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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE

MEETING

Wednesday, November 5, 2025
9:00 am
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at https://www.metrovancouver.org

REVISED AGENDA

A. ADOPTION OF THE AGENDA

1. November 5, 2025 Meeting Agenda
That the Regional Parks Committee adopt the revised agenda for its meeting scheduled for November 5, 2025 as circulated.

B. ADOPTION OF THE MINUTES

1. October 16, 2025 Meeting Minutes *pg. 5*
That the Regional Parks Committee adopt the minutes of its meeting held October 16, 2025 as circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

Revised

1. Regional Parks Camping Opportunities Study Results Summary *pg. 9*

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.

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

2. MVRD Regional Parks Regulation Amendment Bylaw No. 1426 – Amends Bylaw No. 1420, 2025 *pg. 36*

Executive Summary
This report outlines proposed amendments to Schedule B – Fees and Charges of the *Regional Parks Regulation Bylaw No. 1420, 2025*. The bylaw is reviewed annually to ensure that fees and charges reflect relevant current market conditions. The proposed fee adjustments are intended for implementation in the upcoming calendar year.

Most fee increases are related to inflation and apply to items such as annual bus parking fees, picnic shelter rentals, camping fees, filming, and indoor facility rental rates. New additions proposed include introducing electric vehicle charging fees, creating a separate fee category for nature educators, adding the Kanaka Creek Stewardship Centre and the Davies Orchard Cottage to the list of reservable facilities, implementing a contracted site supervision fee for filming, and requiring a security deposit for buildings during filming.

The proposed adjustments are nominal and are expected to generate approximately $10,000 in revenue, helping to offset rising operational costs. All changes to Schedule B are included in the proposed *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426* ("Amendment Bylaw") which is scheduled to take effect on January 1, 2026.

Recommendation
That the MVRD Board:
a) give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426*; and
b) adopt *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426, 2025*.

3. Regional Parks Public Programming Strategy – 2025 Implementation Update *pg. 50*

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

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

4. Manager's Report – Regional Parks *pg. 62*

Executive Summary
Attachment 1 to this report sets out the Regional Parks Committee Work Plan for 2025. The status of work program elements is indicated as pending, in progress, or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee, and changes in the schedule.

Recommendation
That the Regional Parks Committee receive for information report dated October 17, 2025, titled "Manager's Report – Regional Parks."

F. INFORMATION ITEMS

1. Metro Vancouver Regional Parks Upcoming Events – November – December 2025 *pg. 67*

2. Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions *pg. 68*

G. OTHER BUSINESS

H. RESOLUTION TO CLOSE MEETING

Note: The Committee must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

That the Regional Parks Committee close its meeting scheduled for November 5, 2025 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality.

I. ADJOURNMENT

That the Regional Parks Committee adjourn its meeting of November 5, 2025.

Membership:

McEwen, John (C) – Anmore
Bligh, Rebecca (VC) – Vancouver
Au, Chak – Richmond
Calendino, Pietro – Burnaby
Elke, Tracy – Pitt Meadows
Ferguson, Steve – Langley Township
Hodge, Craig – Coquitlam
Kruger, Dylan – Delta
Lahti, Meghan – Port Moody
Leonard, Andrew – Bowen Island
Muri, Lisa – North Vancouver District
Penner, Darrell – Port Coquitlam
Ross, Jamie – Belcarra
Stutt, Rob – Surrey
Tan, Jenny – Maple Ridge
Thompson, Sharon – West Vancouver

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Parks Committee held at 1:02 pm on Thursday, October 16, 2025 in the 28th Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:
Chair, Director John McEwen, Anmore
Vice Chair, Director Rebecca Bligh, Vancouver (arrived at 1:07 pm)
Director Pietro Calendino, Burnaby
Councillor Tracy Elke, Pitt Meadows* (arrived at 1:09 pm)
Director Steve Ferguson, Langley Township*
Director Craig Hodge, Coquitlam* (arrived at 1:03 pm)
Director Dylan Kruger, Delta
Director Andrew Leonard, Bowen Island* (arrived at 1:03 pm)
Director Lisa Muri, North Vancouver District*
Councillor Darrell Penner, Port Coquitlam
Director Jamie Ross, Belcarra
Director Rob Stutt, Surrey
Councillor Jenny Tan, Maple Ridge*
Councillor Sharon Thompson, West Vancouver

*denotes electronic meeting participation as authorized by the *Procedure Bylaw*

MEMBERS ABSENT:
Councillor Chak Au, Richmond
Director Meghan Lahti, Port Moody

STAFF PRESENT:
Jerry W. Dobrovolny, Chief Administrative Officer
Mike Redpath, Director, Regional Parks
Catherine Grosson, Legislative Services Coordinator, Board and Information Services
Satbir Aujla, Division Manager, Financial Planning & Business Support, Financial Services
Linda Sabatini, Director Financial Operations, Financial Services

A. ADOPTION OF THE AGENDA

1. October 16, 2025 Meeting Agenda

It was MOVED and SECONDED
That the Regional Parks Committee adopt the agenda for its meeting scheduled for October 16, 2025 as circulated.

CARRIED

B. ADOPTION OF THE MINUTES

1. September 10, 2025 Meeting Minutes

It was MOVED and SECONDED
That the Regional Parks Committee adopt the minutes of its meeting held September 10, 2025 as circulated.

CARRIED

1:03 pm Directors Hodge and Leonard arrived at the meeting.

C. DELEGATIONS

No items presented.

D. INVITED PRESENTATIONS

No items presented.

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. 2026 - 2030 Financial Plan Overview

Jerry W. Dobrovolny, Chief Administrative Officer, Linda Sabatini, Director Financial Operations, Financial Services, and Satbir Aujla, Division Manager, Financial Planning & Business Support, Financial Services, gave a presentation titled "2026 - 2030 Financial Plan Overview", which provided the high-level context and details of the 2026-2030 Financial Plan.

Jerry W. Dobrovolny introduced the context of the plan, noting past Boards decisions, the extensive public engagement undertaken, and the major cost drivers of capital projects, including inflation, population fluctuations, climate change challenges, and economic financial risks. Linda Sabatini presented the details of the 2026-2030 Financial Plan, including a breakdown of household impact by legal entity, highlighting $364 million in operating budget savings and $1.1 billion in capital expenditure reductions for 2026-2030.

1:07 pm Vice Chair Bligh arrived at the meeting.
1:09 pm Councillor Elke arrived at the meeting.

2. 2026 Budget and 2026 – 2030 Financial Plan – Regional Parks

Report dated October 1, 2025 from Mike Redpath, Director, Regional Parks, presenting the 2026 Budget and 2026 – 2030 Financial Plan for Regional Parks for consideration by the Regional Parks Committee.

Mike Redpath provided a presentation titled "2026 Budget and 2026 – 2030 Financial Plan: Regional Parks" which outlined Metro Vancouver Regional Parks' operating and capital budgets for 2026-2030. The presentation included an overview of Regional Parks goals, park visitation, participation in parks programming, land acquisition, continuous improvement and reconciliation efforts.

It was MOVED and SECONDED
That the Regional Parks Committee endorse the 2026 Budget and 2026 — 2030 Financial Plan for Regional Parks as presented in the report dated October 1, 2025, titled "2026 Budget and 2026 – 2030 Financial Plan – Regional Parks", and forward it to the Board Budget Workshop on October 22, 2025, for consideration.

CARRIED

3. Manager's Report – Regional Parks

Report dated October 3, 2025 from Mike Redpath, Director, Regional Parks, providing an update on the Regional Parks Committee 2025 Work Plan, and recent programming and event activities across the regional parks system.

Chair McEwen announced the soft opening of Widgeon Marsh Regional Park on November 1, 2025.

It was MOVED and SECONDED
That the Regional Parks Committee receive for information report dated October 3, 2025, titled "Manager's Report – Regional Parks."

CARRIED

F. INFORMATION ITEMS

1. Regional Parks Upcoming Events - October 2025

G. OTHER BUSINESS

No items presented.

H. RESOLUTION TO CLOSE MEETING

No items presented.

I. ADJOURNMENT

It was MOVED and SECONDED
That the Regional Parks Committee adjourn its meeting of October 16, 2025.

CARRIED
(Time: 1:54 pm)

Catherine Grosson,
Legislative Services Coordinator

John McEwen,
Chair

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

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)
- təmtəmíxʷtən/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 təmtəmíxʷtən/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, təmtəmíxʷtən/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.

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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 təmtəmíxʷtən/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.

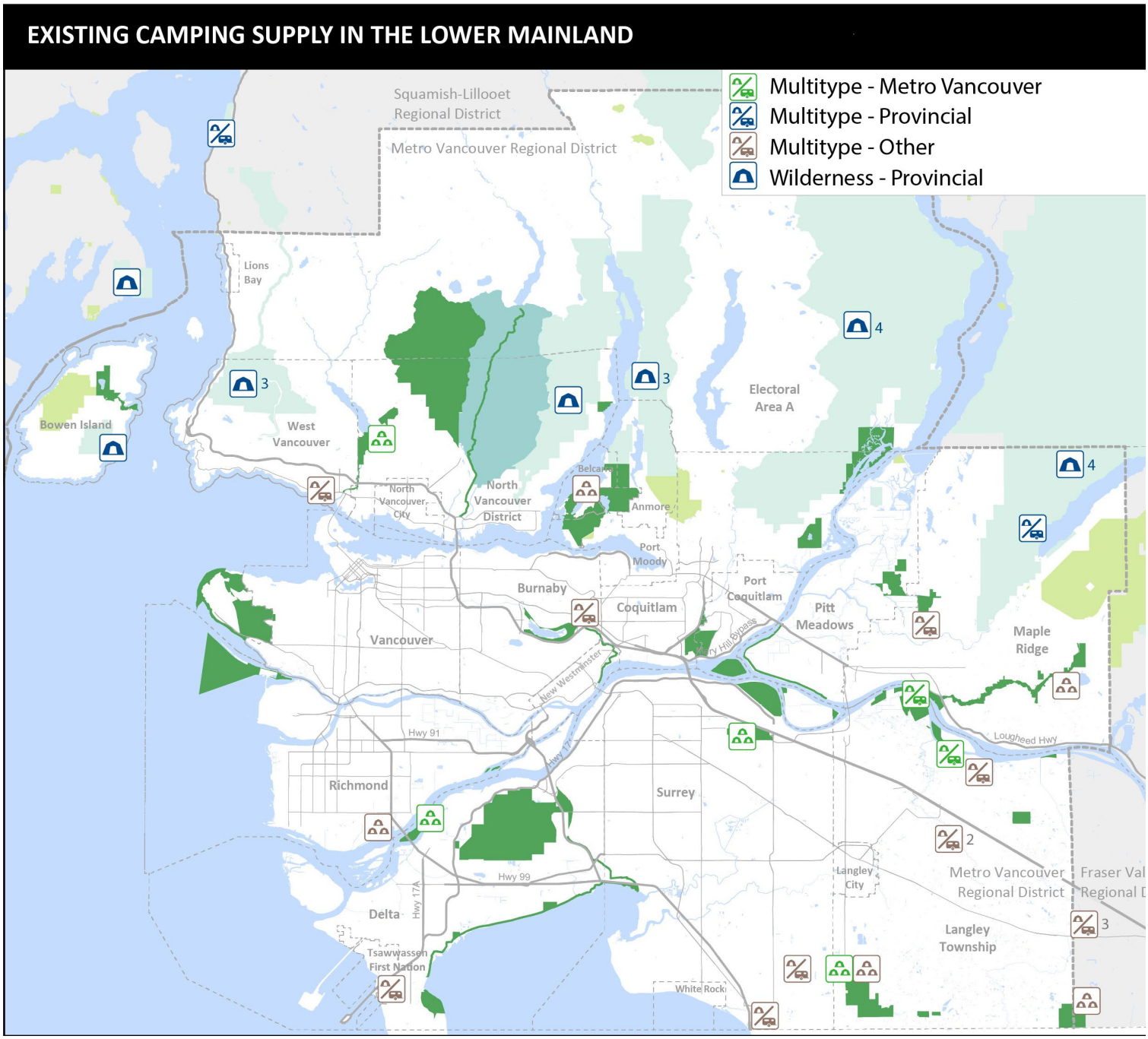

Figure 1: Map of Existing Camping Supply in the Lower Mainland (1/2)

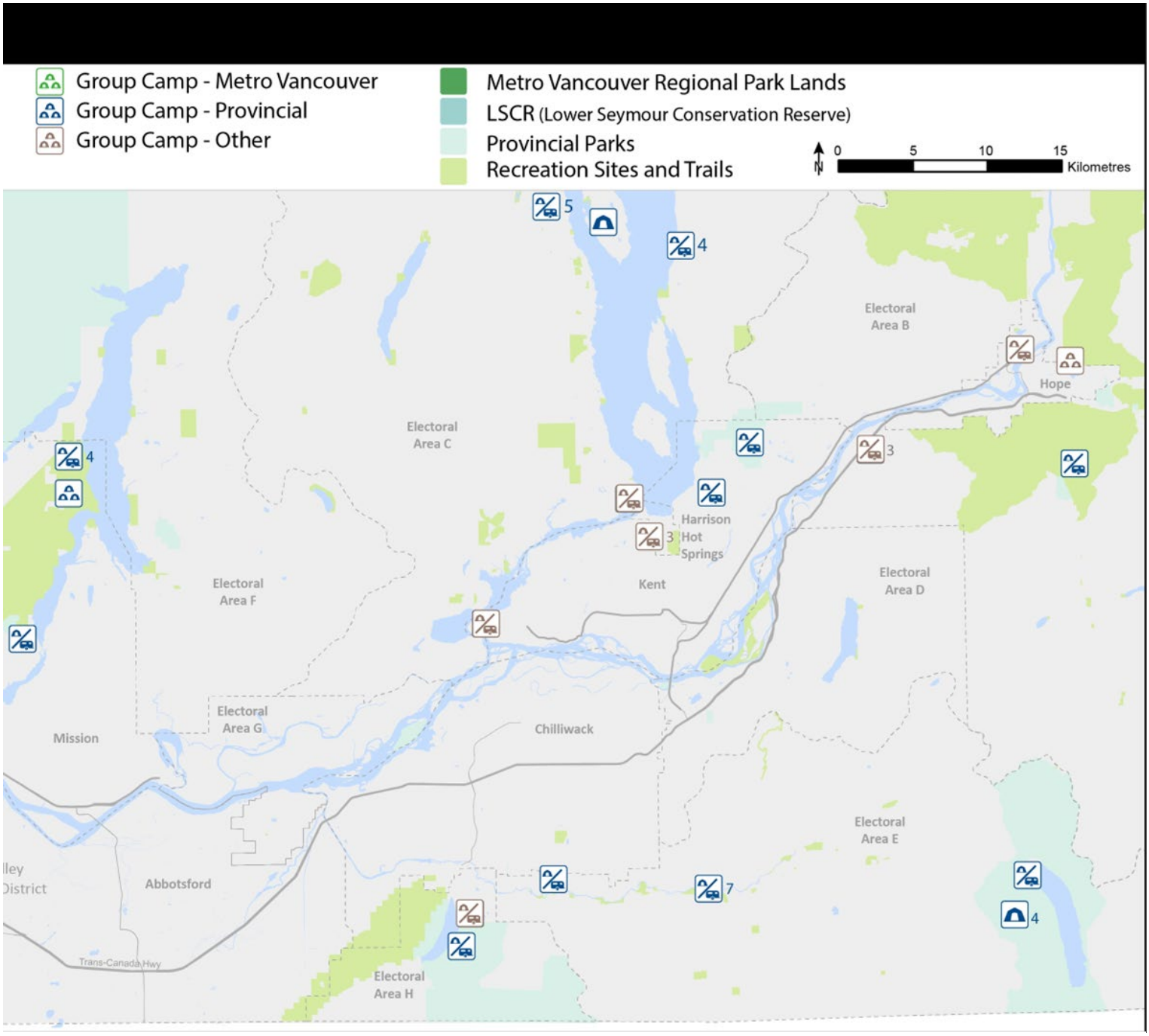

Figure 2: Map of Existing Camping Supply in the Lower Mainland (2/2)

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	• 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	• 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	• 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	• 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 underserviced part of the region
Kanaka Creek	1	Group camping in meadow above Kanaka Creek	• 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	• 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	• 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	• 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 underserviced part of the region
Crippen	1	Provide group camping in meadow area south of Killarney Lake	• 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	• 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	• 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	• 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.	• 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
təmtəmíxʷtən /Belcarra	1	Provide group camping in a forested area within walkable distance to Sasamat Lake	• 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	• 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)	• 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**
			• 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)
təmtəmíxʷtən /Belcarra	1	Admiralty Heights Area	• 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
təmtəmíxʷtən /Belcarra	1		• 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	• 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		• 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	• 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.

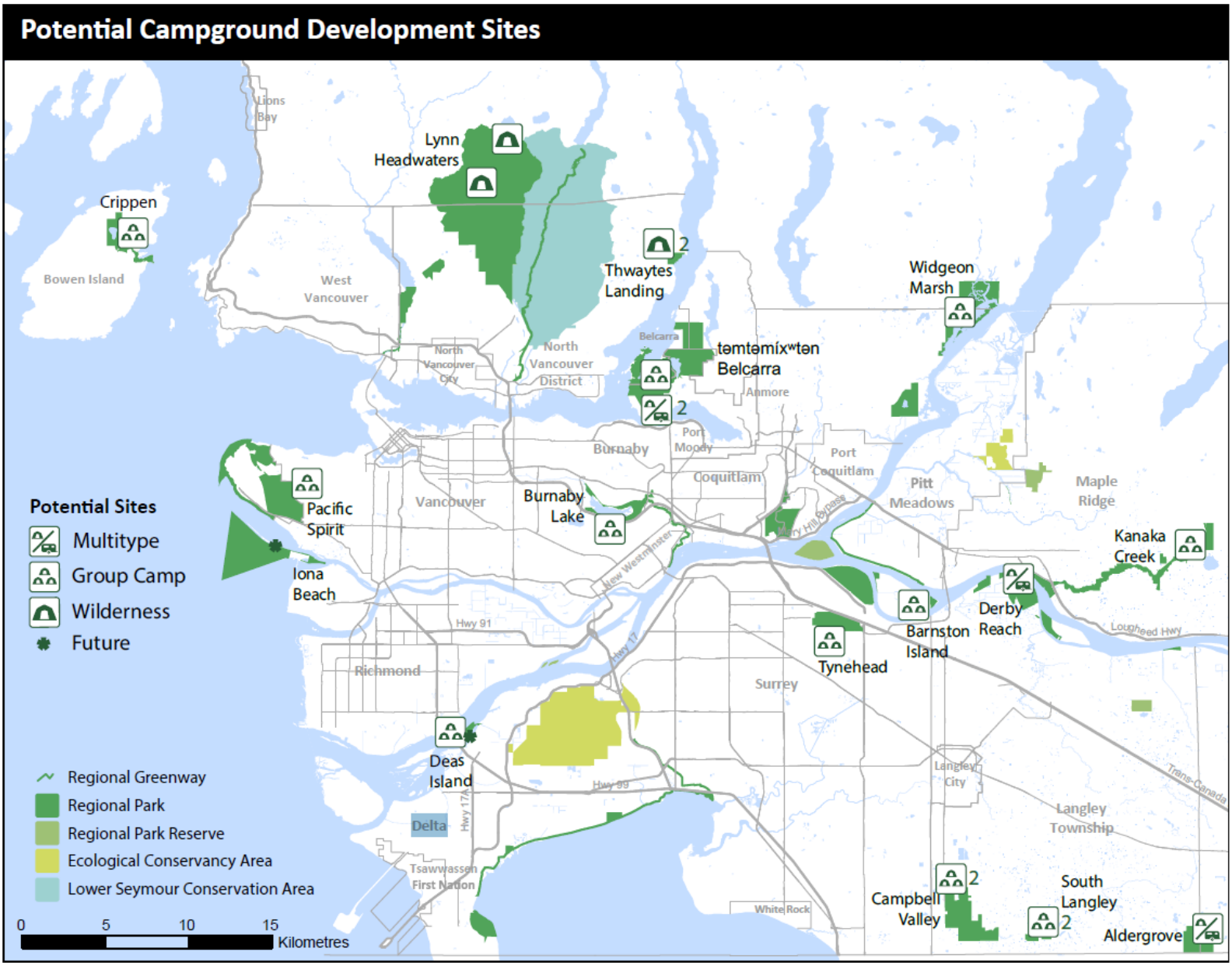

Figure 3: Map of Potential Campground Development Sites

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.


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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

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

Campbell Valley Regional Park

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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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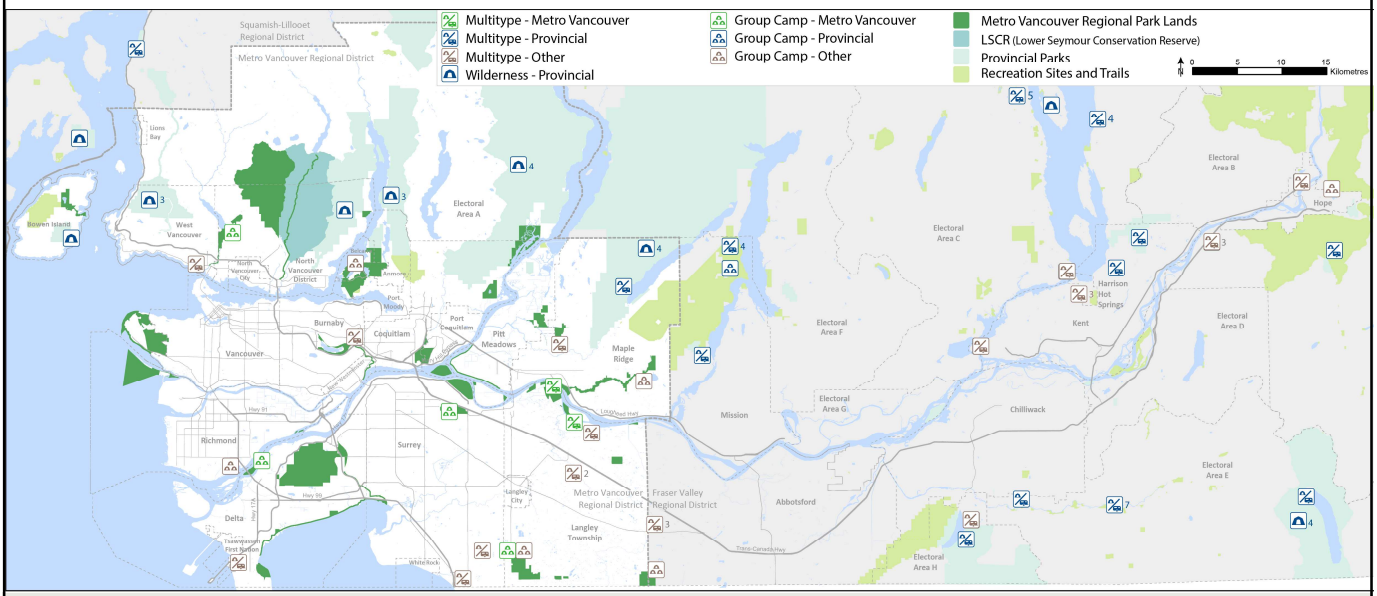
3

EXISTING SUPPLY OF CAMPING IN LOWER MAINLAND



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4

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

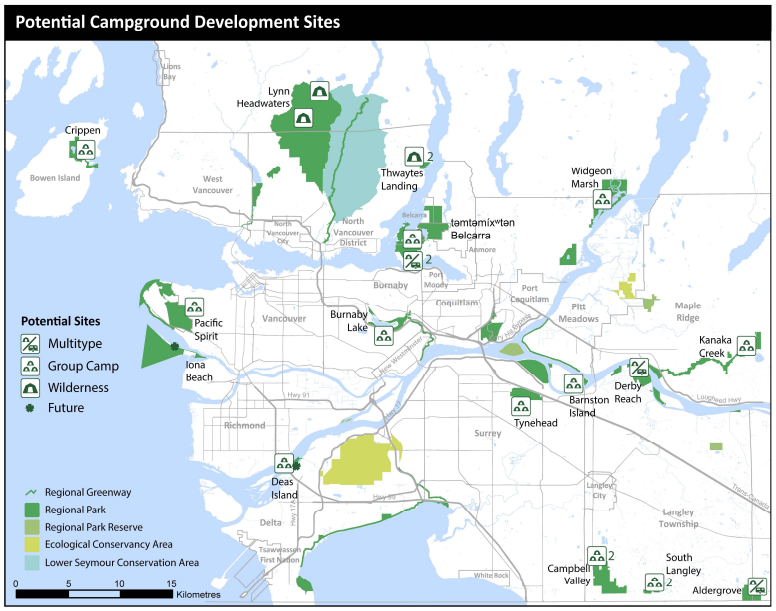
Wilderness Campgrounds – Back-country, no car or RV access, no facilities or services. E.g., Burke Mountain camping.

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



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CURRENT PROJECTS

- Edgewater bar campground expansion – 30 sites

Edge Farrm 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

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BC Parks Front Country Camping

Discussion

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

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

Date: October 22, 2025 Meeting Date: November 5, 2025

Subject: **MVRD Regional Parks Regulation Amendment Bylaw No. 1426 – Amends Bylaw No. 1420, 2025**

RECOMMENDATION

That the MVRD Board:

a) give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426*; and
b) adopt *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426, 2025*.

EXECUTIVE SUMMARY

This report outlines proposed amendments to Schedule B – Fees and Charges of the *Regional Parks Regulation Bylaw No. 1420, 2025*. The bylaw is reviewed annually to ensure that fees and charges reflect relevant current market conditions. The proposed fee adjustments are intended for implementation in the upcoming calendar year.

Most fee increases are related to inflation and apply to items such as annual bus parking fees, picnic shelter rentals, camping fees, filming, and indoor facility rental rates. New additions proposed include introducing electric vehicle charging fees, creating a separate fee category for nature educators, adding the Kanaka Creek Stewardship Centre and the Davies Orchard Cottage to the list of reservable facilities, implementing a contracted site supervision fee for filming, and requiring a security deposit for buildings during filming.

The proposed adjustments are nominal and are expected to generate approximately $10,000 in revenue, helping to offset rising operational costs. All changes to Schedule B are included in the proposed *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426* ("Amendment Bylaw") which is scheduled to take effect on January 1, 2026.

PURPOSE

To consider amendments to the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025* that primarily propose changes to Regional Parks fees and charges for 2026.

BACKGROUND

The *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025* establishes a system for permitted use for park visitor activities. The bylaw is typically amended annually to bring forward any recommended regulatory changes and to amend or establish fees and charges.

REGIONAL PARKS FEES AND CHARGES

The MVRD Board-approved *Regional Parks Plan* (2022) includes Strategy 2, which directs Regional Parks to update existing financial tools and explore additional mechanisms to support service provision, land acquisition, and the operation and maintenance of new parkland. Action 2.4 specifically calls for an annual review of fees and charges set under the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025.*

Regional Parks sets fees and charges to recover service costs and implement regulatory authority. These fees help recover or partially offset operating and maintenance costs.

The proposed fees and charges are outlined in Schedule B of the proposed Amendment Bylaw. The annual bylaw update ensures that fees remain aligned with relevant current market conditions. Any fee changes approved by the MVRD Board by adoption of the Amending Bylaw will take effect on January 1, 2026.

PROPOSED FEES AND CHARGES AMENDMENTS (TO TAKE EFFECT JANUARY 1, 2026)

The proposed changes to Schedule B are summarized below.

1. **General Fees (Section 1)**
   Staff are proposing adding a new section (1.3) under General Fees called Electric Vehicle Charging Fees.

   Two fees are proposed in this section, including a fee of $2 per hour for the first four hours of electric vehicle charging, and $5 per hour for electric vehicle charging over four hours. These fees are intended to encourage vehicle turnover, reduce user conflicts, and offset operating costs.

2. **Commercial Use Permit Application and Annual Fees (Section 2.1)**
   Staff propose the addition of a separate fee category for nature educators to distinguish this activity from the general Commercial Use Permit category. This change responds to the growing number of nature education providers and the unique nature of the services they provide.

   Staff propose increasing the fee for nature educators and for general commercial activities from $200 to $220. Where it is a non-profit organization delivering the activity, it is proposed to increase the fee from $100 to $110.

   Staff propose increasing the fee for an annual commercial photography permit from $200 to $220 and the daily commercial photography permit from $75 to $80.

   For equestrian tour operators, it is proposed to increase the annual commercial use permit from $2,100 to $2,150.

The current fee structure for commercial dog walking is $500 per year for a company to walk up to 4 dogs and $800 for a company to walk 5-6 dogs (regardless of the number of dog walkers employed by that company). Staff propose revising the fee structure for commercial dog walking from a flat fee per company to a fee of $250 per individual dog walker. The maximum number of allowable dogs per walker will be 6.

3. Commercial Use Permit Specialized Fees (Section 2.2)

Staff propose increasing the annual parking permit for commercial tour operators that use buses and other motor vehicles to enter a regional park in connection with a commercial use as follows:

- 11 or fewer seats has a proposed fee increase from $775 per year to $795 per year.
- 12 to 24 seats has a proposed fee increase from $1,100 per year to $1,130 per year.
- 25 seats or more has a proposed fee increase $1,600 per year to $1,640 per year.

4. Outdoor Facilities: Picnic Shelters (Section 3.1)

Staff propose maintaining the weekend and holiday rate at $160 per day, and to increase the picnic shelter fee on weekdays from $79 per day to $85 per day. This proposed fee is comparable to weekday picnic shelter rentals in local municipalities.

Staff propose consolidating the fees for each individual picnic shelter into one general picnic shelter fee to streamline the bylaw.

5. Outdoor Facilities – Miscellaneous (Section 3.3)

The individual fees for Lily, Heron, and Salish Designated Nature Spaces have been consolidated into a single “Designated Nature Space” fee. This fee has been consolidated for private groups, as well as for a Commercial Use Permit Holder or Primary, Middle, or Secondary Educational Institutions.

6. Outdoor Facilities – Camping (Section 3.4)

The individual fees for Camp Coyote, Muskrat Meadows, and Raven’s Nest Group Camps have been consolidated into a single “Group Camp” fee. This change streamlines the bylaw, maintains consistency, and simplifies administration.

Staff propose increasing the fee for Group Camps from $240 to $245 per night for adults and from $120 to $125 per night for youth.

Staff propose increasing the camping fee at Edgewater Bar Campground from $30 to $35 per night and increasing the fee for seniors from $27 to $32 per night.

These changes would offset increasing expenses required for servicing the campgrounds.

7. Indoor Facilities (Section 3.5)

For Camp Capilano, it is proposed to increase the fee from $1,200 to $1,230 per night for adult groups. For youth groups (the majority of groups that utilize the camp), the fee is proposed to increase from $520 to $530 per night. Day use only rates are proposed to increase from $600 to $615 per day for adults and from $260 to $265 per day for youth.

For Minnekhada Lodge, there is two tier pricing for renting the lodge on weekdays and weekends. It is proposed to keep the rate as is for Monday through Thursday, and to increase the fee from $225 per hour to $250 per hour for Friday through Sunday to align with market rates.

Staff propose adding the Kanaka Creek Stewardship Centre and the Davies Orchard Cottage to the list of reservable facilities at a rate of $25 per hour for non-profit organizations and $50 per hour for private groups. This addition aims to increase public use of these buildings.

Staff propose adding a security deposit of $250 for non-profit organizations and $500 for private groups for both the Kanaka Creek Stewardship Centre and Davies Orchard Cottage.

8. Cancellation Fees (Section 5.0)

Staff propose to update the title of this section to Cancellation/Date Change Fees.

Staff propose to change the notification period for cancellations and date changes for outdoor facilities from two months to two weeks. The date change fees for indoor facilities, outdoor facilities, and Edgewater Bar camping remain the same as the cancellation fee.

9. Filming Fees (Section 6.0)

Staff propose the following changes to filming fees:

- To increase the fees from $1,000 to $1,100 per day for a Film Day in Parkland – Reserves & Greenways and the Clean Energy discounted rate from $500 to $600 per day (this maintains the discount of $500 off per day).
- To increase the fee for a Still Shoot Day from $500 to $550 per day.
- To increase the fee for Prep/Wrap/Hold Days in Parkland – Reserves & Greenways from $500 to $550 per day.
- To increase the fee for Crew/Circus Staging Area Day in Parkland – Reserves & Greenways from $420 to $500 per day, and the Clean Energy discounted rate from $210 to $250 per day.
- To increase the fee for a Minor Shoot Day in Parkland – Reserves and Greenways from $500 to $600 per day, and the Clean Energy discounted rate from $250 to $300 per day.
- To increase the fee for filming at BC Mills House, Houston House/Karr Mercer Barn and the Inverholme School house from $1,100 to $1,200 per day.
- To add the Rowlatt Farmstead House and the South Langley Guest House to the category of buildings with the proposed fee to be $1,200 per day.

- To change the Clean Energy discounted rate for BC Mills House, Houston House/Karr Mercer Barn and the Inverholme School house from $610 to $700 per day to be $500 less than the regular fee.
- To change the fee for Prep/Wrap/Hold days for BC Mills House, Houston House/Karr Mercer Barn, Inverholme School house, Rowlatt Farmstead House, and South Langley Guest House from $610 to $600 per day to be half the rate of filming in these locations.
- To increase the fee for filming at Burvilla, Cammidge House, Camp Capilano, Delta Heritage Airpark, Kanaka Creek Stewardship Centre, Louck's House and Minnekhada Lodge from $1,875 to $1,975 per day.
- To add South Langley Manor to the category of buildings with the proposed fee of $1,975 per day.
- To increase the Clean Energy Discounted rate for the filming at Burvilla, Cammidge House, Camp Capilano, Delta Heritage Airpark, Kanaka Creek Stewardship Centre, Louck's House, Minnekhada Lodge, and South Langley Manor from $1,375 to $1,475 per day to consistently be $500 less than the regular fee.
- To increase the Prep/Wrap/Hold day for filming at Burvilla, Cammidge House, Camp Capilano, Delta Heritage Airpark, Kanaka Creek Stewardship Centre, Louck's House, Minnekhada Lodge and the South Langley Manor from $1,125 to $1,225 per day.
- To add a contracted site supervision fee of $75/hr.
- To remove the $25 administration fee for electrical supply/tie in agreement (as this is fee is no longer used).
- To add a $25,000 security deposit for buildings.

In addition to the above changes, the Amendment Bylaw also updates references, section headings, and formatting for Schedule B.

ALTERNATIVES

1. That the MVRD Board:
   a) give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426, 2025*; and
   b) adopt *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426, 2025.*

2. That the MVRD Board receive for information the report dated October 22, 2025, titled "MVRD Regional Parks Regulation Amendment Bylaw No. 1426, 2025 – Amends Bylaw No. 1420, 2025."

FINANCIAL IMPLICATIONS

Regional Parks conducts an annual review of its fees and charges to ensure they keep pace with inflation and rising costs. Market research is conducted using comparable permit and rental fees in municipal park systems across Metro Vancouver, with the goal of maintaining fees within a mid-range market position. This helps ensure that private businesses are not subsidized by tax revenues.

Based on 2024 levels of rentals and permits, the proposed changes are expected to increase Regional Parks revenues by approximately $10,000. The proposed amendments to the fees and charges have been incorporated in the 2026 – 2030 Financial Plan.

CONCLUSION

This report outlines proposed amendments to Schedule B – Fees and Charges of the Regional Parks Regulation Bylaw. The annual update ensures that fees remain consistent and reflective of relevant current market conditions. All proposed changes are scheduled to take effect on January 1, 2026.

ATTACHMENTS

1. Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426, 2025.

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1426, 2025
A bylaw to amend "Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025"

WHEREAS:

A. The Metro Vancouver Regional District ("MVRD") Board has adopted "Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025", a bylaw to establish rules and regulations for the management, maintenance, operations, enforcement, control and use of regional parks and property in regional parks; and

B. The MVRD Board wishes to amend "Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025."

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1426, 2025".

Effective Date

2. This bylaw will come into effect January 1, 2026.

Schedule

3. The following Schedule is attached to and forms part of the bylaw:
    - Schedule "B", Fees and Charges.

Amendment of Bylaw

4. "Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1420, 2025" is amended as follows:

    (a) In Section 4 "Definitions", in the definition "**park director**", the text "MRVD" is deleted and replaced with "*MVRD*"; and

    (b) Schedule "B", Fees and Charges is deleted and replaced with Schedule "B", Fees and Charges, which is attached to and forms part of this bylaw.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Mike Hurley, Chair

Dorothy Shermer, Corporate Officer

Schedule B

Fees and Charges

(Effective January 1, 2026)

Section 1.0 GENERAL FEES			
1.1 Staff Assistance Fees			
Staff Time			**Fee**
Regular hours			$95/hour
Overtime			$190/hour
Pre-event site visit			$100/visit
1.2 Parking Permits/Reservation Fees			
Regional Park	**Date**	**Fee, per hour**	**Fee, per day**
Pacific Spirit	Year round	$3.50	$17.50
təmtəmíxʷtən/Belcarra	April 1 – September 30	$3.25	$18.50
Lynn Headwaters	April 1 – September 30	$3.25	$18.50
1.3 Electric Vehicle (EV) Charging Fee			
Length of Time	**Date**	**Fee, per hour**	
First four hours	Year round	$2	
Over four hours	Year round	$5	

Section 2.0 COMMERCIAL USE PERMIT FEES		
2.1 Commercial Use Permit Fees	**Length**	**Fee**
Commercial use permit application fee	One time	$200
Commercial use permit application fee for a non-profit organization	One time	$100
Commercial use permit fee for general commercial activities	Annual	$220
Commercial use permit fee for general commercial activities of a non-profit organization	Annual	$110
Commercial use permit fee for nature educators	Annual	$220
Commercial use permit fee for nature educators of a non-profit organization	Annual	$110
Commercial use permit fee for commercial photography	Annual	$220
Commercial use permit fee for commercial photography	Daily	$80
Commercial use permit fee for dog walking (per dog walker)	Annual	$250
Commercial use permit fee for equestrian usage	Annual	$2,150

2.2 Commercial Use Permit Specialized Fees	Fees
Locker storage of commercial-use related equipment at Wreck Beach (April 1 to September 30)	$105 per small bin per rental period (non-refundable) $210 per medium bin per rental period (non-refundable) $315 per large bin per rental period (non-refundable)
Replacement key for locker storage at Wreck Beach	$15 per replacement
Vest	$50 per vest
Equestrian identification cards	$35 per identification card
Parking permit for buses and other motor vehicles that enter a regional park in connection with a commercial use	11 or fewer seats: $21 per vehicle per day or $795 annually per vehicle
	12 to 24 seats: $32 per vehicle per day or $1,130 annually per vehicle
	25 seats or more: $53.50 per vehicle per day or $1,640 annually per vehicle

Section 3.0 REGIONAL PARK FACILITY PERMIT FEES			
3.1 Outdoor Facilities – Picnic Shelters			
Regional Park	**Facility**	**Fee on weekends and holidays (per day)**	**Fee on weekdays (per day)**
All	Picnic Shelter	$160	$85
3.2 Outdoor Facilities – Fields			
Regional Park	**Facility**		**Fee per day**
All	Small Field		$100
All	Large Field		$300
3.3 Outdoor Facilities – Miscellaneous			
Regional Park	**Facility**		**Fee per day**
All	Parking lot (that is not a pay parking lot)		$100
Campbell Valley	Campbell Downs Equestrian Riding Rings		$160
Campbell Valley	McLean Pond		$43
All	Designated Nature Space – Private Group		$100
All	Designated Nature Space - Commercial Use Permit Holder or Primary, Middle, or Secondary Educational Institution (Mon to Fri only)		$10

3.4 Outdoor Facilities – Camping			
Regional Park	**Description**	**Fee per night**	**Other fee per night**
Campbell Valley Deas Island Tynehead	Group Camp	$245	$125 youth group
Derby Reach	Edgewater Bar campground site	$35	$32 seniors, persons with disabilities
	Reservation fee (via phone)	$5	$5 seniors, persons with disabilities
	Additional vehicle	$12	$11 seniors, persons with disabilities
All	Camping outside of designated campsites	$6 per person	N/A

3.5 Indoor Facilities			
Regional Park	**Location**	**Description**	**Fee**
Capilano River	Camp Capilano	Overnight rental	$1,230 per night
		Overnight rental (youth)	$530 per night
		Day use	$615 per day
		Day use (youth)	$265 per day
		Late checkout	$200 per hour
		Lifeguarding service	$45 per hour
		Security deposit (0-2 nights) Security deposit (0-2 nights) youth Security deposit (3-6 nights)	$500 $250 $500
Boundary Bay	Cammidge House	Facility rental	$100 per hour
		Late checkout	$200 per hour
		Security deposit	$500
Crippen	Davies Orchard Cottage	Facility rental – private group	$50 per hour
		Facility rental – non-profit organization	$25 per hour
		Security deposit - private group Security deposit - non-profit organization	$500 $250
Deas Island	Inverholme Schoolhouse	Facility rental	$80 per hour
		Security deposit	$500
Kanaka Creek	Stewardship Centre	Facility rental – private group	$50 per hour
		Facility rental – non-profit organization	$25 per hour
		Security deposit – private group Security deposit – non-profit	$500 $250

		organization	
Minnekhada	Minnekhada Lodge	Facility rental (Mon – Thu)	$175 per hour
		Facility rental (Fri – Sun)	$250 per hour
		Late checkout	$200 per hour
		Security deposit	$500

Section 4.0 SPECIAL USE AND SPECIAL EVENT PERMIT FEES		
4.1 Special Use Permit		
Description	**Fee per day – Private group**	**Fee per day – Non-profit organization**
Special Use Permit	N/A	N/A
4.2 Special Event Permit		
Description	**Fee per day – Private group**	**Fee per day – Non-profit organization**
Up to 100 *person*s	$260	$130
101 to 500 *person*s	$450	$225
501 to 1500 *person*s	$670	$335
Over 1500 *person*s	$1,020	$510
Prep and wrap days	$100	$50
Security deposit	$250	$250
Date change fee	$25	$25

Section 5.0 CANCELLATION/DATE CHANGE FEES		
Permit Type	**Cancellation/Date Change Notification Period**	**Cancellation/Date Change Fee**
Outdoor Facilities, See Schedule B, Section 3.1	More than 2 weeks prior to the rental date	$25
	2 weeks or less prior to the rental date	100% of fee paid
Indoor Facilities, See Schedule B, Section 3.2	More than 3 months prior to the rental date	50% of security deposit
	3 months or less prior to the rental date	100% of security deposit
Special Events, See Schedule B, Section 4.0	More than 2 months prior to the event date	$25
	2 months or less prior to the event date	100% of security deposit
Edgewater Bar Camping,	At any time	$6

See Schedule B, Section 3.1	Fewer than 7 days prior to the arrival date	$6 + 1 night of camping fees
	During stay (after arrival)	100% of fee paid

Section 6.0 FILMING FEES	
Description	**Fee**
Application Fee	$250
Metro Vancouver Staff Time	$95/hour
Contracted Site Supervision	$75/hour (four hour minimum)
Parkland – Reserves & Greenways – Film day	$1,100
Parkland – Reserves & Greenways – Film day – Clean Energy discounted rate	$600 (two day maximum)
Parkland – Reserves & Greenways – Still shoot day	$550
Parkland – Reserves & Greenways – Prep/wrap/hold day	$550
Parkland – Reserves & Greenways – Crew/circus staging area day	$500
Parkland – Reserves & Greenways – Crew/circus staging area day – Clean Energy discounted rate	$250
Parkland – Reserves & Greenways – Minor shoot day (crews up to a maximum of 25 people)	$600
Parkland – Reserves & Greenways – Minor shoot day (crews of 25 people or fewer) Clean Energy discounted rate (2 days maximum)	$300
BC Mills House Houston House/Karr Mercer Barn Inverholme Schoolhouse Rowlatt Farmstead House South Langley Guest House	$1,200/film daily rate $600/prep/wrap/hold/minor shoots daily rate $700 Clean Energy discount (two days maximum)
Burvilla Cammidge House Camp Capilano Delta Heritage Airpark Kanaka Creek Stewardship Centre Louck's House Minnekhada Lodge South Langley Manor	$1,975/film day $1,225/prep/wrap/hold/minor shoot daily rate $1,475 Clean Energy

	discount (two day maximum)
Security deposit (can be amended by the Park Director subject to potential risk to regional park assets and facilities)	$12,500 parkland $25,000 buildings

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

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 session 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 P*ublic 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.

76965326

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

Lisa Ferris
Park Interpretation Leader

Regional Parks Committee November 5, 2025

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5 STRATEGIC DIRECTIONS

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

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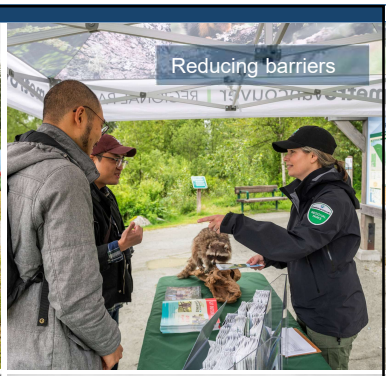
BROADEN OUR BASE

- 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



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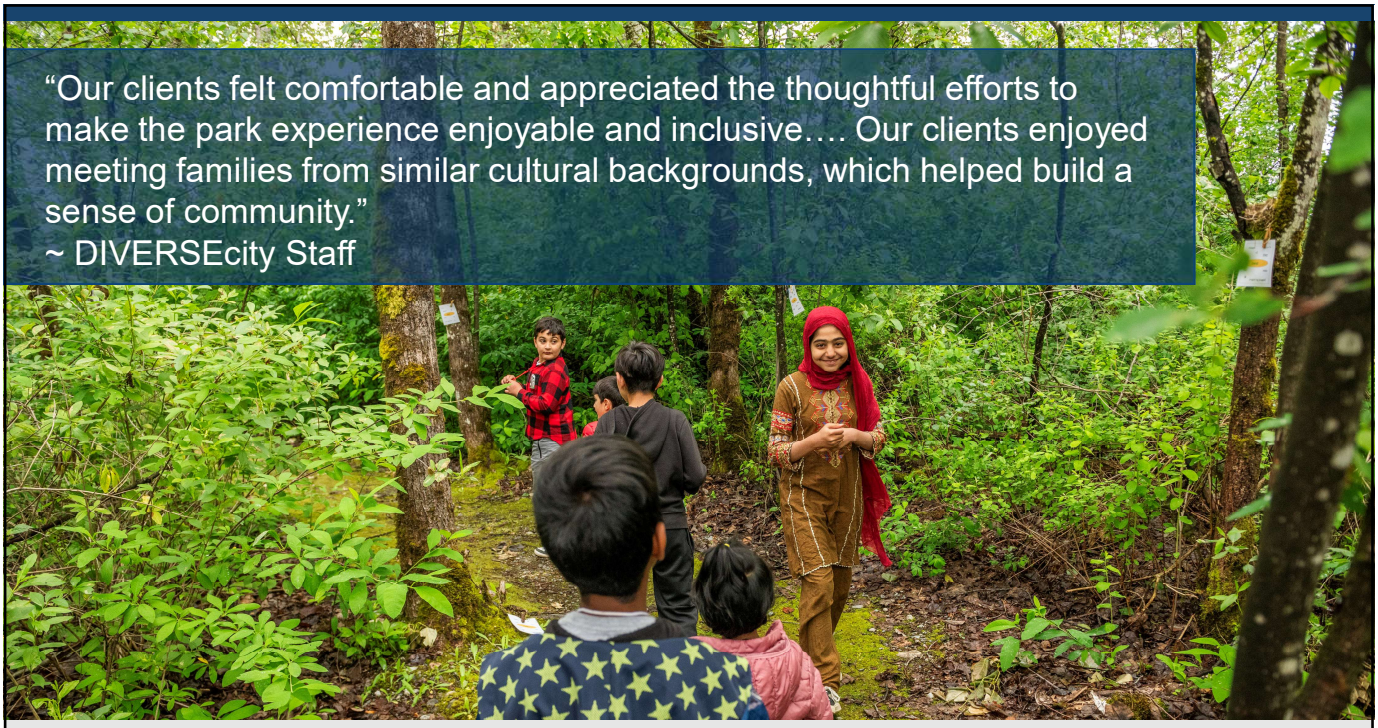

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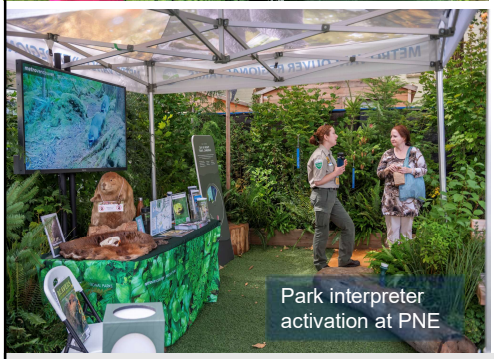
Salmon Send-off event hosted by The Serpentine Enhancement Society


Park interpreter activation at PNE

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

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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**

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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

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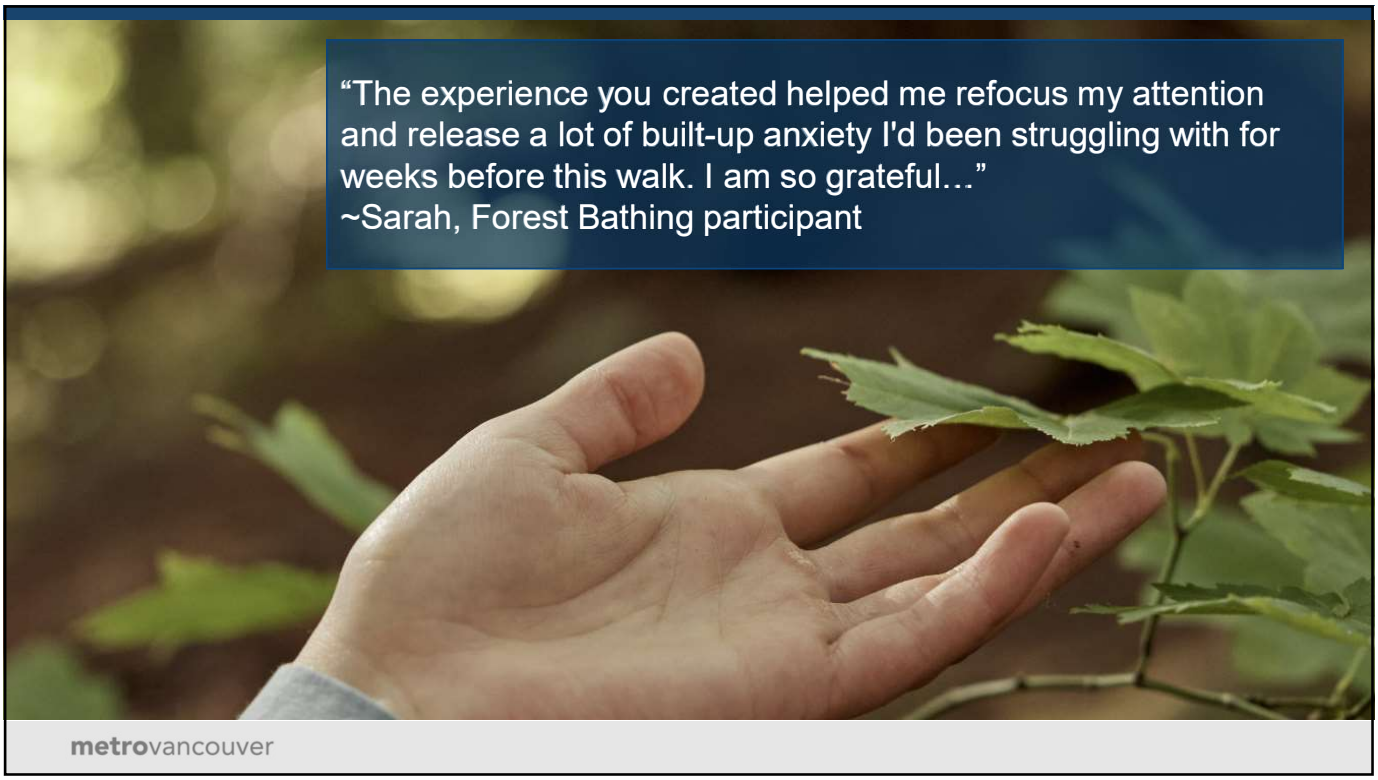

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INVEST IN CHILDREN & YOUTH

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

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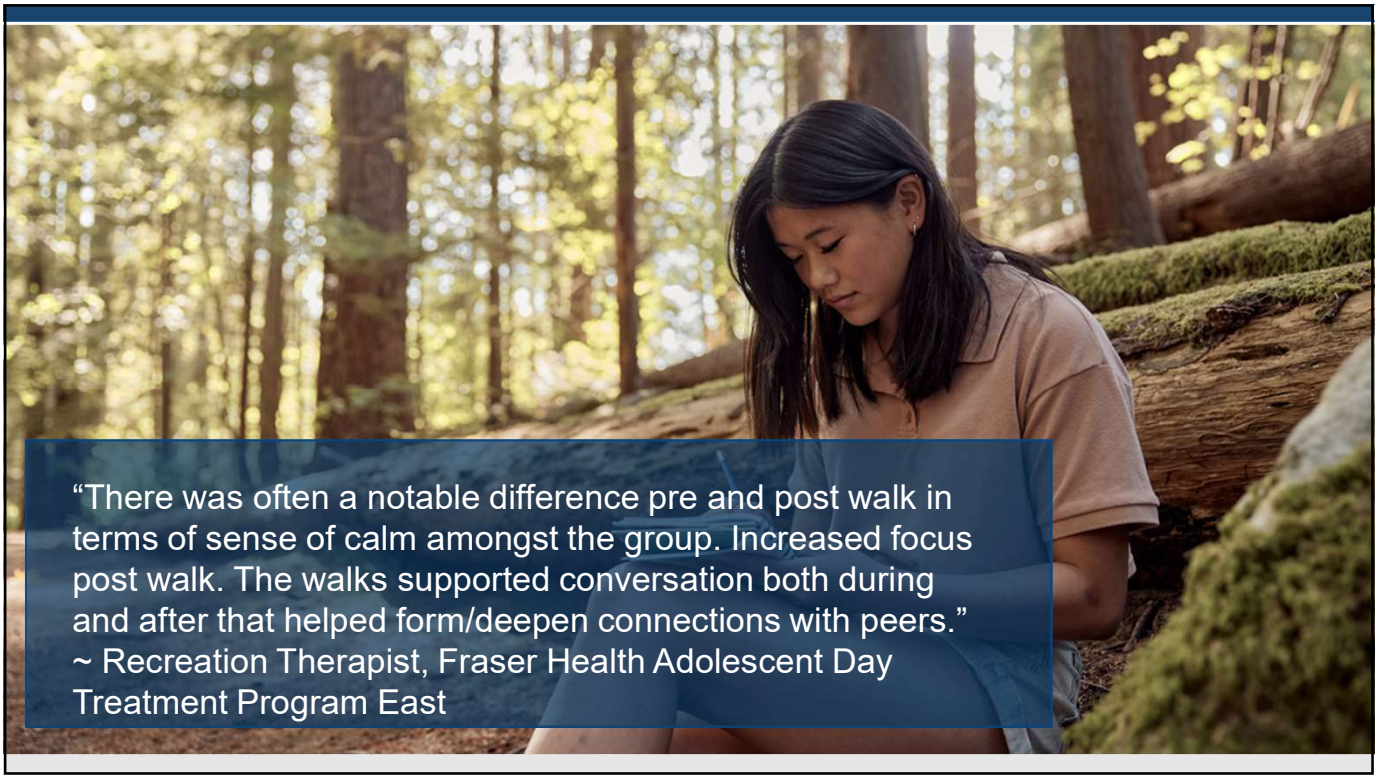

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INVEST IN CHILDREN & YOUTH

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

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Meteor Shower Watch, Aldergrove Regional Park

Thank you for your continued support!

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Together we make our region strong

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks

Date: October 17, 2025 Meeting Date: November 5, 2025

Subject: **Manager's Report – Regional Parks**

RECOMMENDATION
That the Regional Parks Committee receive for information report dated October 17, 2025, titled "Manager's Report – Regional Parks."

EXECUTIVE SUMMARY
Attachment 1 to this report sets out the Regional Parks Committee Work Plan for 2025. The status of work program elements is indicated as pending, in progress, or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee, and changes in the schedule.

SUMMARY 2025 WILDFIRE SEASON
The 2025 wildfire season ran from early May to early October. While there were brief periods where conditions reached high and extreme fire risk levels, there were no major wildfire incidents across the regional parks system. This positive outcome can be attributed in part to the effectiveness of proactive planning, strong interagency coordination and collaboration, and clear policies and guidelines that were put in place for park visitors to limit the potential for wildfires.

Each year, approximately 75 field staff are certified in S-100 Fire Suppression and Safety Training, equipping them with essential skills in wildfire suppression tactics, safe operation of firefighting equipment, and hazard mitigation within regional parks.


Regional Parks Crew at Heli Operations Training

Of this group, 20 staff receive advanced training to serve as part of a tactical fire response crew. Their specialized training includes fire pump water delivery systems, wildfire hazard tree assessment, helicopter operations, and incident command systems. The objective of this highly skilled team is to ensure rapid mobilization and effective support for wildfire response operations across the region.

Regional Parks staff actively participated in multi-agency wildfire training exercises held across the region, including the Coquitlam Watershed, Delta, Surrey, Langley, Bowen Island, and the North Shore. In addition to attending external sessions, staff also facilitated training scenarios at Aldergrove, Tynehead, and Deas Island Regional Parks, as well as the Burns Bog Ecological Conservancy Area.

Wildfire Response Trailers (Deas Island Regional Park)

To further enhance wildfire response capabilities, Regional Parks invested in specialized equipment, including two new wildfire response trailers. Strategically stationed at Deas Island Regional Park—a central location within the region, these trailers are each equipped with two Mark 3 pumps, 1.2 kilometres of fire hose, and specialized mop-up gear. All equipment is compatible with BC Wildfire Service standards, ensuring seamless integration during joint operations. Together, these training initiatives and equipment upgrades have significantly strengthened Regional Parks' preparedness and capacity to respond effectively to wildfire events throughout Metro Vancouver.

REGIONAL PARKS EVENT UPDATES

Deas Island Regional Park – Flashlight Mysteries (October 4, 2025)

After being cancelled last year due to extreme weather, Flashlight Mysteries returned to Deas Island Regional Park, under clear skies and a full moon. Three hundred people in 70 teams signed up to participate in escape-room inspired nature puzzles, and enjoy lantern lit trails. This year's mystery, Nature Unnamed, involved helping a librarian remember vanishing words, and was based on the 2007 removal of nature words from the Oxford Junior Dictionary.

Deas Island Regional Park

An important goal of the event is to reach out to teens and young adults, and they turned out not only as participants, but also as volunteers and exhibitors. The 3rd Boundary Bay Scout Troop helped set up lanterns along two kilometers of trail, and the Ladner/Tsawwassen Girl Guides ran the concession with much appreciated hot chocolate. Other exhibitors included Burns Bog Conservation Society, Delta Naturalist Fraser Valley Regional Library, D.J. Husband Discovery Centre, OWL and Science World.

The program received positive compliments from participants including that of a grandparent who mentioned, " … took (our) 13 year old granddaughter and her friend and both girls thought it was lots of fun. The event went beyond our expectations in all respects. Kudos to the staff who organized such an amazing event."

Capilano River Regional Park- Coho Commotion (October 18, 2025)

Over 735 people attended the Coho Commotion event on a rainy day at Capilano River Regional Park. Event participants celebrated the Coho salmon migration and spawning season by engaging in hands-on park interpretive and exhibitor activities. People were invited to write the word "salmon" on a whiteboard in their first language which led to 19 different languages being recorded.

Highlights included discovering various plants and animals in the rainforest that rely on salmon to survive; viewing live salmon and the aquatic invertebrates that they eat; learning about the salmon lifecycle; and participating in a salmon dissection. Participants also enjoyed the interactive displays on enhancing salmon populations by the Capilano River Hatchery and co-existing with black bears by the North Shore Black Bear Society.

Capilano River Regional Park

ATTACHMENTS

1. "Regional Parks Committee 2025 Work Plan", dated October 17, 2025.

Regional Parks Committee 2025 Work Plan

Report Date: October 17, 2025

Priorities

1st Quarter	Status
Regional Parks Committee Priorities and 2025 Work Plan	Completed
2024 Regional Parks Visitor Survey	Completed
Metro Vancouver Outdoor Recreation Needs and Trends Survey 2024	Completed
2025 Regional Parks Land Dedication Bylaw	Completed
Alcohol in Regional Parks Pilot Program Summary	Completed
Cultural Planning and Cooperation Update - təmtəmíxʷtən/Belcarra Regional Park	Completed
Pacific Spirit Regional Park – Wreck Beach Update	Completed
Widgeon Marsh Regional Park Update	Completed
Metro Vancouver Regional Parks Foundation 25th Anniversary	Completed
Regional Parks Real-Time Parking Pilot Program Summary	Completed
2nd Quarter	
Repeal and Replace Regional Parks Bylaw	Completed
Amendment to MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010	Completed
Amendment to MVRD Ticket Information Utilization Bylaw No. 1050, 2006	Completed
MVRD Consumption of Liquor in Regional Parks Amendment Bylaw	Completed
George Ross Legacy Stewardship Grant Update	Completed
Filming in MVRD Regional Parks Update	Completed
Regional Parks Annual Report 2024	Completed
3rd Quarter	
Draft 2026 - 2030 Capital Plan Overview	Completed
Burnaby Lake Park Association Presentation	Completed
Lower Coquitlam River Nature Association Presentation	Completed
Burnaby Lake Regional Park Management Plan Initiation Report	Completed
Deas Island Regional Park Update	Completed
Regional Parks Natural Asset Management	Completed
Natural Resource Management Program Stewardship Program Update	Completed
Regional Parks and Greenways Capital Project Updates	Completed
səlilwətaɬ (Tsleil-Waututh Nation) təmtəmíxʷtən/Belcarra Regional Park Agreement Update	Completed
Visitor Use Management Strategy Update	Completed
Metro Vancouver Regional Parks Foundation Update	Completed

Burns Bog Ecological Conservation Area, Delta Nature Reserve, and Delta South Surrey Greenway Update	Complete
4th Quarter	
2026 - 2030 Five Year Financial Plan and 2026 Budget and Annual Rates	Complete
Amendment of *Regional Parks Bylaw No. 1420, 2025*	In Progress
Camping in Regional Parks Study	In Progress
Regional Parks Public Programming Strategy Report	In Progress

Status = Pending, In Progress or Completed

METRO VANCOUVER REGIONAL PARKS
Upcoming Events
November - December 2025

DATE	UPCOMING EVENTS
8 NOV 2025	**Super Spawn-tastic Salmon** TYNEHEAD REGIONAL PARK
9 NOV 2025	**Let the EGG-citement Begin!** KANAKA CREEK REGIONAL PARK
6 DEC 2025	**The Nature of Crows** BURNABY LAKE REGIONAL PARK
7 DEC 2025	**Christmas Bird Count for Kids** BURNABY LAKE REGIONAL PARK
	Holiday Open House BURNABY LAKE REGIONAL PARK
9 DEC 2025	**Piper Spit Bird Count** BURNABY LAKE REGIONAL PARK

**Note: For more information on Regional Parks Programs & Events, please visit* https://metrovancouver.org/events/events-calendar

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

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

Date: October 6, 2025 Meeting Date: November 5, 2025

Subject: **Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions**

The attached report dated August 25, 2025, titled "Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions" was endorsed by the MVRD/GVWD/GVS&DD Boards at the October 3, 2025 meeting.

This report is being presented to the Regional Parks Committee for information.

ATTACHMENT

1. "Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions", dated August 25, 2025.

79584280

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: MVRD/GVWD/GVS&DD Board of Directors

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

Date: August 25, 2025 Meeting Date: October 3, 2025

Subject: **Recommended Updates to Metro Vancouver Development Cost Charge Categories and Definitions**

RECOMMENDATION

That the MVRD/GVWD/GVS&DD Board endorse the recommended updates to Development Cost Charge categories and definitions as described in the report dated August 25, 2025, titled "Recommended Updates to Development Cost Charge Categories and Definitions", and direct staff to integrate these updates into the planned 2027 DCC Program Update.

EXECUTIVE SUMMARY

Metro Vancouver is reviewing its Development Cost Charge (DCC) program through a series of coordinated projects. As an initial step, a report was presented to the Finance Committee and the MVRD Board in June 2025, outlining best practices, proposed updates to DCC categories and definitions, and a framework for engagement (Reference 1). Throughout July, Metro Vancouver engaged member jurisdictions, industry representatives, and the public. Overall feedback was generally supportive of proposed updates, and specific comments were used to help refine definitions and develop resources to support implementation.

This report summarizes feedback received and presents draft definitions and recommendations for Board review and approval. If the Boards approve the revised categories and definitions, they will be integrated into the planned 2027 DCC Program update, alongside updated population projections and capital plans, to inform new rate structures effective in 2028.

PURPOSE

To seek MVRD/GVWD/GVS&DD Board approval of the proposed updates to DCC categories and definitions as part of the work to update Metro Vancouver's DCC Bylaws in 2027.

BACKGROUND

In January 2025, the Finance Committee and MVRD Board endorsed a scope of work for five interrelated projects aimed at reviewing and updating the Metro Vancouver Development Cost Charge (DCC) program. The following month, the Boards approved a detailed scope for Project 2, which focuses on a policy review of best practices and the refinement of DCC categories and definitions (Reference 2). Updating these categories and definitions is essential to align the DCC Program with recent changes in provincial housing legislation and to better reflect current and emerging development patterns. This work also supports a more accurate distribution of DCC rates across various land uses and development forms, ensuring that charges more accurately reflect their impact on regional infrastructure. This report presents engagement feedback, along with definitions and recommendations for Board review and approval. If approved, these elements will be incorporated into the 2027 DCC Program update.

Due to the absence of a Finance Committee meeting in September, this report is being brought directly to the Boards. Timely consideration is critical, as this work forms a foundational input to the broader 2027 DCC Program update and is necessary to maintain the project timeline.

DCC CATEGORIES AND DEFINITIONS REVIEW

Overview & Proposed Updates to DCC Categories

The initial phase of the review focused on six key topics[1]. Based on best practices and preliminary analysis, proposed changes have been identified in three priority areas:

- **Small-scale multi-unit housing:** In response to recent provincial housing legislation (Bill 44), which permits up to 4–6 units per single-detached lot, the review examined how best to accommodate this increased density and the evolving forms of small-scale multi-unit housing.
- **Non-residential categories:** Metro Vancouver currently applies a single DCC rate to all non-residential development, which may not equitably reflect the varying infrastructure demands of different land uses. The review explored the potential for introducing sub-categories to better align rates with actual impacts.
- **DCC reductions for projects with low environmental impact:** In May 2025, Metro Vancouver adopted an interim waiver/reduction bylaw for agricultural developments with low environmental impact. Through engagement, the review considered whether this bylaw should be retained—regardless of the creation of a standalone agricultural category in the 2027 DCC Program update—and whether similar provisions could be extended to other land uses, such as institutional developments.

In addition to these focus areas, the review identified the need to revise and expand DCC Bylaw definitions. These updates aim to better reflect the diversity of development scenarios across the region and ensure that different housing types are appropriately categorized for DCC rate purposes. Table 1 summarizes the proposed updates to DCC categories. Draft definitions are provided in Attachment 1 and will be further refined and incorporated into the 2027 DCC Program update.

[1] For additional information on topic areas that did not include proposed changes, see Reference 1.

Table 1: Summary of Proposed Recommendations for Key Topic Areas

Topic Area	Current	Proposed Change & Rationale
Small-scale multi-unit housing	Laneway homes added to single detached lots are not charged separately and are included under the Lot definition. When added to a site with a duplex or multiplex, they are charged at a full Lot rate per unit.	• **Introduce a separate rate category for laneway homes** added to single detached lots to account for the additional density and its impact on regional infrastructure. This approach ensures consistent treatment of laneway homes, regardless of other development on the lot. • **Apply the lowest Apartment rate category on a per-unit basis to laneway homes**, recognizing that these units are typically smaller in size and have a lower infrastructure demand compared to other housing forms.
	Duplex charged at Lot rate category per unit	• **Apply the Townhouse rate category on a per-unit basis to duplex developments**, recognizing that duplex units are generally more comparable in size and infrastructure impact to townhouses than to single detached homes across the region. This approach supports more accurate and equitable rate assignments within the DCC framework.
	Triplex charged at Lot rate category per unit	• **Apply the Apartment rate category on a per-unit basis to triplex and multiplex developments**, recognizing that 'plex' units are generally more comparable in size and infrastructure impact to apartments across the region. This approach ensures more consistent and equitable rate assignments aligned with actual development characteristics.
	Multiplex (4+ units) charged at Townhouse rate category per unit	
	Lack of definitions for duplexes, multiplexes, laneway homes (outside of single detached development), and lock-off suites. While DCCs are applied to these developments, existing rate categories may not accurately reflect their average household size or infrastructure impact.	• **Add and refine definitions within the DCC Bylaws:** Update definitions to ensure a wide range of development scenarios can be clearly interpreted and appropriately categorized. These updates will support the logical assignment of rate categories based on average household size, which serves as a proxy for the level of impact on regional infrastructure.

Topic Area	Current	Proposed Change & Rationale
Non-residential categories	General non-residential definition and rate category	• **Establish Distinct Definitions and Rate Categories for Industrial, Commercial, Institutional, and Agricultural Development**: Introduce separate definitions and DCC rate categories for each of these land uses to more accurately align development charges with the specific infrastructure demands and impacts associated with each type of use.
DCC waiver/Reduction bylaw for projects designed to result in low environmental impact	Interim waiver/reduction bylaw for Agricultural Development designed to result in low environmental impact (introduced May 2025 until a specific Agricultural Development DCC rate could be established)	• **Explore a Permanent Waiver/Reduction Bylaw for Agricultural Development**: Further assess the potential for a permanent waiver or reduction of DCC rates for agricultural projects that demonstrate very low water consumption and minimal impact on regional infrastructure. • **Explore a DCC Reduction Bylaw for Other Low-Impact Uses**: Explore the feasibility of introducing a DCC reduction bylaw for additional land uses—such as institutional developments—that can demonstrate low environmental impact and reduced infrastructure demand.

ENGAGEMENT PROCESS & FEEDBACK

To inform the proposed DCC program updates, Metro Vancouver staff conducted a series of engagement activities targeting sectors likely to be impacted or interested. These included:

- **Online survey** with 125 responses, primarily from business (36%), residents (19%), government (9%), and other (3%).
- **Joint advisory workshop** on July 18 with 136 senior staff from member jurisdictions, including participants from the Regional Finance, Engineers, Administrators, and Planning Advisory Committees.
- **Technical workshop** on July 21 with 26 member jurisdiction staff involved in DCC implementation.
- **Public/industry workshop** on July 23 with over 30 participants.
- **Outreach and promotion** via the Metro Vancouver DCC mailing list and targeted engagement with industry associations such as UDI, HAVAN, NAIOP, BC Landscape and Nursery Association, BC Agriculture Council, and municipal agriculture advisory committees.

The following table provides a summary of feedback received from the survey and workshops. Additional information is provided in the What We Heard report in Attachment 2.

Topic	Engagement Question	Engagement Feedback
Laneway homes	**Option A:** Separate laneway houses from the single detached category and applying the lowest rate category to reflect that laneway homes typically have small average household sizes.	• **84% preferred this option**
	Option B: Leave laneway houses in the single detached category and increase the rate to account for the potential number of people (regardless of whether a laneway house is built).	• **16%** preferred this option
Update Definitions	Update existing definitions to reflect a wider range of small-scale multi-unit types and formations	• **70% agree / strongly agree** • 13% neutral • 18% disagree / strongly disagree
Rate Category for Duplex	Apply a medium DCC rate category for duplexes to reflect that they are typically larger than apartments but smaller than single-detached homes	• **63% agree / strongly agree** • 15% neutral • 22% disagree / strongly disagree
Rate Category for Multiplexes	Apply the lowest rate category for multiplexes and suites to reflect that they typically have small average household sizes.	• **66% agree / strongly agree** • 15% neutral • 19% disagree / strongly disagree
Non-residential categories	Separate definitions and rate categories for Industrial, Commercial, Institutional, and Agricultural Development.	• **72% agree or strongly agree** • 15% neutral • 12% disagree / strongly disagree
DCC waiver/Reduction bylaw for projects designed to result in low environmental impact	Keep a DCC waiver/reduction for Agricultural Development, in addition to creating a new stand-alone category. This would further reduce DCC rates for projects with very low water use (and low impact on regional infrastructure).	• **52% agree / strongly agree** • 36% neutral • 12% disagree / strongly disagree
	Explore a DCC reduction bylaw for other uses such as institutional that demonstrate a low environmental impact.	• **51% Support** • 31% Don’t know, need more information • 18% Don’t support

Workshop participants expressed general support for the proposed updates and provided the following feedback:

- Use square metres instead of square feet for non-residential rates to align with member jurisdictions and submitted drawings.
- Align definitions and approaches with member jurisdictions to avoid conflicting interpretations.
- Coordinate with TransLink's DCC Bylaw where possible.
- Consider alternative measures of residential infrastructure impact, such as bedroom count, square footage, or units per lot.
- Ensure the effective date for new rates is January 1, to align with member jurisdictions and TransLink.

Responding to Feedback

Based on the feedback received and overall support for the proposed updates, Metro Vancouver staff recommend proceeding with the changes outlined in Table 1. Input from engagement activities has also informed refinements to definitions and implementation details:

- Definitions have been adjusted to align with member jurisdiction and TransLink bylaws where possible, supporting consistency and ease of interpretation. For terms such as *Industrial*, *Laneway Homes*, and *Gross Floor Area*, Metro Vancouver will defer to member jurisdiction definitions when available; otherwise, Metro Vancouver's definitions will apply.
- Non-residential rate categories may shift from square feet to square metres to align with architectural drawings and municipal practices, reducing conversion errors and improving consistency for applicants and staff.
- Effective date for updated DCC rates will be set as January 1, 2028, aligning with member jurisdictions and TransLink.
- Alternative residential rate methodologies (e.g., charging by floor area or bedroom count) were explored earlier in the process (see Reference 1). While not feasible within the current timeline, these approaches may be considered for future updates.
- Further analysis and engagement will be undertaken to explore DCC reduction bylaws for other uses with low environmental impact such as institutional, with additional information and details brought forward for review and feedback.

Next Steps

Pending MVRD/GVWD/GVS&DD Boards' approval, the recommended updates (Table 1) and definitions (Attachment 1) will be incorporated into the broader 2027 DCC Program update. The next phase will also involve integrating updated population projections and the capital program to establish new DCC rates for further engagement and analysis.

Following public engagement and formal review by the provincial inspector throughout 2026, revised DCC Bylaws will be presented to the Metro Vancouver Boards in 2027. Upon approval, new rates will take effect on January 1, 2028.

Separate processes will be undertaken to further explore DCC reduction bylaws for other uses with low environmental impact such as institutional. This will include further analysis and engagement to define eligibility criteria, define applicable institutional uses, and determine appropriate levels of reduction. More detailed proposals will be brought forward to the Finance Committee and Board for review and consideration.

ALTERNATIVES

1. That the MVRD/GVWD/GVS&DD Board endorse the recommended updates to Development Cost Charge categories and definitions as described in the report dated August 25, 2025, titled "Recommended Updates to Development Cost Charge Categories and Definitions", and direct staff to integrate these updates into the planned 2027 DCC Program Update.
2. That the MVRD/GVWD/GVS&DD Board receive for information the report dated August 25, 2025, titled "Recommended Updates to Development Cost Charge Categories and Definitions" and provide alternative direction as follows...

FINANCIAL IMPLICATIONS

There are no financial impacts to Metro Vancouver at this stage. The proposed updates to DCC categories and definitions aim to better reflect the infrastructure impact of additional density, based on average household size, in alignment with the Provincial Development Cost Charge Best Practices Guide.

While these updates will not change the overall cost of the DCC program, they may shift how rates are distributed across categories. In effect, the total "size of the pie" remains the same, but the allocation will be refined to ensure a more equitable reflection of infrastructure demand. These refinements will be incorporated into the broader 2027 DCC Program update, which will include a comprehensive financial analysis.

OTHER IMPLICATIONS

Since member jurisdictions collect regional DCCs on behalf of Metro Vancouver, clear and consistent implementation of the new regional DCC Bylaws is essential. To support this, Metro Vancouver will develop resources to support interpretation and application. Aligning key definitions and processes—such as the measurement of Gross Floor Area—with member jurisdiction practices will help minimize discrepancies and reduce confusion. Metro Vancouver will continue to work with member jurisdiction staff to develop tools and guidance to support effective implementation.

CONCLUSION

As part of the initial phase of the 2027 DCC Program update, Metro Vancouver conducted a best practice review and engagement process to refine DCC categories and definitions. This report summarizes that process and presents proposed updates for Board consideration.

If approved, the revised categories and definitions will be incorporated into the broader DCC Program update. The next phase will involve integrating updated population projections and the capital program to inform new DCC rates, followed by further engagement and provincial review throughout 2026. Updated DCC Bylaws are targeted for adoption in 2027, with new rates taking effect on January 1, 2028.

ATTACHMENTS

1. Draft Definitions.
2. Metro Vancouver's Development Cost Charges Program Revisions (2025-2027). Project 2: Review and Update DCC Categories and Definitions. Engagement Summary, July 2025.

REFERENCES

1. Cowan, L. (2025). *Best Practice Review & Proposed Updates for Development Cost Charge Categories* [Staff report to Finance Committee meeting on 2025, June 12]. https://metrovancouver.org/boards/Finance/FIN-2025-06-12-AGE.pdf#page=231
2. Cowan, L. (2025). *Development Cost Charge Work Program Update – Proposed Scope of Work for Project 2: DCC Categories and Definitions* [Staff report to Finance Committee meeting on 2025, February 13]. https://metrovancouver.org/boards/Finance/FIN-2025-02-13-AGE.pdf#page=32.

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Draft Definitions

Note: The following definitions are provided in a simplified format for ease of reading. Wording will be further refined throughout the DCC Bylaw Update. Additional definitions will be created for non-residential uses.

Residential Definitions and Applicable Rate Categories (for 2027 DCC Bylaw update)

Residential Rate Category	Definitions
Residential Lot Rate (per lot)	• Single Detached Residence (includes secondary suite)
Townhouse Rate (per unit)	• Duplex Dwelling Unit • Townhouse Dwelling Unit
Apartment Rate (per unit)	• Apartment Dwelling Unit • Multiplex Dwelling Unit • Laneway Dwelling Unit • Lock-off Suite

For the purposes of the draft definitions below, **Dwelling Unit** means one or more rooms comprising a self-contained unit that is used or intended to be used for living and sleeping purposes and for which are provided cooking facilities, or the facilities for installation of cooking facilities, and one or more bathrooms having a sink or wash-basin, a water closet, and a shower or bath.

Apartment Dwelling Unit

- means a Dwelling Unit in a building that contains **three or more** Dwelling Units, and
- has one main exterior entrance used in common for access to all the Dwelling Units

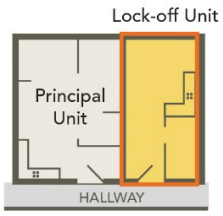
Duplex Dwelling Unit

- means a Dwelling Unit in a building that contains **two principal** Dwelling Units, where:
  - each has a direct exterior entrance
  - neither is a Secondary Suite

Laneway Dwelling Unit

- as defined by the relevant municipality where the application is located, or in absence of a local definition, means a Dwelling Unit:
  - in a detached building containing up to two Dwelling Units that is:
    - constructed in the yard of a lot
    - materially subordinate to the principal building in terms of size, scale, and massing
    - And is not a Duplex, Townhouse, or Multiplex

Lock-off Suite



- means a separate, smaller Dwelling Unit constructed in or connected to a Dwelling Unit in a:
  - Duplex Dwelling Unit
  - Townhouse Dwelling Unit
  - Apartment Dwelling Unit
  - Multiplex Dwelling Unit
- is not a secondary suite in a Single Detached Residential Dwelling

Multiplex Dwelling Unit

- means a Dwelling Unit in a building that includes **three or more** attached Dwelling Units
- is not a Duplex, Townhouse, Apartment, Lock-off Suite, or Secondary Suite.

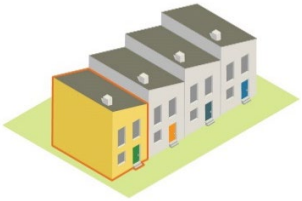
Secondary Suite

- means the smaller Dwelling Unit contained within a Single Detached Residential Dwelling
- is not a Lock-off Suite

Single Detached Residential Dwelling

- means a principal Dwelling Unit on a residential lot that may or may not include **up to one** Secondary Suite
- is not a Duplex, Townhouse, Multiplex, or Apartment.

Townhouse Dwelling Unit



- means a Dwelling Unit in a building that contains **three or more** Dwelling Units that are:
  - separated one from another by party walls extending from the foundation to the roof
  - each has a direct exterior entrance

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Metro Vancouver's Development Cost Charges Program Revisions (2025-2027)

Project 2: Review and Update DCC Categories and Definitions

Engagement Summary | July 2025

Acknowledgements

Thank you to everyone who provided input on updating Metro Vancouver's Development Cost Charge (DCC) categories and definitions for the 2027 DCC Bylaw update. Metro Vancouver embraces collaboration and innovation to provide sustainable regional services, contributing to a livable and resilient region, and a healthy natural environment for current and future generations. This engagement gathered feedback from the development community, related housing industries, agriculture representatives, and staff from member jurisdictions. The feedback provided insights that staff have used to refine recommendations for decision makers. We appreciate your time as well as the insights and comments you shared with us.

This report provides a summary of the engagement program that took place during July 2025, to hear from interested parties about.

About Metro Vancouver

Metro Vancouver is a diverse organization that plans for and delivers regional utility services, including water, sewers and wastewater treatment, and solid waste management. It also regulates air quality, plans for urban growth, manages a regional parks system, provides affordable housing, and serves as a regional federation. The organization is a federation of 21 municipalities, one electoral area, and one treaty First Nation located in the region of the same name. The organization is governed by a Board of Directors of elected officials from each member jurisdiction.

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August, 2025

Reviewing and Updating the DCC Project Categories and Definitions

Metro Vancouver is updating its DCC Program in 2027 (with rates to take effect in 2028). The workplan for this update is occurring 2005 through 2027. As part of this work, staff are reviewing the existing DCC categories and definitions to ensure they align with current development trends, housing legislation, provincial and local best practices, and reflect the relative impact of different land uses on the infrastructure needed to support our growing region.

The proposed updates discussed during engagement included updating residential housing definitions to better reflect evolving housing types, such as multiplex developments and laneway homes, as well as expanding the non-residential use categories to better account for different infrastructure demands of different land uses, like industrial, commercial, institutional, and agricultural.

The engagement plan, supported by the Metro Vancouver Regional District (MVRD) Board, includes engaging with other governments, member jurisdictions, the development industry, the agriculture industry and other interested parties to gather feedback and identify and minimize unintended consequences to updating DCC categories and definitions.

Executive Summary

Staff delivered a four-week engagement program to gather feedback on policy options for definition and category recommendations. Engagement focused on those likely to comment, be impacted, or have a role in implementation. For this initiative, this is largely member jurisdictions, the development community, the agriculture industry and those with a connection to development on residential and non-residential lands.

The engagement program was tailored toward specific audiences. In addition to outreach by Metro Vancouver, development and agriculture industry associations were asked to promote the engagement opportunities to their members. The engagement program included information sessions for member staff and industry, a meeting with regional advisory committee members and TransLink staff, a public survey, the option to provide input through correspondence, and an offer to meet directly with project staff.

Information provided to participants highlighted the need for updating the categories and definitions, including aligning with current development trends, housing legislation, provincial and local best practices, and the relative impact of different land uses and growth on infrastructure.

Participants generally supported the intent of the proposed updates and emphasized the importance of fairness, clarity, and alignment with similar categories and definitions used by member jurisdictions and TransLink. Key themes heard in the engagement included ensuring charges reflect actual infrastructure demand, avoiding unnecessary complexity, supporting equitable cost distribution, and providing clear definitions and methodologies to guide implementation.

About the Engagement Program

The engagement program was intended to inform interested and impacted parties about the DCC category update process and gather their feedback on proposed changes.

Participants were encouraged to provide feedback through correspondence, an online survey, information sessions, meetings, phone calls, or other preferred means. A dedicated project web page provided information and highlighted opportunities for feedback. A survey was promoted to developers, municipal staff, and agricultural association members, and available publicly on the Metro Vancouver website. Members were engaged through two activities; first, through a joint meeting of the regional advisory committees (agenda covered the full DCC program update), and then through a meeting with staff who work closely with the development cost charge programs in their municipality (agenda focused specifically on categories and definitions).

All feedback was documented, analyzed, and used to inform the proposed approach to be considered by the MVRD Board.

This table provides a summary of engagement activities.

ACTIVITY	AUDIENCE	TIMING	MEDIUM
Invitation to complete feedback form and attend an information session	Developers, member jurisdictions, relevant agencies (e.g., BC Hydro, TransLink), non-profits (e.g. Small Housing BC), agriculture representatives	July 2025	Webpage, emails, industry association correspondence
Presentation to joint regional advisory committees	Regional Administrators Advisory Committee (RAAC), Regional Engineers Advisory Committee (REAC), Regional Finance Advisory Committee (RFAC), and Regional Planning Advisory Committee (RPAC) and TransLink.	July 15, 2025	Virtual and in person
Industry Information Session	Developers (particularly those that develop small housing), non-profit housing organizations, homebuilders' associations	July 23, 2025	Virtual
Municipal Information Session	Member staff who work closely with the development cost charge programs in their municipality	July 21, 2025	Virtual
Meetings with external organizations	Industry and institutional organizations (e.g. Small Housing BC, UBC, NAIOP)	July 2025	Virtual
Survey	All audiences (promotions focused on development industry, agriculture industry, member municipalities, related agencies)	July 2025	Virtual
Reminder to provide feedback notification	All audiences (as above)	July 2025	Virtual

Engagement Promotion

The engagement was promoted on the Metro Vancouver website and directly to interested stakeholders. Development and agriculture industry associations promoted information directly to their members.

Website

During this engagement, there were over 1,400 project webpage views and visits from 970 unique users. The survey was promoted on the Metro Vancouver homepage and on the Metro Vancouver DCC project webpage.

E-mail Newsletters

Engagement opportunities were promoted to the project database of 59 contacts, and Metro Vancouver DCC database subscribers. The engagement opportunities were also promoted via association member databases, including the Urban Development Institute, Homebuilders Association Vancouver, NAIOP (National Association for Industrial and Office Parks), BC Landscape and Nursery Association, British Columbia Agriculture Council, and municipal agriculture advisory committees.

Engagement Participation

Joint regional advisory committee meeting

136 member staff who are members of one of RAAC, RFAC, REAC or RPAC, plus staff from TransLink participated in this session on July 15, 2025. The agenda covered all aspects of Metro Vancouver's DCC update workplan, including content focused on categories and definitions. A post-session survey was distributed again including content focused on categories and definitions and received responses from 8 member municipalities and Tsawwassen First Nation.

Municipal Information Session

26 participants from 11 member jurisdictions and TransLink joined this session on July 21, 2025.

Industry Information Session

Over 30 participants from the development industry and related organizations joined this session on July 23, 2025.

Feedback Form Responses

Staff received 125 completed surveys (in addition to the 9 surveys stemming from the joint advisory meeting participants), largely from the development industry and local government staff.

What We Heard

This table summarizes all feedback received and highlights the key insights shared across audiences and methods.

INTEREST AREA	WHAT WE HEARD
Update existing definitions and residential rate categories for duplexes and multiplexes	The majority of respondents either agreed or strongly agreed with expanding definitions to reflect a wider range of small-scale multi-unit types (70%), applying a medium DCC rate category for duplexes to reflect that they are typically larger than apartments but smaller than single-detached homes (63%), and applying the lowest rate category for multiplexes to reflect that they typically have small average household sizes (66%). Comments emphasized that multiplexes are an important form of housing, with mixed comments about whether certain forms of housing should be charged more or less. Participants noted that data should be used to determine the cost impacts on regional infrastructure, and that more information on actual DCC rates will be needed to understand true impacts.
Laneway house options	The majority of respondents (84%) supported separating laneway houses from the single-detached category and applying the lowest rate category. Feedback tended to highlight concerns about fairness and implementation. Some participants suggested alternative approaches to charging, such as by floor area or number of bedrooms, rather than a flat per-unit rate. It was noted that defining laneway homes can be challenging, as they are not always smaller than the main dwelling. Several participants felt it was unfair to apply a laneway-specific charge to all single-detached homes, as not all will include a laneway unit, and so they preferred a separate charge for laneway homes. Other participants suggested that laneway homes should be exempt from DCCs altogether.
Adding non-residential categories	Most respondents either agreed or strongly agreed with adding the proposed non-residential categories: industrial (73%), commercial (70%), institutional (66%), and agricultural development (69%). Several comments emphasized support for a separate agricultural development category with a lower rate. Mixed feedback was received on how to define non-residential categories, with suggestions to align definitions with municipal zoning and/or to further break down commercial into retail and office uses. Some questions were noted about how mixed-use developments, such as live/work units and combined industrial-commercial buildings, would be treated. Some participants suggested basing fees on actual demand, supported by tools like water metering. Other participants noted a preference to use square metres instead of square feet and to keep categories simple for easier administration. Additional requests included aligning definitions of gross floor area between regional and municipal levels, coordinating with TransLink, and ensuring clarity on how categories like hotels, long-term care, and clinics are handled. A few participants felt the DCC system is overly complex and bureaucratic, and that rates are too high, particularly for residential and commercial developments.

INTEREST AREA	WHAT WE HEARD
Keeping a waiver/ reduction approach in addition to creating a new standalone category	Most respondents either agree or strongly agree (52%) or are neutral (36%) with keeping a waiver/reduction approach. Participants emphasized the importance of supporting agriculture by keeping fees low, while others noted agricultural development should fairly contribute to infrastructure costs. Concerns were raised about expanding waivers for developments with perceived lower environmental impact, with several participants noting that waivers do not eliminate infrastructure costs but rather redistribute them to other projects. Participants noted any reduction, or exemptions should be grounded in evidence showing reduced infrastructure demand. Creating a distinct category for agricultural development was supported to reflect its unique infrastructure needs.
Developing a DCC reduction/waiver bylaw for developments designed to result in low-environmental use	A slight majority (51%) supported developing a reduction/waiver bylaw for developments designed to result in low environmental use, and some (31%) needed more information to form an opinion. Participants emphasized the need for more clarity, particularly around what qualifies as low environmental impact and how institutional uses are defined. Some expressed concern that offering waivers or reductions could compromise development viability and simply shift costs to other projects. A few participants suggested applying reduced rates across all development types if environmental benefits can be demonstrated. Other suggestions included offering a lower rate instead of a reduction bylaw to minimize complexity and administrative burden.
General	Some feedback expressed concern that DCC rates are generally too high and recommended that Metro Vancouver consider alternative revenue sources. There was a recurring suggestion that Metro Vancouver should align its DCC bylaws with member jurisdictions and TransLink where possible.

How Feedback Will Be Used

Feedback gathered through this engagement process is considered, in addition to other inputs such as financial considerations, legal requirements, experiences in other jurisdictions and more, in the staff recommendation to the MVRD Board on changes to the categories and definitions within the Metro Vancouver DCCs. This feedback is also applicable to the broader Metro Vancouver DCC Bylaw update.