than dedicated vehicle space.	Burnaby
Transit-Oriented Areas (TOAs)	Legislation from Bill 47 mandates higher densities around SkyTrain stations. Burnaby "tests" this by monitoring the proportion of residential growth within these Urban Centres to ensure residents are placed where sustainable movement options are most fluid.	Burnaby
Curbside Management	The OCP calls for a curbside management strategy that specifically prioritizes multi-modal movement and access for people and goods over traditional street parking.	Burnaby
Transit Proximity	Removing parking minimums within 800m of all SkyTrain stations	Coquitlam
Mode Split	30% mode split for sustainable trips by 2031	Coquitlam
Universal Sidewalk Width	In high-density areas and Transit-Oriented Areas (TOAs), the city mandates a minimum sidewalk width of 2.4 metres clear of obstacles to allow two wheelchairs to pass side-by-side.	Coquitlam
Block Permeability	To ensure a fine-grained mobility network, large development blocks must include mid-block walkways spaced at a maximum of 125 metres apart.	Coquitlam
Cycling Network Expansion	The city monitors and expands routes based on its "Cycling Implementation and Priority Strategy" to ensure safe connections at schools, transit stops, and parks.	Coquitlam
Micro-mobility Support	Design guidelines (Schedule H) require new developments to provide a network of streets and lanes that support micro-mobility devices, with "multi-way boulevards" used on major roads to segregate local traffic from regional through traffic.	Coquitlam
Build-out Analysis Tool	This comprehensive tool is used to "test" infrastructure capacity (roads, utilities, and amenities) against various OCP land-use scenarios. It helps identify where the influx of Small-Scale Multi-Unit Housing (SSMUH) or high-rise TOA development might exceed current road or utility capacity.	Coquitlam
Five-Year Feasibility Reviews	Legislatively required every five years, these reviews assess whether the planned transportation networks and land-use densities remain economically and physically feasible under updated market and environmental data.	Coquitlam
Transportation Demand Management (TDM)	The city tests the effectiveness of reducing single-occupancy vehicle travel by implementing TDM measures in new developments, such as car sharing, bike end-of-trip facilities, and parking reductions.	Coquitlam

Parking Minimum Removal	In accordance with Bill 47, Coquitlam has removed minimum residential parking requirements within the 800-metre TOAs (except for spaces for individuals with disabilities) to encourage a modal shift toward transit.	Coquitlam
Amenity Cost Charges (ACC)	The city is transitioning from density bonusing to using ACCs to fund growth-related infrastructure, including active transportation links and transit-oriented street enhancements.	Coquitlam
Shoulder Area Transitions	The city is "testing" smoother height and density transitions in "Southwest Shoulders" to ensure that fluid movement and housing choice are maintained at the edges of high-density transit nodes.	Coquitlam
Identified Infrastructure and Funding Gaps	\$1.2 billion is required for regional transit capital funding to support Coquitlam's share of the "Access for Everyone" plan. At least \$620 million is needed for the Brunette Interchange to ensure fluid movement for residents, emergency vehicles, and transit users accessing SkyTrain stations. The city notes that the move to a more prescriptive development finance system (ACCs and DCCs) creates increased financial uncertainty, which may lead to deferred transportation projects or increased borrowing costs	Coquitlam
Minimum Density Approval	Surrey has adjusted the City Centre Plan to align with provincial TOA requirements, designating four specific TOAs in the City Centre alone. The City is now mandated to approve minimum densities around these transit hubs to support the ridership needed for frequent SkyTrain and RapidBus service.	Surrey
Rapid Transit Development Incentive	To accelerate housing delivery within multi-modal corridors, the City offers a 50% rebate on select permit fees for multi-family developments located within 1.5 km of SkyTrain or RapidBus corridors. In 2024, this program successfully incentivized 2,613 new homes.	Surrey
Proximity to Frequent Transit	Development performance is tested by its proximity to the Frequent Transit Network (FTN). For example, high-density proposals are evaluated on being within a short walking distance (e.g., 175 metres) of a SkyTrain station or major bus exchange to mitigate local traffic impacts.	Surrey
Shared E-Mobility Pilots	In 2024, Surrey launched shared e-bike and e-scooter pilot programs. Success is measured by "high uptake," which has already led to the expansion of service areas to improve connectivity between transit stations and commercial centres.	Surrey
Cycling Infrastructure Expansion	The City identifies and constructs new protected bike lanes throughout the City Centre to ensure a fluid transition between cycling and transit.	Surrey
Bicycle Parking Ratios	New density projects are required to exceed minimum parking standards for active travel. One recent high-density project provided 732 secure bicycle spaces to support non-vehicular movement.	Surrey
Land Dedication for Widening	Developers must dedicate land to achieve ultimate distance targets for multi-modal roads; for instance, dedicating land to reach 15.0 metres from the centerline on arterial roads.	Surrey
Corner-Cuts for Visibility	Specific metrics govern intersection safety and flow: 5 metre by 5 metre corner-cuts at major arterial intersections and 3 metre by 3 metre cuts at secondary intersections.	Surrey
Access Management	To keep arterial movement fluid, new developments are prohibited from having direct driveway access to major thoroughfares (like 96 Avenue or 140 Street), requiring vehicular entry from secondary streets instead.	Surrey
15-Minute Neighbourhoods	The overarching target is to ensure residents can access all daily needs within a 15-minute walk. This is supported by focusing density in eight community hubs where amenities and services are concentrated.	Surrey
Parking Balance	Under the Regional Context Statement (RCS), Surrey tests the balance between reducing residential parking requirements and increasing the "availability, convenience, and use of public transit" (Policies B1.34, C2.45).	Surrey
Transit Priority Measures	Infrastructure performance is evaluated by the inclusion of transit priority measures (Policies C2.5, C2.24) that allow buses and rapid transit to move more efficiently through congested urban areas	Surrey
AAA Network Completion:	The effectiveness of multi-modal options is tested by the number of kilometres of All Ages and Abilities (AAA) cycling infrastructure and completed sidewalk networks built to universal design standards	
Performance Metric/Indicator	Target or Standard	Bill / Municipality
Objective 9. Governance, Indigenous Rights & Stewardship – Test how land-use decision-making, intermunicipal coordination, and Indigenous rights, knowledge, and stewardship can be meaningfully integrated within fast-tracked, policy-driven growth areas.		
ACCs	Expanded Definitions: Amenities eligible for ACC funding now include those providing social, cultural, and heritage benefits, such as Indigenous cultural sites or senior-specific programming spaces	Bill 44 /46
Consultation on Development Finance	When establishing new Amenity Cost Charges (ACCs), local governments are mandated to provide meaningful opportunities for input from Indigenous communities and organizations like the Aboriginal Housing Management Association	Bill 44
Mandatory Consultative Input	Consultation Log. One or more formal opportunities for input on ACC bylaws. amenity planning reflects the needs of priority populations, such as Indigenous peoples, seniors, and those with mobility challenges	Bill 44/46
20-Year Planning Horizon	Local governments are required to update their Housing Needs Reports (HNRs) and OCPs to plan and pre-zone for a 20-year housing supply, shifting away from the previous 5-year cycle	Bill 44
Process Efficiency Target	To accelerate delivery, the bill prohibits site-by-site public hearings for residential projects that are consistent with an OCP	Bill 44
By-Right Density Floor	Municipalities must update zoning bylaws to permit a "density floor" of 3, 4, or 6 units on qualifying single-family/duplex lots without a rezoning application	Bill 44
Consistency Requirement	OCPs must now include housing policies for each class of housing need identified in the HNR, ensuring that policy-driven growth is directly tied to demographic data	Bill 44
Regional Context Statement Alignment	After the adoption of a regional growth strategy (e.g., Metro 2050), all member municipalities must update their Regional Context Statements every five years to demonstrate how their OCPs align with regional goals for housing and jobs	Bill 44

Build-out Modeling	The Province encourages the use of Incremental Build-out Modeling to estimate the cadence of development over 30 years to identify where intermunicipal infrastructure (like sewer or water) may face "significant" effects (defined as a population increase >30% over historic levels)	Bill 44
Statutory Protection (HCA)	Any land protected under Section 12.1(2) of the Heritage Conservation Act is exempted from the mandatory density requirements of Bill 44 to prioritize the conservation of Indigenous cultural heritage	Bill 44
Archaeological Site Mitigation	The Policy Manual requires developers who encounter heritage objects during SSMUH construction to stop work immediately until appropriate permits are secured under the HCA	Bill 44
Uptake Monitoring Metric	Local governments are advised to closely monitor total uptake during the first 1 to 2 years post-implementation. This data is used to gauge the geographic distribution of growth and adjust capital plans or Indigenous engagement protocols if unintended consequences arise	Bill 44
Adaptive Management	Cities like Burnaby and Coquitlam are implementing Performance Monitoring and Evaluation Frameworks to track indicators such as "social connectedness in multi-unit housing" and "consistency with HNR projected needs	Bill 44
Indigenous Input Count	Tracking Host Nation input on capital environmental projects.	Bill 46
Stewardship and Knowledge Integration	The OCP establishes a policy action to partner with Host Nations to include Indigenous knowledge and leadership in environmental protection, land management, and climate change resilience strategies	Bill 46
Servicing Agreement Metrics	A key target is the development of infrastructure servicing agreements with Host Nations to provide municipal services to lands owned by those Nations, facilitating their self-determination and economic development	Bill 46
Regional Growth Strategy (RGS) Consistency	ACC and DCC bylaws must be consistent with the applicable Regional Growth Strategy (e.g., Metro 2050). Municipalities must demonstrate how their local plans accommodate growth within the Urban Containment Boundary to meet the regional target of 98% residential growth focus	Bill 46
Transportation Planning Coordination	Transit corridors that span multiple jurisdictions, municipalities are required to coordinate long-term growth and transportation planning with adjacent municipalities, First Nations, TransLink, and Metro Vancouver	Bill 46
Regional Cost-Sharing Metrics	Bill 46 specifically allows municipalities to collect DCCs for their portion of provincial highway facilities (interchanges and exits) if there is a formal cost-sharing arrangement and the facility directly or indirectly services the development	Bill 46
Joint Studies and Alignment	Local governments are encouraged to conduct ACC and DCC studies concurrently to ensure that services and projects are appropriately allocated across the region and do not deter development through overlapping charges	Bill 46
The Consistency Requirement	Under the Local Government Act, all future bylaws and works undertaken by a city must be consistent with the OCP. This ensures that ACC revenue is only used for amenities—such as daycare, libraries, and public squares—that are pre-identified in the community's long-term land-use vision	Bill 46
20-Year Demand Metric	Municipalities must update their OCPs to designate sufficient density to meet housing needs for a 20-year horizon, rather than the previous five-year cycle. This serves as the primary metric for sizing the infrastructure and amenities funded by Bill 46 tools	Bill 46
Pre-Zoning and Upfront Certainty	A primary target of the new legislation is the shift away from "spot-zoning" negotiations. By setting fixed, bylaw-based ACC rates known at the outset, land-use decisions are decoupled from financial horse-trading, which the Province intends will accelerate project delivery	Bill 46
Adaptive Management Monitoring	Burnaby and Coquitlam utilize an Adaptive Management Framework to monitor outcomes. This includes tracking the number of capital environmental projects that Host Nations have provided input on as a measure of meaningful integration	Bill 46
Heritage Supersedence	A key target in the bill's implementation is compliance with the Heritage Conservation Act, which can limit or nullify density requirements in areas with protected archaeological or Indigenous cultural sites	Bill 47
Economic Land Protection	A vital metric is the preservation of 100% of employment and industrial lands from being converted to residential use, despite the fast-tracked housing mandates of Bill 47	Bill 47
Input on Capital Projects	A key metric is the number of capital environmental projects that Host Nations have provided direct input on.	Burnaby
Archaeological and Cultural Protections	The City monitors the summary of tools, policies, and processes implemented to protect archaeological sites and identifies traditional use areas even where no physical remains exist.	Burnaby
Visibility and Presence	Performance is tracked by the number of City initiatives (signage, public art, naming) that recognize Host Nations' connections to the land, as well as their presence and participation in City-led cultural events.	Burnaby
Cultural Site Protection Target	Burnaby's OCP, which utilizes Bill 46 tools, includes a target to integrate considerations for protecting Indigenous cultural sites directly into the development process. Success is measured by the number of City initiatives that recognize connections between diverse communities and Burnaby spaces	Burnaby
Indigenous Stewardship	Targets increasing land protected for nature to 25% by 2050 as a way to integrate Indigenous stewardship values into the urban fabric	Burnaby
Reconciliation Lens	OCP: Applies a "Reconciliation Lens" to all land-use policy and sets an indicator to track the number of capital environmental projects that include input from Host Nations	Burnaby OCP:
Knowledge Integration	OCP includes policy actions to Indigenize land-use planning processes by collaborating with Host Nations to identify "Special Places" and protect environmentally significant areas using traditional knowledge	Burnaby
Special Study Areas	The Land Use Map identifies "Special Study Areas" where land-use decisions are intentionally paused to allow for deeper collaboration with Host Nations to determine the most appropriate future transition for environmentally or culturally sensitive lands.	Burnaby
Adaptive Management	Use of "adaptive management framework" to monitor progress toward OCP goals at regular intervals, ensuring the plan remains accountable to the community's vision as provincial mandates evolve	Burnaby
Co-Management of Natural Systems:	A policy target is the co-development of agreements and protocols with Host Nations for the management of the park and open space network [115, 14.1].	Burnaby

Growth Alignment	Growth Alignment: The City tracks its contribution toward Metro 2050 regional targets, such as focusing 98% of residential growth within the Urban Containment Boundary and ensuring 15% of new housing in transit areas is affordable rental.	Burnaby
Service Impact Monitoring	Service Impact Monitoring: A critical coordination metric is the regular updating and reporting to Metro Vancouver Liquid Waste Services regarding development impacts on regional water and sewer systems.	Burnaby
Transit Synchronization	Success is measured by the alignment of bus service and routing with demand, tracked through joint Area Transportation Plan updates with TransLink.	Burnaby
Housing Diversity in High-Density Zones	A performance target is the number of 2+ bedroom units built within 800 metres of rapid transit to ensure densification supports families rather than just single-occupant households.	Burnaby
Build-out Analysis Tool	Coquitlam uses this comprehensive tool to identify areas likely to develop based on OCP land uses and infrastructure capacity. It allows the City to model various scenarios, such as the uptake of Small-Scale Multi-Unit Housing (SSMUH), to ensure infrastructure upgrades are phased logically alongside new density.	Coquitlam
Five-Year Feasibility Reviews	Under new provincial legislation, the City is required to review the OCP every five years. This target ensures land-use decisions remain economically and physically feasible relative to updated market trends and infrastructure demands.	Coquitlam
Development Finance Reform	The City is testing the transition from density bonusing to Amenity Cost Charges (ACC) and updated Development Cost Charges (DCC) to create a predictable rate structure for amenities in high-growth areas.	Coquitlam
Regional Growth Alignment	The OCP is committed to Metro Vancouver's Regional Growth Strategy (Metro 2050), focusing the majority of growth within Urban Centres and Frequent Transit Development Areas.	Coquitlam
Infrastructure Gap Quantification	The City explicitly tracks funding targets required from senior governments to support fast-tracked growth, including:	Coquitlam
	Partnership Frameworks: Policies mandate working with TransLink and the Province to integrate community policing and fibre optic networks directly into rapid transit stations.	Coquitlam
Territorial Recognition:	The City formally acknowledges it is located on the traditional and ancestral lands of the kwikwəłəm (Kwkwetlem), shared with the q̓ičəy (Katzie) and other Coast Salish Peoples.	Coquitlam
Cultural Place Making	Integration of Indigenous cultural recognition and neighbourhood specific design elements that reflect the historical context of the land	Coquitlam DPA
Referential Design Elements:	To meaningfully integrate Indigenous knowledge, the City encourages the use of referential design elements, signage, and interpretation materials in both building and landscape design to celebrate the historical context of the land.	Coquitlam
Stewardship Involvement:	Providing for a healthy environment is identified as a complex exercise requiring the involvement of stewardship groups alongside senior levels of government.	Coquitlam
Policy Simplification	A primary target for streamlining decision-making is the reduction of planning rules from over 600 policies to approximately 200.	Surrey
Transit-Oriented Area (TOA) Integration	Success is tested by the mandatory designation of TOAs—including four in the City Centre—where the City must approve minimum densities to align with provincial legislation.	Surrey
Supply Incentives	The Rapid Transit Development Incentive Program measures success through financial benchmarks, providing a 50% rebate on select permit fees for multi-family housing within 1.5 km of transit. In 2024, this program successfully incentivized 2,613 new homes.	Surrey
Fast-Track Approvals	Under new provincial rules, municipal governments are prohibited from holding public hearings for rezoning applications that largely align with the OCP, a metric for testing the "fast-tracked" nature of policy-driven growth.	Surrey
Regional Context Statement (RCS)	Surrey is required to submit an RCS to the Metro Vancouver Board to prove that its OCP meets the goals of the Regional Growth Strategy (RGS).	Surrey
Infrastructure Partnership Benchmarks	The OCP acknowledges that meeting population targets is contingent upon Provincial and Federal investment in hospitals, schools, and major transportation projects like the Pattullo Bridge replacement and Highway 99 upgrades.	Surrey
Unified Building Standards	Regional coordination is tested by the adoption of the Zero Carbon Step Code, currently embraced by 14 member jurisdictions representing 93% of the region's population.	Surrey
Joint Utility Management	Integration is measured by the delivery of regional services, including the recovery of waste heat from sewers to power new developments across municipal boundaries.	Surrey
Inclusion of Traditional Knowledge	Integration of Indigenous knowledge by acknowledging the geological and cultural significance of the land to local First Nations	Surrey
Indigenous Food Sovereignty	Regional policy is undergoing a review to specifically recognize and support Indigenous Food Sovereignty within the Regional Food System Strategy.	Surrey
Stewardship Pilot Projects	The Mound Farm Park project serves as a field test for integrating regenerative agriculture with parkland, specifically acknowledging the cultural and geological significance of the land to local First Nations.	Surrey
Indigenous-Led Net-Zero Models	The Señákw development (Squamish Nation) serves as a regional benchmark for Indigenous-led stewardship, utilizing excess heat from regional sewer infrastructure to create Canada's first large-scale net-zero emissions housing development.	Surrey
Collaborative Monitoring	Integration is tested through long-term soil health and carbon monitoring at project sites like Mound Farm, which informs future city-wide policy changes.	Surrey