

Circular Economic Regional Market Assessment

CONSTRUCTION, RENOVATION & DEMOLITION WASTE MATERIALS

Inter-Regional Synthesis Report

April 2026

Prepared by



SYNERGY
FOUNDATION

This report was prepared by Light House (www.light-house.org) for the [Synergy Foundation](#) to support the Circular Hubs Project serving the qathet Regional District (qRD), Alberni Clayoquot Regional District (ACRD), and Cowichan Valley Regional District (CVRD) and the broader communities. Light House works with government and industry to create regenerative and circular built environments that nurture ecological and human health.



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1 Introduction

1.1 Rationale

This synthesis report distills key findings from three regional market assessments prepared by Light House for Synergy Foundation—qathet Regional District (qRD), Alberni Clayoquot Regional District (ACRD), and Cowichan Valley Regional District (CVRD)—to provide a consolidated view of construction, renovation, and demolition (CRD) material flows; current diversion, reuse, and processing capacity; and priority actions for transitioning to a circular economy. The inter-regional report is intended to:

- Highlight common challenges and opportunities across the three regions.
- Identify near term and longer-term system enablers (policy, infrastructure, market development, workforce development).
- Support coordinated decision making among local governments, Indigenous partners, businesses, nonprofits, and funders.

With support from the B.C. Government's Rural Economic Diversification and Infrastructure Program (REDIP) and PacifiCan, the Synergy Foundation commissioned this synthesis report to better understand inter-regional dynamics in the construction, renovation, and demolition sector, identify opportunities to advance circular economy practices, and assess regional gaps that could be addressed through the development of circular economy hubs.

This synthesis draws on the findings and data contained in each regional market assessment report:

1. [Alberni Clayoquot Regional District \(ACRD\) Market Assessment](#)
2. [Cowichan Valley Regional District \(CVRD\) Market Assessment](#)
3. [qathet Regional District \(qRD\) Circular Economy Regional Market Assessment](#)

CIRCULAR ECONOMIC POTENTIAL

A circular economy emphasizes keeping materials in use for as long as possible through reuse, repair, recycling and recovery, while designing out waste and pollution. Across the three regions, CRD materials present significant circular economic potential when supported by targeted interventions. At a high level, the benefits include:

- **Value retention:** Preserves material value and reduces demand for virgin inputs through reuse and recovery, particularly for wood, metals, and select aggregates.
- **Local resilience:** Reduces transportation costs associated with shipping waste long distances and strengthens local supply chains.
- **Greenhouse Gas (GHG) reductions:** Lowers emissions by diverting high-impact materials, extending landfill life, and reducing the climate impacts of construction through reuse.
- **Job creation and skills development:** Stimulates local skilled employment in deconstruction, refurbishment, value-added manufacturing and waste diversion activities (e.g., collection, sorting, remanufacturing, logistics, retail), with additional indirect jobs in equipment, maintenance, services and entrepreneurship.
- **Market readiness:** Produces source-separated, high volume, consistent material streams that command higher prices and support reliable end-markets, strengthening the business cases for infrastructure investment.

CROSS-REGIONAL PERSPECTIVES AND COLLABORATION

Given their relative proximity to one another, viewing the three regions together alongside neighbouring urban centres offers greater advantages than region-by-region approaches, including:

- **Volume aggregation and market confidence:** Coordinated sourcing, common standards, and predictable release schedules can increase material volumes and consistency, unlocking end markets and de-risking private investment.
- **Shared enablers:** Regions can align on policy signals (e.g., consistent acceptance lists, fee structures, and separation requirements), procurement, and data standards, reducing friction for industry.
- **Specialization and hubs:** A hub and spoke network allows each region to specialize (e.g., wood reuse, glass processing, concrete processing) while sharing access to digital exchanges and logistics.

- **Capacity building:** Joint training, pilot deconstruction programs, and common guidance (e.g. safety and material preparation) accelerate skills development across public, private, and nonprofit actors.
- **Funding leverage:** Multi-region initiatives are often more competitive for provincial and federal funding, enabling infrastructure and program scale that single regions cannot finance alone.

1.2 Approach

METHODOLOGY

This synthesis report compares findings from the three regional market assessments referenced in Section 1.1. Each regional report was structured around two core components—construction, renovation, and demolition (CRD) material flows and solid waste management facilities and formal/informal diversion capacity—and this same structure was used to align and synthesize findings at the inter-regional level. This approach enabled direct comparison of material volumes, system capacity, policy context, and market readiness across regions.

In addition to the three study regions, the City of Victoria (Capital Regional District), City of Courtenay (Comox Valley Regional District), and City of Nanaimo (Regional District of Nanaimo) are included as reference markets. These centres provide important context due to their relative proximity, larger population bases, and more developed processing infrastructure and policies. Including these comparator markets helped identify opportunities for inter-regional market development, knowledge sharing, end-market access, and potential partnerships that may not be feasible within smaller or more remote regions alone.

To support cross-regional alignment, the synthesis carries forward the same six recommendation categories used in each regional report. Maintaining this structure allows potential synergies, gaps, and sequencing opportunities to be identified across regions:

- Awareness and knowledge sharing
- Infrastructure and capacity
- Market development and supply chains
- Workforce and training
- Technology and innovation
- Policy and governance

ENGAGEMENT AND INTERVIEWS

The information in this report draws on the three regional market assessments, which employed desktop research, primary and secondary data collection, and quantitative and qualitative analysis. A key component was engagement with key contributors through interviews and a workshop held in each of the regions in the fall of 2025. Key contributors represented a diversity of perspective:

- Local Government
- First Nations
- Businesses
- Industry Association
- NGO / Social Enterprises

DATA SOURCES

The synthesis draws primarily on secondary data sources that are consistently available across all regions, allowing for comparability at a high level. Key sources include:

- Statistics Canada (population, employment, industry trends)
- Canada Mortgage and Housing Corporation (CMHC) (housing starts, renovation activity)
- Regional district solid waste management data, annual reports, waste composition studies (private and public facilities) and demolition permits
- Provincial policy and regulatory documents relevant to waste management and circular economy initiatives

LIMITATIONS

This synthesis is based on findings from the individual regional market assessments, each of which reflects specific local contexts and data availability. The analysis focuses on identifying connections and shared themes across regions rather than conducting new inter-regional data collection or analysis. As a result, findings are informed by data of varying quality, age, and completeness, including reliance on some 2021 datasets where more recent or local information was not available. Accordingly, the data is used to illustrate trends and to contextualize regional material flows, rather than to provide precise quantitative estimates. The assumptions underlying this analysis are documented in the relevant sections of the report.

2 Regional Market Profiles


This section compares the current state of CRD systems across the qRD, CVRD, and ACRD, drawing on housing stock data, material flow and waste composition analysis, and existing diversion practices outlined in the regional assessments. The comparison identifies common patterns and key differences that inform opportunities for coordinated circular economy hubs.

Figure 1: Regional Map




Legend

 Alberni-Clayoquot
Regional District

 Cowichan Valley
Regional District

 qathet Regional
District

 Municipalities
Assessed

 Neighboring
Municipalities



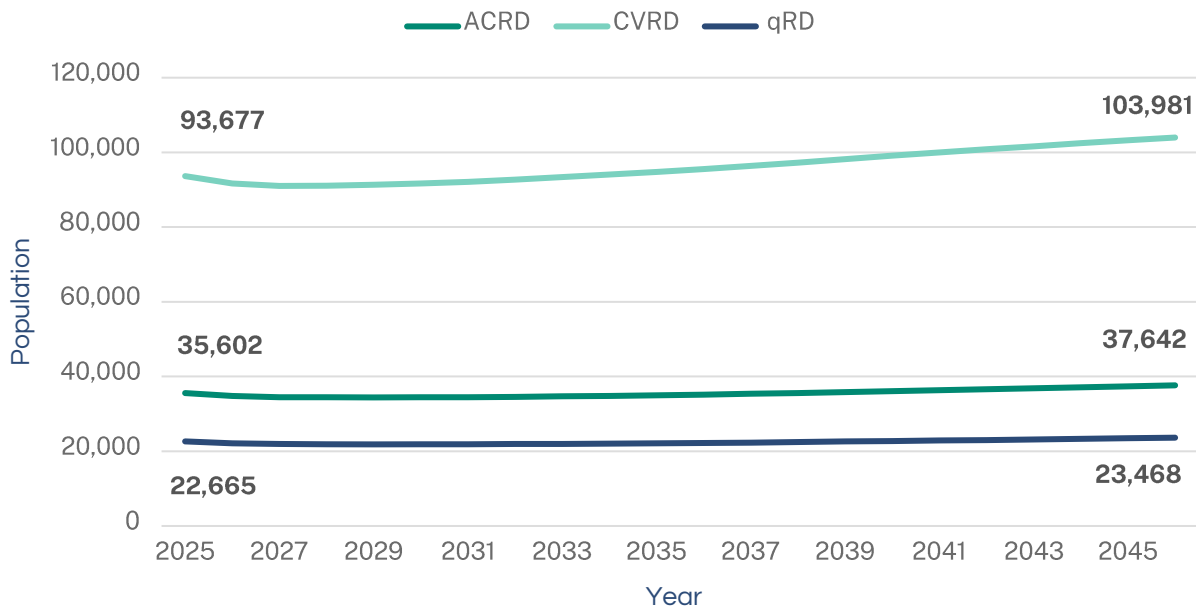
Figure 1¹ illustrates the three study regions and neighbouring urban centres that influence material flows and market access across Vancouver Island.

¹ Created by Light House with ArcGIS Online: Esri Canada, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NRCan, Parks Canada | BC Ministry of Municipal Affairs and Housing - Governance and Structure

2.1 Population and Demographics

Population trends provide insight into potential increases in housing stock, construction activity, CRD waste generation, and workforce capacity. Figure 2 shows population comparisons and projections to 2045 for the ACRD, the qRD and the CVRD.²

Figure 2: Population Projections for the ACRD, the CVRD, and the qRD (2025-2046)



The three study regions have a combined population of approximately 151,900 residents, accounting for about 16% of the Vancouver Island–Coast Economic Region based on 2025 population estimates³. Population growth is occurring across all three regions, albeit at a modest and stable rate.

The CVRD is the most populous of the three regions and is projected to experience the highest rate of growth, with an estimated increase of approximately 11% over the next 20 years.⁴ Population settlement patterns within each region are centred around key population centres, including Port Alberni in the Alberni-Clayoquot Regional District,

² BC Stats (2025). [Population Estimates and Projections for British Columbia](#).

³ See footnote 2.

⁴ Ministry of Citizens' Services. 2025. Population Estimates of B.C. Regional District Level & Outlook for 2046. [Population Projections - Regional District Level](#)

Powell River in the qathet Regional District, Duncan and multiple rapidly growing communities within the Cowichan Valley Regional District.

Neighbouring urban centres, including Victoria, Nanaimo, and Courtenay, are growing at roughly 2 to 3.5 times the rate of the ACRD, CVRD, and qRD, highlighting their role as significant population, employment, and market centres within the broader region (see Table 1).⁵

Table 1: Forecasted Population Growth Rates for Regional Districts Assessed and Neighbouring Districts (2025-2046). Source: BC Stats.

Region	Population Estimate (2025)	Forecasted Population Growth Rate (2045) %
qathet Regional District	22,700	4.3
Alberni-Clayoquot Regional District	35,600	5.7
Cowichan Valley Regional District	93,700	11
Capital Regional District	455,300	15
Comox Valley Regional District	78,400	15.2
Regional District of Nanaimo	184,200	15.7

Aging demographics are a key planning consideration in the Alberni-Clayoquot Regional District and the qathet Regional District, while the Cowichan Valley Regional District is more strongly shaped by population growth pressures associated with urban expansion and settlement dispersion.



CREDIT: STOCK

The regions also share several underlying demographic characteristics, including higher Indigenous populations relative to the provincial average, communities adjusting to mill curtailments and broader forest sector transitions, and a common emphasis on workforce development, employment diversification, and economic resilience.

⁵ BC Stats. (2025). [Population Estimates and Projections.](#)

2.2 Sector Profile

All three regions have a history rooted in primary resource and manufacturing industries such as forestry, mining, and fishing, and continue to maintain a strong base of skilled trades and applied manufacturing capacity. **Construction is a major economic sector in all three regions, consistently ranking among the top employers and accounting for approximately 10% of the workforce.**^{6 7 8}

This concentration of construction activity, combined with ongoing housing development, renovation, and demolition, directly influences the volume, composition, and movement of CRD materials, positioning the building sector as a key driver of both waste generation and circular economy opportunity.

CONSTRUCTION

Housing starts across the ACRD, the qRD and the CVRD between 1982 and 2024 exhibit periods of increased construction activity rather than steady growth. These episodic surges in new builds signal continued demand for construction materials and supply of CRD waste streams across all three regions (see Figure 3).^{9 10}

Studies estimate that as much as 10% of all materials by weight brought on site are wasted during a traditional stick-frame construction project.¹¹ Assuming that the average 1,300sq ft home contains 65.4 tonnes of building materials,¹² and that there were 537 housing starts in 2024, it is conservatively estimated that 3,512 tonnes of building materials are wasted in construction annually across the **ACRD, qRD and CVRD**.

⁶ Choose Port Alberni. Jobs by Industry – Alberni Local Area. (2026).

<https://data.chooseportalberni.ca/economic-dependencies?tab=jobs>

⁷ State of the Cowichan Economy, Winter 2023. <https://www.ecdevcowichan.com/wp-content/uploads/2023-01-State-of-the-Economy-Report-FINAL-1.pdf>

⁸ Statistics Canada. Powell, River, City (CY). [Census profile, 2021 Census of Population](#).

⁹ BC Stats (2024). [British Columbia Housing Starts for Urban Areas and Communities](#)

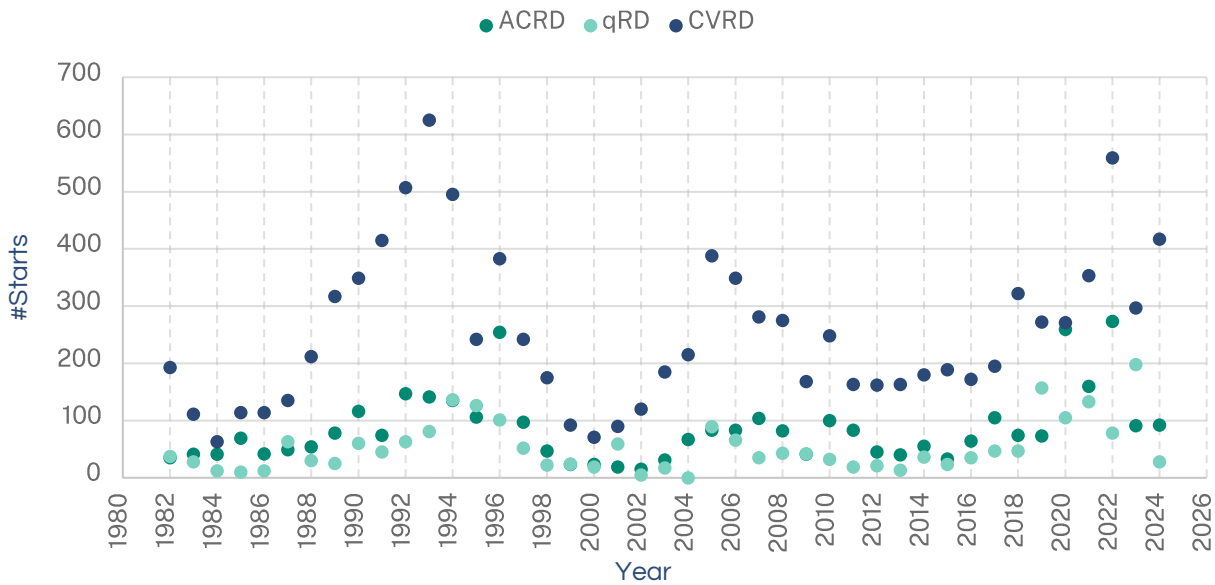
¹⁰ *Duncan Census Agglomeration (CA) includes: Cowichan Valley (D), Cowichan Valley City of Duncan (CY), First Nations (Duncan), and North Cowichan (DM) plus 'other'*; Port Alberni Census Agglomeration (CA) includes: Alberni-Clayoquot A, Alberni-Clayoquot B, Alberni-Clayoquot D, Alberni-Clayoquot E, Alberni-Clayoquot F, and Port Alberni (CY) plus 'other'; Powell River Census Agglomeration (CA) includes: Powell River (CY) plus 'other'. Other may include First Nation reserves.

¹¹ Department of Trade and Industry. 1998. [Rethinking Construction](#). P.15; Bossink & Bouwers.

["Construction Waste: Quantification and Source Evaluation"](#). March 1996. *Journal of Construction Engineering and Management*.

¹² Metro Vancouver. [Demolition Waste Generation Rates Calculator](#).

Figure 3: Housing Starts for Powell River CA, Port Alberni CA, and Duncan CA (2025-2046)



RENOVATIONS

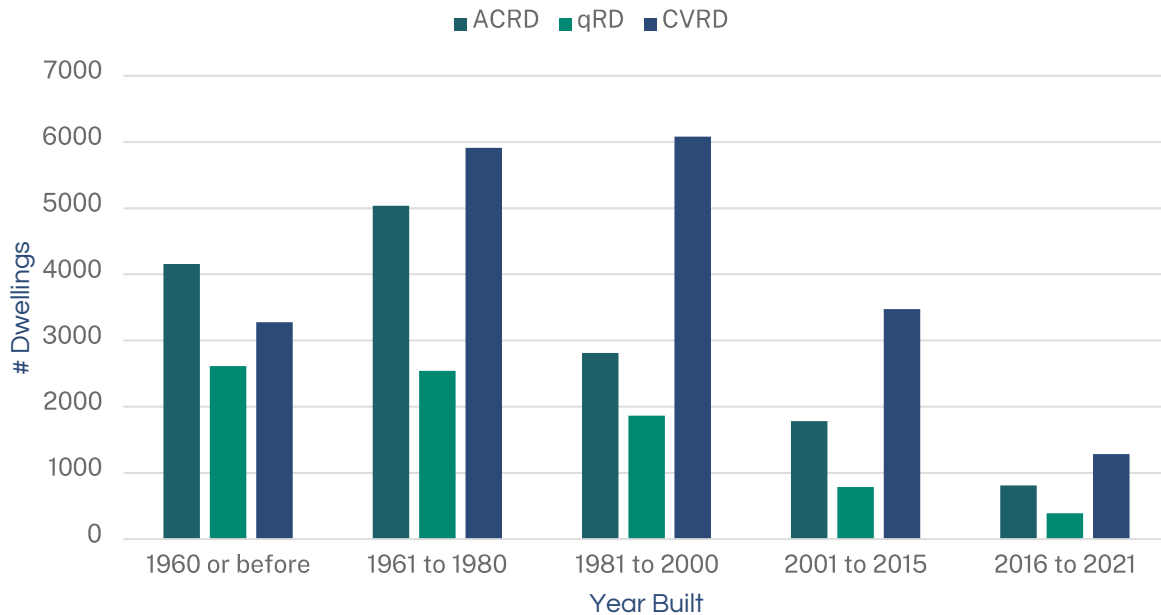
Housing conditions are a major driver of CRD waste generation, primarily due to renovation and repair activities. While new construction reflects population growth and evolving housing demands, the aging housing stock continues to fuel renovation and demolition activity. Renovation tends to generate higher quality material compared to demolitions, and if done consistently, lower and more predictable volumes.

All three regions have higher proportions of housing stock built before 1980, see Figure 4.¹³¹⁴

¹³ See Regional Market Assessment Reports (links in Section 1.1)

¹⁴ NOTE: CMHC data (ACRD) includes First Nations Reserves within each Regional District.

Figure 4: Number of Dwellings by Year Built in the ACRD, qRD, and CVRD (2021)



This aging housing stock means more dwellings over the next decade will need repairs and renovations. Aging housing stocks (especially in ACRD and qRD) have the potential to drive steady renovation waste rather than sporadic bursts. Table 2 highlights the total number of dwellings, dwellings needing major repairs and percentage of housing stock requiring major repairs in the ACRD, qRD and CVRD.¹⁵

Table 2: Dwellings Needing Major Repairs

Regional District	Total Dwellings	Dwellings Needing Major Repairs	Housing Stock Needing Major Repairs (%)
CVRD	20,030	1,345	7
qRD	8,190	710	9
ACRD	14,610	1,360	9
Total	42,830	3,415	8

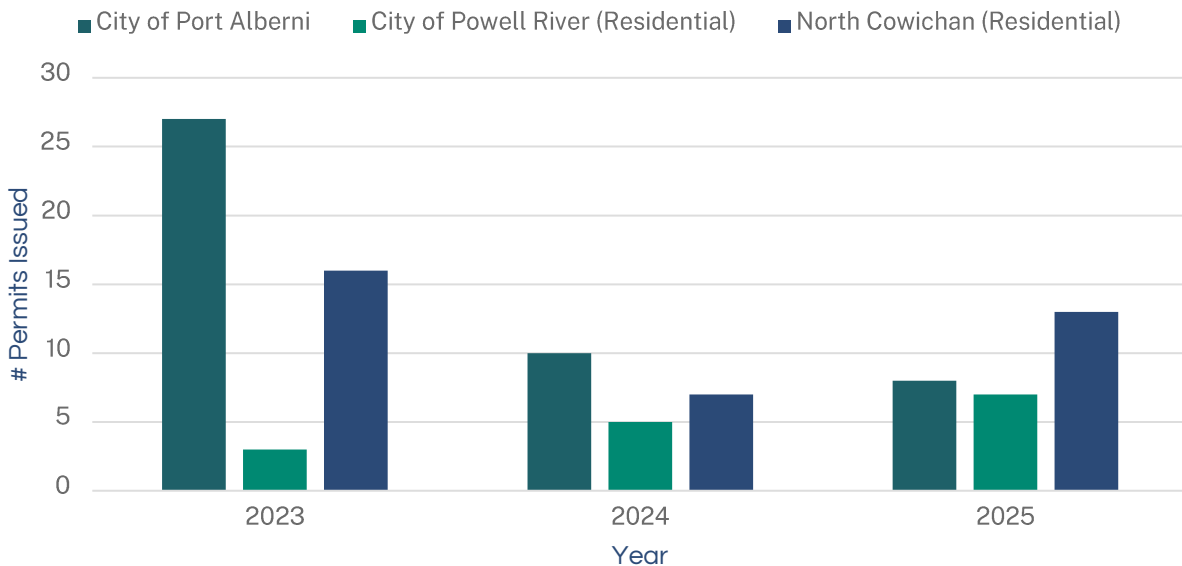
¹⁵ See Regional Market Assessment Reports (links in Section 1.1)

DEMOLITIONS

In addition to ongoing renovation activity, the aging housing stock contributes to modest but consistent demolition. To illustrate the waste generation from one single demolition, it is estimated that the average 1,300 sq ft wood-frame, single-family home contains 65.4 tonnes of material (including 16.4 tonnes of concrete associated with the foundation). **Based on 22-46 residential demolitions per year across all three regions, this equates to approximately 1,439 tonnes- 3,008 tonnes of material annually.** Conventional demolition results in near total loss of material value, while deconstruction offers a superior alternative by enabling the salvage and preservation of building materials.

For the purposes of this study, demolition permit data was used as a proxy for actual demolition activity.¹⁶ Permit data is useful for planning and forecasting potential waste generation, while records of demolished units help quantify actual material recovery and diversion potential. Figure 5 shows the number of issued residential demolition permits in the main urban centers of each region, Port Alberni (ACRD), North Cowichan (CVRD) and Powell River (qRD).¹⁷

Figure 5: Residential Demolition Permits Issued for Powell River (CY), North Cowichan (RA) and Port Alberni (CY)



¹⁶ Public demolition data was unavailable in the qRD and the CVRD.

¹⁷ These are demolition permits for the City of Port Alberni, Powell River and North Cowichan only.

Permit data in the regions predicts a modest but consistent number of demolitions. Demolition permit counts may exceed or fall below actual demolitions depending on permit cancellations or expiries, the issuance of multiple permits per site, and differences in how demolitions are defined or recorded (e.g., partial versus full demolition).

Cross-Regional Similarities

- All three regions demonstrate opportunities for upstream construction waste reduction, including improved material handling and source separation onsite, and voluntary or mandatory demolition waste management plans (e.g., the [Recycling & Reuse Plan for Green Demolition & Wood Salvage](#) in Metro Vancouver).
- Housing starts vary year to year in all regions, which requires flexible systems to manage fluctuations in material flow.
- Renovation is a major driver of CRD waste in all regions, closely linked to the age and condition of housing stock. A majority of homes in each region, particularly the qRD and the ACRD, were built before 1980. This indicates sustained long-term demand for renovation and retrofit activity.
- Single-family housing account for approximately 64% - 75% of total dwellings in the three regions, and owner-occupied housing comprises about 74%-77%. Housing stock that is mostly single-detached and owner-occupied, highlights that renovation decisions are largely owner-driven. High levels of owner control may create favourable conditions for material salvage, sorting, and reuse when supported by appropriate programs and services.
- Demolition activity is modest but consistent in all regions, driven primarily by aging housing stock and, in the CVRD, some redevelopment pressure.^{18 19 20}
- Because the local systems in each region operate at a relatively small scale, converting even a limited number of demolitions to deconstruction could generate significant material recovery gains.

¹⁸ Port Alberni, [Building Services - Annual Statistics | City of Port Alberni](#)

¹⁹ Powell River. Building Permits Annual Reports. 2026. <https://powellriver.ca/pages/building-and-construction>

²⁰ Municipality of North Cowichan Building Permit Database <https://www.northcowichan.ca/business-development/building-services/building-permit-database>

Unique Aspects

ACRD	<ul style="list-style-type: none">- On average, demolition permit rates are higher in the ACRD compared to the other two regions, which may be due to aging housing stock but also the inclusion of accessory structures in permits (like garages).- The ACRD has the largest number of dwellings built before 1960, meaning that major repairs will be needed more frequently compared to the other regions.
qRD	<ul style="list-style-type: none">- Renovation and preservation are prioritized over demolition in the region, leading to steady but lower material flows focused on partial building upgrades.- The qRD has lower rates of demolition permitting and potential demolitions. Contractors report a trend of “rebuilt within existing homes,” suggesting a potential for renovations or deconstruction rather than large scale demolition.²¹- Given the region’s remote context, deconstruction would provide local benefits through material salvage and reuse.
CVRD	<ul style="list-style-type: none">- The CVRD generates the largest number of housings starts and experiences more intermittent peaks. It can be predicted that based on housing starts and population growth, they will continue to generate the largest quantities of construction waste.- Although a smaller share of the housing stock predates 1980 (approximately 47%), renovation activity is expected to remain high due to community development.²² Most dwellings require routine maintenance rather than major renovations, suggesting a prevalence of lower-volume renovation waste streams.

²¹ Based on key informant interviews and workshop

²² Statistics Canada. Census Profile, Cowichan Valley 2021. <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm>

2.3 CRD Waste Management

Each region has an established local construction ecosystem, including contractors, haulers, disposal or transfer facilities, and related service providers that influence regional material flows. Based on the calculations in Section 2.2, it is conservatively estimated that more than **6,520 tonnes** of building materials are wasted each year in the three regions from residential construction and demolition activities; **20% of the CRD materials received in 2024** (see Table 4).

This section outlines the current context for waste management in each region, summarizes CRD material flows, combines available data to estimate total volumes managed, and compares waste composition and diversion capacity.

Alberni-Clayoquot Regional District

The ACRD's waste management infrastructure consists of the Alberni Valley Sort'nGo Centre and the West Coast Landfill. The long-term landfill capacity at the Alberni Valley Sort'nGo Centre is projected to extend to approximately 2089, reducing immediate disposal pressure incentives that might otherwise drive diversion. Reported data also indicate a high proportion of mixed CRD waste, estimated at approximately 73%, suggesting limited source separation and reduced recovery value under current practices. These challenges are compounded by data gaps and a lack of mandatory measures for CRD waste management (e.g., no bylaws for deconstruction, material bans or source separation incentives).

qathet Regional District

The absence of a local landfill requires CRD material to be consolidated and transported by barge to out of region disposal facilities (Washington State), which significantly increases handling and transportation costs and limits options for local recovery. Limited material inventory tracking constrains the ability to coordinate pickups, aggregate materials, and match supply with potential markets. An informal salvage based on free piles and ad hoc material donations, without centralized sorting or secure storage facilities, results in inconsistent recovery outcomes and makes it difficult to scale reuse efforts across the region.

Cowichan Valley Regional District

The absence of a local landfill similarly requires waste materials to be consolidated and transported by barge to out-of-region disposal facilities (also Washington State), increasing transportation costs and constraining local recovery options. CVRD’s proximity to larger population centres such as Victoria, Nanaimo, and Courtenay presents potential advantages for market access and material exchange, however, there is marketplace fragmentation and underutilization of available tools, including digital platforms such as the [Building Materials Exchange \(BMEx\)](#). In addition, a lack of accessible space for material sorting, laydown, and storage and a lack of local policy continues to limit the expansion of reuse and deconstruction activities within the region.

See Table 3 for a high-level summary of the waste management systems in each region.

Table 3: Overview of Waste Management System in the ACRD, the CVRD and the qRD

Region	Characteristics
ACRD	<ul style="list-style-type: none"> - Abundant local landfill capacity reduces disposal pressure. - Mixed CRD loads remain common (73% of total CRD waste). - Source separation constrained by site space and handling time at facilities.
CVRD	<ul style="list-style-type: none"> - No local landfill and multileg waste transfer, including waste shipped to Washington state. - Policy direction supports diversion and zero-waste pathways.²³ - Circular wood reuse hub at Malahat Industrial Park.²⁴
qRD	<ul style="list-style-type: none"> - No local landfill and waste shipped to Washington state. - Reliance on private transfer and barge export. - Higher handling and transport costs create stronger diversion incentives. - Reuse Shed Pilot project for building materials established at the region’s Resource Recovery Centre.

²³ CVRD Solid Waste Management Plan Update Amendment 4. 2018. https://www.cvrld.ca/DocumentCenter/View/91182/181017_SWMP-Update https://cvrd.ca/wp-content/uploads/2025/09/181017_SWMP-Update.pdf

²⁴ The Reuse People Canada. Building a Circular Future – Starting at Malahat Industrial Park. 2026. <https://thereusepeopleofcanada.org/deconstruction/materials-hub/>

CRD MATERIAL FLOWS

The total CRD materials received across the three regions in 2024 was approximately 33,003 tonnes (see Table 4). To contextualize this amount of waste, it is equivalent to approximately 2,400 empty garbage trucks (based on an average weight of 13.6 tonnes).²⁵

The waste volumes presented in Table 4 reflect publicly reported data only. Materials managed by the private sector (including contractors, haulers, waste management) may be diverted to other businesses or regions (e.g. concrete recycling) and are not captured in the reported volumes.

Table 4: Total CRD Material Reported by the Regions in 2024 (metric tonnes)

Region	Total CRD material reported (Tonnes)
ACRD ²⁶	5,192
qRD ²⁷	5,552
CVRD ²⁸	22,259
Total	33,003

WASTE COMPOSITION

Across the three regions, mixed CRD waste comprises the majority of the reported material stream, reflecting limited on-site source separation and continued reliance on landfill, particularly in the qRD and the ACRD. In contrast, the CVRD reports comparatively higher volumes of separated material streams, such as wood and metals, likely due to broader acceptance of source separation and the presence of multiple waste recovery outlets. Generally, poor and inconsistent reporting practices across the three regions makes it challenging to rely on existing data to support market development purposes.

²⁵ Trash Truck Rental - [How Much Does a Garbage Truck Weigh?](#)

²⁶ ACRD tonnages reflect CRD waste received at the Alberni Valley Sort'nGo Centre and the West Coast Landfill, with reported CRD materials estimated to comprise approximately 25% of the total waste received by weight.

²⁷ qRD reports a high volume of CRD materials, representing approximately 55% of total waste received at August Recycling (private facility/transfer station).

²⁸ Tonnages represent the combined CRD waste tonnages reported across both public and commercial facilities within the region.

Across all three regions, wood represents one of the largest components of the CRD stream and has the greatest potential for recovery. Other common waste streams are concrete, asphalt shingles, drywall, and metals (which have the highest diversion rate).



See [Appendix A: Current CRD Material Handling](#) for an overview across the three regions.

3 Collaborating Across Regions

This section outlines common challenges and opportunities shared across all three regions. It concludes by examining potential risks and trade-offs associated with adopting a unified, collaborative approach compared to pursuing separate, region-specific strategies.

COMMON REGIONAL CHALLENGES

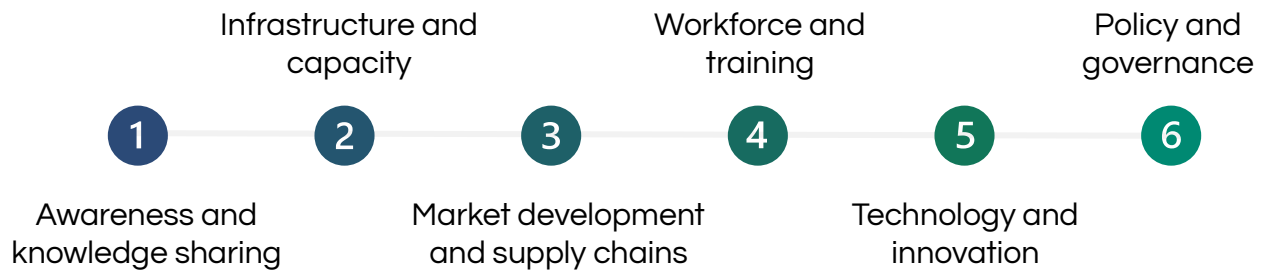
Across the ACRD, qRD, and CVRD, several shared challenges influence CRD recovery outcomes. Compared to major urban centres, recoverable material volumes are smaller and more variable, and are further constrained by limited source separation, which reduces material quality and the availability of market ready material. Space constraints at collection sites and facilities limit opportunities for sorting, laydown, and secure storage, while fragmented hauling networks and logistics increase the difficulty of efficiently aggregating materials in coastal and island settings.

These challenges are compounded by limited policy drivers and enforcement, which reduce incentives for source separation and material recovery. Although some markets for recovered CRD materials exist, they depend on consistent volume, quality, and supply to function effectively, conditions that are not yet reliably achieved under current system configurations across the three regions.

CROSS-REGIONAL OPPORTUNITIES

The CRD material volumes reported in 2024 were used to inform estimates of the potential economic impact of waste diversion activities across the three regions. **Diverting 19,444 tonnes of key material streams across the ACRD, qRD and CVRD could support more than 25 direct jobs and generate approximately \$2.57 million in direct economic contribution (gross value added).**

Coordinated solutions can better capture this unrealized value and scale both direct and indirect economic benefits across the regions. The following section outlines key areas to strengthen CRD waste recovery systems, organized across six thematic categories:



For more region-specific findings and information, refer to the Regional Market Assessment reports (linked in Section 1.1).



See [Appendix B - Economic Analysis](#) for more detail.

Awareness & Knowledge Sharing

Reuse, repair, and deconstruction practices will grow through coordinated, regional awareness and guidance that connects everyday project decisions to their economic, social, and environmental benefits. By aligning and promoting existing regional best practice resources (e.g., [Regional District of Nanaimo's Construction Waste Best Practices Guide](#)), homeowners and contractors can receive consistent, practical direction on priority CRD streams, material preparation standards, and how to preserve material (resource) value. Collaboration among local trades, makers, and DIY networks can strengthen peer learning, build confidence in salvage and deconstruction, and help normalize circular practices across the region.

Infrastructure

There is a high-impact opportunity to strengthen regional infrastructure and capacity by developing flexible CRD sorting, laydown, and secure storage spaces that improve source-separation quality and stabilize supply for priority material streams. By using existing facilities, and leveraging under used private, public, and community spaces as opportunities for site expansions, regions can integrate reuse-first material handling.

Multi-tenant storage and third-party-operated reuse nodes can help address site-level space constraints, accelerate material preparation, and enable more consistent market supply. When paired with a coordinated and scheduled logistics model suited to island/coastal geography, these investments can reduce transportation costs and unlock economies of scale across Vancouver Island.

Market Development

There is an opportunity to strengthen market development and achieve greater scale by improving coordination across regions and moving recovered CRD materials more reliably from generators to end markets. Mapping cross-regional material flows and processing capacity can help enable more predictable, lower-cost movement of reusable materials between regions and urban market centres. Strengthening brokerage and marketplace functions, utilizing digital platforms like the BMEEx Marketplace, would support a shift away from informal “free pile” exchanges toward quality-assured, commercially viable transactions that meet institutional and private-sector demand.

Aligning material specifications and grading expectations, particularly for priority streams such as wood and aggregates, can further improve buyer confidence and unlock higher-value reuse applications. Integrating reuse stores, social enterprises, and value-added manufacturers into coordinated supply chains would create multiple pathways for materials of varying quality and size.

Workforce & Training

There is a significant opportunity to create local jobs and fulfilling career opportunities through investment in CRD waste diversion. By including material salvage, deconstruction, material processing, value-added manufacturing and broader green building practices in training pathways, communities, employers, and training organizations can foster a modern workforce that supports circularity. Training pathways and workforce support can include safety-related training for hazardous materials to reduce risks associated with material reuse and can also include mentorship models to support greater skills transfer skills between workers. Circular economy practices can create a range of quality employment opportunities for a diverse set of workers and can also provide existing trades with new career pathways that use their existing skills to reduce environmental impacts in their community.²⁹

²⁹ Share Reuse Repair Initiative. [Growing Inclusive Circular Jobs in the Lower Mainland and BC. 2022.](#)

Technology & Innovation

There is an opportunity to strengthen CRD recovery outcomes through shared digital tools and standardized data practices across regions. Common platforms for material inventory, exchange, and tracking would improve visibility of available supply and support coordinated pickups, aggregation, and material matching across Vancouver Island and BC's coastal communities. Enhancing material characterization and grading, from simple sortation aids to more advanced scanning or AI-supported identification, could improve sorting accuracy and material quality, particularly for wood dominant CRD streams. Standardized data collection and reporting make regional comparison possible, and can guide investments, help develop markets, and improve collaboration among regions.

Policy & Governance

A coordinated, inter-regional approach to CRD waste diversion policy could create opportunities to shift toward reuse and circularity – by aligning policy signals across communities and normalizing deconstruction and source separation. These systemic shifts could improve the quality and consistency of secondary materials, which are currently lost in large volumes of mixed CRD waste or downcycled. Harmonizing acceptance rules and service agreements, especially for regulated streams such as drywall and roofing, would reduce inter-regional variability and provide clearer pathways for diversion and reuse. Local governments can also work together through existing channels such as the Association of Vancouver Island and Coastal Communities (AVICC) to advocate for resources from senior levels of government that support a common inter-regional vision.³⁰

Consistent policies and standards can further support market confidence by improving demand for recovered materials and enabling more predictable specifications and pricing. While regional alignment is important, policy approaches must remain flexible enough to reflect local conditions, Indigenous perspectives and partnerships, and differing industrial contexts.

³⁰ Relevant UBCM resolutions in 2025 included advancing home deconstruction supports, conserving landfill capacity, and developing a comprehensive circular economy strategy.
<https://www.ubcm.ca/sites/default/files/2025-08/2025%20UBCM%20Resolutions%20Book.pdf>

ACROSS THE ISLAND AND COAST

Regional circular economy outcomes can be strengthened by connecting qatthet Regional District (qRD), Cowichan Valley Regional District (CVRD), and Alberni-Clayoquot Regional District (ACRD) to existing circular activity and infrastructure across Vancouver Island and the South coast, including the Regional District of Nanaimo, Capital Regional District, Comox Valley Regional District, and Metro Vancouver.

Leveraging established platforms such as Vancouver Island's Building Material Exchange (BMEx), and physical infrastructure, including Habitat for Humanity ReStores, can provide practical outlets for materials generated in the CVRD and the ACRD.

This approach also enables economies of scale for materials that are challenging to manage at smaller scales such as drywall. The CVRD and the ACRD could tie into existing aggregation nodes with the regional district of Nanaimo, while the qRD could operate as a coastal node, connecting to higher-capacity processing and end markets via marine transport.

Inter-Regional Collaboration: Case Study

In the CVRD, a circular economy hub has been established to receive building materials (The ReUse People). Reclaimed wood is pre-processed through activities such as denailing, trimming, grading, and quality control to standardize materials for reuse. The hub is being scaled to supply a consistent pipeline of reclaimed wood for a range of buyers and end-users, including contractors/developers for structural projects and film and set designers. Major suppliers of recovered wood include residential deconstruction companies operating under the City of Victoria's *Demolition Waste and Deconstruction Bylaw*. In addition, the contracted operator of the Capital Regional District's wood diversion program diverts high-quality wood from the Hartland landfill under the region's wood ban. This example illustrates how local government, businesses, and NGOs can support the development and scale of circular hubs.

POTENTIAL RISKS

While inter-regional collaboration presents opportunities to realize and amplify benefits, potential risks should be considered when developing shared strategies, supply chains or material recovery infrastructure. The following outlines key risks associated with both unified cross regional approaches and region-by-region approaches.

Unified Cross Regional Approaches

- **Governance and decision-making risks:** Unclear leadership, approval authority, or misaligned regional mandates can slow implementation or result in diluted outcomes.
- **Operational coordination challenges:** Increased administrative burden, regional capacity differences, and inconsistent data tracking may impact shared operations if roles, resourcing, and standards are not clearly defined.
- **Financial and market uncertainty:** Disagreements over cost-sharing, reliance on aggregated volumes that may not be consistently generated, or over-centralization of infrastructure can impact financial viability and market development.
- **Community and equity considerations:** Disparities in engagement and resulting benefits, particularly for smaller, remote, or Indigenous communities, may reduce support.
- **Policy and legal complexity:** Differences in regulatory requirements, procurement rules, and liability frameworks across regions can complicate cross-regional operations unless addressed through clear agreements.

Region by Region Approaches

- **Reduced efficiency and scale:** Separate regional approaches could duplicate efforts, limit aggregation of materials, and weaken negotiating power with processors and end markets.
- **Operational inconsistency:** Variable source separation, grading, and logistics practices lead to inconsistent material quality, higher costs, and reduced buyer/end-market confidence.
- **Weaker market viability:** Smaller, fragmented material volumes result in less attractive business cases.
- **Policy and contractual friction:** Inconsistent acceptance rules, standards, and contracts may hinder cross-regional movement of materials and discourage supplier and processor participation.

Pilots by individual regions could be useful as proof of concept and as a step towards risk reduction, however; region-wide collaboration will be required to achieve widespread uptake and economies of scale. Identified risks can be minimized through clear

governance structures, defined decision-making authority, and early alignment on roles, standards, cost sharing arrangements and desired outcomes.

Section 4 provides recommendations for unified approaches across the three regions.

4 Recommendations for Collaborative Action and Integrated Efforts

This section presents a focused set of high-impact recommendations to strengthen collaboration and support shared outcomes for circular hubs across the Alberni Clayoquot Regional District, Cowichan Valley Regional District, and qathet Regional District, while also considering neighbouring regions and urban centres.

High-impact recommendations from the regional market assessments that would benefit from inter-regional collaboration were selected and organized into the six opportunity categories referenced in Section 3. Region-specific recommendations are detailed in the Regional Market Assessment reports (see Section 1.1 for links to those reports).

Near-term actions focus on coordination and education-based initiatives that can be implemented relatively quick. More complex efforts such as infrastructure, market development, technology deployment and policy alignment, require more mid- to long-term implementation strategies.

OVERVIEW OF RECOMMENDATIONS

Awareness & Knowledge-Sharing	Establish a series of cross regional Builders Breakfasts and related peer learning events.
Infrastructure & Capacity	Establish a cross-regional CRD aggregation, sorting, and logistics network using a 'hub and spoke model'
Infrastructure & Capacity	Prioritize source-separated, reuse-ready handling for high-volume streams such as clean wood and metals.
Workforce & Training	Deliver targeted, hands-on training in deconstruction, material salvage, and DIY upcycling.

Workforce & Training	Facilitate access to workshops and modular digital training that can later evolve into more formal certificates or credentials.
Market Development and Supply Chain	Map supply chains from waste to value, assessing economic viability, identifying key partners and end markets.
Technology and Innovation	Collaborate between local governments, local businesses, and academic partners to co-develop and test technologies that improve CRD material recovery, quality, and reuse applications.
Policy and Regulatory	Coordinate lower tipping fees across facilities for clean and reusable wood, supported by differentiated fee structures that reward source separation and reuse.



For the key actions associated with these recommendations, see [Appendix C: Detailed Recommendations](#).

5 Next Steps

The consolidated findings from the Alberni-Clayoquot Regional District (ACRD), Cowichan Valley Regional District (CVRD), and qathet Regional District (qRD) highlight a **shared opportunity to advance a more circular economic approach to managing construction, renovation, and demolition materials**. Aging building stock, and ongoing construction and renovation activity will continue to drive significant material flows across all three regions in the future.

A cross-regional approach that aligns infrastructure, market development and knowledge sharing can move the system beyond fragmented efforts toward a more integrated and durable circular economy on Vancouver Island and British Columbia. This direction aligns with the Synergy Foundation's Circular Hubs Project, which focuses on supporting the development of interconnected regional circular hubs.

Addressing CRD material flows effectively will require shared action among local governments, Indigenous partners, businesses, non-profits, and community partners, working together to translate opportunity into lasting economic and environmental value. As a next step, the recommendations outlined in this report should be reviewed with key contributors and regional partners to confirm priorities and identify near-term actions.

In addition, there is an opportunity to strengthen the evidence base for decision-making by improving understanding of the economic impacts of waste reuse and recovery. Further market research and pilots could help quantify the most cost-effective and impactful diversion pathways, identify workforce requirements, and support prioritization of investments/funding.

Transitioning to a circular economy is not a single destination, but an ongoing, coordinated, and collaborative process. As participation increases and more key contributors are engaged, the value created through reuse, recovery, and local processing will be further amplified across the regions.

Appendix A: Current CRD Material Handling

Currently, there are select pathways for material diversion and reuse across all three regions. In some cases, the diversion may not be fully reflected in reported tonnages (e.g., informal reuse). Table A1 outlines the current diversion and management practices for key CRD waste materials in the regions.³¹

Table A1: Current CRD Material Handling practices across the three regions

Material Stream	ACRD	CVRD	qRD
Wood	<p>ACRD reports limited source separation, with some reuse and upcycling taking place.</p> <p>Several companies produce products from wood waste or processing offcuts (e.g., creating furniture, crates, architectural elements and tiles and high-quality lumber).</p>	<p>CVRD has multiple outlets and reports relatively high collected wood waste volumes.</p> <p>There is a newly established circular hub in the Malahat Industrial Park, which serves as a point of preprocessing and resale for dimensional lumber.</p> <p>Clean wood is collected at transfer stations and is converted to biomass energy for local mills. Painted wood is turned into fuel to replace coal at the LaFarge Canada cement plant in Richmond.</p>	<p>Clean wood is used as a fuel source and contaminated wood waste as landfill cover.</p> <p>Some wood offcuts and processing waste are donated or sold for a small fee.</p>
<p>Key contributors noted the following capacity constraints: on-site space and time limits, mixed loads reducing quality, shifting mill closures disrupting biomass outlets, lack of shared sorting space.</p>			

³¹ As reported by interviewees, in workshops and through some desktop analysis.

Concrete / asphalt	ACRD has some local concrete recycling, with material received at a discount tipping rate. A local business owns a glass/aggregate crusher.	CVRD accepts concrete/rubble at transfer stations, and it is reportedly recycled via local contractors. There are some private companies that recycle asphalt.	qRD has clean concrete rubble recovered via private haulers, while mixed loads are transferred out of region.
Drywall	This is a regulated stream in all three regions, with limited local processing available. As a result, drywall is typically shipped to specialized facilities outside of the region (Metro Vancouver). ^{32 33}		
Metal	The most well-established material market across all three regions, with metal pulled from mixed loads and sent to scrap markets.		
Other capacity	There are several enterprises with specialized recycling capabilities (e.g., mattress deconstruction and plastic processing into lumber).	Building material reuse is happening through a new circular hub, run by The ReUse People of Canada at the Malahat Industrial Park.	A social enterprise Kindred Rebuild accepts used building materials for resale and manufacturing in the region.

³² Milner Group. Nanaimo’s Recycling Resource. (2026). <https://milnergroup.ca/services/milner-recycling#recycling-rates>

³³ New West Gypsum Recycling. Our Process. (2026). <https://www.nwgypsum.com/our-process>

Appendix B: Economic Analysis

The CRD material volumes reported in 2024 were used to inform estimates of the potential economic impact of waste diversion activities across the three regions. Diverting 19,444 tonnes of key material streams (wood, concrete, drywall, metal) could support more than 25 direct jobs and generate approximately \$2.57 million in direct economic contribution (gross value added) in the regions.

It is important to note that this analysis is for illustrative purposes. Not all collected materials can be fully diverted due to contamination, processing losses, downcycling, and access to end-markets, which are inherent to waste recovery systems. The economic impact reflected in Section 3 (Cross Regional Opportunities) was calculated using the below methodology.

Economic Impact Methodology

The economic value of salvaged materials was estimated by applying the following formula:

*(tonnes of recoverable material) * (economic multipliers) = impact to economy (GVA) and employment (jobs)*

Economic multipliers were adapted from provincial and national CRD waste diversion studies. Each community has unique characteristics that influence the specific impacts of CRD waste diversion, including the following factors:

- Quality and quantity of available materials
- Access to infrastructure, markets, and complementary industries
- Policies encouraging and mandating waste diversion

Table C1 provides the economic multipliers associated with employment gains and gross value added (GVA) for primary material streams.³⁴ This includes collecting, sorting, and preparing CRD materials for reuse and primary processing, as well as some indirect economic activity tied to these actions.

³⁴ Multipliers are adapted from the report: Economic & Environmental Assessment of Waste Diversion in Canada's Construction & Demolition Sector Study <https://delphi.ca/wp-content/uploads/2024/09/CD-Waste-Diversion-in-Canada-Exec-Summary-Report-Sep-2024.pdf>

This economic model reflects only a limited segment of the waste value chain. Additional opportunities exist to generate greater social, economic, and environmental benefits through value-added manufacturing.

Table C1: Economic multipliers by material type

Material	Employment per 1000 tonnes (Jobs)	Gross Value Added per tonne (CAD)
Wood	1.5	134
Concrete	0	5.3
Drywall	1.3	106
Metal	1.8	249

Table C2 below provides a baseline estimate for the potential economic impacts of waste diversion by material type.³⁵

Table C2: Potential economic impact of sorted materials in the ACRD, qRD and CVRD (based on 2024 volumes)

Material	2024 Reported Volumes (Tonnes)	Employment (Jobs)	Gross Value Added (CAD)
Wood	10,570	15.9	1,440,500
Concrete	1,628	0	8,628
Asphalt shingles ³⁶	1,271	0	-
Drywall	2,600	3.4	275,600
Metal	3,375	6.1	840,375

This is a conservative estimate due to limited source separation and reporting. Mixed CRD and the garbage stream likely contain significant volumes of these materials that are not reflected in the calculations. In addition, waste diverted via the private sector is generating economic value that is not captured here.

³⁵ Note that the economic impact estimates are based on the assumption that all material streams are fully diverted from landfill to reuse, recycling, or value-added manufacturing pathways.

³⁶ Economic impact of asphalt diversion is currently a data gap.

Appendix C: Detailed Recommendations

This section outlines a strategic approach across six categories for developing coordinated inter-regional actions that drive more CRD circularity. For each category, the section identifies the opportunity, recommended actions (as outlined in Section 4), suggested activities, regional involvement, timeframe, and ease of implementation.

Awareness and Knowledge Sharing	
Opportunity	Activate community expertise and peer learning across regions, including experienced trades, makers, and DIY networks, to strengthen shared understanding of salvage and deconstruction practices and build local confidence in circular construction approaches.
Recommendation(s)	Establish a series of cross-regional ‘Builders Breakfasts’ and related peer-learning events to mobilize industry around material salvage, reuse, and deconstruction.
Approach and Key Actions	<ul style="list-style-type: none"> • Establish a cross regional working group led by industry and supported by nonprofit organizations and local governments. • Convene the group on a bi-monthly or quarterly basis, using a mix of in-person and virtual formats to ensure participation across regions. • Design sessions around practical, peer-driven problem-solving, with participants encouraged to bring forward a challenge, opportunity, or gap from their work. • Structure activities to include networking, short presentations, case studies, and site visits. • Develop and maintain a shared directory of businesses and service providers involved in salvage, deconstruction, and reuse. • Where feasible, embed events within existing industry association breakfasts, morning meetings or events to reduce administrative effort and increase attendance. • Use simple communication tools such as email lists, newsletters, or file sharing platforms to track meeting notes, share resources, and maintain momentum between events.
Regions and Key Contributors	<p>The CVRD, qRD, and ACRD with the option to include Victoria, Comox Valley, and Nanaimo. Hosting responsibilities could rotate between regions.</p> <p>Coast Waste Management Association working groups focused on rural and remote islands could also provide support.</p>

Timeframe	Short term (within the next 6 months)
Ease of Implementation	Easy. Implementation would require a single convening organization or a small consortium of partners to act as the catalyst and coordinator.
Infrastructure and Capacity	
Opportunity	Across the three regions, the primary constraint on CRD recovery is limited source separation, constrained site space, and transportation of waste out of the region logistics, resulting in a loss of potential value from these materials. There is a clear opportunity to improve supply through coordinated, cross-regional aggregation and logistics that stabilize material quality and volume.
Recommendation(s)	<ul style="list-style-type: none"> • Establish a cross-regional CRD aggregation, sorting, and logistics network using a hub-and-spoke model, enabling regions to prepare materials for reuse and recovery without duplicating infrastructure. • Prioritize source-separated, reuse-ready handling for high-volume streams such as clean wood, fixtures, and metals.
Approach and Key Actions	<ul style="list-style-type: none"> • Following the example of the CVRD, designate regional aggregation nodes in the ACRD and the qRD focused on: <ul style="list-style-type: none"> - source-separated receiving, - short-term laydown and secure storage - basic pre-processing such as de-nailing, grading, and batching. • Connect regional nodes through scheduled, shared logistics to downstream processing and market hubs, reducing reliance on ad-hoc hauling and improving cost efficiency. • Prioritize reuse-first material handling into planned facility upgrades and yard redesigns, where possible. • Pilot the network with a priority material stream to demonstrate improved recovery rates, material quality, and logistics efficiency before scaling (e.g., wood, glass, plastics).
Regions and Key Contributors	Establish processing and market centres as material aggregation and processing centres.
Timeframe	Short to long term, beginning with pilot aggregation nodes and scheduled logistics for one material stream.
Ease of Implementation	Medium. While coordination and site planning are required, the approach leverages existing facilities, thereby avoiding the need for major new capital investments in each region.

Market Development and Supply Chains

Opportunity	Mapping material flows, reuse centres and strengthening market pathways to improve efficiency, reduce transportation impacts, and support industry collaboration.
Recommendation(s)	Map supply chains from waste to value, assessing economic viability, identifying key partners and end markets for CRD waste material in the three regions and key urban centres.
Approach and Key Actions	<ul style="list-style-type: none"> Assess CRD material flows from generation to end use, including costs, volumes, and economic viability. Leverage established platforms and reuse programs, such as the Vancouver Island Building Material Exchange and Habitat for Humanity ReStores, to aggregate materials, connect partners, and facilitate regional market access.
Regions and Key Contributors	ACRD, qRD, and CVRD, and leveraging suppliers and buyers in Victoria, Nanaimo and Comox Valley. Can be led by NGO's and local businesses.
Timeframe	Near to mid-term.
Ease of Implementation	Easy to moderate. Builds on existing programs and regional platforms, with additional effort required for detailed supply chain mapping and analysis.

Workforce and Training

Opportunity	Across all three regions, there is a strong base of skilled trades and applied workers that provides a solid foundation for advancing circular construction and material recovery practices. At the same time, recent mill closures, ongoing labour transitions, and the need to support youth and new entrants to the workforce, including immigrants, have increased demand for retraining and targeted skills development.
Recommendation(s)	<ul style="list-style-type: none"> Deliver targeted, hands-on training in deconstruction, material salvage, appraisal, grading, processing and reuse-focused DIY construction, with distinct pathways for high school students and the existing trades workforce. Use workshops and modular digital training that can later evolve into more formal certificates or credentials.

Approach and Key Actions	<p><u>High School–Focused Training</u></p> <ul style="list-style-type: none"> • Offer short, workshop-based programs for high school students through shop classes, career programs, or extracurricular partnerships. • Focus on selective deconstruction, salvage identification, basic grading, and reuse-based DIY builds (e.g., furniture, garden boxes). • Partner with reuse centres, circular hubs, and local NGOs so students work with real salvaged materials and understand products and end markets. <p><u>Workforce and Contractor Training</u></p> <ul style="list-style-type: none"> • Host business and NGO-led workshops for contractors, tradespeople, and career-transitioning workers focused on: efficient residential deconstruction, time- and cost-effective salvage methods, and preparing materials for reuse. • Access training programs, such as the BCIT micro-credential for circular construction, with clearly defined modules, such as Deconstruction Basics, Salvage Preparation, and Reuse Construction. • Share developed curriculum between communities and institutions. <p><u>Pathway Development</u></p> <ul style="list-style-type: none"> • Track participation, material recovery, and reuse outcomes.
Regions and Key Contributors	<p>ACRD, qRD, and CVRD, in partnership with school districts, community employment centres, reuse organizations, NGOs and industry partners across Vancouver Island and Southern British Columbia.</p> <p>Participation from Victoria, Nanaimo, and Comox Valley would add scale, market access, training capacity, and demand signals that smaller and more remote regions cannot generate on their own.</p>
Timeframe	<p>Short term for high school workshops and modular training; medium term for integration into existing training programs.</p>
Ease of Implementation	<p>Medium</p>

Technology and Innovation

Opportunity	Innovation between local collaborators is the most effective approach for supporting locally grounded circular solutions. Pilots to test new technologies and processes support planning, infrastructure decisions, and cross-regional coordination.
Recommendation(s)	<ul style="list-style-type: none"> • Strengthen collaboration between regional governments, local businesses, and academic partners to co-develop and test technologies that improve CRD material recovery, quality, and reuse, particularly for key processing or material challenges. • For example, stakeholders in all three regions expressed interest in identifying solutions to manage non-asbestos drywall locally, including exploring its potential use as a soil amendment.
Approach and Key Actions	Partner with Vancouver Island University (VIU) through one of its campuses and North Island College (NIC) to pilot applied innovations that support CRD material characterization, processing and/or reuse.
Regions and Key Contributors	All regions, with direct participation from qRD and CVRD through VIU campuses and/or NIC in the ACRD.
Timeframe	Near to mid-term
Ease of Implementation	Moderate. Requires coordination across multiple partners but can build on existing campus capacity and proven university-industry collaboration models.

Policy and Governance

Opportunity	Current policy frameworks largely reflect a linear economic model that favors virgin material use and subsidizes disposal, which limits incentives for reuse and recovery. There is a significant opportunity to use policy and financial tools to shift behaviour toward deconstruction, material reuse, and circular construction practices, particularly for single-family residential development, where wood represents a large share of the CRD stream.
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- Recommendation(s)**
- Adopt deconstruction bylaws or requirements across the ACRD, qRD, and CVRD, aligned with the [City of Victoria’s Deconstruction Bylaw](#), to prioritize salvage and material recovery over mechanical demolition.
 - Coordinate lower tipping fees across facilities for clean and reusable wood, supported by differentiated fee structures that reward source separation and reuse.

- Approach and Key Actions**
- Develop a regional deconstruction policy framework that sets minimum salvage expectations for eligible buildings, starting with single-family homes and major renovations.
 - Align tipping fees across regions to reduce cost variability for clean and reusable wood, creating a clear financial incentive for separation and recovery.
 - Introduce targeted financial and tax incentives, such as disposal fee rebates, or project-level subsidies, to support deconstruction, and the use of salvaged materials in new construction (as supply grows).
 - Support market development and demand for reusable and clean wood.
 - Coordinate policy design and implementation across regions to reduce administrative burden for contractors and enable consistent industry practices.

Regions and Key Contributors CVRD, qRD, ACRD with support and coordination via the City of Victoria. Led by local government, with support from businesses and NGOs.

Timeframe Short to medium term for voluntary programs and piloting differential fees for reusable/clean wood at select facilities.
Long term for consideration of mandatory policy tools.

Ease of Implementation Medium to High. Voluntary programs and financial incentives can be implemented within existing authorities and budgets, while longer-term regulatory changes would require additional consultation and approvals.