
To: Regional Parks Committee

From: Jamie Vala, Division Manager, Parks Planning and Resource Management, Regional Parks

Date: October 1, 2025 Meeting Date: November 5, 2025

Subject: **Regional Parks Camping Opportunities Study Results Summary**

RECOMMENDATION

That the Regional Parks Committee receive for information the report dated October 1, 2025, titled “Regional Parks Camping Opportunities Study Results Summary.”

EXECUTIVE SUMMARY

This report summarizes the results of the Regional Parks Camping Opportunities Study. The aim of this study is to identify potential sites for new campgrounds within the regional parks.

The study identified three potential wilderness camping sites, twelve group camping sites and four multi-type camping sites. Additionally, sites in two parks affected by major capital projects were identified for possible long-term consideration. Future work includes business and financial planning, and detailed site feasibility work to determine if an expanded camping program at Metro Vancouver should be prioritized.

PURPOSE

The purpose of this report is to share the results of the Regional Parks Camping Opportunities Study.

BACKGROUND

The completion of the Regional Parks Camping Opportunities Study is identified in the *Regional Parks Committee 2025 Work Plan*.

Metro Vancouver’s Current Role in Camping in the Region

Metro Vancouver currently provides camping services directly by staff or via business agreements. This includes:

Group Camping (Outdoor and Indoor) at:

- Tynehead Regional Park - Ravens Nest (40 people)
- Campbell Valley Regional Park - Camp Coyote (40 people)
- Deas Island Regional Park - Muskrat Meadows (40 people)
- Capilano River Regional Park - Camp Capilano (44 people)

Multi-type (RV or tent) at:

- Brae Island Regional Park - Fort Camping (156 sites + group tent camping area by business agreement)
- Derby Reach Regional Park – Edgewater Bar Campground (38 sites directly by Regional Park’s staff)

Metro Vancouver also hosts other camping facilities in regional parks that are developed and operated by non-profit organizations. These are at:

- Aldergrove Regional Park - Camp Elkgrove (48 people)
- t̓əmtəmíxʷt̓ən/Belcarra Regional Park - Sasamat Outdoor Center (102 people)

Demand for Camping

In Canada camping demand is strong. According to a KOA Study (Kampgrounds of America (KOA) Study (Canada) 2014 – 2023), in Canada, over 10 million households (roughly two out of every three households) identify themselves as campers and outdoor hospitality participants, even if they don’t participate each year. A pre-pandemic downward trend in participation among new guests was reversed by a massive influx of first time campers. This resulted as a two-fold increase in new guests from 2019 to 2023.

There has been a downward trend in tent usage in favor of RV’s, cabins and glamping and a trend towards staying closer to home. New campers are more likely to stay in locations with high levels of services and amenities. A trend towards increased participation by younger campers (including children). Participation among Hispanic and Asian residents were relatively consistent while there has been an increase in level of participation by other ethnicities.

Existing Supply and Gaps

Camping is a recreational activity that people are typically willing to travel an hour or longer to participate in. An hour drive from Metro Vancouver Regional District allows residents easy access to camping opportunities within the Fraser Valley Regional District and Squamish Lillooet Regional District.

Camping opportunities are mainly supplied by the Province of British Columbia in provincial parks and forest recreation sites, although limited opportunities are offered by private companies and non-profit organizations. While a limited number of camping opportunities are available in Metro Vancouver many more opportunities are found in the Fraser Valley Regional District due to the increased availability of access to freshwater lakes and rivers.

See Figure 1 in Attachment 1 for the distribution of existing camping opportunities in the Lower Mainland.

KEY RESULTS

The aim of this study is to identify potential sites for new campgrounds within Regional Parks.

Potential campground sites were identified in park management plans or using a two-phase evaluation process. The first phase used a set of high-level criteria including potentially adaptable structures, current camping use, proximity to public road, internal road, hiking trail / route, slope,

evaluation of sensitive ecosystems, natural hazard / public safety risk, long range flooding/sea-level rise risk, negative environmental conditions (e.g., industrial noise) to identify potential campground development sites. The second phase used a more granular set of criteria that included proximity to utility services, access road, known archaeological sites, required permits, site size, slope, flooding, water table/drainage, soil type, high value recreational landscapes present in park/proximity to recreational landscape, and likelihood of wildlife conflict. These criteria aimed at evaluating the relative feasibility of establishing a campsite on the site against the other sites identified within a park. The sites with most potential are summarized below.

Wilderness Camping

Wilderness campgrounds are remote, have few if any facilities, and are accessed by foot or watercraft. Three sites were identified through the study – two at Lynn Headwaters Regional Park and one at Thwaytes Landing Regional Park.

Group Camping

Group campgrounds are automobile accessible and provide facilities for organized groups to camp indoors (lodge or cabin) or outdoors (tents). Twelve sites in ten regional parks were identified through the study. These are located in Pacific Spirit, Kanaka Creek, Burnaby Lake, Barnston Island, Campell Valley (2), Crippen, Tynehead, South Langley (2), Widgeon Marsh, and t̄amt̄amix̄wt̄ən/Belcarra. Two of these sites were previously identified for group camping in existing park management plans.

Multi-type Camping

Multi-type campgrounds are automobile accessible sites that support camping by individuals and families in tents, trailers, RV's or lodges/cabins with a range of services. Four sites in three regional parks were identified through the study (Aldergrove, t̄amt̄amix̄wt̄ən/Belcarra (2), and Derby Reach).

Sites for Long Term Consideration

Several sites identified through the study were not included in the recommendations because they are affected by significant long term infrastructure projects that make further consideration of the sites not feasible in the short term; however, because these sites have high recreational value they were identified in the study for possible long-term consideration. These sites are at Iona Beach and Deas Island regional parks.

While the primary focus of this study was identifying sites within Metro Vancouver's existing regional parks land base, some areas of the region with good access to high value recreational landscapes near regional park holdings were observed through this work. Further review with individual jurisdictions is needed to assess the potential of sites that require land acquisition.

See Figure 2 in Attachment 1 for the location of the identified potential campground development sites.

NEXT STEPS

To make an informed decision on expanding camping opportunities in regional parks, several other pieces of work are recommended. This includes:

- targeted market research to explore camping demand
- business plan development
- site scale feasibility testing
- estimating the design, development and operational costs

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

This report is being provided for information, there are no financial implications at this time.

OTHER IMPLICATIONS

In many cases, zoning changes may be required to facilitate campground development. This work is a study of potential sites, engagement with municipalities, First Nations, and other interest holders would take place once a site is selected.

CONCLUSION

This report summarizes the results of the Regional Parks Camping Opportunities Study. The study identified three potential wilderness camping sites, twelve group camping sites and four multi-type camping sites. Additionally, sites in two parks affected by major capital projects were identified for possible long-term consideration. To determine the feasibility of developing campgrounds at any site detailed review will be required. Other next steps include market research and business planning.

ATTACHMENTS

1. Regional Parks Camping Opportunities Study.
2. Presentation re: Regional Parks Camping Opportunities Study.



Photo 1: Muskrat Meadows Group Campground

Camping Opportunities Study Metro Vancouver Regional Parks

October 2025

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1.0 INTRODUCTION

Camping is a popular leisure activity for residents of and visitors to Metro Vancouver. Regionally, overnight camping is primarily provided by the province at provincial parks and forest recreation sites. To a lesser degree camping is also offered by non-profit organizations like Scouts Canada, private campground operators, Parks Canada, and Metro Vancouver.

This study was completed to better understand opportunities to accommodate expanded overnight camping services within Regional Parks' existing portfolio of regional park land. It includes a review of existing camping opportunities in the Lower Mainland, identification of new potential campground sites within regional parks, and additional work needed to further refine and evaluate potential campground sites.

2.0 CONTEXT

2.1. Metro Vancouver's Role in Camping Provision

Metro Vancouver currently provides the following camping services directly through Regional Parks staff or via business agreements.

Group Camping

- **Outdoor** – Tynehead Regional Park – Ravens Nest (40 people); Campbell Valley Regional Park – Camp Coyote (40 people); Deas Island Regional Park – Muskrat Meadows (40 people)
- **Indoor** – Capilano River Regional Park – Camp Capilano (44 people)

Multi-type/Drive-in Partial Serviced:

- Brae Island Regional Park – Fort Camping (156 sites + group tent camping area by business agreement)
- Derby Reach Regional Park – Edgewater Bar Campground (38 sites)

Additionally, Metro Vancouver hosts camping facilities in regional parks that are developed and operated by non-profit organizations. These are at Aldergrove Regional Park – Camp Elkgrove (48 people); and t̄m̄t̄m̄ix̄ʷt̄ən̄/Belcarra Regional Park – Sasamat Outdoor Center (102 people).

2.2. Reasons for Camping

Camping helps people to fulfil various needs, such as escape, experiencing nature, challenge, family togetherness, adventure, risk, security, tranquility, learning, exercise, etc. People may differ significantly in the reasons that cause them to want to camp, and people with different motives seek different types of camping experiences.

Regionally a key environmental characteristic of public campgrounds is proximity to the ocean, a lake, or a significant river. This feature allows campers to take part in a range of water oriented recreational activities (e.g., fishing, paddling, swimming, and diving) in addition to hiking, and nature viewing. Examples include Porteau Cove, Alice Lake, Alouette Lake, Cultus Lake, Sasquatch, Rolley Lake, and Kilby

Provincial Parks. Lower Mainland provincial recreation sites also exhibit this feature. Exceptions include areas where backcountry wilderness camping takes place in alpine/subalpine areas or an activity like rock climbing acts as a focus for overnight stays (e.g., Stawamus Chief Provincial Park).

2.3. Camping Types

A review of Lower Mainland campgrounds observed the following types:

1. Group Campground (outdoor)
2. Group Campground (indoor)
3. Wilderness Campground (walk-in/bike-in/boat-in)
4. Front Country Semi-Serviced Campground (walk-in/bike-in)
5. Front Country Semi-Serviced Campgrounds (drive-in)
6. Front Country Full-Serviced Campgrounds
7. Tent Cabins (including o'TENTiks/yurts)
8. Horse Motel/Bed and Bales Accommodation

These types were developed during the research phase of the project based on regional camping supply. For simplicity they have been rolled up into three general camping categories in this report.

2.3.1. Wilderness Campground (Walk-in/Bike-in/Boat-in)

Wilderness campgrounds provide opportunities for rustic, self-supported pack-in/pack-out tent camping commonly with no facilities or services (e.g., backcountry alpine camping on Burke Mountain or boat-in camping on Pitt Lake). Typically accessed by foot or boat and on occasion by bicycle. In some cases, agencies may offer limited services like tent pads, food caches, and way-finding information.

2.3.2. Group Campgrounds

There are two types of group campgrounds in Metro Vancouver. Outdoor group campgrounds are usually accessed by automobiles and typically support open-air tent camping by groups of people with relatively simple services like potable water, toilets, communal open-air cooking and eating facilities, and waste disposal facilities. Indoor group campgrounds are also accessed by automobiles and support camping by groups of people within structures such as lodges or cabins with more services like heat, electricity, lighting, hot and cold running water, flush toilets, and showers.

2.3.3. Multi-type Campgrounds

Several front country campground types accessed by bicycle or automobile that support camping by individuals and families were identified through this study. They were differentiated by the type of services offered, and the size of trailer or recreational vehicle supported. The research also found that these vehicle accessed campgrounds were often paired with group campgrounds, bike-in/walk-in campgrounds, or camping in structures like tent cabins/yurts. Because they share similar site characteristics, all front country automobile accessed campground types were rolled into a single multi-type campground class for this report.

All front country campground types provide sites for bike-in and drive-in camping by individuals and families using tents, towed camping trailers, other self-powered recreational vehicles, or sometimes structures like tent cabins/yurts. They provide a range of communal services from relatively rustic sites with potable water, garbage collection, and pit toilets to fully serviced sites with flush toilets, hot showers, power and sewage connections, laundry, stores, and recreational facilities like play areas, swimming pools, and recreation rooms. In some cases, these campgrounds can provide accommodation for equestrians travelling with their horses. Campgrounds with fully serviced sites tend to have larger camping pads and a paved circulation network to accommodate larger vehicles and trailers.

Regional examples include Rolley Lake Provincial Park, Derby Reach Regional Park, Golden Ears Fort Camping at Brae Island Regional Park, oTENTiks at Fort Langley National Historic Site, and the Cariboo RV Park in Burnaby

2.4. Camping Demand

According to a KOA Study (Kampgrounds of America (KOA) Study (Canada) 2014 – 2023), in Canada, over 10 million households (roughly two out of every three households) identify themselves as campers and outdoor hospitality participants, even if they don't participate each year. A pre-pandemic downward trend in participation among new guests was reversed by a massive influx of first timers. This resulted in 2023 having a two-fold increase in new guests over 2019 data.

Annual Camping Nights:

- Notable increase in stays at private campgrounds (believed to reflect an increase in “glamping” – luxury camping in tent cabins).
- Downward trend in tent usage and a massive increase in the number of households “glamping”.
- While there was a general decrease in participation from 2022 to 2023, mostly due to fewer tenters, RVers, cabin and glamping accommodations usage more than doubled.

Distance Travelled:

- Ten years ago, Canadians tended to venture farther from home for their camping trips.
- The 2023 results suggest that a larger proportion stayed within 100-miles of their residence.
- While Canadians tend to travel shorter distances to camp recently, nearly one-fourth (23%) traveled more than 200-miles from home.

Interest in Camping:

- When asked what first sparked their interest in camping, a love of the outdoors was consistently cited for first-time participation.
- New guests are most likely to stay at camping locations that include lots of services and amenities, whether it's a campground or an outdoor resort.
- A desire to escape crowds and noise has remained relatively steady over the years.

Camper Age Profile:

- The typical camper has become substantially younger, with 44% currently under the age of 35, compared to 28% ten years ago.
- The 2023 trend toward increased participation among baby boomers seen in the U.S., did not apply to the Canadian market.

- Participation among Hispanic and Asian residents were relatively consistent while there has been an increase in level of participation by other ethnicities.
- Camping with children has become increasingly popular, influenced by increased participation rates among younger Canadian residents.

Metro Vancouver campgrounds are extremely popular. A review of registration data from Edgewater Bar for 2022, 2023, and 2024 shows an average annual campsite seasonal occupancy rate increasing from 65% to 86% (excluding infrequently used overflow site). This sharp difference in occupancy rate likely reflects campground closures due to spring freshet in 2022 and 2023 and the associated repairs. Operational staff feel that occupancy rates would have been similar to 2024 otherwise.

A review of Metro Vancouver group campsite booking data shows that in 2024:

- December, January, February – one to two weekends booked
- March to September – all weekends booked
- October, November – three to four weekends booked

Metro Vancouver staff report many turn aways for group campgrounds during the popular March to September period.

3.0 EXISTING SUPPLY AND GAPS

Camping is a recreational activity that people are typically willing to travel an hour or longer to participate in. An hour drive from Metro Vancouver Regional District allows residents easy access to camping opportunities within the Fraser Valley Regional District and Squamish Lillooet Regional District so this supply analysis looks at opportunities within those regions as well.

Within British Columbia most wilderness and traditional vehicle accessible tent, trailer and small RV camping is offered by BC Parks and Recreation Sites and Trails B.C. Camping using large trailers and RV's at fully serviced camping pads, and "glamping" opportunities in structures like tent cabins or yurts is typically offered by private providers. Finally group camping opportunities are provided by non-profit organizations like Scouts Canada and regional districts like Metro Vancouver.

While limited opportunities for all types of camping are available within the Metro Vancouver Regional District, many more camping opportunities are available a short distance from members jurisdictions in the Fraser Valley and Howe Sound/Whistler corridor. This distribution of camping opportunities is likely related to the density and history of urban development within Metro Vancouver along with the presence of numerous high quality recreational opportunities in attractive natural areas in the adjoining regional districts.

See Figure 1-2 below for the distribution of camping opportunities by type and provider.

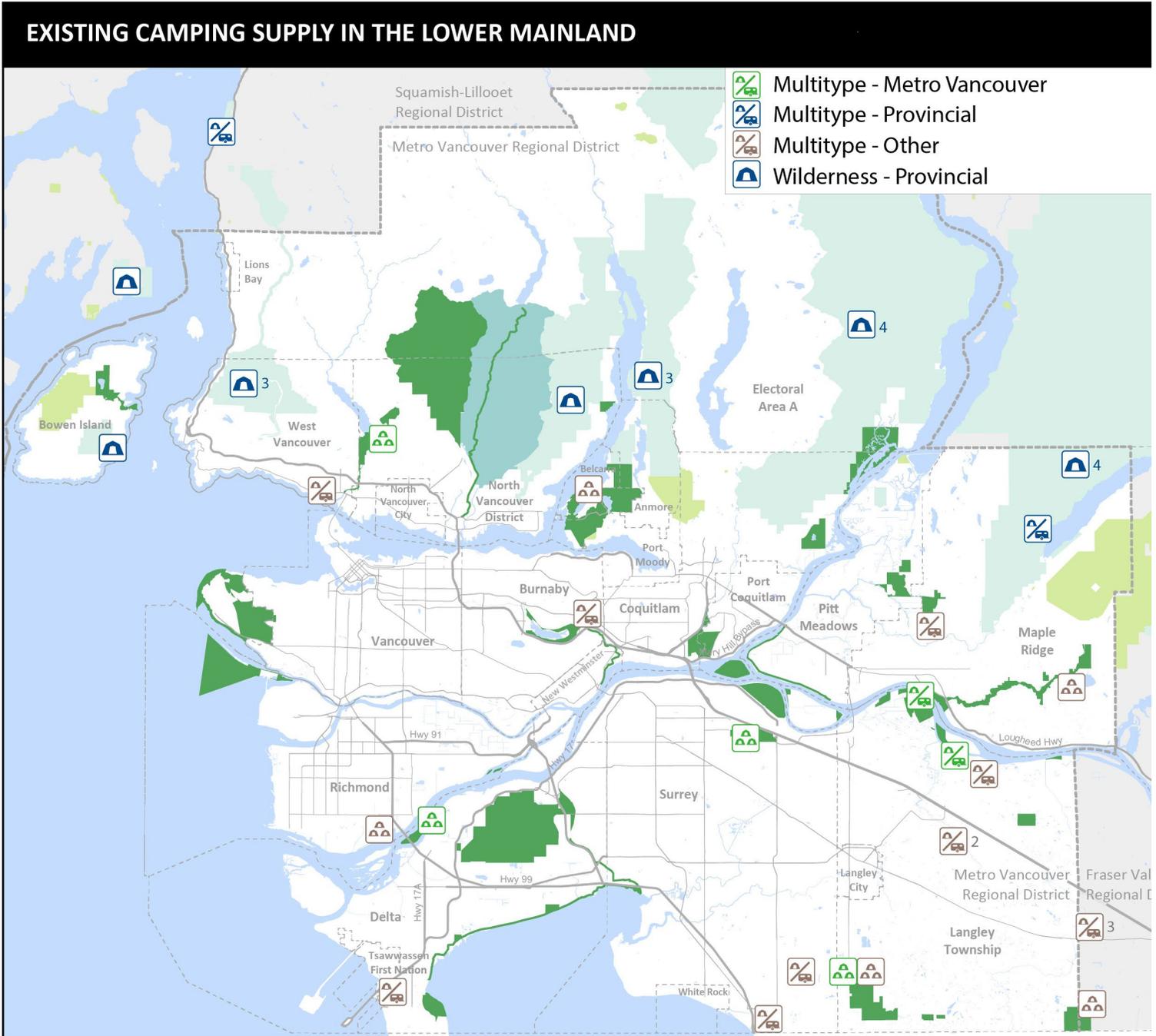


Figure 1: Map of Existing Camping Supply in the Lower Mainland (1/2)

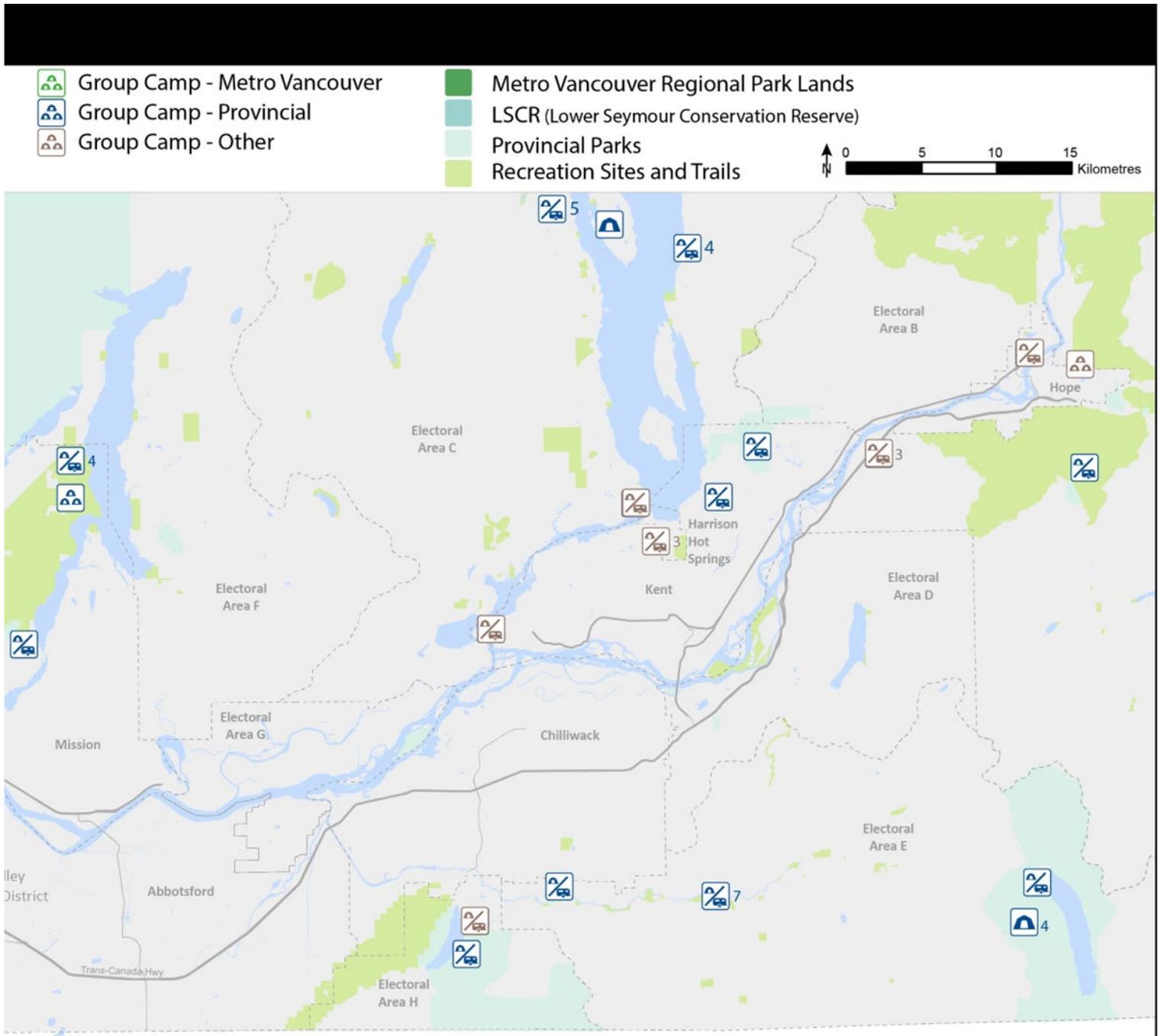


Figure 2: Map of Existing Camping Supply in the Lower Mainland (2/2)

4.0 POTENTIAL CAMPGROUND DEVELOPMENT SITES

The following section identifies potential campground sites that ranked highly against the feasibility criteria. A two-phase evaluation process was used to develop the following tables. The first phase used a set of high-level criteria to identify potential campground development sites. Criteria here include potentially adaptable structures, current camping use, proximity to public road, internal road, hiking trail/route, slope, evaluation of sensitive ecosystems, natural hazard/public safety risk, long range flooding/sea-level rise risk, negative environmental conditions (e.g., industrial noise). The second phase used a more granular set of criteria to evaluate the relative feasibility of establishing a campsite on the site against the other sites identified within a park. Criteria here included subjects like proximity to utility services, access road, known archaeological sites, required permits, site size, slope, flooding, water table/drainage, soil type, high value recreational landscapes present in park/proximity to recreational landscape, and likelihood of wildlife conflict.

The ranking process was most useful in comparing potential campground sites within an individual regional park. While it can be used to compare sites across the system, it's of less value due to the unique character of each regional park. Further feasibility assessment and business casing is required for all identified options to determine if development should be advanced.

See Figure 3 for the location of the identified potential campground development sites discussed in the below tables.

4.1. Wilderness Camping

Table 1: Wilderness Campground Opportunities

Wilderness Campground Opportunities			
Regional Park	Site	Opportunity	Considerations
Lynn Headwaters	1	Coliseum Mtn. ridge offers backcountry camping opportunity in an alpine ecosystem	<ul style="list-style-type: none"> Requires advanced backcountry camping skills Limited drinking water supply on route Emergency management implications – wildfire, etc. Environmental impacts, human waste Close proximity to Seymour watershed Provincial lease update required Staffing implications
Lynn Headwaters	2	The periphery of Lynn Lake offers a backcountry camping opportunity near a sub-alpine lake	<ul style="list-style-type: none"> Requires advanced backcountry camping skills Emergency management implications

Wilderness Campground Opportunities			
Regional Park	Site	Opportunity	Considerations
Thwaytes Landing	1	Offers opportunity for paddle in backcountry camping on bluff overlooking Indian Arm	<ul style="list-style-type: none"> • Requires backcountry camping skills • Water access only has implications for waste management, emergency management, and capital development • Limited drinking water supply in area • Utilizes existing dock structure • Supports paddlers and boaters on a popular regional blue way • Possible significant First Nations cultural site

4.2. Group Camping

Table 2: Group Camping Opportunities

Outdoor Group Campground Sites			
Regional Park	Site	Opportunity	Considerations
Pacific Spirit	1	Group camping experience in western side of region	<ul style="list-style-type: none"> • Design strategies to improve campground privacy important – trail system likely requires redesign • Proximity to urban areas may require enhanced management of non-camper access to camping area – particularly after park hours • Provides group camping opportunity in underserved part of the region
Kanaka Creek	1	Group camping in meadow above Kanaka Creek	<ul style="list-style-type: none"> • Relatively small site size • Relatively poor linkage to high value recreational landscapes by trail network presently • Provides public group camping opportunity in a part of the region where Metro Vancouver doesn't offer this service
Campbell Valley	1	Expanded group camping in the Coyote Creek group campground area	<ul style="list-style-type: none"> • Limited availability of recreational interests • Relatively poor linkage to high value recreational landscapes by trail network presently (i.e., 16th Avenue is a barrier) • Camper support vehicles access campground via busy road • Agricultural Land Commission approval required

Outdoor Group Campground Sites			
Regional Park	Site	Opportunity	Considerations
Campbell Valley	2	New group camping near McLean Pond day use area	<ul style="list-style-type: none"> • Limited availability of high value recreational landscapes – although closer proximity to McLean Pond is beneficial • Relatively poor linkage to recreational interests by trail network presently (i.e., 16th Avenue is a barrier) • Camper support vehicles access campground via busy road • Agricultural Land Commission approval required
Burnaby Lake	1	Provide group camping near Glencairn Drive	<ul style="list-style-type: none"> • Proximity to freeway (traffic noise) may impact camping experience negatively • May be opportunity for adaptation of heritage house to support group camping • Site subject to high water table and organic soils which may impact development and availability • Site near private residences • Regional Parks degree of interest in expanding residential group camping opportunities is currently untested • Feasibility and capital costs of conversion • Provides group camping opportunity in underserved part of the region
Crippen	1	Provide group camping in meadow area south of Killarney Lake	<ul style="list-style-type: none"> • Island accessed by ferry – may limit community support for campground development • Natural resource values are relatively high in the area (compared to other identified sites) • Proximity to the village means management of non-camper access to camping area required • Swimming is not recommended at Killarney Lake (high recreational interest landscape) due to a healthy leech population
Tynehead	1	Expand group camping near Ravens Nest group campground in forested landscape	<ul style="list-style-type: none"> • Design strategies to improve campground privacy is important • Proximity to urban areas may require enhanced management of non-camper access to camping area – particularly after park hours • Limited availability of high recreational value landscapes

Outdoor Group Campground Sites			
Regional Park	Site	Opportunity	Considerations
South Langley	1	Convert existing residence to residential group campground	<ul style="list-style-type: none"> Limited presence of high value recreational landscapes presently Limited visitor programming opportunities due to limited recreational landscape presence Regional Parks interest in offering expanded residential group camping opportunities is currently untested Feasibility and capital costs of conversion
South Langley	2	Provide outdoor group campground	<ul style="list-style-type: none"> The current size of park offers limited opportunity to provide private camping experience Limited availability of high value recreational landscapes presently
Barnston	1	Provide group camping experience in old field habitat on Fraser River Island with access to sandy beach area at Mann Pt.	<ul style="list-style-type: none"> Island accessed by small ferry – may limit community support for campground development due to increased traffic High water table at site may impact campground utilization Agricultural Land Commission approval required
təmtəx ^w tən /Belcarra	1	Provide group camping in a forested area within walkable distance to Sasamat Lake	<ul style="list-style-type: none"> The small size and irregular shape of the site may limit its development potential Moderate proximity to high value recreational landscapes
Widgeon Marsh	1	Future group camp identified in management plan in amphitheater area	<ul style="list-style-type: none"> Recent geotechnical analysis has indicated that the proposed site is not an ideal location for overnight camping New site needs to be identified and studied – meadow area has been suggested as alternative location for further study Meadow area has access to services from former residences located there

4.3. Multi-type Camping

Table 3: Multi-type Campground Opportunities

Multiple-type Campground Sites			
Regional Park	Site	Opportunities	Considerations
Aldergrove	1	SE Quadrant of Park (Camp Elkgrove & Area West)	<ul style="list-style-type: none"> Large site with capacity to host multiple camping types Specialized camping types like horse motel may be feasible here

Multiple-type Campground Sites			
Regional Park	Site	Opportunities	Considerations
			<ul style="list-style-type: none"> • Important First Nations cultural site located to the east • Low recreational interest presence for campers in park – implications for campground program and design? • Rental housing and outbuildings in the park may have potential for adaptation to support campground development (e.g., horse motel)
təmtəxʷtən /Belcarra	1	Admiralty Heights Area	<ul style="list-style-type: none"> • More detailed feasibility planning in progress through Admiralty Heights sub-area planning process • Proximity to the park's high value recreational landscapes (i.e., lake and marine beaches) • Area previously disturbed by motorized recreational use which continues in adjacent area outside of park • Possible First Nations cultural sites to consider
təmtəxʷtən /Belcarra	1		<ul style="list-style-type: none"> • The site is relatively small and irregularly shaped which may limit the type of camping and scale of campground that is feasible • Moderately good proximity to high value recreational landscapes (i.e., lake) • Supports commercial filming annually (approx. 3-6 times per year)
Derby Reach	1	Edgewater Bar Expansion	<ul style="list-style-type: none"> • Feasibility planning in progress • Agricultural Land Commission approval granted • Close to existing campground • Risk of cultural heritage resources on site • Freshet and sea level rise flooding risk • Park has a history of bank migration upstream

4.4. Sites for Long Term Consideration

Sites that may have the potential to accommodate camping at Iona Beach and Deas Island regional parks were not included in the identified opportunities tables above because both parks are affected by significant long term infrastructure development projects (i.e., Iona Wastewater Treatment Plant and Deas Island Tunnel replacement projects). As a result, offering camping at these sites is not feasible in the short term. Because these parks have good access to high recreational value landscapes they have been identified in the plan for further study in 10 to 20 years.

Table 4: Multiple-type Campground Sites (Long Term)

Multiple-type Campground Sites (Long Term)			
Regional Park	Site	Opportunities	Considerations
Iona Beach	1		<ul style="list-style-type: none"> The single park entrance has implications for emergency access Sewage treatment plant redevelopment impacts potential to develop for significant period Strong First Nations interests in the site Industrial traffic travels through area presently Additional review required due to sensitivity of the ecosystems in the area
Deas Island	1	Day-use or Muskrat Meadow group camp area	<ul style="list-style-type: none"> The single park entrance has implications for emergency access High water table has implications for development and campground utility The selected site has implications for camper privacy (i.e., day use area less private) Possible impacts to existing park use (i.e., day use area) Flooding and sea-level rise projections should be considered

4.5. Opportunities Outside of Regional Parks

While the primary focus of this study was identifying sites with campground development feasibility within Metro Vancouver's existing regional parks land base, some areas of the region with good access to high value recreational landscapes near regional park holdings were observed through this work. Further work with individual jurisdictions is needed to review the potential of sites that require land acquisition.

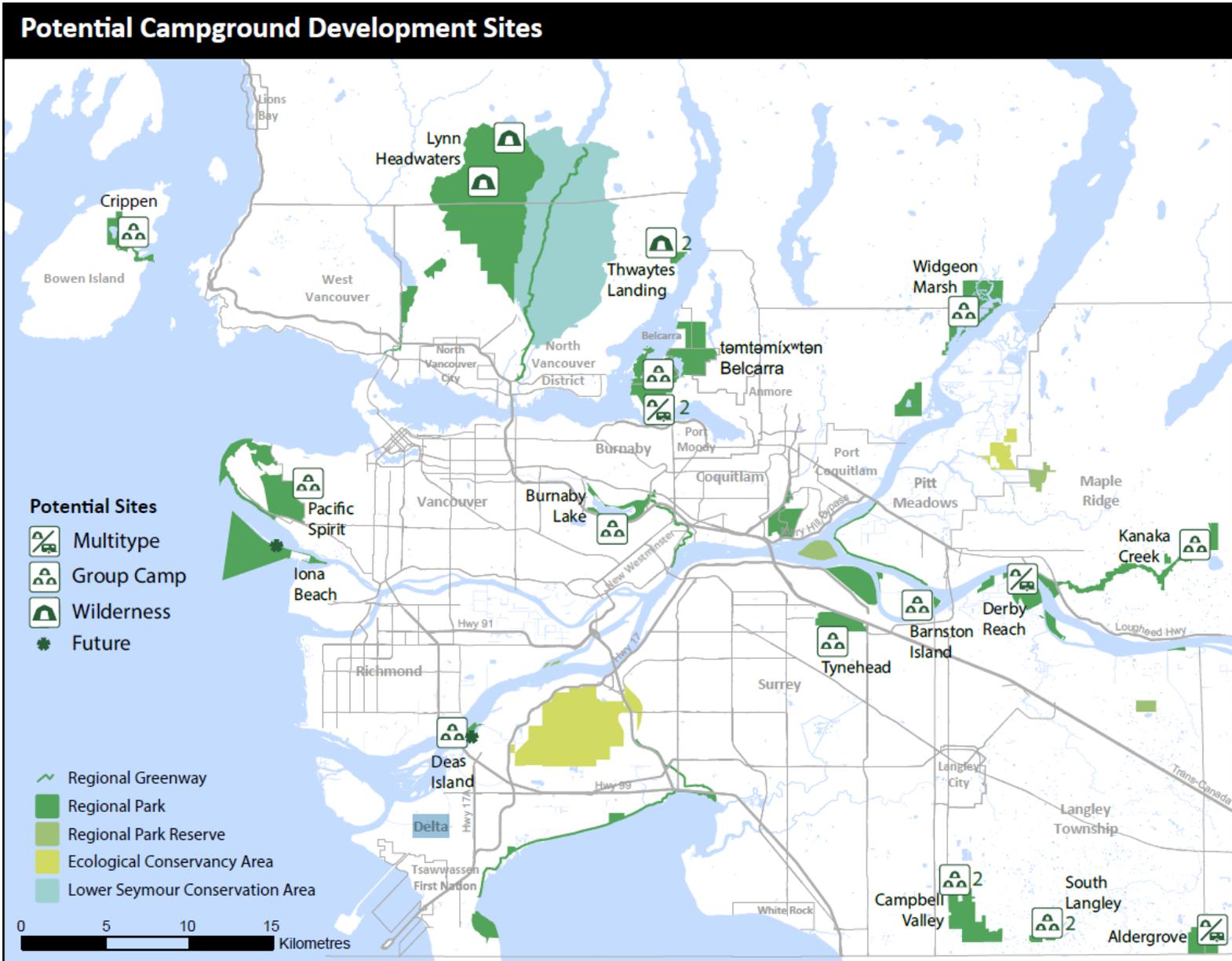


Figure 3: Map of Potential Campground Development Sites

5.0 NEXT STEPS

To make a sound decision on how much to expand camping opportunities in regional parks, several other pieces of work are recommended including targeted market research to explore camping demand, business plan development, site scale feasibility testing, and estimating the design, development and operational costs.

5.1. Market Research, Business Plan and Delivery Model

Historically, the provision of camping services in regional parks was incremental. While this study has found that there are physical sites within the regional parks system that could support the development of campgrounds of a range of sizes offering a diversity of camping experience, direct data on the regional demand for different types of camping for residents and regional visitors was not available. Market research is needed to support the development of a business plan to explore which types of camping are most in demand. A review of campground operational models will support the efficient delivery of an expanded service.

Regional parks currently offer camping experiences through three operational models: 1. Direct operation by staff 2. Contracted service and 3. Non-profit organizations.

With direct operation by staff, implications for park operations include the need to secure a Camp Host (required for on-site after-hours emergencies), enhanced park security to support camper in/out access to park after hours, increased staffing, and potential implications for capacity of current reservation software. Currently camping at Derby Reach is not offered year-round. An option to increase camping availability is to operate all campgrounds year round; however, demand for winter camping opportunities may be limited depending on campground type and recreational opportunities.

With operation via contracted service Metro Vancouver could follow the approach in use for Fort Camping in Brae Island Regional Park. A benefit of this approach is that marketing, reservations, security and daily campground operations are delivered by a third party. It optimizes staffing and allows Metro Vancouver staff to focus on the delivery of core park services. One option is to use a procurement method that allows for a contractor to be included in the development of the campground to optimize the feasibility of the facility.

Operation through a non-profit organization shares many of the benefits of the contracted services model; however, the existing non-profit operated group campsites located in regional parks can focus service delivery on their members rather than the public at large. Further exploration is required to determine if this operational model is compatible with the goals of regional parks public service delivery.

5.2. Further Site Feasibility Testing

Risk Analysis

Climate change and other natural hazards, and social issues such as theft, vandalism, and unhoused people camping in parks will impact the development and management resources needed for a campground. A risk analysis should be undertaken as part of the feasibility testing with a focus on the following aspects.

Regional marine and riparian waterfronts (particularly the Fraser River) have high recreational value for camping. Climate change studies indicate that both freshet and flooding from marine storm events will increase the likelihood of flooding in regional parks located in these areas. Because campgrounds require significant capital investment, a detailed review of the implications of climate change on freshet and sea level rise for marine and riverine parks should be completed as part of the risk analysis.

Climate change is also increasing the frequency and intensity of wildfires in the region as demonstrated by the recent fire in Minnekhada Regional Park. A risk analysis should take into consideration the implications of wildfire on camper well-being and ensure that park management systems and campground designs take wildfire into consideration where appropriate.

Finally, some regional parks require staff resources to manage unauthorized temporary sheltering by unhoused citizens. The risk analysis should evaluate the impact of campground development in these regional parks on park management and camper experience.

Biophysical and Cultural Resources Review

Because the study was conducted using available high-level biophysical datasets and maps, a more detailed biophysical review of the identified sites should be conducted. Camping in sensitive ecological areas must weigh the tradeoffs between known environmental impacts with opportunities to experience nature. Potential impacts on the environment include fewer species, reduced ground cover, introduction of human waste, and invasive species (Huddart & Stott 2019). There are also potential impacts of air quality on neighbouring landowners if campfires are permitted.

This work should include site level environmental assessment including inventories for local hydrology, species at risk, rare plants, wildlife patterns, significant trees, and other natural values. As regional parks also contain important cultural resources, archaeological review should be considered during this phase of the investigation.

Jurisdictional Support

Overnight camping is typically not included in municipal land use zoning for identified parkland. Support from municipal, provincial and federal authorities, and First Nations may be required to develop a successful campground.

6.0 CONCLUSIONS

Regional Parks camping facilities are in high demand, and national interest in camping is growing – particularly interest in tent cabins/glamping experiences. Most camping opportunities in the Lower Mainland are supplied by the Province with the bulk being located outside of the Metro Vancouver Regional District where high value recreational landscapes on public lands are located. The study identified sites on Metro Vancouver’s parklands that may be able to support the establishment of new or expanded campgrounds of various types. All sites identified through this study require significant additional review to better understand the feasibility, capital and operating costs of campground development. During the study staff have noted that the expansion of camping services by Metro Vancouver is strongly tied to the support of host jurisdictions, would benefit significantly from targeted market research on camping demand, and the development of a business plan to guide expansion of Regional Parks’ camping offerings.



Edgewater Bar Campground, Derby Reach Regional Park

Regional Parks Camping Opportunities Study

REGIONAL PARKS CAMPING OPPORTUNITIES STUDY

Jamie Vala

Division Manager, Planning and Resource Management

Regional Parks Committee Meeting – November 5, 2025

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1

CAMPING DEMAND

- Strong demand nationally
- 2/3 of households identify as campers
- Massive influx of first timers post-covid
- Trend toward RV's, cabins, & glamping, staying near home, & younger campers

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Campbell Valley Regional Park

2

METRO VANCOUVER'S CURRENT ROLE

Edgewater Bar Campground, Derby Reach Regional Park

Directly provides camping

- Group Camping
- Multi-type Camping (RV or tent)

Hosts NGO camping

- Group Camping

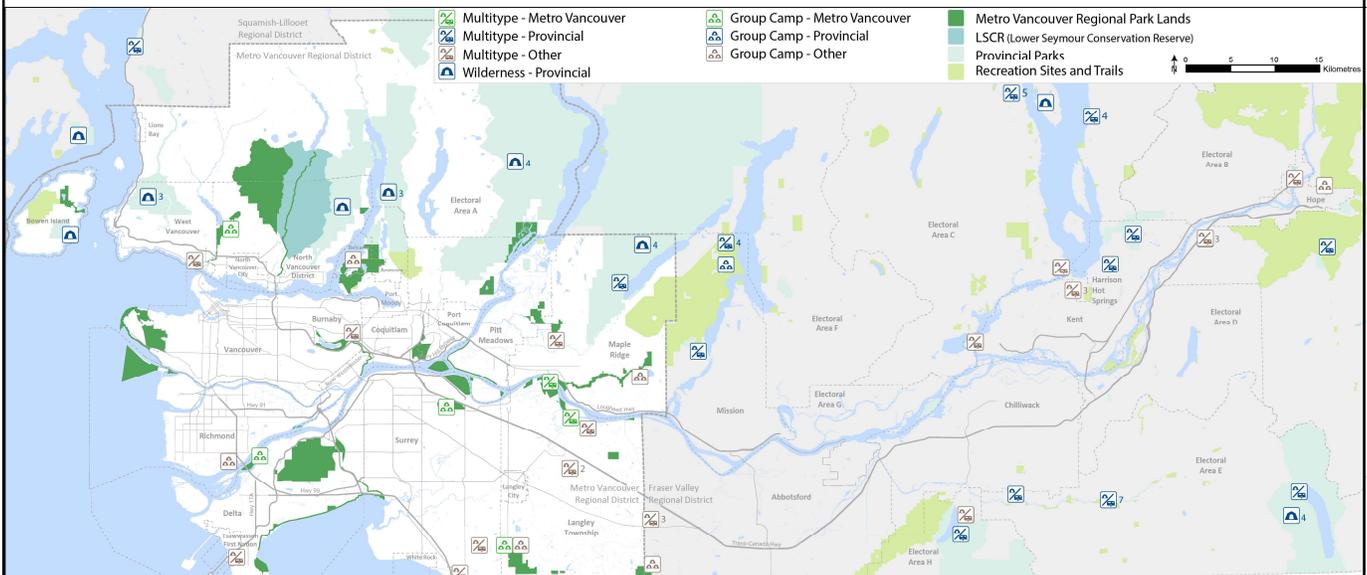


Edgewater Bar Campground

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3

EXISTING SUPPLY OF CAMPING IN LOWER MAINLAND



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4

4

SITE IDENTIFICATION PROCESS

- Previously identified opportunities in adopted plans
- New potential opportunities identified via two phase process



Muskrat Meadows Group Campground, Campbell Valley Regional Park

CAMPING TYPES

Wilderness Campgrounds – Back-country, no car or RV access, no facilities or services. E.g., Burke Mountain camping.

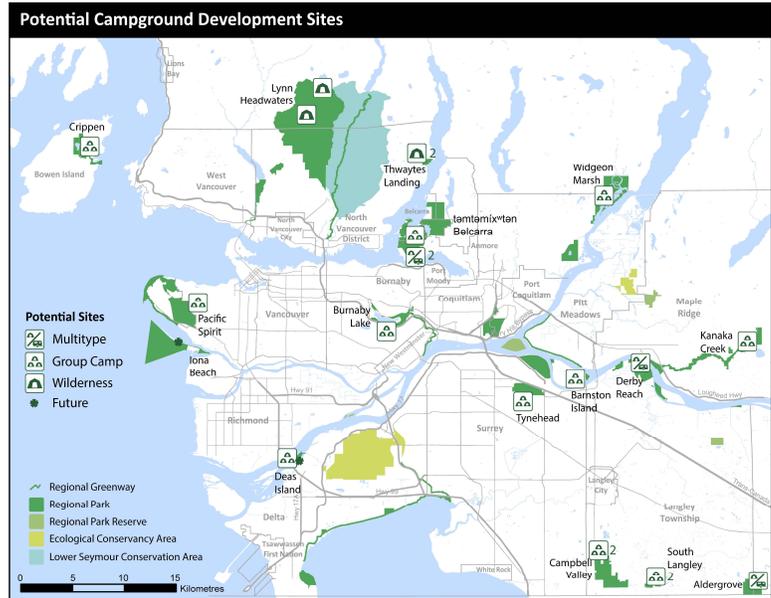
Group Campgrounds – Front-country, access for a few support vehicles, large group / communal facilities. E.g., Muskrat Meadows group campground.

Multi-type Campgrounds – Front country, access for cars and RV's, small group / individual facilities. E.g., Edgewater Bar campground.



Key Results

- 3 - Wilderness camping
- 12 - Group camping
- 4 - Multi-type camping
- 2 - Sites for long term consideration



7

CURRENT PROJECTS

- Edgewater bar campground expansion – 30 sites



Edge Farm Field, Derby Reach Regional Park

8

NEXT STEPS

- Research market demand
- Develop business plan
- Detailed feasibility testing
- Estimate financial implications



Fort Camping, Brae Island Regional Park



BC Parks Front Country Camping

To: Regional Parks Committee

From: Paul Brar, Division Manager, Regional Parks Services, Regional Parks

Date: October 15, 2025 Meeting Date: November 5, 2025

Subject: **Regional Parks Public Programming Strategy – 2025 Implementation Update**

RECOMMENDATION

That the Regional Parks Committee receive for information the report dated October 15, 2025, titled “Regional Parks Public Programming Strategy – 2025 Implementation Update.”

EXECUTIVE SUMMARY

The development and delivery of nature-based public programs in regional park is guided by the *Metro Vancouver Regional Parks Public Programming Strategy (Public Programming Strategy)*. This plan provides strategic direction for public programming that connects people to nature, supports ecological literacy, and fosters environmental stewardship across the regional parks system.

This report provides an update on progress made toward advancing the goals and objectives of the *Public Programming Strategy*. In 2025, park interpreters delivered a total of 610 public programs, special events, and outreach initiatives, engaging with 49,575 program participants and park visitors.

Through these activities, significant progress has been made in advancing the plan’s five strategic directions:

- Broaden Your Base
- Extend Your Reach
- Make a Deeper Connection
- Invest in Children and Youth
- Ensure Financial Sustainability

PURPOSE

To provide an update on progress made in 2025 toward advancing the goals and objectives of the *Metro Vancouver Regional Parks Public Programming Strategy*.

BACKGROUND

The *Metro Vancouver Regional Parks Public Programming Strategy* provides a framework for delivering nature-based programs and events that respond to the needs of the region's growing and diverse population. Approved by the MVRD Board on April 24, 2020, the strategy provides clear direction for public programming that connects people to nature, enhances ecological literacy, and promotes environmental stewardship throughout the regional parks system.

Public programming plays a vital role in advancing the vision and goals of the *Metro Vancouver Regional Parks Plan*, particularly through the following strategic actions:

- 12.1 Implement the *Public Programming Strategy* to reflect the region’s diversity.
- 12.3 Deliver events that provide equitable opportunities for interpretive and educational experiences.
- 12.7 Develop interpretive plans for each park, incorporating natural and cultural history.
- 12.8 Seek partnerships for program delivery, engagement, and specialized expertise.
- 14.1 Partner with health organizations to deliver programs that support mental health and well-being in regional parks.

2025 Highlights

In 2025, park interpreters delivered 610 field trips, public programs, special events, and outreach initiatives, connecting with 49,575 participants and park visitors. A detailed breakdown by category is provided in the table below.

Category	No. of Participants	No. of Programs
Field Trips	10,798	412
Public Programs	1,526	96
Special Events	11,4505	27
Outreach Activities	4,084	14
Roving Point Duty	2,766	61
Nature Houses	14,379	--
PNE Activation	4,517	--
Total	49,575	610

The following highlights summarize key achievements from this past year of *Public Programming Strategy* implementation. These highlights are grouped under the following five strategic directions:

- Broaden Your Base
- Extend Your Reach
- Make a Deeper Connection
- Invest in Children and Youth
- Ensure Financial Sustainability

Broaden Your Base

To better reflect the region’s cultural diversity and reduce barriers for underserved communities, new programs were introduced—some developed and delivered in collaboration with new partners.

Highlights include:

- In its second year, the Picnic in a Park initiative welcomed over 230 newcomers—nearly double the attendance of the previous year—through strategic partnerships with the Burnaby School District, DIVERSEcity, Douglas College, Nature Kids, Pacific Immigrant Resource Society, and Metro Vancouver Housing.
- The English Language Learner (ELL) Walks program was expanded to include Pacific Spirit and Capilano River regional parks, complementing existing offerings at Campbell Valley and Burnaby Lake regional parks.
- Accessibility enhancements included staff training focused on inclusive program design, physical upgrades to the Campbell Valley Nature House—such as a portable wheelchair ramp, improved door handles, and the introduction of sensory kits—and the addition of Canucks Autism Network sensory tents at major events including Enchanted Forest and Owl Hoot-enanny.
- A new Learn to Camp initiative at Tynehead Regional Park, launched in partnership with Power to Be, supported newcomers and families in safely building the skills and confidence needed to enjoy overnight outdoor experiences.
- Wings Over Iona attracted over 450 participants, with 30% residing in Richmond—one of the under-represented municipalities identified in the *Public Programming Strategy*.
- The Family Day Campfire event at Pacific Spirit Regional Park was expanded to two days and drew over 330 participants. For many participants, roasting marshmallows over an open campfire is viewed as a quintessential Canadian experience.

Extend Your Reach

Public awareness of regional parks programming continues to grow through strategic partnerships, active participation in community events, and innovative marketing campaigns.

Highlights include:

- Interpretive staff participated in municipal and community events including Bowfest, Salmon Send-off, and the Fingerling Festival, interacting with over 5,300 participants.
- Regional Parks once again participated in the Metro Vancouver activation at the Pacific National Exhibition (PNE), engaging with 4,517 visitors through live stage performances and educational displays focused on Pacific salmon, beavers, and the temperate rainforest.

Make a Deeper Connection

Park interpreters are delivering more dialogic, place-based, and culturally-rooted experiences that deepen visitors' connection to the land and its stories.

Highlights include:

- Regional Parks collaborated with the CTS Youth Society to implement a “pawsitive tick-it” education campaign to promote responsible dog walking and park use at Pacific Spirit Regional Park. These roving point duty activities reached 1,383 visitors.
- Elder Karen Gabriel of the Kwantlen First Nation facilitated nine sessions at the Campbell Valley Nature House, offering cultural insights and fostering meaningful relationships with Indigenous knowledge.
- New Indigenous initiatives included a bat box featuring Indigenous artwork at Campbell Valley Regional Park, an Indigenous artwork scavenger hunt activity sheet, and the

development of an indigenous plant walk which will feature interpretive signage and audio recordings.

- The Campbell Valley Regional Park Interpretation Plan is nearing completion and planning has commenced for new interpretation strategies at Tynehead Regional Park and Burnaby Lake Regional Park.
- Two nature-immersion programs—Forest Bathing and The Secret Life of Trees—continue to resonate strongly with participants and are delivered at full capacity. Around 110 participants attended eight Forest Bathing sessions and 37 participants attended three Secret Life of Trees programs.

Invest in Children and Youth

Regional Parks continues to prioritize outreach and programming for children and youth, with the goal of inspiring a new generation of residents who are deeply connected to nature and committed to environmental stewardship.

Highlights include;

- CTS Youth Society saw continued high demand across its youth camp programs, including four Indigenous-led camps and one Spring Break camp. These camps were supported by 26 Peer Leader volunteers and 25 Youth Council members, contributing to a vibrant, inclusive, and youth-driven camp experience.
- CTS Youth Society volunteers participated in 23 stewardship projects, which expanded into three new locations and contributed a total of 5,074 volunteer hours. Activities included invasive species removal, native planting and mulching, fence construction, habitat protection, environmental education, and longitudinal studies such as insect counts and seasonal tracking.
- Notable wellness-focused programming included Youth Wellness Walks for Fraser Health's Adolescent Day Treatment Program. Since 2023, 62 monthly walks have reached 156 youth. Participants consistently report increased calmness, improved focus, and stronger social connections.
- Youth groups, including Camp Virgule teen leaders and the UBC Youth Birding Group, participated in nature-based programming, with Camp Virgule leaders receiving a Connecting Children to Nature workshop to support summer camp delivery.

Ensure Financial Sustainability

Regional Parks programs continue to expand efforts to reduce financial barriers to participation while striving to recover costs through program fees and maintaining a strong commitment to equitable access for all residents.

Highlights include:

- An average of 24,933 paper copies of the Nature Program Guide were distributed per edition, complemented by digital outreach to 6,387 email subscribers who received electronic versions of the guide and the Regional Parks Newsletter – enhancing reach while maintaining cost-effective communication
- Program promotion through social media continues to expand audience reach in a cost-effective way, with the Regional Parks Facebook page now having 11,427 followers.
- To remove financial barriers for low-income residents, staff are exploring options for a Regional Parks Nature Program Access Pass.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

None. Any financial implications to advance the implementation of the *Public Programming Strategy* are considered as part of the annual budgeting process.

OTHER IMPLICATIONS

There are no implications for member jurisdictions, First Nations, policy, relationships or Metro Vancouver's reputation.

CONCLUSION

In 2025, Metro Vancouver Regional Parks made significant strides in advancing the goals of its *Public Programming Strategy*, delivering 610 nature-based programs, events, and outreach initiatives that engaged nearly 49,000 participants. Through strategic partnerships, expanded programming, and targeted outreach, Regional Parks successfully broadened its base, extended its reach, and deepened connections with diverse communities. Initiatives such as Picnic in a Park, ELL Walks, and Indigenous-led programming exemplify the commitment to inclusivity, cultural relevance, and accessibility.

Youth engagement remained a cornerstone of public programming, with high participation across CTS Youth Society camps, stewardship projects, and wellness-focused activities. The continued development of interpretive plans, investment in staff training, and exploration of financial access tools such as the Nature Access Pass demonstrate a forward-looking approach to sustainability and equity. Collectively, these efforts reflect a strong alignment with the strategic directions of the *Public Programming Strategy* and position Regional Parks to further enhance ecological literacy, community connection, and environmental stewardship in the years ahead.

ATTACHMENTS

1. Presentation re: Regional Parks Public Programming Strategy – 2025 Implementation Update.



Regional Parks Interpreter delivering a program

Strengthening Nature Connections for our Region

REGIONAL PARKS PUBLIC PROGRAMMING STRATEGY – 2025 IMPLEMENTATION UPDATE

Zoey Slater

Special Events Assistant

Regional Parks Committee November 5, 2025

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Lisa Ferris

Park Interpretation Leader

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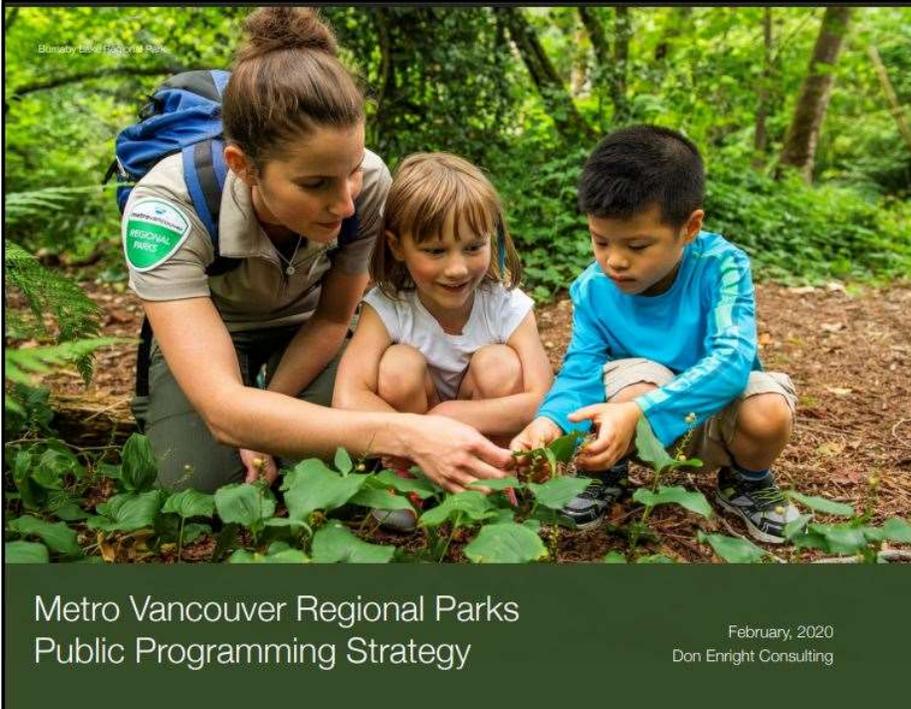
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OUR ROLE:
PROTECTING
 Metro Vancouver's
 natural areas
 +
CONNECTING
 people with them

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2



Metro Vancouver Regional Parks
Public Programming Strategy

February, 2020
Don Enright Consulting

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5 STRATEGIC DIRECTIONS

- Broaden our Base
- Extend our Reach
- Ensure Financial Sustainability
- Make a Deeper Connection
- Invest in Children & Youth

BROADEN OUR BASE

- Picnic in a Park
- Collaboration with community partners
- Practice English in a Park programs
- Accessibility enhancements to Campbell Valley Nature House
- Programming with Power To Be



Picnic in a Park



Reducing barriers



Child trying a sensory activity at the Campbell Valley Nature House



MVRP Foundation bus grants

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“Our clients felt comfortable and appreciated the thoughtful efforts to make the park experience enjoyable and inclusive.... Our clients enjoyed meeting families from similar cultural backgrounds, which helped build a sense of community.”
 ~ DIVERSEcity Staff

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5

EXTEND OUR REACH

- Regional Parks Interpreters reached over **4,500** Metro Vancouver residents at the PNE
- Over **5,300** Metro Vancouver residents reached through municipal & community events
- Regional Parks Facebook page now has **11,427** followers

Salmon Send-off event hosted by The Serpentine Enhancement Society

Park interpreter activation at PNE

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6



Park interpreter sharing Nature Program Guides and brochures

ENSURE FINANCIAL SUSTAINABILITY

- An average of **24,933** paper copies of the Nature Program Guide were distributed per edition
- Digital outreach to **6,387** email subscribers who received electronic versions
- Exploring options for a Regional Parks **Nature Access Pass**

7

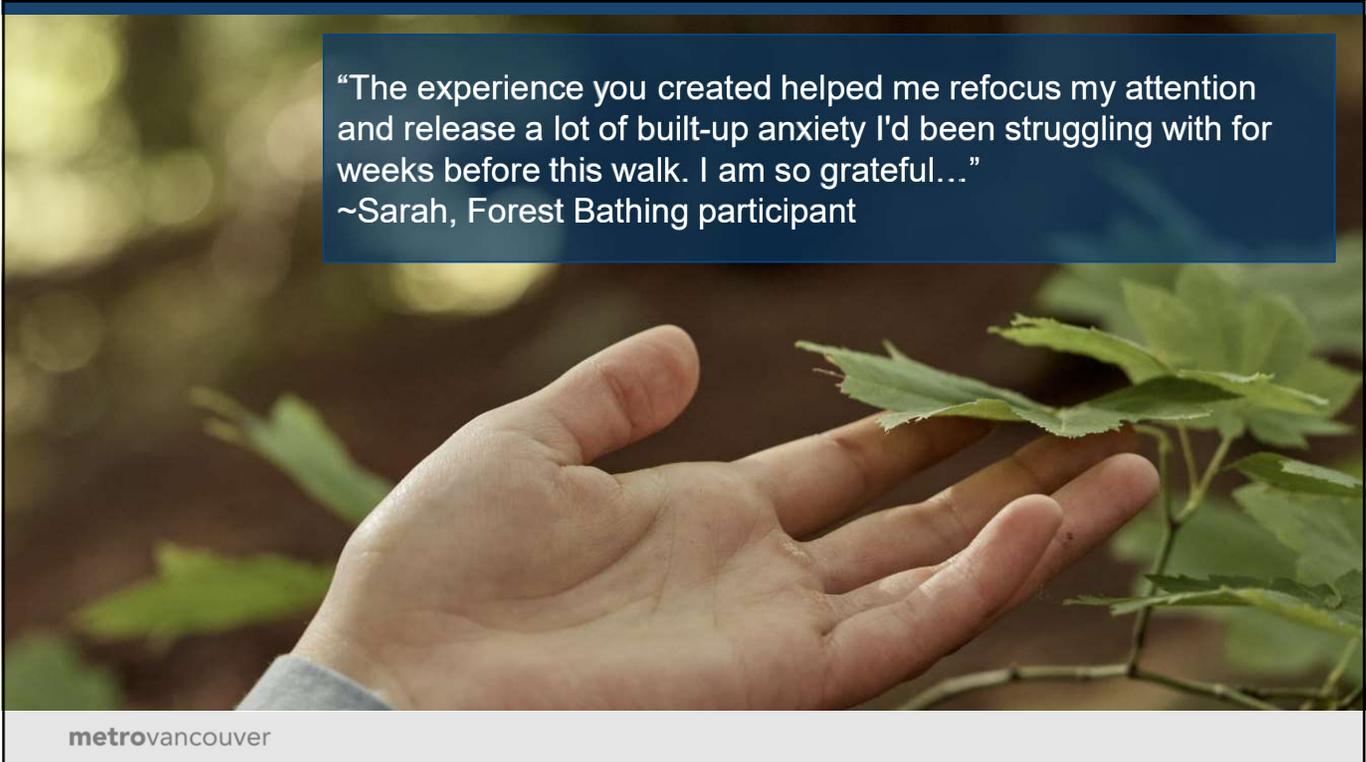
MAKE A DEEPER CONNECTION

- Programs start with territorial acknowledgements
- Work with First Nations to tell their own stories
- Bat box featuring Indigenous artwork at Campbell Valley
- Indigenous plant walk



Kwantlen Elder Karen Gabriel
Campbell Valley Nature House

8



9

Kanak Creek field trip - Youth 4 Action

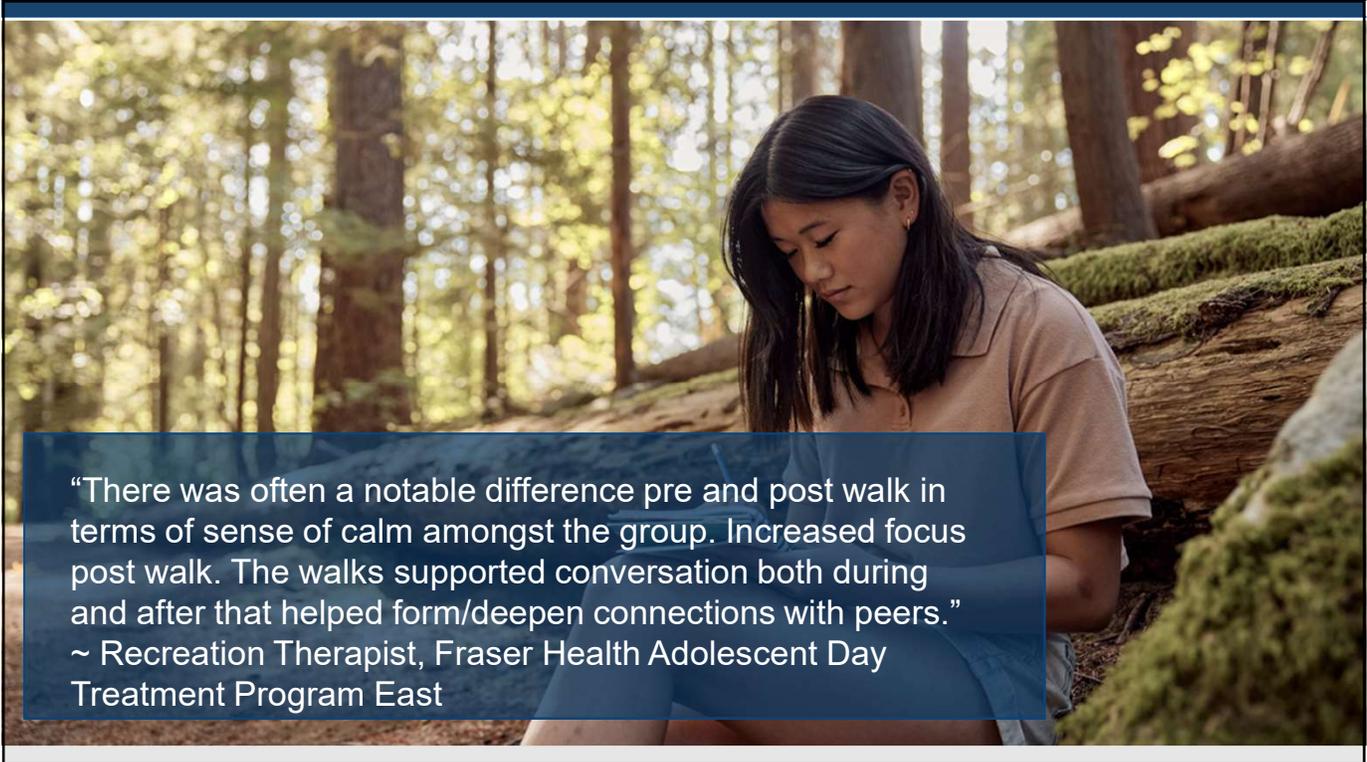
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INVEST IN CHILDREN & YOUTH

- Nurture with Nature
- Partnership with Fraser Health’s Adolescent Day Treatment Program (3 service centres)
- Moodwalks for Langley and Surrey School District Youth

10

10



11

INVEST IN CHILDREN & YOUTH

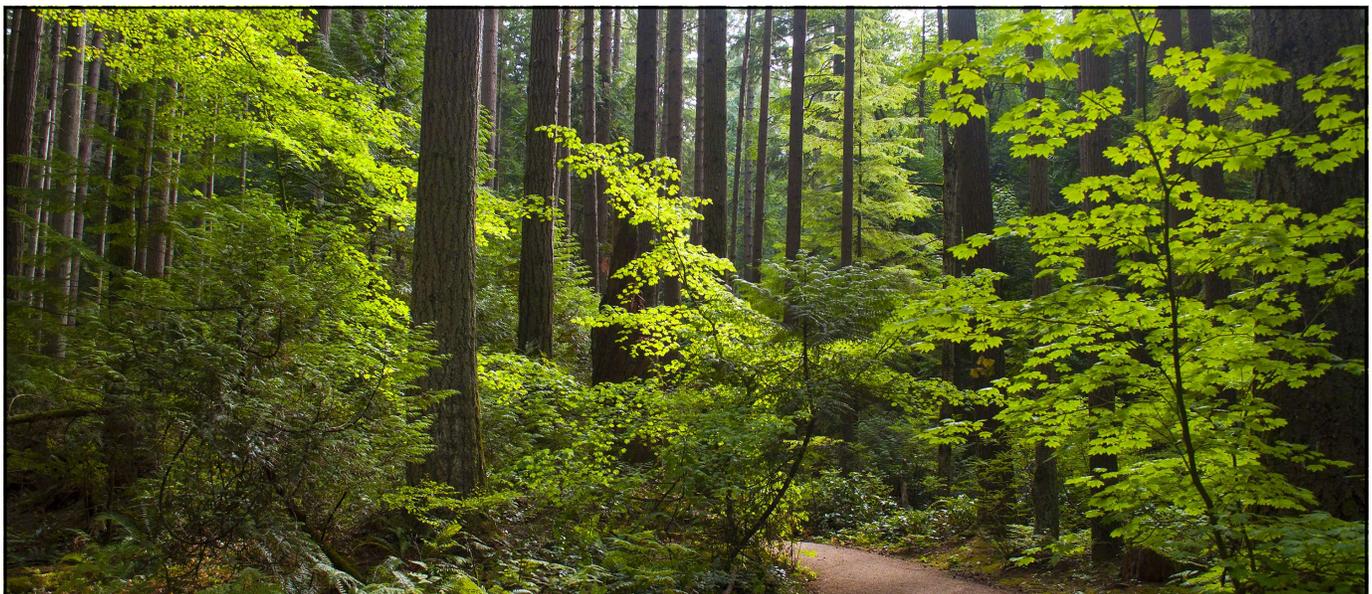
- CTS Youth Society camps full with waitlists
- **23** stewardship projects and **5,074** volunteer hours by CTS Youth
- Pawsitive Tick-it campaign



12



13



Meteor Shower Watch, Aldergrove Regional Park

Thank you for your continued support!

metrovancouver
Together we make our region strong

14

To: Regional Planning Committee

From: Laurel Cowan, Division Manager, Regional Land Use Planning & Policy, Regional Planning and Housing Services

Date: October 16, 2025 Meeting Date: November 6, 2025

Subject: **Project Update - Infrastructure Demand to Support Growth in the Metro Vancouver Region**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated October 16, 2025, titled "Project Update - Infrastructure Demand to Support Growth in the Metro Vancouver Region."

EXECUTIVE SUMMARY

At the request of the Regional Planning Committee Metro Vancouver is undertaking a high-level analysis of infrastructure demand and associated costs to better understand the region's infrastructure needs to support anticipated growth. This study aims to include local, regional, and provincial infrastructure needed to support complete and livable communities to support local planning and to inform advocacy efforts for increased infrastructure funding from provincial and federal governments. The study will quantify existing infrastructure deficits and estimate future investment requirements aligned with regional growth projections. In June 2025, the MVRD Board received the scope of work for the project. This report provides additional detail on the proposed approach and next steps.

As an update, to advance this work, Metro Vancouver has retained Watson & Associates Economists Ltd. to:

- **Review existing infrastructure assets and recent investments across local, regional, and provincial levels**, supported by data collection from member jurisdictions and public sources.
- **Estimate investment needs for future growth** through the development of high-level per-unit infrastructure investment estimates aligned with regional housing growth projections, including quantification of existing infrastructure deficits.
- **Provide recommendations** – summarizing total investment needs and providing recommendations to align infrastructure delivery with growth, manage financial pressures, and support advocacy for funding.

PURPOSE

To inform the Regional Planning Committee about progress to date on the Infrastructure Demand study and outline next steps to complete the work.

BACKGROUND

At its April 3, 2025 meeting, the Regional Planning Committee expressed interest in better understanding the corresponding investments in infrastructure that would be needed as the region grows, particularly as member jurisdictions across Metro Vancouver work to respond to the

significant need for new housing supply. In June 2025, a high level scope of work was brought to the Regional Planning Committee (Reference 1), outlining a general approach to quantify the cost of existing and future infrastructure needs. This report provides additional detail on the proposed approach and next steps. Since the scope of work was received by the Board, Watson & Associates Economists Ltd. has been retained to support this initiative, bringing specialized expertise in infrastructure costing and development charge methodologies to help advance the analysis.

OVERVIEW OF APPROACH

Phase One: Current State Analysis

The initial phase will involve a review of existing capital infrastructure investments at the local, regional, and provincial levels. A survey will be distributed to member jurisdictions, TransLink, and Metro Vancouver to collect service-specific data (e.g. total length of watermains, number and floor area of facilities). Existing asset management plans and other related documents will also be collected along with information on recent infrastructure investments to reflect current costs. Prior to distributing the survey, publicly available data, such as municipal general and financial statistics information published by the Province, will be compiled to minimize effort by member jurisdiction staff and support data validation.

For Provincial infrastructure, publicly accessible sources will be reviewed to identify funding levels and existing assets. Where data gaps exist, reasonable assumptions will be developed to ensure continuity in the analysis, drawing on national comparables and benchmarks where appropriate to inform these estimates.

Phase Two: Estimating Investment Needs for Future Growth

Using the data collected in Phase One, a per-person/per-household investment estimate will be calculated for each member jurisdiction. This estimate will reflect the local, regional, and provincial infrastructure that would be required to support future growth and include approximate replacement costs for the various asset types. These estimates will be high-level and will not account for jurisdiction-specific factors that may influence infrastructure costs.

The per-unit investment estimate will be applied to the Regional Housing Needs Report to determine the total infrastructure investment required to support housing growth in the region. Additionally, the existing infrastructure deficit will be estimated on a per-person or per-household basis for each service category to capture the full picture of infrastructure investment required to meet existing and future needs.

Phase Three: Develop Recommendations

A final report will summarize the total investment needed to support anticipated regional growth. It will include recommendations to help manage financial pressures, align infrastructure investments with projected growth, explore funding options, and highlight best practices for timing infrastructure delivery. The intent of the report is to support local and regional infrastructure planning and advocacy to provincial and federal governments for appropriate infrastructure funding to meet our growing region's needs.

Caveats

While this study is designed to fulfill its primary objective of providing a high-level estimate of growth-related infrastructure needs across the region, there are inherent limitations due to available resources, data constraints, and the scope of engagement. The following caveats outline the key constraints and potential limitations of this study:

- This study will provide a high-level, order-of-magnitude estimate of growth-related infrastructure needs. It will not include detailed assessments of master plans or consultations with individual service areas.
- The analysis assumes current service levels will be maintained and does not account for planned changes in service delivery.
- The accuracy of findings is contingent on receiving complete and reliable survey responses. Where data is missing or incomplete, assumptions will be made, which may affect the precision of results.
- Identifying existing infrastructure gaps may be challenging due to data limitations. In such cases, best practices from other jurisdictions will inform high-level assumptions.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Watson & Associates Economists Ltd. has been retained to support this work and a maximum budget of \$50,000 for consulting services is allocated to this project. The 2025 Board approved Regional Planning budget included funding to assess the implications of provincial housing legislation which has been allocated to this project. Although this project was not initially part of the 2025 work program, given this allocation, its costs can be accommodated within the 2025 budget. The final report is anticipated in Spring of 2026.

OTHER IMPLICATIONS

This work will rely on input and information from member jurisdictions, TransLink, and other provincial and government agencies. A survey for member jurisdictions will be shared through the Regional Planning Advisory Committee, to connect with various local government departments to collect information on existing assets.

The final results of the project, as well as the detailed survey results, will be shared with member jurisdictions to provide additional context to support local level capital planning and asset management. For example, survey data can show the range of infrastructure provision in different contexts and provide baseline information on infrastructure needs per capita to support level of service targets.

This work is intended to support future advocacy by Metro Vancouver and member jurisdictions, and could support relationship-building with the Province through evidence-based requests for funding.

This project will not fully capture the infrastructure needs for housing on First Nations reserve lands, although it will account for major market developments on First Nations lands that respond to regional and subregional housing needs (e.g., Seḥákw), which are summarized in the Regional Housing Needs report. Recognizing the importance of Indigenous housing and associated infrastructure needs, future engagement on regional housing and infrastructure needs may provide opportunities to explore these considerations further. The findings of this study may also serve as a useful reference for local First Nations in supporting their own infrastructure planning and advocacy efforts through Indigenous-specific funding streams.

CONCLUSION

Based on feedback from the Regional Planning Committee, Metro Vancouver is undertaking analysis of existing and future infrastructure needs to support anticipated growth. This work will provide a high-level analysis of associated costs to support local infrastructure planning and advocacy to provincial and federal governments for enhanced infrastructure funding to support housing mandates.

REFERENCES

1. Cote, J. (2025, May). *Scope of Work – Infrastructure Demand to Support Growth in the Metro Vancouver Region* <https://metrovancover.org/boards/GVRD/RD-2025-06-27-AGE.pdf#page=27>

To: Air Quality and Climate Committee

From: Johann Zerbe, Senior Policy and Planning Analyst, Air Quality and Climate Action Services

Date: October 10, 2025 Meeting Date: November 7, 2025

Subject: **Evaluating EV-Ready Bylaws in New Residential Buildings**

RECOMMENDATION

That the Air Quality and Climate Committee receive for information the report dated October 10, 2025, titled “Evaluating EV-Ready Bylaws in New Residential Buildings”.

EXECUTIVE SUMMARY

EV-ready bylaws are expanding access to charging in new single family and multi-unit buildings across the region. A new study, *Charged and Ready: EV-Ready Residential Building Experiences*, evaluated municipal EV-ready bylaws for new buildings across BC including five Metro Vancouver communities. The study included a survey and interviews with residents as well as focus groups with industry professionals to understand the effectiveness of existing bylaws, and to provide recommendations on strengthening these bylaws to meet growing demand for EV charging.

The majority of respondents living in EV-ready single-family and multiplex housing are generally satisfied with their access to charging. However, EV drivers living in multi-unit residential buildings are less satisfied with their home EV charging experience. Improvements in bylaw design and implementation could address challenges faced by residents in multi-unit buildings. The study was funded by BC Hydro after being identified by member jurisdiction staff as an important topic for evaluation, and was co-led by Metro Vancouver and the City of New Westminster. The findings and recommendations will be shared with local government staff to improve EV-ready bylaw implementation across the region.

PURPOSE

To provide an update to the Air Quality and Climate Committee on a recently completed study examining the effectiveness of EV-ready bylaws in new residential buildings.

BACKGROUND

The *Charged and Ready: EV-Ready Residential Building Experiences* study was approved as part of the 2024 Air Quality and Climate Action Committee workplan. The study is complete, and it is timely to provide an update to the Committee.

EV-READY BYLAWS STATUS ACROSS THE REGION

Fifteen of Metro Vancouver’s member jurisdictions have adopted electric vehicle (EV) ready bylaws, and many of them have been in place for over 5 years. As part of BC Hydro’s Sustainable Communities program, several member jurisdictions identified a need to better understand the effectiveness of these bylaws and to develop recommendations to improve their implementation.

The study findings and recommendations are directly relevant to member jurisdictions, including those that have implemented such bylaws and those that are considering adopting new bylaws. Local government staff (including representatives from eight member jurisdictions) identified this as an important topic for evaluation at an annual BC Hydro Ideation workshop in October 2024. BC Hydro funded the project, and staff from Metro Vancouver and City of New Westminster co-managed the project with a staff advisory committee from District of Saanich, City of Nanaimo, University of British Columbia, and the Community Energy Association.

HOME CHARGING IS CRITICAL TO ELECTRIC VEHICLE ADOPTION

Reliable access to home EV charging is a critical factor in supporting EV adoption. Home charging remains the most convenient and affordable option for EV owners, accounting for about 75 per cent of all charging activity according to studies. However, home charging is not equally available to all households. Installing EV charging in multi-unit residential buildings (MURBs) can be especially challenging, due to legal, financial, technical and logistical barriers. This can impede EV adoption, as shown in a recent Clean Energy Canada Study that found 75 per cent of people living in MURBs in Canada identified access to home charging as a barrier to switching to an EV (Reference 2). MURBs make up about 43 per cent of households and represent the vast majority of new construction in the Metro Vancouver region (Reference 3).

As of 2025, 15 Metro Vancouver member jurisdictions have implemented EV-ready Bylaws. These bylaws typically require new single-family homes and MURBs to include energized electrical outlets in parking stalls capable of providing Level 2 EV charging. Installing EV charging infrastructure at the time of construction is three to four times less expensive than retrofitting an existing building later, helping homeowners to avoid unnecessary future costs (Reference 4). In the Metro Vancouver region, at least 10 local governments have adopted the best practice of requiring 100 per cent of residential parking spaces to be EV-ready in new developments. This standard ensures equitable access to EV charging for all building residents at occupancy.

EVALUATING EV-READY BYLAWS

The *Charged and Ready: EV-Ready Residential Building Experiences* study evaluated the experience of residents in EV-ready buildings and identified challenges and barriers with EV-ready bylaw implementation. The study included a survey and follow-up interviews of residents, strata council members, building professionals, and municipal staff responsible for EV-Ready bylaws. The study covered seven BC communities, including five from the Metro Vancouver region (City of Vancouver, City of Richmond, Township of Langley, City of New Westminster, and University of British Columbia). Participating communities were selected based on several criteria, including availability of EV-ready building data, the proportion of stalls that are required to be EV-ready under the bylaw, and to reflect a diversity of geographies and populations. The study also included workshops with stakeholders representing building officials, property managers, strata associations, developers, and EV support non-profits, to help inform the findings and recommendations.

Study Findings

The main findings are summarized below. More detail on these findings can be found in the *Summary for Policymakers* (Attachment 1), as well as the full technical report (Reference 1).

- The majority of survey respondents living in EV-ready single-family and multiplex housing are generally satisfied with their home EV charging experience. However, EV drivers living in MURBs are less satisfied with their home EV charging experience.
- Buildings that are not 100 per cent EV-ready (i.e., where some parking stalls are not EV-ready), create barriers for those residents who are not assigned an EV-ready parking stall and who wish to charge an EV.
- EV charging infrastructure may not be constructed to a compliant standard for some EV-ready developments due to:
 - Gaps and oversights during the development process
 - Lack of coordination or unclear division of responsibilities between authorities having jurisdiction (e.g., municipal plan reviewers; Technical Safety BC)
- Tenants living in strata properties lack the decision-making power to install EV chargers in EV-ready buildings.
- EV charging hardware incompatibility can prevent or make it cost-prohibitive for residents to install personal chargers of a different brand.
- Hiring an EV charging service provider prior to creation of the strata corporation can result in challenges for stratas and residents, locking them into restrictive contracts, fees, and hardware limitations.
- Residents and strata corporations may lack knowledge about EV charger installation and operation, and may not receive critical documentation on EV ready infrastructure upon handover from the developer.

Recommendations for Local Governments The report includes recommendations to ensure that EV ready bylaws are effective. These are described in more detail in the *Summary for Policymakers* (Attachment 1), as well as the full technical report (Reference 1). Below are the study's main recommendations for local governments:

- **Strengthen EV-ready requirements and design standards**
Local governments should update bylaws to require 100 per cent EV-ready parking (or at least one stall per unit) with Level 2 outlets. Design guidelines should promote brand-agnostic hardware, installation specifications, and alignment with Technical Safety BC standards.
- **Enhance EV-ready permitting and review processes**
Local governments should develop coordinated checklists, model drawings, and specifications, and ensure that required on-site field reviews are completed.
- **Establish an EV charging operational plan requirement for EV-ready buildings**
Local governments should require developers to submit EV-ready preliminary and final operational plans authored by electrical engineers at the building permit and occupancy permit stages. These plans should detail EV charging system capacity and compatible chargers, ensuring strata corporations receive essential technical documentation.

- **Consult with EV charging service providers to improve EV charging service agreements and communications**

Developers, strata associations, local governments and/or the Province should engage with EV charging service providers to identify how to improve flexibility in contracts and shift industry practices towards brand-agnostic hardware, allowing strata corporations to choose the most appropriate EV charging solutions that best serve the interest of strata owners.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The study was funded by BC Hydro and had a cost of \$50,000. Metro Vancouver provided in-kind staff time to co-manage this project with the City of New Westminster, under the approved departmental operational budget.

OTHER IMPLICATIONS

The results and recommendations of *Charged and Ready: Evaluating EV-Ready Residential Building Experiences* can inform ongoing work to improve EV-ready bylaws in member jurisdictions and across BC. The results will be communicated through the BC E-Mobility Peer Network (EMPN), as well as through other channels. The study findings can also support ongoing work by other organizations to assess the feasibility and implementation approach for a potential province-wide EV-ready requirement. The study complements other work led by Metro Vancouver to improve EV charging outcomes, such as the *Local Government Toolkit for Streamlining Public EV Charging Approvals*, and Metro Vancouver's *Regional EV Charging Analysis and Guidance* report.

CONCLUSION

The *Charged and Ready* study confirmed that EV-ready bylaws are generally effective in supporting home EV charging, but that EV drivers living in MURBs are less satisfied with their home EV charging experience compared to those living in single-family or multiplex housing. Further, gaps in bylaw design and implementation, and added technical and governance complexities in MURBs can limit equitable charging access for some residents. The report offers recommendations that can be implemented by various stakeholders to improve the EV-ready experience in residential buildings in member jurisdictions and across BC.

ATTACHMENTS

1. "Charged and Ready - EV-Ready Residential Building Experiences in BC - Summary for Policymakers", dated October 30, 2025.
2. Presentation re: Evaluating EV-Ready Bylaws in New Residential Buildings.

REFERENCES

1. Charged and Ready: EV-Ready Residential Building Experiences (full technical report). October 2025. <https://metrovancover.org/services/air-quality-climate-action/Documents/evaluating-ev-ready-bylaws-new-residential-buildings.pdf>
2. Clean Energy Canada. (2025, September). *Empowering Households*. https://cleanenergycanada.org/wp-content/uploads/2025/09/Report_EmpoweringHouseholds_2025_V5.pdf
3. Metro Vancouver. (Feb 2025). *Metro Vancouver Housing Data Book*. Retrieved from: <https://metrovancover.org/services/regional-planning/Documents/metro-vancouver-housing-data-book-2025.pdf>
4. Dunskey Energy and Climate Advisors. (n.d.) *Futureproofing Multifamily Buildings for EV Charging*. <https://media.fcm.ca/sites/GMF/resources/Report/futureproofing-multifamily-buildings-for-ev-charging.pdf>.

77485686



Charged and Ready: EV-Ready Residential Building Experiences in BC

Summary for Policymakers



WATT CONSULTING GROUP and INTROBA
October 30, 2025

WATT VANCOUVER
380 – 825 Homer St
Vancouver, BC V6B 2W2
778-309-1253



1.0 INTRODUCTION

To support growing electric vehicle (EV) adoption in British Columbia, over 35 local governments have introduced EV-ready bylaws for new construction, requiring parking in new buildings to be equipped with infrastructure to support the future installation of EV charging. The Charged and Ready: EV-Ready Residential Building Experiences study evaluates the effectiveness of EV-ready bylaws in new residential buildings and provides recommendations to address barriers and challenges to successful implementation of these bylaws.

The study was conducted by WATT Consulting Group and Introba, with funding from BC Hydro. A project advisory team consisting of staff from City of New Westminster, City of Nanaimo, District of Saanich, Metro Vancouver, UBC, Community Energy Association, and BC Hydro, provided direction for the project. The study included a survey of EV-ready stakeholders in seven BC communities, and engagement workshops with industry and other relevant EV-ready stakeholders, to support the development of findings and recommendations.

This summary for policymakers is intended to share key information about the project. More information, including background on EV-ready bylaws, study methodology and limitations, and detailed results and recommendations, can be found in the full technical report.

2.0 BACKGROUND

2.1 Home EV Charging is Critical to EV Adoption

BC is among the leading jurisdictions in North America for EV adoption, with EVs accounting for over 20% of all new vehicle sales in 2024. Strong uptake is expected to continue, with the provincial Zero-Emission Vehicles Act legislating 100% of new light-duty vehicle sales to be zero-emission by 2035. Ensuring reliable access to home EV charging is a critical factor in supporting EV adoption. Home charging is the most convenient and affordable option, and plays the largest role in EV charging, with studies showing that about 75% of charging happens at home. In multi-unit residential buildings (MURBs), EV charging can be challenging to provide due to legal, financial, technical, and logistical barriers. This can impede EV adoption, with a recent study



finding that 75% of people living in MURBs in Canada identified access to home charging as a barrier to switching to an EV.¹

The Summary for Policymakers and the full technical report assume the reader has a general understanding of EV charging infrastructure. Readers can find more background in the following resources:

- BC Hydro's *Charging Your EV at Home*:
<https://www.bchydro.com/powersmart/electric-vehicles/charging-at-home.html>
- Metro Vancouver's *Keeping It Current: Primer on EV Charging Infrastructure*:
<https://metrovancover.org/services/air-quality-climate-action/Documents/charging-technology-brief.pdf>
- BC Local Government EV Peer Network's *EV Ready New Construction Requirements: A Best Practice Guide for Local Governments*:
<https://www.bchydro.com/content/dam/BCHydro/customer-portal/documents/power-smart/business/programs/ev-ready-requirements-for-new-buildings.pdf>

The full technical report for *Charged and Ready* includes an overview of **types of strata plans in BC** and the variety of parking allocation methods in strata developments, which may add complexity to the implementation of EV-ready bylaws. The technical report also includes additional information on **EV-ready requirements in the BC context** and background information on **EV-ready permitting**.

2.2 EV-Ready Bylaws in BC

To support growing EV adoption and reduce these barriers, local governments across BC have implemented EV-ready bylaws for new developments. EV-ready bylaws typically require new developments to include energized electrical outlets capable of providing Level 2 EV charging for parking stalls. As of 2025, over 35 local governments in BC have adopted EV-ready bylaws to ensure new residential buildings have the

¹ Clean Energy Canada. (2025). *Empowering Households*. Retrieved from:
https://cleanenergycanada.org/wp-content/uploads/2025/09/Report_EmpoweringHouseholds_2025_V5.pdf



electrical capacity and infrastructure to enable residents to charge their vehicles. A number of these bylaws meet the best practice of requiring 100% of residential parking spaces in new developments to be EV-ready. This standard ensures equitable access to EV charging for all building residents.

Research shows that equipping a parking space to be EV-ready during construction is three to four times cheaper than upgrading an existing parking space, highlighting the importance of EV-ready bylaws in helping homeowners to avoid unnecessary future upgrade costs.²

2.3 EV-Ready Stakeholder Groups

From building design to completion then occupancy, EV-ready infrastructure involves a diverse set of stakeholders to be successful:

- **Electrical engineers** design EV charging systems and oversee compliance, while **electrical contractors** handle installation, commissioning, and coordination with inspectors.
- **Municipal plan reviewers** and **building inspectors** ensure EV-ready elements meet code and bylaw requirements, with engineers assuming responsibility for complex buildings.
- **Electrical field safety representatives and safety officers** enforce provincial electrical safety standards but do not regulate municipal EV-ready bylaws. Technical Safety BC oversees regulated electrical work, including the installation of EV charging equipment, under the Safety Standards Act and the BC Electrical Code.
- **Residents and strata councils** are end-users and managers within residential buildings, with owners typically initiating EV charger installation and tenants requiring landlord approval. Strata councils govern EV charging through bylaws and rules by a vote of the owners.
- **EV charging service providers** support deployment and management of charging infrastructure, offering services like billing, maintenance, and energy management, to simplify implementation for developers and strata corporations.

² Low Carbon Cities Canada. (2024). *Futureproofing Multifamily Buildings for EV Charging*. Retrieved from: <https://media.fcm.ca/sites/GMF/resources/Report/futureproofing-multifamily-buildings-for-ev-charging.pdf>



3.0 STUDY OVERVIEW AND METHODOLOGY

The *Charged and Ready: EV-Ready Residential Building Experiences* study evaluated the experience of residents in EV-ready residential buildings and surveyed stakeholders to identify challenges and barriers to implementation of EV-ready bylaws. The study covered strata MURBs, as well as strata and non-strata single-family detached and multiplex homes. The research objectives were as follows:

1. Assess the level of EV infrastructure compliance and use in EV-ready residential buildings
2. Identify barriers and challenges to installing and operating EV charging in EV-ready residential buildings
3. Assess the level of awareness and participation in BC Hydro's demand-response program in EV-ready single-family and multiplex buildings
4. Document the current state of EV power management devices in EV-ready single-family and multiplex buildings

3.1 Survey of EV-Ready Building Stakeholders

The study included a survey of residents, strata council members, building professionals, and municipal staff responsible for EV-ready bylaws in seven BC communities: City of Nanaimo, City of Victoria, City of Vancouver, City of Richmond, Township of Langley, City of New Westminster, and the University of British Columbia. These communities were selected based on several criteria, including having an EV-ready bylaw in place since 2021 or earlier, the proportion of stalls that are required to be EV-ready, and to reflect a diversity of geographies and population, as well as availability of EV-ready building data.

Follow-up interviews were conducted with interested respondents of the survey questionnaires to provide an opportunity for them to share additional details on their EV-ready experience.



3.2 Industry Stakeholder Engagement

In addition to conducting a survey, the study included focus groups with industry representatives from organizations involved in EV-ready and charging infrastructure:

Building Officials

- Building Officials Association of BC
- Technical Safety BC

Property Management and Strata Associations

- Condominium Home Owners Association
- Vancouver Island Strata Owners Association
- Strata Property Agents of BC
- Professional Association of Managing Agents

Development Industry

- Canadian Home Builders Association of BC
- Urban Development Institute

Electrical Utilities

- BC Hydro

Non-Profit EV Support Industry

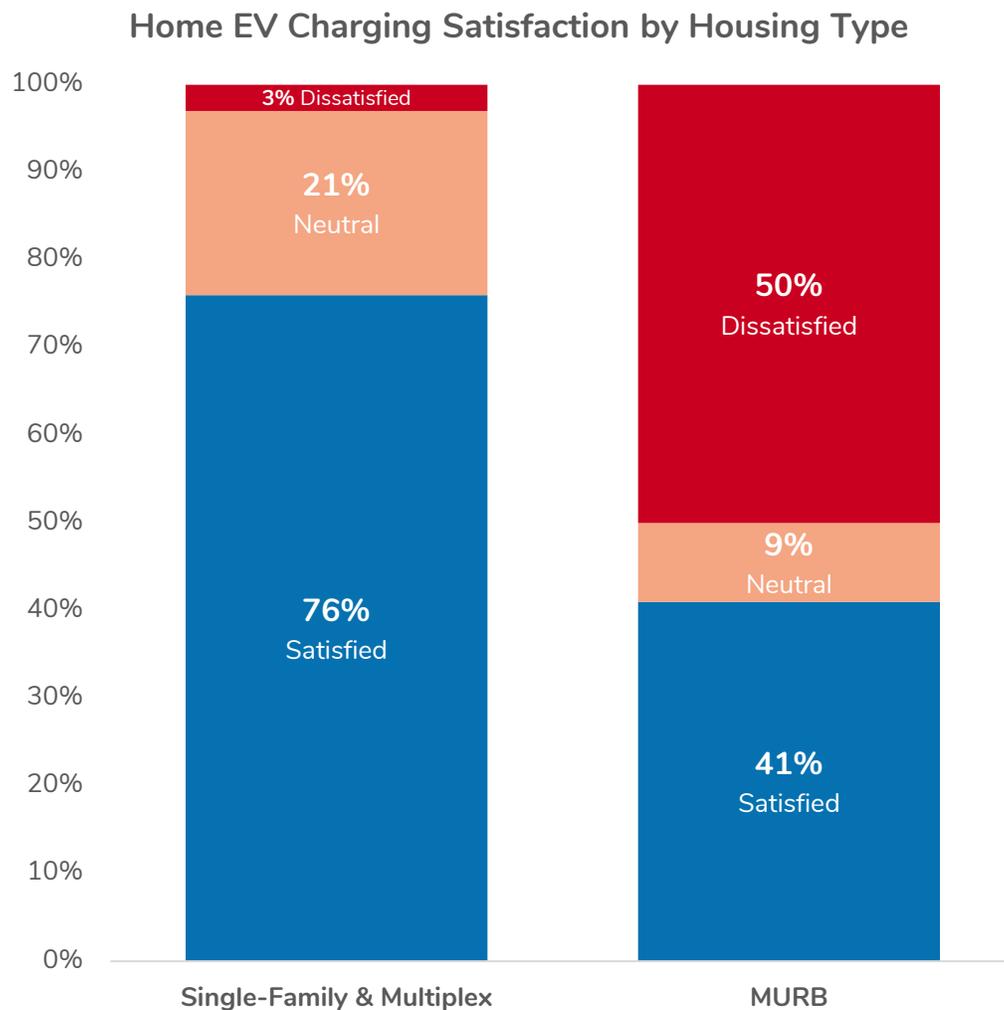
- Fraser Basin Council

The first round of engagement informed survey development and gathered initial insights on barriers, challenges, and opportunities for EV-ready requirements and EV energy management systems in new residential buildings. Follow-up engagement consisted of distributing draft findings and recommendations to study stakeholders for feedback.



4.0 KEY FINDINGS

1. The majority of survey respondents living in EV-ready single-family and multiplex housing are generally satisfied with their home EV charging experience, but EV drivers living in MURBs are less satisfied with their home charging experience.



2. Buildings that are not 100% EV-ready (i.e., where some residents do not have an EV-ready parking stall) create barriers for residents who are not assigned an EV-ready parking stall and who wish to charge their EV at home.



5. EV charging infrastructure may not be constructed to a compliant standard for some EV-ready buildings due to:
 - a. Gaps and oversights during the development process
 - b. Lack of coordination or unclear division of responsibilities between Authorities Having Jurisdiction (e.g., municipal plan reviewers, Technical Safety BC)
6. Tenants living in strata housing lack the decision-making power to install EV chargers in EV-ready residential buildings.
7. EV charging hardware incompatibility prevents or makes it cost prohibitive for residents to install EV chargers of a different brand.
8. Hiring an EV charging service provider prior to creation of the strata corporation can result in challenges for stratas and residents, locking them into restrictive contracts, fees, and hardware limitations.
9. Residents and strata councils may lack knowledge about EV charger installation and operation, and may not receive critical documentation on their EV charging system upon handover from the developer

More information on the study results and findings can be found in the full technical report.

5.0 RECOMMENDATIONS

The report includes seven recommendations to address barriers and challenges identified in the study that would help improve the EV charging experience for residents in EV-ready buildings. These actions could be led by various agencies and organizations, including local governments, the Province, electrical utilities, Technical Safety BC, Engineers and Geoscientists of BC, BC Local Government EV Peer Network, and others.

1. Strengthen EV-ready requirements and design standards

Local governments should update bylaws to require 100% EV-ready parking (or at least one stall per unit) with Level 2 outlets. Design guidelines should promote brand-agnostic hardware, installation specifications, and alignment with the Safety Standards Act and the BC Electrical Code.



2. Explore the feasibility of a province-wide EV-ready requirement

The Province should assess the feasibility and benefits of a BC-wide, EV-ready requirement for new residential buildings similar to the BC Energy Step Code, which could offer harmonized yet flexible implementation.

3. Enhance EV-ready permitting and review processes

The Province should work to clarify municipal authorities' and Technical Safety BC's role in EV-ready permitting. Local governments should develop coordinated checklists, model drawings, and specifications, and ensure required on-site field reviews are completed. Industry stakeholders can support by developing trade certifications and expanding education for contractors and inspectors, especially in rural and remote regions in BC.

4. Establish an EV charging operational plan requirement for EV-ready buildings

Local governments should require developers to submit EV-ready preliminary and final operational plans for strata MURBs authored by electrical engineers at the building permit and occupancy permit stages. These plans should detail EV charging system capacity and compatible chargers, ensuring strata corporations receive essential technical documentation.

5. Develop and enhance education on EV charging infrastructure for EV-ready stakeholders

BC Hydro, Technical Safety BC, Engineers and Geoscientists of BC, and strata associations (e.g., CHOA, VISOA) should develop outreach and training tailored for residents, strata councils, and professionals. Residents need clarity on what EV-ready means, how EV charging operates, and what costs to expect. Strata councils require governance support. Engineers and contractors will benefit from training on best practices and EV energy management systems.



6. Consult with EV charging service providers to improve EV charging service agreements and communications

Developers, strata associations, local governments, and/or the Province should engage with EV charging service providers to identify how to improve flexibility in contracts and shift industry practices towards brand agnostic hardware, allowing strata corporations to choose the most appropriate EV charging solutions that best serve the interest of strata owners. Improved communication between EV charging service providers and building professionals would streamline design and installation and support a better EV charging experience for residents.

7. Conduct cost-benefit analyses of financial rebates for EV Energy Management Systems in new EV-ready single-family homes

EV Energy Management Systems (EVEMS) help to optimize the timing and rate of EV charging to prevent overloading an electrical circuit and can help homeowners avoid costly electrical capacity upgrades. Uptake of EVEMS in single family homes is relatively low, potentially due to lack of information being available to residents. To determine if mandating the use of EVEMS as part of EV-ready requirements is more cost-effective than incentivizing use through rebates, BC Hydro should conduct a cost-benefit analysis to make an informed decision on potential program changes.

6.0 CONCLUSION

The *Charged and Ready: Evaluating EV-Ready Residential Building Experiences* study confirmed that EV-ready bylaws are generally effective in supporting home EV charging, but that EV drivers living in MURBs are less satisfied with their home EV charging experience compared to those living in single-family or multiplex housing. Further, gaps in bylaw design and implementation, added technical and governance complexities, and lack of knowledge or relevant documentation for residents and stratas in MURBs can limit equitable charging access for some residents. The report offers seven recommendations to improve the EV-ready experience in residential buildings and inform work to improve the EV-ready residential building experience across BC.



Evaluating EV-Ready Bylaws in New Residential Buildings

Johann Zerbe

Senior Policy and Planning Analyst, Regional Climate Action Services

Air Quality and Climate Committee Meeting – November 7, 2025
79487588

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1

HOME CHARGING IS CRITICAL TO EV ADOPTION

- Home charging is the most affordable and convenient option for most EV owners
- Multi-unit residential buildings (MURBs) face more barriers that limit access to charging
- EV-Ready bylaws ensure new buildings are equipped to provide charging, reducing costs by 3-4x compared to retrofitting later



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2

EVALUATING EV-READY BYLAWS

Objectives:

- Evaluate the effectiveness of EV-ready bylaws in new residential buildings
- Identify challenges and barriers
- Recommend improvements

Methods:

- Survey of 7 BC communities (5 in Metro Vancouver)
- Workshops with industry and other stakeholders

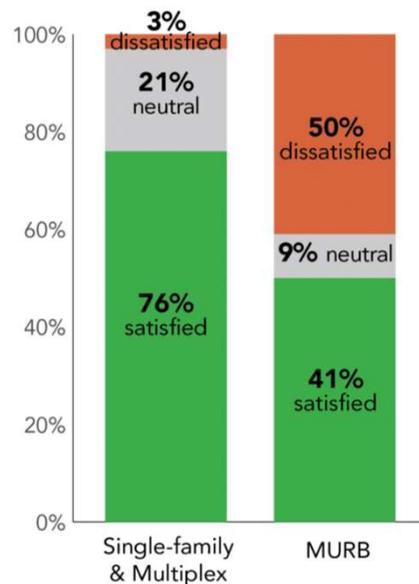


3

STUDY FINDINGS

- Residents in MURBs are less satisfied with home EV charging compared to single family/multiplex homes
- Buildings that are not 100% EV-ready create inequities in charging access

Home EV Charging Satisfaction by Housing Type



4

STUDY FINDINGS

- Gaps and oversights, or lack of coordination between agencies during development can limit equitable charging access for residents
- Residents and strata corporations may lack knowledge and critical documentation



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5

RECOMMENDATIONS FOR LOCAL GOVERNMENTS

- Strengthen EV-Ready requirements and design standards
- Enhance EV-Ready permitting and review processes
- Establish an EV charging operational plan requirement for EV-ready buildings
- Consult with EV charging service providers to improve contracts and communications



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6

NEXT STEPS AND IMPLEMENTATION

- Project results communicated through BC E-mobility Peer Network and other channels
- Results and recommendations can support local governments and inform ongoing work to enhance EV-ready bylaws



7



Thank you! Questions?

8

To: Finance Committee

From: Linda Sabatini, Deputy CFO, Financial Services

Date: October 29, 2025 Meeting Date: November 13, 2025

Subject: **MVRD Audit Plan from KPMG LLP**

RECOMMENDATION

That the Finance Committee receive for information the report dated October 29, 2025, titled "MVRD Audit Plan from KPMG LLP".

EXECUTIVE SUMMARY

Metro Vancouver Regional District, Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, and Metro Vancouver Housing Corporation are required under provincial legislation to prepare annual financial statements, audited by a public accounting firm and approved by the Board by May 15th each year. The 2025 Annual Financial Statements, along with the draft auditor's report, will be presented to the Finance Committee at its April meeting, prior to Board approval.

KPMG was approved by the Board in 2024 as Metro Vancouver's external auditors for a five-year period. Fiscal year 2025 is the second year of the five-year contract. Attached for information is the audit planning report prepared by KPMG LLP. This report outlines the audit approach, key audit areas, auditor responsibilities and audit deliverables.

PURPOSE

To provide the Finance Committee with the external auditor's plan for the 2025 annual external audit for Metro Vancouver Regional District, Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, and Metro Vancouver Housing Corporation.

BACKGROUND

Under provincial legislations, an external audit is required to be undertaken annually for Metro Vancouver Regional District, Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, and Metro Vancouver Housing Corporation. This audit must be conducted by a public accounting firm that is licensed to conduct such audits. The results of the annual audit along with the draft audit report and the 2025 Audited Financial Statements will be presented to this Committee at its April meeting with the financial statements to be forwarded to the Board for approval. Legislation requires that the final Board approval of the annual financial statements take place on or prior to May 15, 2026.

KPMG LLP was approved by the Board in 2024 as Metro Vancouver's external auditors for a five-year period. Fiscal year 2025 is the second year of the five-year contract.

ANNUAL AUDIT PLAN

The Audit Plan from KPMG LLP for Metro Vancouver Regional District, Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, and Metro Vancouver Housing Corporation is included as an attachment to this report. The audit plan outlines the audit approach, key audit areas, auditor responsibilities, and audit deliverables.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The completion of the annual financial statement audit fulfills a statutory requirement. The cost of the audit is included in the approved annual budget.

OTHER IMPLICATIONS

There are no other implications.

CONCLUSION

As prepared by KPMG LLP, our external auditors, the plan for the 2025 external audit of Metro Vancouver Regional District, Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, and Metro Vancouver Housing Corporation is presented to the Committee for information.

ATTACHMENTS

1. "MVRD Audit Planning Report to the Finance Committee", dated, October 29, 2025.



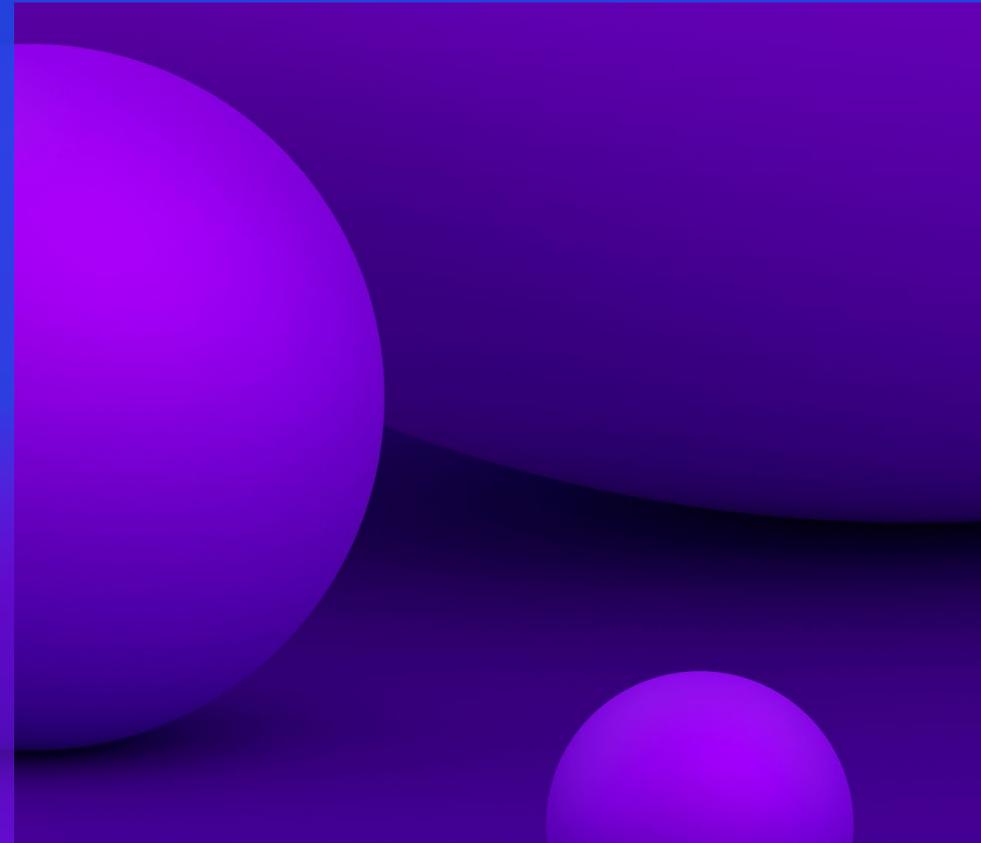
Metro Vancouver Regional District

**Audit Planning Report
for the year ending December 31, 2025**



Prepared as of **October 29, 2025**
for presentation to the Finance Committee on November 13, 2025

kpmg.ca/audit



KPMG contacts

Key contacts in connection with this engagement

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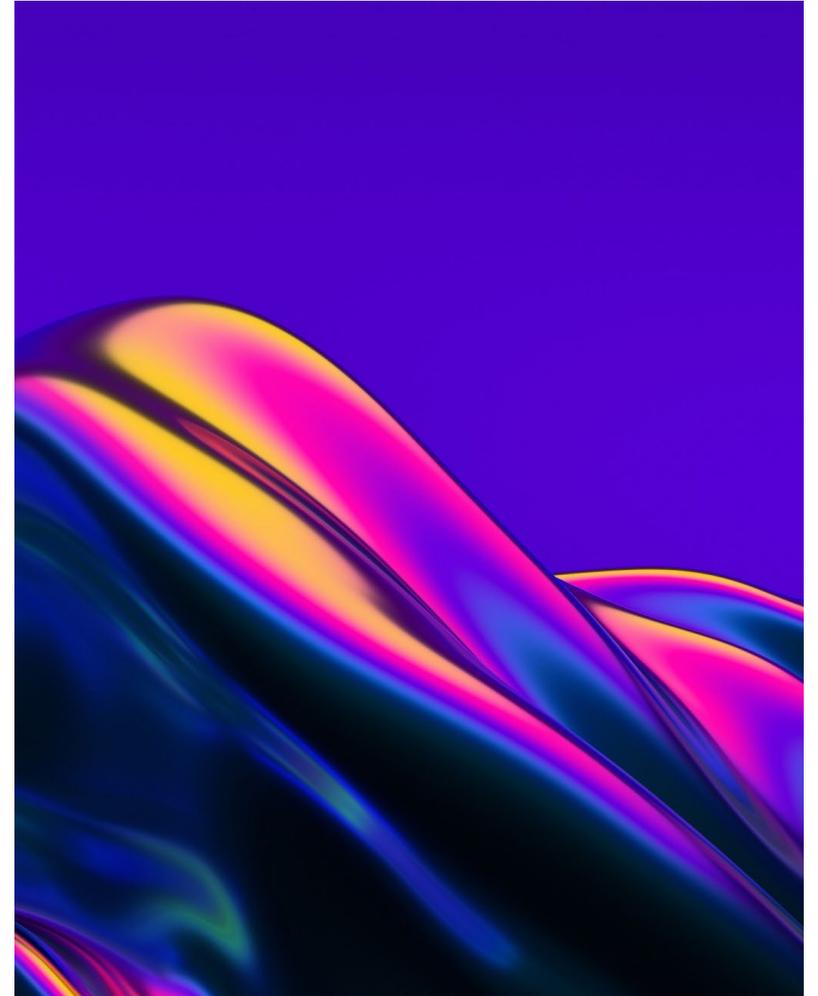
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Digital use information

This Audit Planning Report is also available as a “hyper-linked” PDF document.

If you are reading in electronic form (e.g. In “Adobe Reader” or “Board Books”), clicking on the home symbol on the top right corner will bring you back to this slide.



Click on any item in the table of contents to navigate to that section.



Audit highlights

Scope

Our audit of the consolidated financial statements of Metro Vancouver Regional District (“the District”) as of and for the year ending December 31, 2025, will be performed in accordance with Canadian generally accepted auditing standards. Our work will also include the standalone audits of the financial statements of Greater Vancouver Sewerage and Drainage District (“GVS&DD”), Greater Vancouver Water District (“GVWD”) and Metro Vancouver Housing Corporation (“MVHC”) (together “the Entities”) as of and for the year ending December 31, 2025 (collectively the “financial statements”).

We welcome your input and feedback on our audit plan as enumerated in this report.

Audit strategy

Materiality \$37M



Involvement of others



Audit timelines



Audit approach



Risk of management override of controls



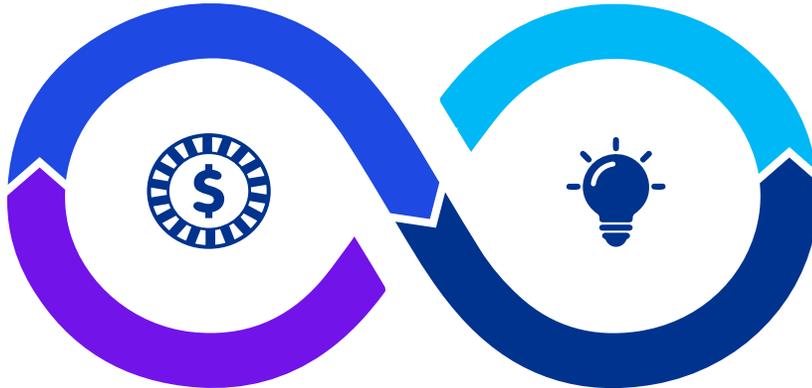
Other significant risks



The purpose of this report is to assist you, as a member of the Finance Committee, in your review of the plan for our audits of the financial statements of the District, GVS&DD, GVWD, and MVHC. This report is intended solely for the information and use of Management, the Finance Committee, and the Boards of Directors and should not be used for any other purpose or any other party. KPMG shall have no responsibility or liability for loss or damages or claims, if any, to or by any third party as this report to the Finance Committee has not been prepared for, and is not intended for, and should not be used by, any third party or for any other purpose.



Materiality



We **initially determine materiality** at a level at which we consider that misstatements could reasonably be expected to influence the economic decisions of users. Determining materiality is a matter of **professional judgment**, considering both quantitative and qualitative factors, and is affected by our perception of the common financial information needs of users of the financial statements as a group. We do not consider the possible effect of misstatements on specific individual users, whose needs may vary widely.

We **reassess materiality** throughout the audit and revise materiality if we become aware of information that would have caused us to determine a different materiality level initially.

Plan and perform the audit

We **initially determine materiality** to provide a basis for:

- Determining the nature, timing and extent of risk assessment procedures;
- Identifying and assessing the risks of material misstatement; and
- Determining the nature, timing, and extent of further audit procedures.

We design our procedures to detect misstatements at a level less than materiality in individual accounts and disclosures, to reduce to an appropriately low level the probability that the aggregate of uncorrected and undetected misstatements exceeds materiality for the financial statements as a whole.

Evaluate the effect of misstatements

We also **use materiality** to evaluate the effect of:

- Identified misstatements on our audit; and
- Uncorrected misstatements, if any, on the financial statements and in forming our opinion.



Initial materiality



Prior Year Total Revenues

\$1.43 billion

(2024: \$1.25 billion)

% of Benchmark

2.6%

(2024: 2.6%)

Audit Misstatement Posting Threshold

\$1.85 million

(2024: \$1.6 million)



Involvement of others

The following parties are involved in the audits of the financial statements:

Involved party	Nature and extent of planned involvement
Management's specialists	<p>Landfill closure and post-closure liability: Information provided by the City of Vancouver specialist is used in management's calculation of the landfill closure and post-closure liability.</p> <p>Asset retirement obligation: Information provided by Management's specialist is used in management's calculation of the asset retirement obligation.</p> <p>Employee benefit obligation: Information provided by Management's specialist is used in management's calculation of employee benefits obligation.</p>

Involved party	Nature and extent of planned involvement
KPMG professionals with specialized skill or knowledge	<p>Understanding of IT: Members of our IT audit professionals group will support the core audit team in obtaining our understanding of IT.</p> <p>North Shore Wastewater Treatment Plant: Members of our infrastructure advisory group will support the core audit team in evaluating the design and implementation of control(s) over the approval of payment of invoices relating to this capital project.</p>



Group audit – Scoping

Professional standards require that we obtain an understanding of the Entities' organizational structure, including its components and their environments that is sufficient to identify those components that are financially significant or that contain specific risks that must be addressed during our audit of the Entities. The components included in the Entities over which we plan to perform our audit procedures are as follows:

	Individually financially significant component			
	District	GVS&DD	GVWD	MVHC
Full-scope audit	✓	✓	✓	✓
Audit, as a standalone audit is being performed due to statutory requirements		✓	✓	✓





Group audit – Component / Standalone Materiality

Metro Vancouver Regional District (component)

\$11.5 million

Greater Vancouver Water District (standalone)

\$11 million

Benchmark: prior year total revenues

% of benchmark: 2.7%

Audit misstatement posting threshold: \$550,000

Greater Vancouver Sewerage and Drainage District (standalone)

\$21 million

Benchmark: prior year total revenues

% of benchmark: 2.6%

Audit misstatement posting threshold: \$1,050,000

Metro Vancouver Housing Corporation (standalone)

\$1.6 million

Benchmark: prior year total revenues

% of benchmark: 2.7%

Audit misstatement posting threshold: \$80,000



Audit approach

The following are inquiries that we are required to make to those charged with governance:



Inquiries regarding risk assessment, including fraud risks

- What are the Committee's views about fraud risks, including management override of controls, in the Entities? And have you taken any actions to respond to any identified fraud risks?
- Is the Committee aware of, or has the Committee identified, any instances of actual, suspected, or alleged fraud, including misconduct or unethical behavior related to financial reporting or misappropriation of assets?
 - If so, have the instances been appropriately addressed and how have they been addressed?
- How does the Committee exercise oversight over management's assessment of fraud risk and the establishment of controls to address/mitigate fraud risks?
- Is the Committee aware of any instances of actual or possible violations of laws and regulations (irrespective of materiality threshold)?
- Is the Committee aware of correspondence with regulators or licensing authorities?
- Is the Committee aware of any additional matters relevant to the audit?



Inquiries regarding Entities' processes

- Is the Committee aware of or have they received tips or complaints regarding the Entities' financial reporting (including those received through the Committee's internal whistleblower program, if such programs exist)? If so, what was the Committee's responses to such tips and complaints?
- Have the Entities complied with all covenants during the financial statement period and before the dates of the auditor's report?
- Have there been any events of default during the financial statement period and before the dates of the auditor's reports?



Inquires regarding related parties and significant unusual transactions

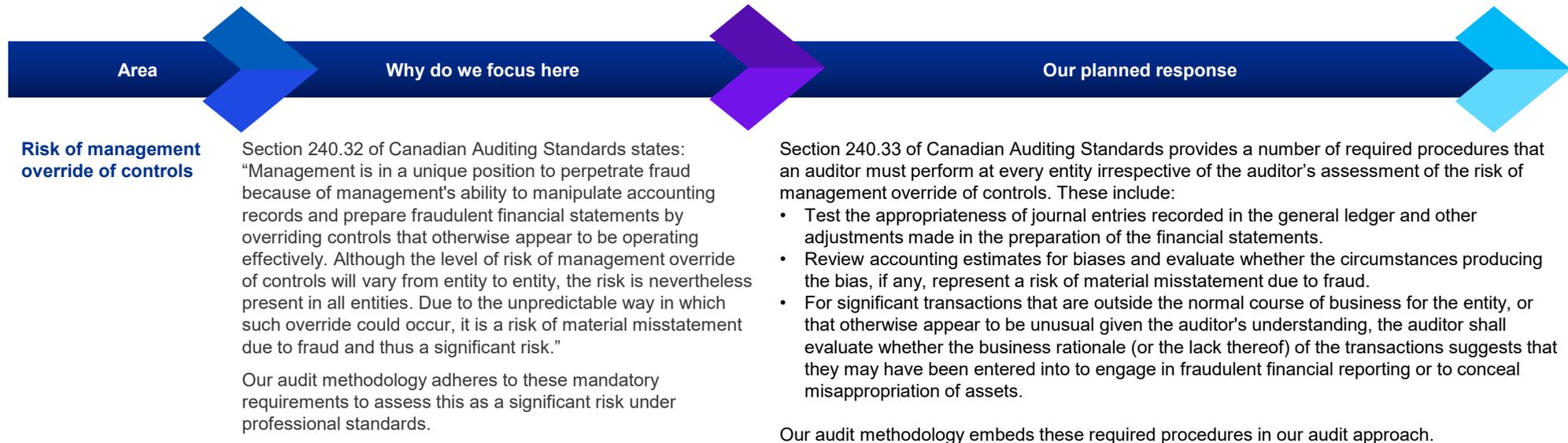
- Is the Committee aware of any instances where the Entities entered into any significant unusual transactions?
- What is the Committee's understanding of the Entities' relationships and transactions with related parties that are significant to the Entities?
- Is the Committee concerned about relationships or transactions with related parties? If so, what is the substance of those concerns?



Audit approach

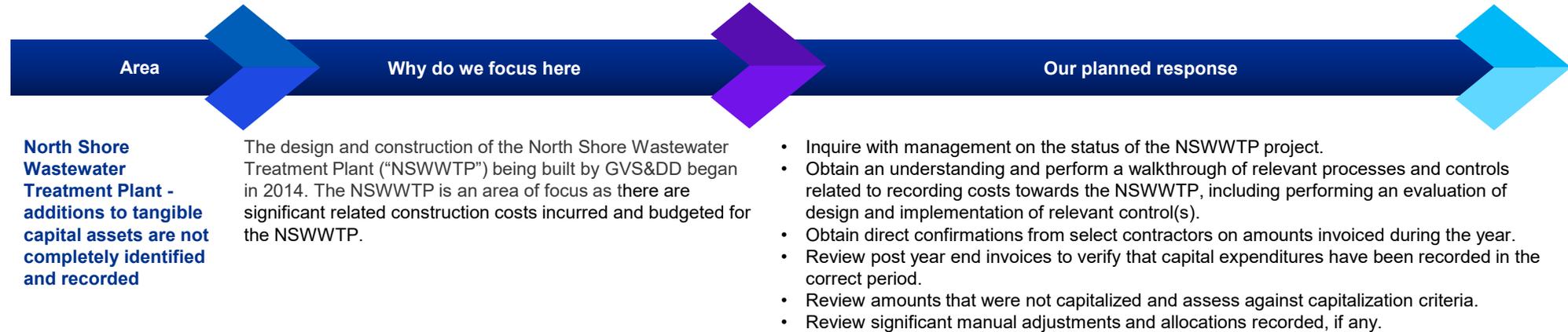
Our planning begins with an assessment of risks of material misstatement in your financial statements based on our understanding and risk assessment procedures. In assessing inherent risk, the auditor uses professional judgment in determining the significance of the combination of the likelihood and magnitude of a misstatement along a spectrum. KPMG assesses inherent risk at one of three levels: Base, Elevated, or Significant, depending on where it is on the spectrum.

Based on our assessment, we have identified the following areas of audit focus at the significant inherent risk level. Risk assessment is an iterative in nature rather than something we perform only at the beginning of the audit. As we perform the audit, we will continue to consider our risk assessment.



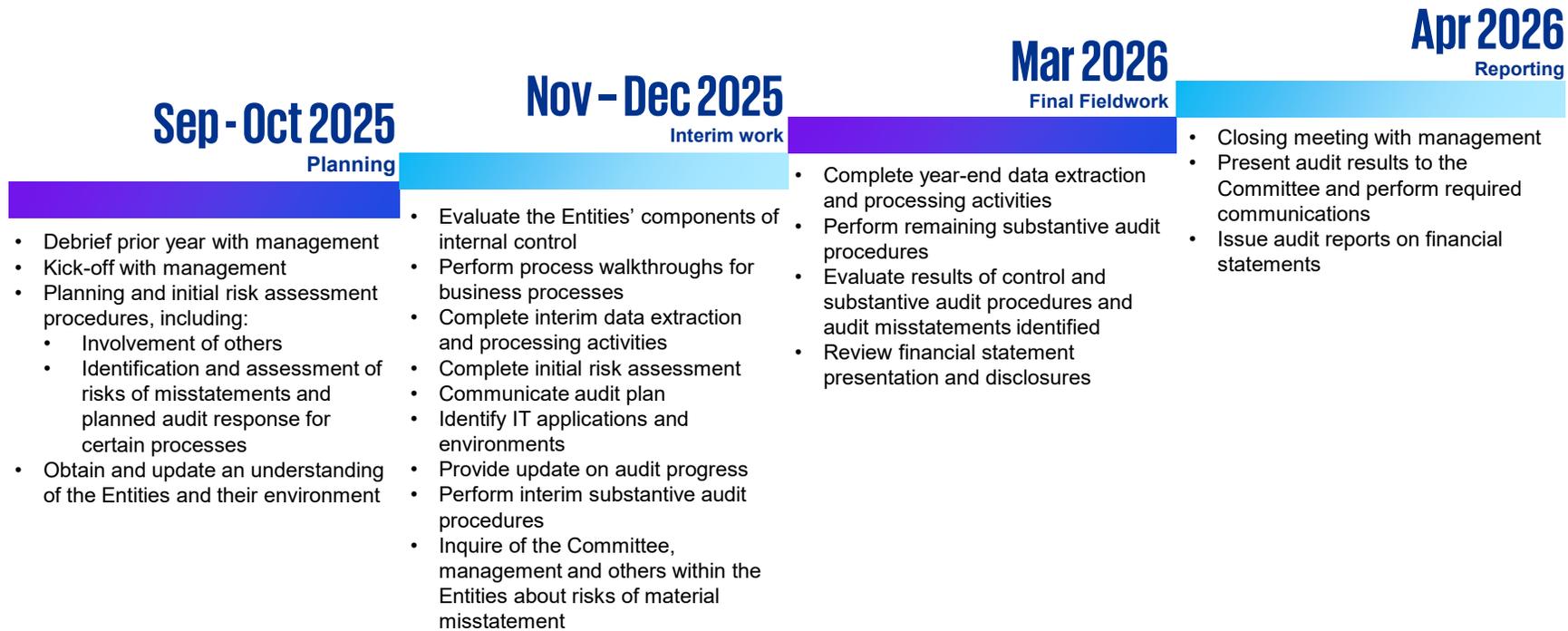


Audit approach





Key milestones and deliverables





Our commitment to delivering audit quality

We define ‘**audit quality**’ as being the outcome when:

- audits are **executed consistently**, in line with the requirements and intent of **applicable professional standards** within a strong **system of quality management**; and
- all of our related activities are undertaken in an environment of the utmost level of **objectivity, independence, ethics and integrity**.

KPMG is committed to fulfilling our public interest role in providing robust assurance that can benefit investors and other stakeholders.

Businesses are integrating technology in ways once unimaginable. Geopolitical changes and inflationary pressures continue to drive uncertainty, and businesses need to take action to respond to societal threats like climate change.

The pace and scale of change only strengthens our resolve to ensure the quality, consistency and adaptability of our services are fit for this new future. Audit and assurance quality remains the highest priority at KPMG.

Through sustained innovation, we aim to consistently deliver superior audit quality. Across the global organization:

- KPMG firms have implemented a consistent risk-based approach to our system of quality management to drive audit and assurance quality, enabling us to meet the requirements of the International Standard on Quality Management 1 (ISQM 1).
- We are utilising powerful technologies on audit and assurance engagements, including artificial intelligence, and leveraging our alliances with technology leaders such as Microsoft to further enhance quality and provide even more value through deeper analysis of businesses, no matter their size.
- We believe the same level of rigour, quality, consistency and trust that is applied to financial statement information by companies should also apply to ESG reporting. Therefore, across the global organization we have deployed an assurance methodology, KPMG Clara workflow and learning tools to upskill and build teams to provide assurance on ESG reporting that helps our clients build a more sustainable future.

We encourage you to read our Transparency Report to learn more about our system of quality management and our firm’s statement on the effectiveness of our SoQM:



[KPMG Canada Transparency Report](#)



How do we deliver audit quality?

Quality essentially means doing the right thing and remains our highest priority.

We have strengthened the consistency and robustness of our system of quality management to meet the requirements of ISQM 1 (CSQM 1), issued by the International Audit and Assurance Standards Board. Foundational for quality management, KPMG's globally consistent approach to ISQM 1 drives compliance with the standard and our efforts to strengthen trust and transparency with clients, the capital markets and the public we serve.

Aligned with ISQM 1 (CSQM 1), our SoQM meets the requirements of the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (IESBA) and the relevant rules of professional conduct / code of ethics applicable to the practice of public accounting in Canada, which apply to professional services firms that perform audits of financial statements.

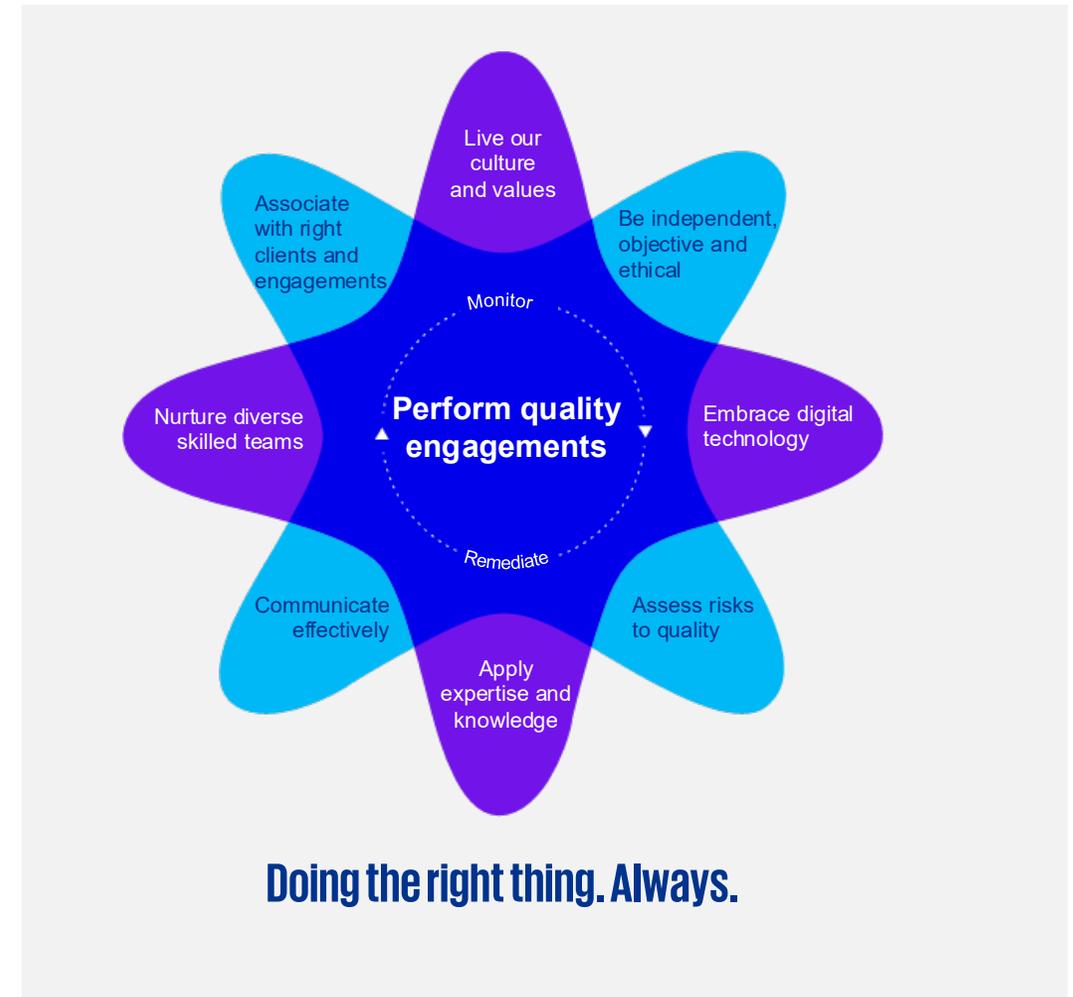
Our **Global Quality Framework** outlines how we deliver quality and how every KPMG professional contributes to its delivery.



'Perform quality engagements' sits at the core, along with our commitment to continually monitor and remediate to fulfil our quality drivers.



Our **quality value drivers** are the cornerstones to our approach underpinned by the **supporting drivers** and give clear direction to encourage the right behaviours in delivering audit quality.

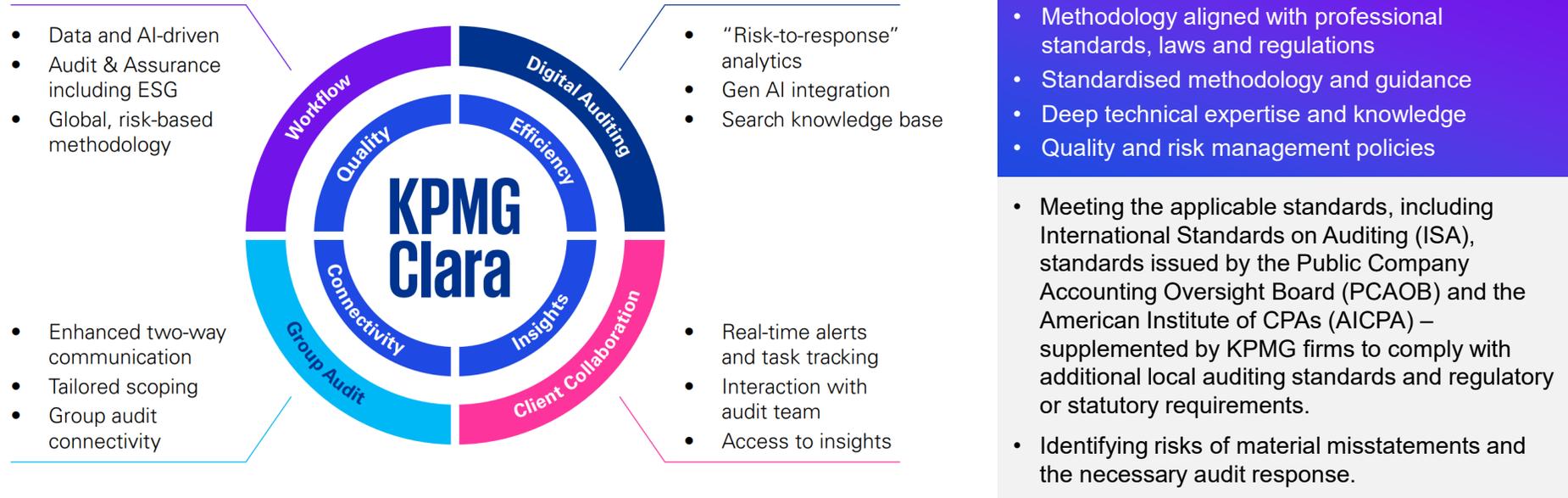




The KPMG Audit

Globally consistent audit and assurance methodology and tools

As a scalable, intuitive cloud-based platform, KPMG Clara is driving globally consistent execution across all KPMG member firms. It enables delivery of KPMG audit and assurance methodologies through data-enabled workflows, which align with the applicable audit and assurance standards and provide an improved experience to audit and assurance professionals.





Independence: Shared responsibilities

Auditor independence is a shared responsibility and most effective when management, audit committees, and audit firms work together in considering compliance with relevant independence rules. In order for KPMG to fulfill its professional responsibility to maintain and monitor independence, management, the audit committee, and KPMG each play an important role. We apply the following ethical requirements, including independence requirements, in:

- the rules of professional conduct / code of ethics applicable to the practice of public accounting issued by various professional accounting bodies in Canada (“CPA code”) that are relevant to audits of financial statements of non-reporting issuers; and
- the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (“IESBA independence rule”) that are relevant to audits of financial statements of non-public interest entities.

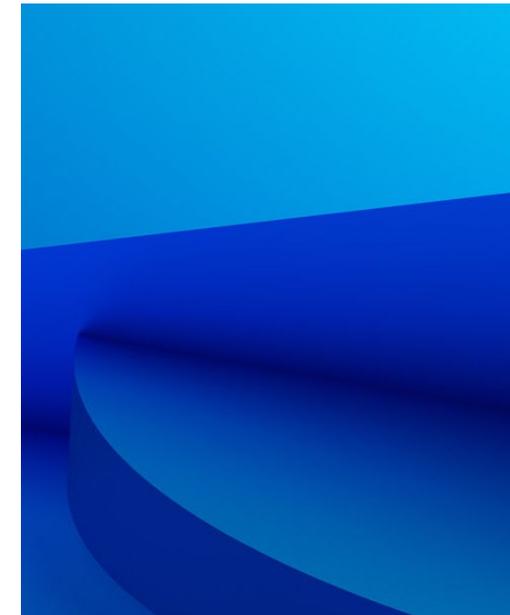


The firm maintains a system of quality control over compliance with independence rules and firm policies. Timely information before the effective date of transactions or other business changes is necessary to effectively maintain the firm’s independence in relation to:

- New related entities
- Any former KPMG professional who are directors, officers, or employee in a position to exert significant influence over the preparation of the client’s accounting records or the financial statements.



- We will report to the committee all relationships that may reasonably be thought to bear on our independence, including fees charged, and discuss the potential effects of such relationships on our independence. We will also report the related safeguards that have been applied, as applicable, to eliminate identified threats to independence or reduce them to an acceptable level.
- This communication, if any, will be provided during our year-end communications.





Appendices

1

Required communications

2

New auditing standards

3

New accounting standards

4

Thought leadership and insights





Appendix 1: Required communications



Auditor's report

Engagement letter

A copy of our draft auditor's report setting out the conclusion of our audit will be provided at the completion of the audit.

The objectives of the audit, our responsibilities in carrying out our audit, as well as management's responsibilities, are set out in the engagement letter.



Audit findings report

Management representation letter

At the completion of the audit, we will provide our findings report to the Committee.

We will obtain from management certain representations at the completion of the audit. In accordance with professional standards, a copy of the representation letter will be provided to the Committee.



Independence

Internal control deficiencies

We are independent and have a robust and consistent system of quality control. We provide complete transparency on all services and follow the Committee's approved protocols. At the completion of our audit, we will re-confirm our independence to the Committee.

Significant control deficiencies identified during the audit will be communicated to management and the Committee.



Appendix 2: Newly effective changes to auditing standards

Effective for current year (periods beginning on or after December 15, 2024)

ISA 260/CAS 260

.....

Communications
with those charged
with governance

Summary of Changes:

New requirements for the auditor to communicate:

- about the relevant ethical requirements, including those related to independence, that the auditor applied to the audit of the financial statements; and
- any enhanced independence requirement that the auditor applied specific to the audit of financial statements of certain entities.

ISA 700/CAS 700

.....

Forming an opinion
and reporting on
the financial
statements

Summary of Changes:

New requirements for the auditor to publicly disclose when the auditor applied independence requirements specific to audits of financial statements of certain entities WHEN the ethical requirements require public disclosure.



Appendix 3: New accounting standards

Standard	Summary and implications
Concepts Underlying Financial Performance	<ul style="list-style-type: none"> The revised Conceptual Framework is effective for fiscal years beginning on or after April 1, 2026 with early adoption permitted. The framework provides the core concepts and objectives underlying Canadian public sector accounting standards. The ten chapter conceptual framework defines and elaborates on the characteristics of public sector entities and their financial reporting objectives. Additional information is provided about financial statement objectives, qualitative characteristics and elements. General recognition and measurement criteria, and presentation concepts are introduced.
Financial Statement Presentation	<ul style="list-style-type: none"> The proposed section PS 1202 <i>Financial statement presentation</i> will replace the current section PS 1201 <i>Financial statement presentation</i>. PS 1202 <i>Financial statement presentation</i> will apply to fiscal years beginning on or after April 1, 2026 to coincide with the adoption of the revised conceptual framework. Early adoption is permitted. The proposed section includes the following: <ul style="list-style-type: none"> Relocation of the net debt indicator to its own statement called the statement of net financial assets/liabilities, with the calculation of net debt refined to ensure its original meaning is retained. Separating liabilities into financial liabilities and non-financial liabilities. Restructuring the statement of financial position to present total assets followed by total liabilities. Changes to common terminology used in the financial statements, including re-naming accumulated surplus (deficit) to net assets (liabilities). Removal of the statement of rereasurement gains (losses) with the information instead included on a new statement called the statement of changes in net assets (liabilities). This new statement would present the changes in each component of net assets (liabilities), including a new component called “accumulated other”. A new provision whereby an entity can use an amended budget in certain circumstances. Inclusion of disclosures related to risks and uncertainties that could affect the entity’s financial position.



Appendix 3: New accounting standards (continued)

Standard	Summary and implications
Employee Benefits	<ul style="list-style-type: none"> • The Public Sector Accounting Board has issued proposed new standard PS 3251 <i>Employee benefits</i> which would replace the current sections PS 3250 <i>Retirement benefits</i> and PS 3255 <i>Post-employment benefits, compensated absences and termination benefits</i>. • After evaluating comments received about the July 2021 exposure draft, a new re-exposure draft was released in October 2024. The re-exposure draft continues to use principles from International Public Sector Accounting Standard 39 <i>Employee benefits</i> as a starting point to develop the Canadian standard. • The proposed standard would result in public sector entities recognizing the impact of revaluations of the net defined benefit liability (asset) immediately on the statement of financial position. • The re-exposure draft also proposes that fully funded post-employment benefit plans use a discount rate based on the expected market-based return of plan assets and unfunded plans use a discount rate based on the market yield of government bonds, high-quality corporate bonds or another appropriate financial instrument. A simplified approach to determining a plan's funding status is provided. • For most other topics, the re-exposure draft is consistent with the original exposure draft. A few exceptions are: <ul style="list-style-type: none"> • Deferral provisions – Remeasurement gains and losses will be presented as part of accumulated remeasurement gains and losses. • Valuation of plan assets – Public sector entities may continue to recognize non-transferable financial instruments that meet the definition of plan assets under existing PS 3250 guidance. • Joint defined benefit plans – Defined benefit accounting will be used for measurement of the proportionate share of the plan, instead of previously proposed multi-employer plan accounting which was based on defined contribution plan concepts. • Disclosure of other long-term employee benefits and termination benefits – The re-exposure draft does not include prescriptive disclosure requirements for other long-term employee benefits and termination benefits. • The proposed section PS 3251 <i>Employee benefits</i> will apply to fiscal years beginning on or after April 1, 2029. Early adoption will be permitted and guidance applied retroactively, with or without prior period restatement. • Comments on the re-exposure draft were due on January 20, 2025. The re-exposure draft can be viewed at the following link: Click here



Appendix 3: New accounting standards(continued)

Standard	Summary and implications
Intangible assets	<ul style="list-style-type: none"> The Public Sector Accounting Standards Board has issued proposed new standard PS 3155 <i>Intangible Assets</i> which would replace Public Sector Guideline 8 <i>Purchased Intangibles</i>. The new standard would be effective for fiscal years beginning on or after April 1, 2030 with early adoption permitted. The standard will include foundational guidance on acquired and internally generated intangibles. It excludes intangible assets addressed in other public sector accounting standards and other intangible items such as exploration and extraction costs for non-renewable resources or intangible assets related to insurance contracts. The definition of “intangible assets” requires an intangible resource to be separate and identifiable from goodwill. It also requires that the entity has control over the intangible resource, future economic benefits flow from the intangible resource, and the intangible resource is the result of a past transaction and/or other events. Internally generated goodwill is not permitted to be recognized as an asset. An intangible resource is recognized when it meets the definition of an intangible asset and the asset’s cost can be measured in a faithfully representative way. The generation of the asset is classified into a research phase and a development phase. Expenditures from the research phase of an internally generated project are expensed. An intangible asset arising from the development phase can be recognized if it meets certain requirements. Intangible assets are initially measured at cost and subsequently carried at cost less accumulated amortization and accumulated impairment losses. Intangible assets acquired through a non-exchange transaction are measured at fair value as of the date it is acquired. Comments on the exposure draft are due on May 30, 2025. The exposure draft can be viewed at the following link: Click here
Cloud computing arrangements	<ul style="list-style-type: none"> As part of its intangible assets project, the Public Sector Accounting Standards Board is also developing guidance on cloud computing arrangements. To ensure the development of this accounting guidance reflects current practices and needs, a survey has been launched to gather insights. The survey will inform the Public Sector Accounting Board about the types of cloud computing arrangements being encountered, magnitude of costs, key arrangement terms, current accounting policies and unique challenges in practice. We encourage all entities to complete the survey by May 30, 2025, which is at the following link: Click here



Appendix 4: Thought leadership and insights

Our latest thinking on the issues that matter most to the Board of Directors and management.

KPMG Audit & Assurance Insights

Curated research and insights for audit committees and boards.

Board Leadership Centre

Leading insights to help board members maximize boardroom opportunities

Current Developments

Series of quarterly publications for Canadian businesses including Spotlight on IFRS, Canadian Assurance & Related Services, Canadian Securities Matters, and US Outlook reports.

Accelerate - The key issues driving the audit committee agenda

Discover the most pressing risks and opportunities that face audit committees, boards and management teams.

Sustainability Reporting

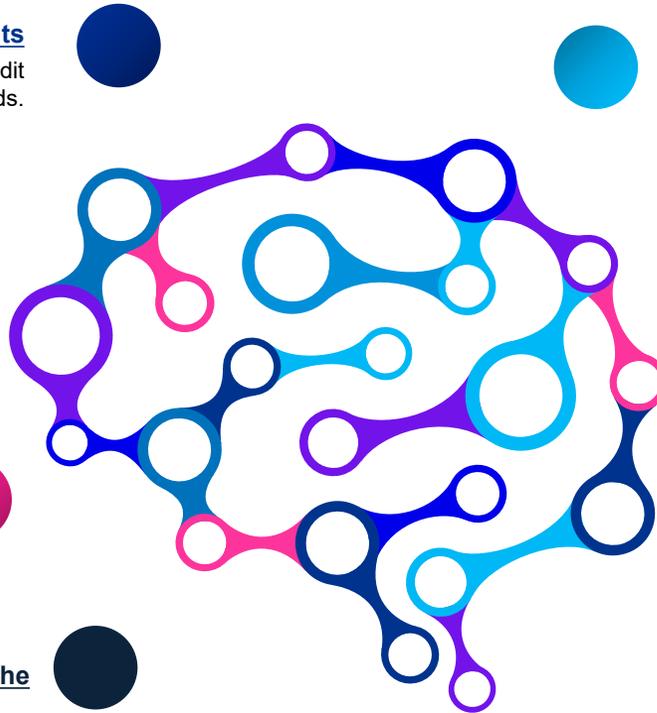
Resource centre on implementing the new Canadian reporting standards

IFRS Breaking News

A monthly Canadian newsletter that provides the latest insights on accounting, financial reporting and sustainability reporting.

Audit Committee Guide – Canadian Edition

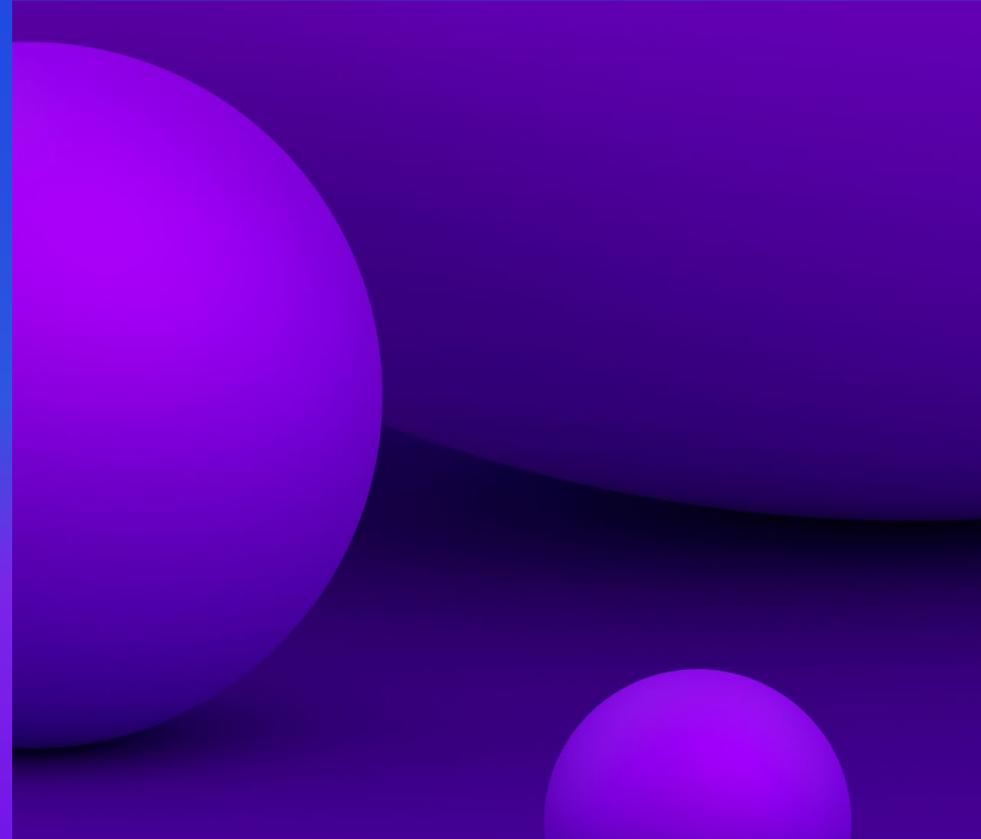
A practical guide providing insight into current challenges and leading practices shaping audit committee effectiveness in Canada.





[kpmg.ca](https://www.kpmg.ca)

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To: Invest Vancouver Management Board

From: Carla Stewart, Regional Planner, and Laurel Cowan, Division Manager, Regional Land Use Policy & Planning, Regional Planning

Date: October 30, 2025 Meeting Date: November 19, 2025

Subject: **Overview of the Agricultural Land Commission Act “50/50” Regulation**

RECOMMENDATION

That the Invest Vancouver Management Board receive for information the report dated October 30, 2025, titled “Overview of the Agricultural Land Commission Act “50/50” Regulation”.

EXECUTIVE SUMMARY

Metro Vancouver’s agricultural sector faces a significant range of interconnected challenges that impact the region’s food system and economy. Understanding these broad, interrelated challenges is at the heart of determining how food processing can be better supported within the region. This report provides an overview of the *Agricultural Land Commission Act (ALCA)* “50/50” regulation for the Invest Vancouver Management Board’s information including the requirements, purpose, process for exemptions, and broader challenges for food processing in the region.

As food processing challenges are an ongoing issue, the Province is currently reviewing the “50/50” regulation with a Task Force co-chaired by the Ministry of Agriculture and Food, BC Agriculture Council, and BC Food and Beverage, with representatives from across the agriculture and food industry sectors. Before proposing any significant policy changes, it will be important to have an in-depth understanding of existing challenges and implications of any changes.

PURPOSE

To provide the Invest Vancouver Management Board with an overview of the *Agricultural Land Commission Act* “50/50” production and processing regulation.

BACKGROUND

At the September 3, 2025 Invest Vancouver Management Board meeting, staff were requested to bring additional information on the *Agricultural Land Commission Act* “50/50” production and processing regulation.

In 2020, the MVRD Board approved the *Regional Industrial Lands Strategy* to support and advance the protection and intensification of industrial lands in the region (Reference 2). The Strategy highlights that while both industrial and agricultural land bases are under pressure to convert to other land uses, there is also pressure between the two, particularly when it comes to agri-industrial uses. Developed in collaboration with local governments, provincial ministries, industry groups, developers, and the Agricultural Land Commission, the Strategy affirms that conversion or use of agricultural lands is not a solution to the shortage of industrial lands in the region. The Strategy also includes a recommendation for further guidance and clarity around the “50/50” regulation:

“That the Ministry of Agriculture and Food produce guidelines or amend legislation to: define the metrics used to measure the 50/50 rule (i.e., volume, weight, value, etc.) to facilitate consistent application; and clarify the permitted value-added infrastructure of an approved use on an agricultural parcel and define a cap on the building infrastructure footprint.”

OVERVIEW OF THE “50/50” REGULATION

The Agricultural Land Reserve (ALR) was established in 1973 to protect farmland from urban development, and to ensure long-term food security in the province. The “50/50” regulation was introduced as part of this framework to regulate on-farm processing under the *Agricultural Land Commission Act*, Use Regulation 30/219 (Reference 1).

The “50/50” regulation stipulates that:

“The use of agricultural land for storing, packing, preparing and processing farm products is designated as a farm use and may not be prohibited as described in section 4 if at least 50% of the farm product is:

- (a) produced either on that agricultural land or by an association to which the owner of the agricultural land belongs, or
- (b) feed required for farm use on that agricultural land.”

An association is defined in the *Cooperative Association Act* and refers to an established non-profit, fulfilling a co-operative function. The “association” provision was added to the “50/50” regulation in 2015 in response to calls to grow BC’s agrifood sector and was widely accepted as an appropriate means to support expansion of the processing sector while also continuing to protect agricultural land for agricultural purposes.

In practice, the “50/50” regulation means that a farmer who wants to turn agricultural goods into processed products (e.g., jam, juice, medicinal products) on ALR land must ensure that half of the ingredients come from their own farm, or a co-operative association. If the 50% threshold isn’t met, farmers must transport their goods to off-site processors or apply for a non-farm use exemption through the Agricultural Land Commission (ALC).

The “50/50” regulation exists to preserve ALR lands primarily for farming and to limit urban uses and larger-scale processing or manufacturing from encroaching into agricultural land, particularly given the significant pressure from speculation that occurs within farmland across the province and especially within Metro Vancouver.

This regulation is also intended to encourage farms to grow and process their own products, supporting local businesses and value addition as well as local food security and traceability.

Non-Farm Use Exemptions

While the “50/50” regulation is intended to safeguard the proliferation of non-farming uses, including processing, into agricultural lands, a non-farm use exemption application is available through the ALC. Exemptions may be granted under specific circumstances such as:

- The processing activity supports agricultural viability;
- The proposed use does not compromise the integrity of the ALR; or
- The farmer can demonstrate the exemption is necessary for economic sustainability or local food security.

Approving non-farm use exemptions through an application process also provides the ALC with the ability to apply decision conditions to ensure on-going checks and balances are applied to approved uses. Examples of non-farm use exemptions have included:

- Mixed fruit processing (e.g., a strawberry farm wanting to make jam with other berries)
- Collaborative processing among neighbouring farms;
- Diversified product lines such as juices, sauces, or dairy products that require ingredients not grown on-site; or
- Pilot projects or innovative agri-food initiatives that test new models of local processing.

According to the ALC, over the past five years, 20 applications for food processing non-farm use were received, and all but one was approved.

Food Processing Limitations and Challenges

The “50/50” regulation has been identified by some stakeholders as a constraint on food processing expansion in the region. This concern is particularly relevant for smaller-scale producers, who may face higher relative costs for processing equipment. However, these challenges may differ significantly from those faced by larger food processing companies, which often operate at a national or international scale and have different resource capacities.

It is also important to recognize that the “50/50” regulation is only one of several factors influencing the viability and growth of food processing in the region. Other systemic challenges include:

- Prohibitive cost and availability of land in general, particularly in industrial areas
- Transportation barriers and costs
- Labour shortages in all parts of the food system
- Lack of Provincial financial investment and support of extension services (e.g., on-farm demonstrations, decision-aid tools, factsheets, knowledge development)
- Federal health and safety regulation costs
- On-going international events and decisions directly affecting Canada’s food system including tariffs, trade agreements and political uncertainty.

Understanding these broader, interrelated challenges is at the heart of determining how food processing can be better supported within the region. As food processing challenges are an ongoing issue, the Province is currently reviewing the “50/50” regulation with a Task Force co-chaired by the BC Agriculture Council, BC Food and Beverage, and Deputy Minister of the Ministry of Agriculture and Food, with representatives from across the agriculture and food industry sectors. Before proposing any significant policy changes, it will be important to have an in-depth understanding of all challenges as well as implications of any changes, including potential or unintended consequences such as increased speculation on agricultural land. A comprehensive review should consider the interplay of the various challenges facing our region, alongside the “50/50” regulation to ensure that policy adjustments are well-informed and balanced across different scales and types of agricultural operations.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications for this report as it is for information only.

CONCLUSION

This report provides an overview of the *Agricultural Land Commission Act (ALCA)* “50/50” regulation including the requirements, purpose, process for exemptions, and broader challenges for food processing in the region. Understanding the broad and interconnected challenges facing the region’s agricultural and food sectors will be critical to ensure that any policy adjustments, such as the current Provincial review of the “50/50” regulation, are well-informed and consider potential impacts and implications for both agricultural and industry sectors.

REFERENCES

1. Agricultural Land Commission Act (2019, February). *Agricultural Land Reserve Use Regulation*, B.C. Reg. 30/219. https://www.bclaws.gov.bc.ca/civix/document/id/crbc/crbc/30_2019
2. Metro Vancouver. (2020, June). *Regional Industrial Lands Strategy*. <https://metrovancover.org/services/regional-planning/Documents/regional-industrial-lands-strategy-report.pdf>