

Attachment 2

March 10, 2026

Office of the Mayor
Mike Hurley
City of Burnaby

Mike Hurley
Chair, Metro Vancouver Boards

Dear Mike Hurley, Metro Vancouver Board Chair:

RE: CITY OF BURNABY COMMENTS ON PROPOSED METRO 2050 AMENDMENT OPTIONS IN RESPONSE TO REQUEST BY MAYORS OF SURREY, LANGLEY TOWNSHIP, AND DELTA

On February 10, 2026, the City of Burnaby received a letter from Metro Vancouver requesting comments on four proposed amendments to the Metro 2050 regional growth strategy amendment framework (due by March 20, 2026). These proposed amendment options were developed in response to the letter written by the mayors of Surrey, Delta, and Langley Township expressing concern about the Metro 2050 amendment framework “impeding the ability of South of the Fraser municipalities to meet the demand for housing, employment lands, and essential services.” The three mayors proposed changes to Metro 2050 that would make it easier to expand the Urban Containment Boundary (UCB), with less regional consideration and consensus. Metro Vancouver staff then identified four amendment options that would respond to those concerns. These amendment options are inconsistent with the Goals of both Metro 2050 and Burnaby 2050 and the rushed process puts the region at risk of unintended consequences. This letter conveys the City of Burnaby’s initial concerns about these four proposed amendment options.

In December of 2025 the City of Burnaby adopted the Burnaby 2050 Official Community Plan. Burnaby 2050 is guided by the values of Connectivity, Inclusivity, Opportunities to Thrive, Stewardship, and Sustainability and sets out the following five goals:

1. Goal 1: Foster complete communities that are sustainable, equitable and accessible to everyone
2. Goal 2: Create welcoming public spaces, cultural opportunities and a sense of belonging for all
3. Goal 3: Support a diverse and thriving economy
4. Goal 4: Create and maintain efficient and well-connected transportation and infrastructure networks
5. Goal 5: Lead in climate action and protect, enhance and restore the natural environment

Burnaby 2050 is consistent with the goals of Metro 2050 and maintains and protects Burnaby's Conservation and Recreation, Employment, Industrial, and Agricultural lands identified in Metro 2050. Through intensification, Burnaby 2050's land use framework supports regional growth management goals and enables the city to accommodate long-term projected growth within the existing General Urban areas of the city.

The City of Burnaby has reviewed the four proposed options and has identified the following concerns and considerations:

1. Inconsistent with Burnaby 2050 Values and Goals

Burnaby 2050 was written to be consistent with Metro 2050; the vision, values, goals and policies, and maps in Burnaby 2050 are aligned and supportive of the five goals in Metro 2050. The four proposed amendment options are inconsistent with Metro 2050's goals (especially Goal 1 related to creating a compact urban area) and therefore create an inconsistency with Burnaby 2050. All four proposed options are inconsistent with Burnaby's core values of Stewardship and Sustainability as they would enable a loss of important lands (Rural, Agricultural, Conservation and Recreation, and Industrial), facilitate the expansion of the UCB, and drive up costs for regional services. All four options, in particular Options 1 and 2, are incompatible with Burnaby 2050 Goal 4 "Create and maintain efficient and well-connected transportation and infrastructure networks" because they would enable pockets of urban development to emerge in areas disconnected from the established transit and infrastructure network and Goal 5 "Lead in climate action and protect, enhance and restore the natural environment" because they would contribute to the loss of tree canopy, sensitive ecosystems, and open spaces.

2. Financial Impact on Regional Utilities, Especially DCCs

UCB expansions enable the expansion of the regional sewerage areas and enlarge the area that regional utilities must serve. This drives the need for new capital expenditures and makes shared services less efficient. This will contribute to higher capital and operating costs which will translate to higher Development Cost Charges (DCCs) for builders / homebuyers and higher taxes for residents across the region, including in Burnaby.

3. Financial and Operational Impact on TransLink

Expanding the urban area also puts pressure on TransLink to serve a larger geographic area which is costly and less efficient. Options 1 and 2 in particular could lead to new, disconnected pockets of housing and jobs across the region which would be expensive to serve by transit. This additional pressure would lead to higher costs or lower service for transit users across the region, including in Burnaby.

4. Rushed Consultation Process Risks Unintended Consequences

Changes of this magnitude to a regional growth strategy should be carefully considered and all affected parties should have the opportunity to be informed, ask questions, deliberate, and provide feedback. This process is extremely rushed and inconsiderate of the impacts on Member Jurisdictions, their staff, and residents. Member Jurisdictions have not had the

opportunity to conduct a fulsome analysis and to consider the potential unintended consequences of such a significant change to the amendment framework of a plan that was intended to serve the region for 30 years. While the Options were intended to respond to the specific requests of Surrey, Langley Township, and Delta, the proposed new rules could be used by any Member in the future, and the analysis of those potential impacts have not been brought forward to the Board. As regional stewards, the Metro Vancouver Board has a duty to consider these impacts and carefully consider decisions that may affect future generations.

5. Intensification is Preferable to Sprawl

Metro Vancouver's population and economy are growing and, in a land-constrained region, the preferable way to accommodate that growth is through intensification inside the UCB, particularly in Urban Centres and Frequent Transit Development Areas (FTDAs). This long-standing strategy enables the efficient provision of urban infrastructure which keeps costs low for all, allows for more walkable complete communities, and reduces the emission of greenhouse gases. A sprawling development pattern that would be enabled, especially through Options 1 and 2 (and Options 3 and 4 to a lesser degree), is more costly to serve with public services and drives up fees and charges for all. The environmental, social, and health costs of sprawl are also well-documented.

6. Negative Impacts on Growth Structuring Objectives and Targets

Metro 2050 Objective 1.2 is to "Focus growth in Urban Centres and FTDAs." Options 1, 2, 3, and 4 would open up new lands for residential and employment growth, dispersing that growth, rather than focusing it in Urban Centres and FTDAs within the UCB. This would negatively impact the regional federation's ability to achieve its targets of focusing 68% of housing growth and 77% of employment growth in Urban Centres and FTDAs.

7. Negative Impacts on Environmental Objectives and Targets

As a consequence of dispersing growth across a larger area, Options 1, 2, 3, and 4 (but especially Options 1 and 2) will contribute to more private vehicle trips being taken every day which will lead to more traffic congestion and will negatively impact the region's ability to achieve its GHG emission reduction targets. Further to this, because Options 1, 2, 3, and 4 may lead to the loss of Rural, Agricultural, and Conservation and Recreation lands it will also negatively impact the region's target of protecting 50% of the land base for nature by 2050.

8. Loss of Regional Coordination and Consensus on Significant Changes

The current Metro 2050 amendment framework has been designed and refined over the past three decades to enable higher levels of regional dialogue and consensus for matters of greater regional significance. By lowering the voting thresholds for these land use changes (moving from Type 2 amendment to Type 3 amendment as in Options 1, 2, 3), the requirement for regional consensus on matters of shared interest is diminished. Option 4 goes further and eliminates even the opportunity for regional discussion on land use changes.

Conclusion

The City of Burnaby understands that Metro Vancouver staff have already identified a number of procedural improvements that can enhance and improve efficiency of Metro 2050 implementation without an amendment. Burnaby appreciates these procedural improvements as they will benefit all Member Jurisdictions by reducing costly delays.

The City of Burnaby recognizes that Metro 2050 is a living plan and that amendments from time to time are needed to ensure the regional growth strategy responds to emerging challenges and opportunities and continues to serve its members. Burnaby also agrees that each Member Jurisdiction should have the flexibility to pursue its local goals and ambitions.

However, changes of this magnitude, that affect our shared regional destiny, should be given the time, consideration, and analysis required so that the Metro Vancouver Board can fully reckon with the potential consequences, especially the financial consequences for residents and homebuyers. The City of Burnaby urges the Board to slow down and provide Members with the time and information needed to properly weigh the benefits and consequences of these changes to the regional plan.

Yours sincerely,

Mayor Mike Hurley and Council
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