Sequence of Board Meetings
Board meetings generally occur in the following order, up to a maximum of eight. Not all meetings may be scheduled.
1. GVRD open meeting for parks items   2. GVRD closed meeting for parks items   3. GVRD open meeting for non-parks items   4. GVWD open meeting   5. GVS&DD open meeting   6. GVRD closed meeting for non-parks items   7. GVWD closed meeting   8. GVS&DD closed meeting.

NOTICE OF REGULAR MEETING
GREATER VANCOUVER REGIONAL DISTRICT (GVRD)
BOARD OF DIRECTORS - PARKS

9:00 a.m.
Friday, November 16, 2012
2nd Floor Boardroom, 4330 Kingsway, Burnaby, British Columbia.

A G E N D A

Note: Recommendation is shown under each item, where applicable.

A. ADOPTION OF THE AGENDA

1. November 16, 2012 Regular Meeting Agenda
   That the Board adopt the agenda for its regular meeting scheduled for November 16, 2012 as circulated.

B. ADOPTION OF THE MINUTES

1. October 26, 2012 Regular Meeting Minutes
   That the Board adopt the minutes for its regular meeting held October 26, 2012 as circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

E. CONSENT AGENDA
   Note: Directors may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, request an item be removed from the Consent Agenda for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.

1. PARKS REPORTS

1.1 Experience the Fraser: Final Concept and Implementation Plans
   That the Board:
   That the Board:
   a) adopt the Experience the Fraser Concept Plan;
   b) endorse the Experience the Fraser Implementation Plan for Local Governments; and
c) approve the actions identified for Metro Vancouver subject to regular budget and planning processes, including maintaining the current governance structure for the project for the short to mid-term, but reviewing longer-term governance options.

1.2 Matsqui Trail Regional Park Management Plan
That the Board approve the Matsqui Trail Regional Park Management Plan.

2. INTERGOVERNMENTAL AND ADMINISTRATION COMMITTEE REPORT

2.1 Review of the Parks Function
That the Board direct staff to examine the long-term regional parks function, the relevance of the regional parks function in the future, and how the growth of this function will be managed.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS FROM COMMITTEE OR STAFF NOT INCLUDED IN CONSENT AGENDA

1. ENVIRONMENT AND PARKS COMMITTEE REPORTS

1.1 Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012
That the Board:
   a) introduce and give first, second and third reading to “Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”; and
   b) reconsider, pass and finally adopt “Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”.

1.2 Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1169, 2012
That the Board:
   a) introduce and give first, second and third reading to “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1169, 2012”; and
   b) reconsider, pass and finally adopt “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1169, 2012”.

1.3 Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1159, 2012
That the Board:
   a) introduce and give first, second and third reading to “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1159, 2012”; and
   b) reconsider, pass and finally adopt “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1159, 2012”.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

I. OTHER BUSINESS
J. RESOLUTION TO CLOSE MEETING

Note: The Board 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 Board close its regular meeting scheduled for November 16, 2012 pursuant to the Community Charter provisions, Section 90 (1) (e) as follows:

"90 (1) A part of a board 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 board or committee considers that disclosure could reasonably be expected to harm the interests of the regional district."

K. ADJOURNMENT/TERMINATION

That the Board adjourn/conclude its regular meeting of November 16, 2012.
GREATER VANCOUVER REGIONAL DISTRICT  
BOARD OF DIRECTORS - PARKS

Minutes of the Regular Meeting of the Greater Vancouver Regional District (GVRD) Board of Directors - Parks held at 9:09 a.m. on Friday, October 26, 2012 in the 2nd Floor Boardroom, 4330 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:
Chair, Director Greg Moore, Port Coquitlam  
Vice Chair, Director Raymond Louie, Vancouver  
Director Heather Anderson, Anmore  
Director Bruce Banman, Abbotsford  
Director Malcolm Brodie, Richmond  
Director Brenda Broughton, Lions Bay  
Director Mike Clay, Port Moody  
Director Derek Corrigan, Burnaby  
Director Ernie Daykin, Maple Ridge  
Director Heather Deal, Vancouver  
Director Sav Dhaliwal, Burnaby  
Director Ralph Drew, Belcarra  
Director Helen Fathers, White Rock  
Director Jack Froese, Langley Township  
Director Maria Harris, Electoral Area A  
Director Linda Hepner, Surrey  
Alternate Director Robin Hicks, North Vancouver District, for Richard Walton  
Director Marvin Hunt, Surrey  
Director Lois Jackson, Delta  
Director Colleen Jordan, Burnaby  
Director Gayle Martin, Langley City  
Director Geoff Meggs, Vancouver  
Director Darrell Mussatto, North Vancouver City  
Director Mae Reid, Coquitlam  
Director Andrea Reimer, Vancouver  
Director Gregor Robertson, Vancouver  
Director Patricia Ross, Abbotsford  
Director Michael Smith, West Vancouver  
Alternate Director Barbara Steele, Surrey, for Dianne Watts  
Director Harold Steves, Richmond  
Director Richard Stewart, Coquitlam  
Director Andrew Stone, Bowen Island  
Director Judy Villeneuve, Surrey  
Director Deb Walters, Pitt Meadows  
Director Wayne Wright, New Westminster

MEMBERS ABSENT:
Director Tim Stevenson, Vancouver  
Director Bryce Williams, Tsawwassen
STAFF PRESENT:
Carol Mason, Commissioner/Chief Administrative Officer, Chief Administrative Officer’s Department
Klara Kutakova, Assistant to Regional Committees, Board Secretariat and Corporate Information Department
Paulette Vetleson, Corporate Secretary/Manager, Board Secretariat and Corporate Information Department

A. ADOPTION OF THE AGENDA

1. October 26, 2012 Regular Meeting Agenda

   It was MOVED and SECONDED
   That the Board adopt the agenda for its regular meeting scheduled for October 26, 2011 as circulated.

CARRIED

Members were informed that the date of the minutes in the recommendation contained on page 1 of the October 26, 2012 agenda should read “October 12, 2012” instead of “September 21, 2012”.

B. ADOPTION OF THE MINUTES

1. October 12, 2012 Regular Meeting Minutes

   It was MOVED and SECONDED
   That the Board adopt the minutes for its regular meeting held October 12, 2012 as circulated.

CARRIED

C. DELEGATIONS

No items presented.

D. INVITED PRESENTATIONS

No items presented.

E. CONSENT AGENDA

   It was MOVED and SECONDED
   That the Board adopt the recommendation contained in the following item presented in the October 26, 2012 GVRD Board - Parks Consent Agenda:

1.1 Draft Metro Vancouver Districts’ 2013 Budget – Regional Parks

CARRIED

The item and recommendation referred to above is as follows:

1.1 Draft Metro Vancouver Districts’ 2013 Budget – Regional Parks
Report dated October 17, 2012 from Jim Rusnak, Chief Financial Officer, Finance and Administration Department, seeking approval of the
2013 Revenue and Expenditure Budget, and use of Reserves and Capital Expenditures for Regional Parks.

Recommendation:
That the Board approve the 2013 Revenue and Expenditure Budget, use of Reserves and Capital Expenditures, as presented for Regional Parks, and shown in the following schedules:

A1 Revenue and Expenditure Summary
A4 2013 Budget - Proposed Application of Reserves
B15 Regional Parks
B16 Regional Parks – Capital Programs & Project Details.

Adopted on Consent
(All members were entitled vote)

F. ITEMS REMOVED FROM THE CONSENT AGENDA
No items presented.

G. REPORTS FROM COMMITTEE OR STAFF NOT INCLUDED IN CONSENT AGENDA
No items presented.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN
No items presented.

I. OTHER BUSINESS
No items presented.

J. RESOLUTION TO CLOSE MEETING
No items presented.

K. ADJOURNMENT

It was MOVED and SECONDED
That the Board conclude its regular meeting of October 26, 2012.

CARRIED
(Time: 9:10 a.m.)

CERTIFIED CORRECT

Paulette A. Vetleson, Corporate Secretary
Greg Moore, Chair
To: Environment and Parks Committee  

From: Heather McNell, Regional Planning Division Manager  
Wendy DaDalt, Parks East Area Division Manager  
Metropolitan Planning, Environment and Parks Department  

Date: August 16, 2012  

Subject: Experience the Fraser: Final Concept and Implementation Plans  

Recommendation:  

That the Board:  
a) adopt the Experience the Fraser Concept Plan;  
b) endorse the Experience the Fraser Implementation Plan for Local Governments; and  
c) approve the actions identified for Metro Vancouver subject to regular budget and planning processes, including maintaining the current governance structure for the project for the short to mid-term, but reviewing longer-term governance options.  

1. PURPOSE  

To seek Board adoption of the Experience the Fraser Concept Plan, endorsement of the Experience the Fraser Implementation Plan for Local Governments, with accompanying adoption of actions identified for Metro Vancouver.  

2. CONTEXT  

The Metro Vancouver and Fraser Valley Regional District (FVRD) Boards respectively endorsed and approved the Experience the Fraser Concept Plan in principle in October 2011 as the basis for ongoing outreach. Staff undertook a significant outreach program including a November 2011 workshop on advancing implementation. This highly successful event was attended by over fifty organizations. Outreach also included presentations at the Lower Mainland Local Government Association and the Planning Institute of BC’s annual conferences, and presentations to 11 municipal councils in Metro Vancouver. Municipal Councils adopted resolutions providing support for the project and committing to integrate ETF in local plans. Through this outreach, several changes to the ETF Concept Plan were proposed. In July 2012, the Environment and Parks Committee endorsed the proposed changes to the Concept Plan. These changes included:  

• Adding the North Arm of the Fraser River into the Project Area;  
• Expanding the Project Area to include all of Colony Farm Regional Park and a section of the Pitt River north of the Pitt River Bridge;  
• Strengthening the language dealing with recreational connectivity across all Lower Fraser River bridges;  
• Removing the Trail’s Interim Route in the Fraser Valley Regional District;  
• Changing the name of the Abbotsford Node to Matsqui and its location and name changes to two other nodes (Citadel to Citadel Landing and Tilbury to Sunbury); and
• Minor text changes in an effort to clarify intent, fix errors, and add the objective of universally accessible facilities where feasible.

The updated and final Experience the Fraser Concept Plan is Attachment 1.

Also in fall 2011, staff committed to report back to the Board with an Implementation Plan that identifies priority actions, addresses the allocation of the recent $1,000,000 provincial grant, and provides options for future governance and financing (Attachment 2).

The Joint ETF Political Steering Committee, with representation from Metro Vancouver, FVRD and the Provincial Government, at its August 2012 meeting, supported advancing the final Concept Plan and the Implementation Plan to both Regional District Boards for adoption and endorsement respectively.

The Implementation Plan
The Implementation Plan is an accompanying piece to the Experience the Fraser Concept Plan intended to identify actions that will advance the Concept Plan’s Foundational Program planned by Metro Vancouver, the Fraser Valley Regional District, the Province and the sixteen municipalities along the Fraser River within the Project Area for the next 3-5 years.

The structure of the Implementation Plan follows the structure of the Concept Plan, listing actions by Goal and Foundational Program project. The identified actions will be subject to budget processes and other approvals. As a result, the plan is a snapshot of planned actions that will evolve over time, with new opportunities emerging, and the flexibility to respond to changing priorities. The Implementation Plan is intended to both be a record of planned government actions as well as a call to action for others to participate and add their projects and plans to Experience the Fraser. The Implementation Plan will be a living document that will become even more robust as others add their actions.

The two regional districts are being asked to endorse the Implementation Plan, and adopt actions within their authority and mandate. Other agencies and organizations are invited to do the same.

Plan Implications
The Implementation Plan identifies 68 actions to advance the Experience the Fraser Concept Plan’s Foundation Program; 36 of those actions involve Metro Vancouver. Metro Vancouver was one of ETF’s founding partners, and a lead in the Concept and Implementation Planning phases. At the same time, Metro Vancouver has also been implementing ETF through its Regional Parks function as the Fraser River has always been a focal point for park and trail development. The Demonstration Project at Derby Reach Regional Park is but one such example. However, as the planning phase of the project begins to wrap up, potential and ongoing roles for the Corporation should be considered.

Capital Projects
The majority of actions identified for Metro Vancouver in the Implementation Plan are already part of, or embedded into, the Metro Vancouver Regional Parks plans and programs. Certain projects have been augmented by Provincial grant funding and a particular Fraser River focus. There are no new costs associated with embedding ETF into Parks’ Capital Program at this time.

Governance
Staff is recommending that Metro Vancouver and the Fraser Valley Regional District continue to jointly and collaboratively lead ETF for the next three to five years while
exploring and advancing a long-term governance model. Two preferred options are being proposed for exploration: an Experience the Fraser Board, akin to the Okanagan Water Board and / or an Experience the Fraser Foundation, like the Trans Canada Trail Foundation (Attachment 3).

The implications for Metro Vancouver continuing in a leadership role include the following: integrating the North Arm of the Fraser into the project; ongoing partnership development; developing design guidelines for interfacing with industry; continuing to advance solutions to issues of joint concern (e.g. protocol for recreational access to dykes); continuing to be a joint project administrator, convener and champion; tracking progress; and reporting out on implementation.

There are no additional costs foreseen with maintaining this role for the remainder of 2012, nor for 2013, as 10% of the grant received from the Province in April 2012 has been designated for this purpose. Any outstanding costs can be funded from funds rolled over from 2012 and integration with existing planning resources.

3. ALTERNATIVES

That the Board:

a) adopt the Experience the Fraser Concept Plan;

b) endorse the Experience the Fraser Implementation Plan for Local Governments; and

c) approve the actions identified for Metro Vancouver subject to regular budget and planning processes, including maintaining the current governance structure for the project for the short to mid-term, but reviewing longer-term governance options.

or

d) provide alternative direction to staff.

4. CONCLUSION

The Metro Vancouver Board endorsed the ETF Concept Plan in principle in October, 2011. After a significant outreach program, some relatively minor changes to the Concept Plan have been made, and an accompanying Implementation Plan for Local Governments developed. This point of transition for the Board after three years of ongoing leadership in Experience the Fraser is cause for celebration. Staff are seeking adoption of the final Concept Plan, endorsement of the project’s Implementation Plan and adoption of Metro Vancouver actions.

ATTACHMENTS

1. Experience the Fraser – Lower Fraser River Corridor Project – Concept Plan (Doc. #6417202).

2. Experience the Fraser – Lower Fraser River Corridor Project – Implementation Plan for local governments (Doc. # 6420655).

3. Examples of Preferred Governance Models (Doc. #6417408).
EXPERIENCE THE FRASER
Lower Fraser River Corridor Project
CONCEPT PLAN
“...it flows majestically, unhurriedly, towards the Pacific Ocean.”
“AT HOPE, THE FRASER RIVER ABANDONS THE LAST REMNANTS OF ITS WILD PAST, SWINGS WESTWARD IN A GREAT 90 DEGREE ARC AND ASSUMES A TRANQUIL FACE AS IT FLOWS MAJESTICALLY, UNHURRIEDLY, TOWARDS THE PACIFIC OCEAN. STILL 140 KILOMETRES FROM THE SEA, THE RIVER AT HOPE IS ONLY ABOUT FIVE METRES ABOVE SALT WATER. FOR A WHILE MOUNTAINS LOOM DARKLY OVERHEAD, RELUCTANT TO LET THE RIVER GO; DISCREETLY, THEY WITHDRAW TO A RESPECTFUL DISTANCE. NOW, AT LAST, THE FRASER HAS SPACE ENOUGH TO ASSUME A WIDTH APPROPRIATE TO ITS GRANDEUR. THE VALLEY WIDENS, FERTILE WITH SOIL CARRIED BY THE RIVER FROM ERODING SLOPES HUNDREDS OF KILOMETRES UPSTREAM. CARESED BY A GENTLE OCEANIC CLIMATE, THE GREEN AND PLEASANT LAND IS A WIDENING CORNUCOPIA POURING ITS WEALTH TOWARD THE SEA.”

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EXECUTIVE SUMMARY
EXECUTIVE SUMMARY

Experience the Fraser (ETF) is a recreational, cultural and heritage project that extends along the Lower Fraser River Corridor connecting Hope to the Salish Sea. The ETF Concept Plan expresses the Project’s Vision and Goals and presents a framework for the long-term development of this land and water based initiative that aims to showcase the Fraser River and its rich natural and cultural heritage. It presents Trail and Blueway routes which form the signature backbone of the project, and which link communities and Fraser River themed features, amenities and experiences. The Concept Plan presents a number of opportunities to add to and build upon these experiences, therefore in sum creating an outstanding world class destination. The Plan also offers an Illustrative Foundational Program that once completed would define an ETF identity and brand, and provide a solid presence and framework from which to continue to build the project. A series of implementation strategies is also identified, establishing strategic priorities to move the project toward implementation.
1.0 A BOLD VISION
1.1 VISION

EXPERIENCE THE FRASER IS AN INVITATION TO “EXPERIENCE AND EXPLORE THE DYNAMIC LOWER FRASER RIVER CORRIDOR FROM HOPE TO THE SALISH SEA... TO CELEBRATE THE SPIRIT AND STORIES OF ITS VARIED LANDSCAPES, DIVERSE COMMUNITIES AND RICH NATURAL AND CULTURAL HERITAGE.

Experience the Fraser is a recreational, cultural and heritage project defined by the Fraser River that seeks to connect communities and the places where Fraser River themes and stories can be experienced from canyon to coast. At its heart, ETF is defined by over 550 kilometres of trails and a recreational blueway with ample amenities to support both land and water based use. The Trail will connect existing points of interest, amenities and features along the Lower Fraser River Corridor, and once in place, will also be a catalyst for others to package and add their own Fraser River experiences. The result will be the creation of a unique product that provides unprecedented opportunities to celebrate shared culture and heritage; to showcase the Lower Fraser River Corridor and its landscapes, features, wildlife and people as one of the great river communities of the world; to link and create a suite of outstanding tourist attractions; encourage active and healthy living; and to enhance land and water-based recreational opportunities throughout the region.
The Project Area extends 160 km from Hope to the Salish Sea. Its width varies to capture as many Fraser River communities and points of interest as possible and to allow for trail routing. Additionally, the following areas were intentionally included: BC Ferries’ Tsawwassen Terminal and Causeway; the Tsawwassen First Nation and Delta waterfronts; Pitt River past the Pitt River Bridge; Kanaka Creek to Rolley Lake and south along the Hayward Lake and Stave River; Harrison River to Harrison Lake; Sumas Mountain; the Vedder Canal to the Keith Wilson Bridge; and routing options through Kent and Electoral Area B. The Project Area is more than 100,000 hectares in size, and about 20% of the shoreline is protected. The North Arm of the Fraser was added as part of the Concept Planning process. This addition brings Vancouver, Burnaby, and the northern part of Richmond into the Project. The planning work for this addition will be undertaken in the early phases of Implementation, and the results will be added to this plan as an addendum.

The Fraser River travels nearly 1,400 kilometres from its headwaters in the Rockies to the Salish Sea. The ‘Mighty Fraser’ drains a quarter of British Columbia and is the tenth longest river in the world. By the time the river runs past Hope, it has flowed from rushing river to alluvial plain, characterized by large gravel reaches, and soon slows and stretches further into the Fraser estuary. The Lower Fraser is home to more than 2.3 million people and is the confluence of a myriad of cultures, values, interests, and activities that interact with, and are often dependent on, the river. The Fraser River has an incredible history and continues to be a defining feature in the Province of British Columbia, playing an integral role in the lives of Lower Fraser River residents. Here are just some of the values, interests and activities associated with the river:

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1 The Province of BC, jointly with Washington State, officially named the area covered by the inland waterways of the Strait of Georgia and Puget Sound the Salish Sea in 2010. This official name pays homage to the Coast Salish peoples’ collective history and this rich and diverse marine ecosystem.
First Nations have lived, travelled and traded along the lower reaches of the river for thousands of years. The Stó:lō, whose traditional territory spans beyond the entire project area, are known as the People of the River. By believing in S’ólh Témexw te ikw’élō - Xólhmet te mekw’ stám it kwelát, which means “This is our land - We have to look after everything that belongs to us,” protecting, preserving, and managing heritage and environment in a way that is consistent with Stó:lō values, beliefs, and traditions, is an overarching guiding principle.

Named after Simon Fraser, the first European to fully travel its waters in 1808, the Fraser River was designated as a Canadian Heritage River in 1998 to honour its rich cultural and natural history.

Parts of the Lower Fraser were initially dyked in the 1860s and 1870s by early settlers to create and protect agricultural lands. Early dyking efforts were found in Chilliwack, Sumas and Matsqui prairie areas as well as on Lulu Island. The Fraser Delta has some of the richest agricultural soils in Canada, is home to diverse agricultural operations growing over 130 different products, and although it comprises only 1.5 percent of the total agricultural land in BC, it generates over a quarter of the Province’s gross farm income.

The Fraser River estuary, one of the largest along the west coast of North America, is recognized as a globally important ecosystem. It has the largest wintering concentrations of water birds and raptors in Canada, and provides significant habitat and feeding areas along the Pacific Flyway. It is the largest salmon producing river along the Pacific Coast and is one of three rivers in BC in which white sturgeon spawn.

The Fraser River is integral to industry as a transportation corridor and location for businesses, including pulp and sawmills, piling and dredging companies, fisheries, and fish processing. It plays a vital role the region’s economy contributing to 80% of the provincial economic output.

Port Metro Vancouver cargo terminals and other port activities are essential to the functioning of our economy and metropolitan region. Their jurisdiction stretches across 600 kilometres of shoreline and waterways including the Fraser River up to Kanaka Creek. The Port trades $75 billion in goods annually with more than 160 trading economies, generating over 125,000 jobs, and $10.5 billion in GDP.

A number of communities line the banks of the river and people continue to be drawn to live along its edge.

The Lower Fraser River Corridor also provides ample recreation opportunities including wildlife viewing, fishing, hiking, geocaching, cycling, camping, boating, or horseback riding.

The Lower Fraser River Corridor is an integral part of BC’s Tourism industry which generates $12.7 billion in revenues annually. People come from all over the world to experience a combination of the interests and themes listed above. ETF will create an even greater draw to this part of the province.

2 The Canadian Heritage River System (CHRS) Board, made up of private citizens and officials appointed by federal and provincial governments called the Fraser a ‘river of superlatives’. The CHRS was established in 1984 to conserve rivers with outstanding natural, cultural and recreational heritage, to give them national recognition, and to encourage the public to enjoy and appreciate them. Today, there are 41 Canadian Heritage Rivers.

3 RAMSAR site at Alaksen National Wildlife Area has been designated as a Wetland of International Importance; proposed as a Western Hemispheric Shorebird Reserve Network, an international initiative that identifies and protects habitats used by migrating shorebirds.
1.2 GOALS

There are four goals that guide the realization of the Experience the Fraser vision:

Goal 1  Connect Hope to the Salish Sea

Experience the Fraser will connect Hope to the Salish Sea along the Fraser River by means of a network of over 550 kilometres of trail, 43% of which is already in place along regional, municipal and community trails. In addition, the river itself and associated stream networks provides an incredible recreational opportunity and adds a Blueway component to this goal of connectivity. The Trail and Blueway networks are the backbone of the project and will connect communities, parks, natural areas, historic and cultural sites and other experiences along the river. The intent of the goal is to draw upon the rich natural and cultural heritage along the river, to better integrate the waterway into the lives of residents and visitors thereby fostering a stronger sense of place and stewardship. The Trail and Blueway networks will provide a wide variety of recreational opportunities that promote active, healthy living for Lower Fraser River residents. Also, this network will enhance land and water-based recreational amenities positioned strategically to fill service gaps and support tourism.
Goal 2  Link and inspire experiences along the river

There are already a multitude of existing opportunities to experience the Fraser River. For example, there are Circle Farm tours, farm gate sales, and wineries. From an outdoor recreation and environmental perspective, there are parks and trails that provide river access, and amazing fishing spots and that interpret the river's ecological importance to salmon, raptors, and bird migrations. Heritage and culture can be explored at the Xa:ytem Longhouse Interpretive Centre, Fraser River Discovery Centre, Britannia Shipyards, Fort Langley and Gulf of Georgia Cannery National Historic Sites, Hyack’s Fraserfest, the Fraser Valley Bald Eagle Festival and the Artists on the River, all of which provide opportunities to celebrate the river’s heritage and cultural values.

The first part of this goal speaks to linking these experiences, to knitting them together with a common Experience the Fraser brand and to recognizing the appeal and promotional value in their synergy. ETF offers a way to build on and package these experiences and opportunities. The second part of the goal is about enhancing and adding to what is already in place – about utilizing the Trail and existing experiences and amenities as a catalyst upon which to build an integrated suite of recreation, cultural and heritage amenities and features. The outcome will be a world-class tourism destination that can be traveled end to end or theme by theme. The Lower Fraser River Corridor will be promoted and known as one of the great river destinations of the world, inspiring participation, generating economic growth and jobs, and fostering pride and sustainability.
Goal 3  Develop enduring and committed partnerships

The success of ETF is reliant on developing and nurturing long-term partnerships among different levels of government, First Nations, other agencies, the private sector, non-profit organizations and citizens. Because Experience the Fraser is a long-term vision that will be realized over a number of decades, building understanding and support helps ensure that the ETF concept is a shared vision and at the forefront of people's minds when planning and developing local projects. Integral to the success of the project is the development of sustainable governance and financing models to support leadership and long-term implementation.
Goal 4  Build and deepen connections to the river

Experience the Fraser strives to build and deepen people’s physical, emotional, and spiritual connections to the river. Utility and transportation corridors and industrial, residential and agricultural uses separate communities and people from the river so that its physical closeness is often imperceptible. We cross over the river in our cars on our daily commute, but how often do we dip our toes in it, walk along its edge or understand the diversity and dynamism that it represents? This goal is about celebrating the river itself and its rich cultural and natural heritage – it is about exposure and reconnection, not just in a physical sense, but also a cognitive one. Through exposure and experience come understanding and appreciation – and from these come a sense of ownership and protection*.

Connectivity is important from an ecological perspective, and linking parks and open space helps to protect habitat, remedy the effects of fragmentation and support biodiversity. ETF embraces environmental sustainability objectives critical to maintaining the ecological health of the Lower Fraser River Corridor, and is committed to enhancing awareness and stewardship of these values through education and interaction with river ecology.

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*Extrapolated from Freeman Tilden’s “through interpretation, understanding, through understanding, appreciation, through appreciation, protection” (1957)
1.3 PROJECT BACKGROUND

The Lower Fraser River Corridor has been the focus of attention and planning for many people, agencies, businesses, groups and partnerships for years. There is a substantial body of work, research and relationships to draw upon. ETF hopes to continue to build with these partners and on the work they have completed. In addition, ETF complements a number of existing initiatives associated with the Fraser River including the Fraser River Discovery Centre, the Trans Canada Trail, and Heart of the Fraser. ETF seeks to highlight and link the multiple values and interests Fraser River stakeholders embody through a tangible, overarching vision for recreation, culture and heritage.

The inspiration of ETF was the idea for a continuous trail along the Fraser River between Hope and the Salish Sea on both sides of the river with crossings creating a series of loop options and connections to major trails beyond the region. Because of this original idea, ETF is a project that is rooted in an outdoor recreation perspective - assuming that the user will be on foot, bicycle, horseback or boating. Therefore, the next step was to look at what kind of support, both infrastructure and program, would be required to facilitate this form of experience in terms of staging areas, parking, washrooms, boat launches, camping opportunities, and dyke and trail upgrades.

The challenge was posed – if a user is travelling along this trail, what would they be interested in seeing, doing, and experiencing along the journey? What would lead them to take the journey in the first place and inspire them to explore further? This prompted an inventory of existing recreational, cultural and heritage features, the result being the development of a multi-dimensional project that seeks to link together, via the ETF Trail and recreational Blueway, the multitude of experiences the Lower Fraser River Corridor has to offer.

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5 In 2009, The Fraser River Discovery Centre opened its doors to a 17,000 square foot space that offers displays and exhibits, a resource centre and a place showcase the living, working river. The Trans Canada Trail’s route through the Lower Fraser River Corridor mutually supports ETF. Heart of the Fraser is a conservation initiative founded in 2006, supported by The Nature Trust of BC, BCIT, the North Growth Foundation and the Pacific Fisheries Resource Conservation Council. It is focused on acquiring lands along the Fraser River, from Hope to Mission, and it seeks to boost public awareness of this area’s outstanding attributes while promoting the need to set aside key properties for conservation purposes.
In April 2009, the Province of BC provided the Fraser Valley Regional District (FVRD) and Metro Vancouver (MV) $2.5 million dollars to undertake ETF planning and to implement two demonstration projects. $2 million was allocated toward developing a comprehensive Concept Plan by Fall 2011.

An integral component then was to “demonstrate” the potential of Experience the Fraser in communities along the river and to provide an opportunity for people to understand what an “experience” of the Fraser might in fact be. As a result, $500,000 was allocated for two demonstration projects to ‘get started on the ground’.

**Demonstration Projects**

**MISSION WATERFRONT**

The Mission Waterfront Demonstration Project, a partnership between FVRD and the District of Mission, opened on May 15, 2010. It includes an elevated square, trail, living plant wall, benches, picnic tables, banners, lights, and unique First Nations’ public art.

**HISTORIC FORT LANGLEY TO GOLDEN EARS BRIDGE**

The Historic Fort Langley to Golden Ears Bridge Demonstration Trail Project, a partnership between Metro Vancouver, Township of Langley, and Trails BC, provides an important segment of the Trans Canada Trail. The first project phase, from Edgewater Bar in Derby Reach Regional Park to 208th Street including trail, interpretive art and riverside amenities, opened on July 23, 2011.
1.4 CONNECTED NETWORKS... Situating Experience the Fraser

One of the primary objectives for trail routing is to fill the gaps in the existing trail network along the Lower Fraser River Corridor between Hope and the Salish Sea. Embodied within this objective is the desire to ensure connectivity to, and integration with, existing and planned community trail networks and waterfront community centres with an aim to improving access to the Fraser River and connections among communities and trails.

While these local and regional connections are vital, so is ensuring connectivity to trail systems outside the Lower Fraser Corridor to help build a provincial trail network for residents and visitors alike. Integral to the planning and development of the Experience the Fraser route is the integration and inclusion of the Trans Canada Trail as it proceeds through the Lower Fraser River Corridor and connects with the rest of Canada from sea to sea. Looking beyond our national border, ETF seeks to make connections south to the United States. Therefore, once completed and connections are put in place, Experience the Fraser will provide not only an inter-regional trail between Hope and the Salish Sea, but it will also link to other regional, provincial, national and international trails, effectively nesting it within other initiatives and providing connectivity at multiple levels (Figure 2). Once complete, Experience the Fraser aspires to connect to:
International

• Pacific Northwest Trail: The 1,200 mile trail runs from the Continental Divide to the Pacific Ocean and is considered to be among the most scenic trails in the world. It is connected to the Pacific Crest and Coast Millennium trails.

• Pacific Crest Trail (PCT): Extending from the Canadian to the Mexican border, the PCT boasts the greatest elevation changes of any of America’s National Scenic Trails and passes through six of North America’s seven eco-zones. It offers users a unique, varied experience and connects into Canada at Manning Provincial Park.

• Coast Millennium Trail: A trail initiative that strives to connect Bellingham, Washington to White Rock along Boundary Bay with future phases envisioned to extend the trail south to Seattle, and north to Vancouver connecting to other regional trails including Experience the Fraser.

National

• Trans Canada Trail: A mosaic of local and regional trails built by provincial and territorial members of the Canadian Trails Foundation extending from Atlantic to the Pacific to the Arctic Oceans and providing 22,000 kilometres of trail linking 1,000 communities and 33 million Canadians.

• National Hiking Trail: An initiative for a pedestrian trail from Cape Spear, Newfoundland to White Rock, British Columbia.

Regional

• Sea-to-Sky Trail: A partnership initiative led by the Squamish-Lillooet Regional District, the Sea-to-Sky Trail links communities from Horseshoe Bay north to Lillooet.

• New Pathways to Gold Society: A society that supports economic development through heritage tourism, First Nations Reconciliation, and community projects such as the Hudson’s Bay Company (1849) Heritage Trail. The trail extends from Barkerville to Hope area and through the Gold Rush region of BC.

• Spirit of 2010 Trails: Four regional Rail to Trail initiatives that make up a portion of the Trans Canada Trail connecting Hope to Nelson including: The Hudson’s Bay Company Heritage Trail from Hope to Tulameen and the Kettle Valley Rail Trail from Hope to Castelgar.

• Vancouver Island Trails: The Lochside Regional Trail begins at the Swartz Bay Ferry Terminal and connects to the Galloping Goose Regional Trail north to the Nanaimo Regional District where the Trans Canada Trail currently arrives on Vancouver Island at the Nanaimo Ferry Terminal.
1.5 LEARNING and DRAWING INSPIRATION from OTHER SUCCESSES

There are a number of projects analogous to Experience the Fraser throughout North America. This is no surprise, as waterfront cities recognize the merit of collecting and showcasing their amazing amenities and features into a synergized, value added package. Several of these projects bill themselves as recreational, cultural and heritage initiatives that act as catalysts for tourism, economic development, active, healthy living, and partnership development. Below are three examples of visionary, successful projects.

Mountains to Sound

The Mountains to Sound Greenway Trust leads and inspires action to conserve and enhance the landscape from Seattle across the Cascade Mountains to Central Washington, ensuring a long-term balance between people and nature. This project is organized around Highway I-90, and since 1991, 87,000 hectares of land have been conserved and over $275 million invested. Today, the Greenway Trust, the body responsible for the project, encompasses a 60-member Board of Directors, a 30-member Advisory Council, a 100-member Technical Advisory Committee, a 15-member staff, and a community of hundreds of citizens and dozens of interest groups.

Waterfront Trail

The Waterfront Trail stretches from Niagara-on-the-Lake in Ontario to the Quebec border, along the shores of Lake Ontario and the St. Lawrence River. The Trail includes 41 communities, 182 parks, 152 arts and culture heritage attractions and 37 major annual waterfront festivals. 780 km of trail have been built and/or designated. The project is run by the Waterfront Regeneration Trust, and partners with CIBC, Heart and Stroke Foundation, Province of Ontario, Ontario Trillium Foundation, Welcome Cyclists, Ontario Trails Council, 63 local governments and Conservation Authorities, two cycling groups and three other private sector companies.

The Confluence

Located in the heart of the St. Louis Region at the confluence of the Missouri and Mississippi Rivers, the Confluence is a dynamic conservation, heritage and recreation corridor. The project area is 52,000 hectares. The Confluence Project is an ambitious, long-term undertaking where investments in land conservation, facilities and public programs for this unique regional initiative will ultimately exceed $200 million. Today, the Confluence is an evolving system of conserved open space, parks, museums, heritage sites, and recreational trails along the Great Rivers of the bi-state St. Louis area. By reconnecting the public to the wealth of natural, historic and recreational resources at the heart of the community, this project contributes significantly to quality of life and economic competitiveness in the 21st century. Currently, over $150 million has been secured or committed by various governmental agencies and non-profit organizations, and the transformation of riverfronts is well underway. An impressive set of early achievements encourages community residents and tourists to care and protect the land and water in the Confluence region as they reconnect to two of America’s great rivers.
1.6 THEMES

Concept planning and trail route identification included an inventory of existing Fraser River amenities, features and experiences. As this work progressed, it became apparent that these points of interest could be grouped or categorized into themes. Consequently, part of the trail routing resulted from the gathering or linking of these features, points of interest and amenities. Many plan contributors and participants have identified locations where these themes can be explored, illustrated, and experienced. This has led to the Concept Plan being more infrastructure or spatially based, focusing on acknowledging the venues where these themes can be experienced rather than interpreting the themes themselves. The project’s focus is the Trail and Blueway and providing a way to link or package the experiences together. As a result, the project is informed by the following eight Fraser River themes:

**AGRICULTURE**
- Farms, wineries, local food, farmers’ markets, agri-tourism, parks, museums, education and interpretation

**CELEBRATION**
- Festivals, celebration, tours and events that promote and advance river connections, Fraser River Festival, arts and cultural events, Rivers Day, educational & historical tours

**ENVIRONMENT AND NATURE**
- Parks, Conservation Areas and Ecological Reserves, stewardship and volunteer opportunities, salmon runs, education and interpretation, bird and wildlife habitat, marshes and mudflats

**FIRST NATIONS**
- Cultural and historical interpretation, industry and commerce, tourism and economic development opportunities, festivals and community celebrations
HERITAGE AND CULTURE
Historic sites, museums, cultural centres, guided heritage tours, landscapes, festivals, settlements, businesses

INDUSTRY AND TRANSPORTATION
The role and importance of the “working river”, fisheries, log booms, tug boats, debris trap, water dependent industry, port & rail operations, access & crossings, infrastructure and new technologies

OUTDOOR RECREATION
Parks, trails, water access and boat launches, camping, fishing, day-use facilities, wildlife viewing, marinas

RIVERFRONT COMMUNITIES
Connecting to and integrating with the river, trail and blueway connections, river access, orientation and wayfinding, education and interpretation, food and accommodation services, business development and sales, waterfront revitalization initiatives

In addition, the themes provide a framework for others (e.g. the private sector or other potential partners) who want to:

a) package and program these points of interest and utilize the trail as a means of travel or connection (e.g. a tourism opportunity such as winery or heritage tours by bike or foot); or

b) add a new experience / amenity along the river that ‘fits’ with one of the themes therefore creating an added value for themselves of having other similarly themed experiences be in close proximity with them connected by the trail (e.g. an economic development opportunity such as bicycle or boat rentals or a trail-side café).
1.7 A STORIED RIVER...
stories of people and place unfolding

The myriad of stories related to the Fraser River are as plentiful and intertwined as the tributaries which flow into it. Experience the Fraser recognizes the importance of these stories in enhancing the recreational and cultural experiences of each visitor. Certain stories lend themselves to being told through multiple venues over the length of the Lower Fraser River Corridor. A sampling of five of these stories is presented here. These stories would be developed and programmed by historians, First Nation elders and other willing story-tellers. They hint at the incredible influence the river had, and continues to have, on our lives and the connections that flow strongly among stories, people and places.

The Story of the Living River...
from Salmon to Sandpiper

This journey highlights the story of the Fraser River's natural history and paints an ecological picture of one of the most biodiverse areas in Canada.

• The Fraser produces more salmon than any other river system in the world;

• The Fraser is one of just three rivers in British Columbia in which the white sturgeon spawn;

• The Fraser River Estuary is one Canada's premier Important Bird Areas providing a crucial staging area on the Pacific Flyway;

• The dynamic river conditions of the Fraser from the canyon to the coast;

• The future of the living river is another critical storyline for interpretation. Humans have put pressures on the river system, and changed it from its natural course. Much of the Fraser Valley is naturally a floodplain, but is now protected by dykes which prevent the river from inundating the land and people have influenced the life of the Fraser, just as the river has permeated our lives;

• The formation of the wetlands and bogs of the Lower Fraser (e.g. Burns Bog);

• Augment the work currently being done to tell the Living River story by enhancing this work through coordinating resources and introducing new outlets.

The Living River stories could be presented through a Living River Tour supported with a smartphone interpretive guidebook application.
**The Story of the Working River... from Canneries to Catch and Release**

This journey presents storylines that relate to the commerce of the Fraser River over time from First Nations fur trading through the harvesting of a variety of natural resources to the present river-based economy and industry.

- Fishing industry (sustenance, commercial and recreational);
- Salmon fishing through the ages (Aboriginal to present day; salting and canning);
- Forestry (sawmills, shingle mills, log booming);
- Mining and gravel extraction;
- Agriculture and floodplain; and
- Port activities (cargo terminals and goods movement).

The Working River storyline could be enhanced through a focus on the Fraser River Discovery Centre for major Working River interpretive exhibits\(^6\). Ideas for supporting the telling of the story could include interactive historical activities about fishing, farming, milling, and towing, an important and particularly representative industry on the Lower Fraser.

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\(^6\) There are other venues where these stories could be explored and told including: the Fort Langley and Gulf of Georgia Cannery National Historic Sites and Britannia Shipyards. In addition, this is only one of many stories interpreted at the Fraser River Discovery Centre.

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**GROWING UP NEAR THE RIVER, I REMEMBER THE MAYHEM & ACTIVITY OF THE EULACHON RUN EVERY JUNE. THE EULACHON WERE EASY TO CATCH, BUT NOT THAT GOOD TO EAT.**

IDEAS FORUM PARTICIPANT (OCTOBER 28, 2010)

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**A WEALTH OF RESOURCES ... LEARN ABOUT THE WORKING RIVER AND THE IMPORTANCE OF THE LOWER FRASER AS A PLACE OF INDUSTRY AND COMMERCE AND A SOURCE OF ECONOMIC PROSPERITY IN BC.**
The Story of Travel on the River... from Cedar Canoes to Tug Boats

This journey would tell the story of the Fraser River as the historical main transportation conduit from the coast to the interior of BC.

- Historical accounts of different British Columbians’ journeys up and down the Fraser through time (Aboriginal, Simon Fraser, present day explorers);
- Railways;
- Bridges and Crossings of the Fraser;
- Boats of the Fraser across time: First Nations canoes, steamboats, paddle wheelers, barges, tug boats, fishing boats, present day kayaks;
- Role in supporting the region – goods and services and movement;
- Recreational Blueway.

Travel on the River stories could be told through:

- River education and interpretation centres (i.e. Mission Harbour River Interpretation Centre);
- Bridge and crossing signage and interpretation program;
- A land based “shipyard” museum and playground.

The Story of Communities on the River... from Village to Settlement to City

This journey would tell the stories of the many communities that were and are established along the riverfront, how they came to be, and the cultural landscapes that emerged.

- First Nations villages and settlements;
- European settlement – Fur trading (HBC), resource based communities, dyking, flooding and the development of agriculture based communities, historic river landings;
- Stories of ethnically rich communities along the river

TRANSPORT ... SEE THE BARGES, FISHING BOATS AND CONTAINER SHIPS AND BECOME CONNECTED TO THIS WATERWAY AND ITS IMPORTANCE IN OUR SOCIETY AS A LIFELINE AND TRANSPORTATION CORRIDOR.
Connect...to the 10,000 years of stories of the river and of this place and the people who have lived, traded, fished, explored and adventured on and around its waters.

Greater Vancouver Regional District - Parks - 36

A Place to Call Home... How did our present day communities come to be? From forts and furs to fields and farming, learn about the importance of the river as the home for generations of families.

(eg. Hawaiian community at Kanaka Creek, Japanese community on Don Island, Chinese community on Lion Island, Greek community on Deas Island);

- The stories of real people of the river – First Nations, immigrants and migrants, entrepreneurs and homesteaders.

Communities of the River stories could be told through:

- A Geo-caching and Passport program telling the stories of various journeys and travel routes (i.e. gold, fur, fish, trading, First Nation, pioneer).

The Story of the Fraser River Dykes... from Floods to Fortification

This journey would tell the unique story of how the Fraser River was dyked to manage its seasonal floods, develop rich agricultural lands from the floodplain, and protect large parts of the region’s infrastructure and population.

- May, 1894, largest flood on record, but property damage was limited as settlement was sparse;

- 1948 flood led to evacuation of 16,000 people, damage or destruction of 2300 homes, and recovery costs of over $150 million;

- Early efforts to manage flooding and develop agricultural lands along the lower reaches;

- Sumas Lake (4,050 hectares in size) was drained to create farmland;

- Scope and scale of the dyking system in the Lower Fraser River Corridor – now over 600 km of dyke structures, 400 floodboxes and 100 pump stations in the Fraser Basin;

- Future concerns given climate change and sea level rise.

Given that the dyke system forms a significant part of the trail itself, the Fraser River Dyke story could be told through interpretive signage, viewpoints, photos of the major floods and other means. These stories could also be told at the Fraser River Discovery Centre amongst other locations.
2.0 EXPERIENCE THE FRASER: THE CONCEPT
TRAVELING ON, OR ALONG, THE LOWER FRASER, STARTING FROM THE TOWN OF HOPE AND HEADING DOWNSTREAM TO THE SEA, ENABLES ONE TO EXPERIENCE THE VERY HEART OF ONE OF THE WORLD’S GREAT WATERWAYS; ONE OF THE MOST PRODUCTIVE STRETCHES OF RIVER ON EARTH.

MARK ANGELO, CHAIR EMERITUS, RIVERS INSTITUTE AT BCIT

2.1 THE CONCEPT

The Experience the Fraser Concept is, at its heart, quite simple - it is a recreational, cultural and heritage project that seeks to connect Hope to the Salish Sea along the Fraser River and to link and inspire river and other theme-based experiences. The Trail and recreational Blueway serve as the connectors, linking communities, the multitude of stories, river-based amenities, and the natural, recreational, cultural and heritage features and experiences that the Lower Fraser River Corridor offers.

The Experience the Fraser Concept builds from a strong base of existing infrastructure, amenities, features and Fraser River attractions. About 43% of the proposed Trail is already in place along segments provided by regional districts, municipalities and others. There are 15 sanctioned boat launches along this stretch of the river and many riverfront parks that provide water access and amenities. There are a number of cultural and heritage attractions and festivals for residents and visitors alike and several businesses that rent bicycles, boats and offer tours. Experience the Fraser is not starting from scratch. ETF simply seeks to fill the connectivity gaps and add to the experiences available.

The result will be a project that ties together, and adds strength and dynamism to, local tourism and economic development efforts as well as cultural, heritage, and recreational amenities. All of which will be branded under one banner. ETF will become an anchor enticing other tourism opportunities. The Lower Fraser River Corridor will be showcased and promoted as one of the world’s great river destinations. People will be inspired to respect and protect its value. It is important to recognize that the Concept is a long-term vision and will be implemented by many, over decades.
The Concept is structured around five elements: portals, nodes, the Trail, the Blueway, and amenity and feature points based on the eight Fraser River themes introduced above (Figure 3: Experience the Fraser Concept Plan Map). This structure highlights and facilitates connectivity among communities, features, amenities and ultimately, Fraser River experiences. It also highlights connections to, and overlap with, the Trans Canada Trail, and expresses a desire to expand the Project Area to include the North Arm of the Fraser River in the future.

In addition, Sumas Mountain is identified as an Interregional Project on the Concept Plan Map. Sumas Mountain is a dominant and unique landscape feature in the Fraser Valley that captures the appreciation and imagination of many. It holds special significance to First Nations, is popular with trail users and has high conservation values. The mountain also straddles regional park service areas of the Fraser Valley Regional District and Metro Vancouver, creating a unique opportunity for collaboration to advance outdoor recreation, cultural and conservation objectives supporting ETF goals, for the two regional districts and other partners.

A Planning Atlas and complementary Opportunities Matrix serve as the repository for ETF’s collected knowledge. The Planning Atlas is the tool that allows navigation of the Concept at different scales, showing the Project from the Lower Fraser River Corridor scale, to specific river reaches, to community nodes, right down to a specific segment of trail, amenity or feature (Figure 4). Although this level of specificity cannot be shown here, the Planning Atlas is essential for providing detailed planning information as the project moves forward to implementation.

“EXPERIENCE THE FRASER WILL BECOME A CATALYST FOR VIBRANT COMMUNITIES ALONG THE FRASER THROUGH OFFERING OPPORTUNITIES FOR ACTIVE LIVING. IT WILL ALSO BECOME A CATALYST FOR ECONOMIC DEVELOPMENT AND COMMUNITY DEVELOPMENT.”

JAMES ATEBE, CO-CHAIR, ETF JOINT POLITICAL STEERING COMMITTEE
2.2 ELEMENTS

The ETF Concept is spatially based around locations where the stories about the Fraser River, its history, industry, culture and environment can be told. As a result, there are five concept elements – “Canyon to Coast” Trail, recreational blueway, amenity and feature points, nodes and portals.

‘Canyon to Coast’ Trail

The “Canyon to Coast” Trail is the backbone of the project, linking together communities and points of interest along the river. Once complete, it will provide the glue, brand, and impetus enticing others to build on Experience the Fraser by adding additional businesses, recreational features and other points of interest. Over 550 kilometres of trail are a part of the project, spanning from Hope to the Salish Sea on both sides of the river.

Many participants in the planning process articulated that the Trail needs a brand that expresses the geography, themes or intent of the project more clearly than the Experience the Fraser Trail. The “Canyon to Coast” Trail seems to excite and resonate, since it clearly references the geography of the Lower Fraser River Corridor and begins to connect people to place.

In the short term, an Interim Route utilizes existing trails and roads and allows users to travel from end to end or portal to portal. This alignment is subject to agreement and participation by the agencies, organizations, and local governments along the route. There is also a Vision Route, which is the long-term objective of the project and is over 550 kilometres long. Although this length may sound daunting, 43% of the Vision Route is already in place coinciding with regional and municipal park and community trails. The Vision Route will be implemented over many years.

The primary objective when developing the Vision Route was to develop a continuous east /west connection from Hope to the Salish Sea. The intent was to follow and feature the Fraser River as closely as possible: however, the long-term route will be aligned to harmonize with working river industrial activities, sensitive natural features, private land and First Nation land interests. Most times it will mean going around these features, but creative ways of integrating the Trail into such landscapes and uses can produce the richest experiences. The preferred alignment also reflects the original partnership between the Province, the Fraser Valley Regional District and Metro Vancouver, therefore reflecting the desire to connect provincial and regional parks and facilities and to include sufficient amenities to facilitate multi-day travel (e.g. camping). It was also an objective to advance the Trans Canada Trail alignment through the Lower Fraser River Corridor.
The Trail’s Vision Route status and needs in the eastern (Fraser Valley Regional District) and western (Metro Vancouver) parts of the Project Area are somewhat different. In the eastern part of the Project Area, the Vision Route is 244 kilometres long and 27% (or 66 kilometres) is in place. In the western part of the Project Area, the Vision Route is 308 kilometres long, and approximately 55% (or 173 kilometres) is in place. Of the remaining 313 kilometres required to complete the ETF Trail’s Vision Route, approximately 79 kilometres are located on dyke structures, which require recreational access but do not have the same cost implications as a new trail. Therefore, about 234 kilometres of trail need to be built to fully realize the Vision Route.

Because the Trail is the linear connection linking points of interest along the river, it facilitates the telling of stories introduced in section 1.7 and other projects that lend themselves to being explored or introduced from end to end of the trail – for example, public art expressing Fraser River themes.

The non-motorized ETF Trail is intended to be shared-use and accommodate pedestrians and cyclists along its entire length. Equestrian and other active transportation modes will be possible in some locations. ETF advocates for the provision of universally accessible trails and facilities wherever feasible, however recognizes that different standards and challenging geography will limit this objective. As time, resources, land tenure and priorities permit, the gaps in the Vision Route will be filled.

Bridges across the Fraser River are key components of the ETF trail network (Figure 5). Designed to function almost exclusively as vehicle conveyances, sometimes with a nod to commuter cyclists, bridges are too often a lost opportunity. ETF advocates that bridges must provide safe and viable recreational connections for active transportation modes to communities, parks and trails on both sides of the river. Where appropriate, bridges should also function as features providing viewpoints, educational and interpretive opportunities, public art and signage.

**FIGURE 5: BRIDGES ALONG THE LOWER FRASER RIVER**

![Map of bridges along the Lower Fraser River](image-url)
Recreational Blueway

The Blueway, or Water Trail, represents the recreational use of the river itself. In the Project Area, this includes the Fraser, Harrison and Lower Pitt Rivers and their main tributaries. Whether meandering through a number of Fraser River Islands for the day or taking part in a multi-day paddling adventure, the Blueway is best expressed through the supporting infrastructure that facilitates water access and Blueway use such as launching sites, signage, day use facilities, piers, view points and camping. It is this supporting infrastructure that is shown on the Concept Plan Map. The river connects the portals, the nodes and numerous water-based experiences. The Blueway links communities along the river and complements the coastal based BC Marine Trail Network.

To accommodate multi-day journeys, there needs to be supporting infrastructure appropriately spaced along the river including water access, day-use facilities and camping or fixed accommodation. Whether kayaking the islands of the Fraser delta for the day, taking a water taxi to cross from the north to the south shore, or setting out on a multi-day journey tracing a historical storyline, the possibilities are endless.

Amenity and Feature Points

As part of the concept planning process, over 300 Amenity and Feature Points were identified as locations to experience the river. These points are all part of the ETF concept and represent discrete ‘projects’ that are either infrastructure (e.g. facilities or amenities), program-based (e.g. education or interpretive activities or events) or system-wide opportunities (to be applied across the entire Project Area). One way of better understanding the diversity of amenity and feature points and what they consist of is by reflecting on the demonstration projects. Each of these is part of the ETF Concept, and is a distinct point opportunity that helps create and solidify the ETF identity.

There are numerous existing amenities and features along the river, and for those that are not yet in place, many are already planned as part of municipal Official Community Plans or park and trail plans, ensuring that ETF is well integrated with other agencies’ existing plans. Other ‘points’ were contributed at community forums and other events.

The Planning Atlas captures all of the Amenity and Feature Points identified as well as both Interim and Vision Trail alignments. Within this tool, a set of evaluation criteria based on the ETF’s objectives and eight themes were used to test the fit with the project and readiness for implementation. This filtered set of opportunities, including Trails and Blueways, signage, and other highly ranked elements were consolidated to assist in the development of an Illustrative Foundational Program (Section 2.3).
“MY FAVOURITE MEMORIES OF THE LOWER FRASER ARE THE FAMILY OUTINGS ON THE RIVER AND MARSHES IN THE PORT GUICHON AREA WHERE I HAVE LIVED ALMOST ALL OF MY LIFE. OVER THE YEARS, I HAVE ENJOYED NATURE WALKS, BIRTHDAY PARTIES, BEACH PARTIES, BARBECUES, BIRD HUNTING AND COMMERCIAL FISHING IN MY “BACKYARD”.

- ETF IDEAS FORUM PARTICIPANT (OCTOBER 28, 2010)

Nodes

Nodes are destinations along the Trail and Blueway or locations where people can come to the project to ‘experience the Fraser’ without having to travel the Trail. They are characterized as having a cluster of amenities, features and experiences close together, are in a location where there is an existing or planned population density or community, are intersecting with the trail, and are providing an access point and amenities for the blueway. There are 26 nodes envisioned between Hope and the Salish Sea, some of which exist, and others that are planned in municipal Official Community Plans or as an integral part of ETF. They are intended to motivate and facilitate engagement with the Fraser River and will have a kiosk to act as a point of introduction, information and orientation to the Trail. Travelling downstream, these envisioned nodes are:

A. Hope

Hope is one of British Columbia’s oldest settlements. Before the municipality was established, the Stó:lō tribal village of Ts’qo:l existed along the banks of the Fraser River. When visiting the local museum visitors can learn about explorer Simon Fraser’s arrival in 1808 and the establishment of Fort Hope trading post by the Hudson’s Bay Company forty years later. This destination also offers the opportunity for First Nations to share their culture and heritage with visitors. Today four major highways converge at Hope, enabling it to serve as a gateway to rest of the province. Combined with stunning geography, this hub provides a key stop for visitors to experience an abundance of recreational adventures from the Fraser River up to the peaks of the surrounding mountains.

B. Seabird Island

Seabird Island is located along the north shore of the Fraser River in the upper Fraser Valley, three kilometres northeast of the town of Agassiz and home to the Seabird Island Indian Band. This storied island derived its name from the June 1858 grounding of the transport paddle-wheeler ‘Sea Bird’. This destination could offer visitors authentic cultural and heritage tourism experiences, and already has as the annual Tulips of the Valley Festival and First Nation Festival. If the breathtaking backdrop does not give a true appreciation for the ecological importance of the area, then Maria Slough which surrounds the Island will certainly do so. It is known for its ecological importance for amphibians, fish, birds, and several species at risk.
C. Harrison Hot Springs
Nestled against magnificent mountains and the sandy beaches of Harrison Lake, Harrison Hot Springs is a destination filled with history and natural wonders. Although the hot springs were not discovered until the Cariboo Gold Rush in the late 1850s, the village appeared on maps several years earlier. Harrison Lake is accessible for boaters via several launches and offers year round wildlife viewing with common sightings of eagles, herons, salmon, and seals. The natural beauty of Harrison Hot Springs is brought to life with several annual events and celebrations. This node provides a treat for visitors looking to relax and rejuvenate.

D. Rosedale / Popkum
Located amidst Chilliwack’s agricultural lands, Rosedale presents future opportunities to experience the area’s plentiful agricultural operations and offerings along the dyke system. Nestled under Mount Cheam, the breathtaking Coastal Mountains offer awe-inspiring scenery. Underneath the Agassiz–Rosedale Bridge is Ferry Island Provincial Park which is used for day fishing and as a boat launch. Rosedale is also a place to tell stories of the past related to industry and transportation. Many of the earliest mill development took place here and before the bridge existed, travel crossing the river was done by boat and ferry.

E. Sts’ailes-Chehalis
The Chehalis River delta is known for its natural beauty and serves as a prominent environmental feature along the Harrison River Blueway. This node is embedded in the Sts’ailes Band (formerly Chehalis Indian Band) traditional territory and is a place where culture, heritage, and the environment meld together into a truly powerful experience. Sts’ailes is actively promoting tourism initiatives through the Sasquatch Eco-Crossing Lodge, Sts’ailes Lhawathet Lalem (Chehalis Healing House), Heritage Trail, and, in the future, Sp’óq’es (Bald Eagle) Café, which could become the country’s first major bald eagle orientated educational-tourist venture. This area is also proposed by the Province to become a Wildlife Management Area since the areas river and delta habitat support important staging and wintering habitat for bald eagles and trumpeter swans and significant spawning habitat for salmon and white sturgeon. This area is referred to as a “Salmon Stronghold” since all species of salmon return here. With chartered tours down the Harrison River Blueway visitors can fully immerse themselves in this node’s historic features, abundant scenery, wildlife, and other natural features.

F. Harrison Mills
Located at the confluence of the Harrison and Fraser Rivers, the only reminder of the once thriving community of Harrison Mills is the Kilby Historic Site, which provides visitors with a realistic glimpse into early twentieth century pioneer history. Also tucked away in this rural pastoral setting is Kilby Provincial Park which offers beaching and boating on the Harrison River and easy access to the Fraser and Harrison Lake. With Canadian Pacific Railway’s main transcontinental line passing right by, this is a place to tell the rural lifestyle story of industry and transportation.
G. Chilliwack Waterfront
Chilliwack Landing was first settled in the 1850’s and consisted of a Paddle Wheeler dock, hotel and service buildings. As there was limited space in this location, the town of Chilliwack was established ‘Five Corners’. This node presents an opportunity to reconnect the community with the Fraser River and to bring together First Nations’ culture and history, early settlement, and outdoor recreation. Today, Chilliwack offers a variety of tourist attractions, world-class sports fishing, white water river rafting, beautiful lakes, hiking and biking trails, and great festivals. Adjacent to the node is a regional park that has the potential to be a flagship in the region.

H. Barrowtown
Tucked beside Sumas Mountain, Barrowtown offers a lush array of environmental surroundings and outdoor experiences (Bert Brink Wildlife Management Area, eastside of Sumas Mountain Regional Park, Barrowtown Pump Station Staging Area, and Sumas River Dyke Trail). When connected by way of spanning the Sumas River, visitors will be able to explore the Fraser River’s floodplain all the way up to the peak of Sumas Mountain. Barrowtown is a location that could also show how best to integrate railways and crossings in close proximity to the river.

I. Mission Waterfront
Coastal mountains, sprawling farmland, and the imposing Fraser River give Mission instant visual appeal. Yet beyond the visual, this rural Fraser Valley community also boasts a thriving cultural scene and numerous recreational activities. Mission’s waterfront is undergoing redevelopment and is already a key destination for year-round fishing and experiencing the ‘Mighty Fraser’ during freshet at the Mission Demonstration Project. In the future visitors will be able to walk and cycle the entire foreshore as the dyke trail is developed.

J. Matsqui
Matsqui is a small historic village located on Matsqui Prairie slightly south of the Fraser River. Enjoy a stroll on the main street, pick some local blueberries at several surrounding farms, or head towards Matsqui Trail Regional Park for a walk along the bank of the Fraser River. With the eastern end of Matsqui Trail Regional Park abutting Sumas Mountain, a future connection to this magnificent regional park with sweeping vistas of the surrounding flat lands is foreseeable. The Mission Bridge was recently enhanced to improve pedestrian/cyclist access making connections to the Mission Waterfront node on the other side of the river an easy, safe ride or walk.

K. Stave
Located in a forested setting, Stave is a recreational paradise that is complimented by a rich industrial past. At the Stave Falls Powerhouse visitors can experience a historic perspective on hydroelectric power and in the surrounding mountains they can touch the huge cedar stumps that drew sawmilling and cedar shingle interests. Today and continuing into...
the future this area will grow as a recreational hub with Rolley Lake Provincial Park, Mission Interpretive Forest, and BC Hydro’s Stave Lake, Hayward Lake, and Ruskin recreational sites.

L. Fort Langley
One of the best known heritage sites in the Lower Fraser River Corridor, Fort Langley has many historic buildings, the Parks Canada Fort Langley National Historic Site, the BC Farm Machinery & Agricultural Museum, the Fort Langley Heritage CN Station, and the Langley Centennial Museum. Brae Island Regional Park is part of this node, offering connections to and from the river and Bedford Channel and Fort Camping offers sites and programming on the river. The eastern end of McMillan Island is home to the Kwantlen First Nation. The Fort to Fort Trail connects to Fort Langley to Derby Reach Regional Park.

M. Port Haney
Port Haney is a heritage waterfront community, historically important for its rail station and regular steamboat traffic as well as its brick works and farming. The community hosts the Haney Farmers Market and Music on the Wharf and residents enjoy Fraser River access at the historic Haney Wharf or along nature trails that weave through Kanaka Creek Regional Park to the riverfront.

N. Bonson
Bonson, a relatively new Fraser River community, is located in Pitt Meadows in close proximity to the Pitt Meadows Airport and the Golden Ears Bridge. The community waterfront incorporates the Pitt River Greenway, a riverfront trail along the dyke connecting Greater Vancouver Regional District - Parks - 48 the Golden Ears and Pitt River Bridges. A new community centre, river viewing piers, and waterfront commons allow for direct connections to the river. There are many opportunities to learn and discover stories about the surrounding agricultural landscape, the log booms on the waterfront, the Katzie First Nation and long history of the Stó:lō people.

O. Surrey Bend
The Surrey Bend node is anchored by Surrey Bend Regional Park, a complex wetland home to a diversity of wildlife and one of the few remaining undyked floodplain areas on this stretch of the Fraser River. Visitors can wander through the park or hop on a ferry to Barnston Island, a quiet agricultural community which is home to fewer than 100 residents, the Katzie First Nation, and Metro Vancouver’s parkland.

P. Citadel Landing
Citadel Landing is situated along Port Coquitlam’s riverfront and includes a waterfront boardwalk, Peace Park and staging area. Adjacent to this node is the confluence of the Coquitlam, Pitt and Fraser rivers, the south Pitt River section of the Traboulay PoCo Trail, Colony Farm Regional Park, and the Coquitlam River Wildlife Management Area. These locations provide connections to the river and the area’s rich biodiversity. The Wildlife Management Area is home to one of the largest Great Blue Heron colonies in BC, and provides habitat and feeding grounds for many other birds and animals. Colony Farm Regional Park provides dyke trails, a community garden and is the former site of the historic Essondale psychiatric asylum and provincial demonstration farm. The Kwikwetlem First Nation lands are
located on the Coquitlam River adjacent to the regional park and the First Nation operates a Colony Farm bike tour and rental business.

Q. Coquitlam Waterfront
Once the site of the largest sawmill in the British Empire, the Coquitlam Waterfront node is planned to become a town centre, mixing new residential, commercial and light industrial. This Village at Fraser Mills will be oriented towards the water, providing piers, a boardwalk and other recreational activities. Industry that is adjacent to the East and West could provide for educational opportunities about solid waste management, sustainable energies and the active industrial landscape.

R. New Westminster Quay
The City of New Westminster is an urban centre with a strong connection, both historic and present, to the Fraser River. It is the oldest city in western Canada – and the original capital of British Columbia. Queen Victoria named the city, thus it is also referred to as the ‘Royal City’. There is already an extensive waterfront trail system in place here, with interpretive signs that echo the themes and stories of the Fraser. There is also a public market, the Fraser River Discovery Centre, a historic downtown, a cultural and event presence and plans for further connections east to Sapperton Landing.

S. Brownsville
Located amidst Surrey’s industrial lands, Brownsville presents the opportunity to expand waterfront programming and recreational opportunities and to increase connectivity to the Fraser River where public access is currently limited. This is a key location for interpreting different marine-dependent industrial uses and their reliance on the Fraser River. This node provides a venue for small events and enjoyment of a waterfront park and beach areas.

T. Queensborough
A quiet community developed on lands once set aside for a military reserve, Queensborough initially provided cheap housing for mill and cannery workers, leading to a mix of ethnicities. Recent investment and revitalization of this community helped provide a new waterfront trail, boat landing and piers. This is a place to enjoy a stroll along the river, imagine what life would be like on a houseboat, and interpret the many bridges crossing the Fraser River and how their placements have shaped the region.

U. Sunbury
A future eco-industrial development, Sunbury, located at the Zone ‘C’ Lands, is envisioned to include a public waterfront area with shops and restaurants to attract visitors. It will showcase sustainability principles through building design and operation as well as environmental stewardship, and will be a place to express and interpret the importance of industrial land preservation in our region. Sunbury is adjacent to the Burns Bog Ecological Conservancy Area.
V. Riverport
A recreation and entertainment hub, Riverport is a place where visitors can catch a movie, play hockey, go for a swim or grab a pint with friends. Nestled between industrial and agricultural lands, visitors and residents can also enjoy the waterfront trail, launch a kayak at the dock, or pick up some fresh produce at the local farm market.

W. Steveston
The Steveston waterfront once lined by canneries and still home to Canada’s largest commercial fishing harbour, is now a pedestrian-oriented mix of boardwalks, piers, park areas and homes. A bustling tourist destination with bike rentals, whale watching and plethora of cafés, restaurants and shops, it charms visitors and residents with its historic feel and offers cannery and shipyard tours. There are many celebrations and events including the Farmers and Artisans Market, the Tall Ships Festival and the Salmon Festival.

X. Ladner
Ladner, a historic fishing and farming village, has plenty to experience including farmers markets, shops, restaurants, and adjacent environmental and agricultural areas including the George C. Reifel Migratory Bird Sanctuary and South Arm Wildlife Management Area. A redevelopment strategy for the waterfront area is complete, with planned public access and amenity improvements. This is a key stop to or from the Tsawwassen Ferry Terminal where visitors can learn about the area’s history, explore the marshlands or check into a Bed and Breakfast.

Y. Tsawwassen
For the Tsawwassen people, the Fraser River is their lifeblood. They are a proud, seafaring Coast Salish people who have inhabited this part of the river for thousands of years. The Tsawwassen First Nation completed a Land Use Plan in 2009, and is presently exploring a variety of sustainable developments on TFN lands, including residential, agricultural, commercial and industrial projects. This node is surrounded by agricultural land and is strongly connected to the Salish Sea. It borders on Roberts Bank and Sturgeon Banks, intertidal and marsh areas that are critical habitat for migrating waterfowl.

Z. Ferry
The Ferry node includes the BC Ferries’ Tsawwassen Terminal and its Causeway and is an entrance to the Lower Fraser River Corridor. The Causeway itself has been used for many years as an informal recreation site, and the surrounding tidal marshes make it an important place for many birds, including the Great Blue Heron, the Trumpeter and Tundra Swans, and the Western Sandpiper.
Portals

Portals are the entry points to Experience the Fraser. There are three portals envisioned that anchor the project and that serve as points of welcome: in Hope, New Westminster and at the Salish Sea. Portals are more than trailheads – they are gateways to ETF where a number of amenities, features and experiences exist in close proximity. Each portal is characterized by an ETF Pavilion, a place of information, interpretation and orientation, and of sufficient scale and presence to excite users and to introduce them into their first ETF experience. There is also a staging area with amenities and services. Finally, portals are places of connection to other regional and provincial trail systems: to the east, New Pathways to Gold Society and the 2010 Spirit Trails, and to the west, via BC Ferries, the Vancouver Island, the Gulf Islands, and the Capital Regional District’s Lochside and Galloping Goose Trails.

East Portal

As you travel south down the Fraser Canyon or west from the interior of the province, all routes converge at Hope. This corridor connects the Lower Mainland to the rest of the province and therefore is a critical hub. At this eastern portal, there are opportunities to partner with the District of Hope, Chawathil First Nation, BC Parks and others. Chawathil First Nation’s Telte Yet campsite and Xwelqamex (Greenwood Island) connect to the Fraser River. At these locations there is a vision to create an authentic tourism interpretation destination. The District of Hope is surrounded by towering peaks, mature forests, and quality trails waiting for visitors to explore. The municipality has several parks which allow for outdoor recreation opportunities such as boat launching, fishing, picnicking and birding. The Centennial Park in downtown Hope offers visitors one of the most easily accessible and best views of the Fraser River anywhere. In addition, this portal already has a thriving community network that will only be strengthened with ETF. This portal is envisioned to be a place of greeting and orienting visitors by way of wayfinding and interpretation features.
Urban Portal
The portal at the New Westminster Quay is an important ETF point of entry for the urban population of the Burrard Peninsula, Richmond and the North Shore. It is also a transit and trail hub with connections to SkyTrain, the BC Parkway and the Central Valley Greenway. The Fraser River Discovery Centre facilitates this portal's function as a significant point of entry, introduction and orientation and is an exciting location to learn about the river’s history and present. The New Westminster waterfront is also home to Hyack’s Fraserfest, Paddlewheeler Riverboat Tours, the Quay marketplace, bicycle tours and rentals, museums and theatre, and the waterfront boardwalk.

West Portal
The western portal is where the Fraser River flows into the ocean, creating rich marsh and intertidal habitat along Sturgeon and Roberts Banks. The Tsawwassen First Nation is located at the ocean’s edge - a growing community with a strong history and dynamic future vision. The Corporation of Delta and the community of Tsawwassen are also located in close proximity to the western waterfront. This area is further enlivened by BC Ferries’ Tsawwassen Terminal and causeway, a vibrant and busy transportation hub for the province and recreation amenity. The extensive Port Metro Vancouver and rail infrastructure at Deltaport is a major terminal operation for Canada. Nearby there are numerous parks and community trails connecting to a myriad of historic, cultural, environmental and agricultural experiences. At the western portal, there are opportunities to partner with the Corporation of Delta, BC Ferries, Port Metro Vancouver, the Tsawwassen First Nation, the BC Ministry of Transportation and others.
2.3 ILLUSTRATIVE FOUNDATIONAL PROGRAM

The Illustrative Foundational Program consists of 63 actions and projects essential to building a strong and recognizable ETF identity. It is a recommended set of priority actions and is intended to have the flexibility to be guided by the various partners choosing to participate in delivery. As funding is secured, the program can advance. However, if resources or priorities change, the Foundational Program can adapt and projects of similar impact may be substituted. The Illustrative Foundational Program includes the top 20% of the over 300 amenity and feature opportunities identified for the Concept Plan which were evaluated for ‘fit’ and ‘readiness’ with ETF or alignment with existing plans and resources. It also includes a number of recommended projects that are already planned but which demonstrate how association with and connection to ETF will amplify tourism, economic development, recreation and other benefits. The Illustrative Foundational Program is laid out to align with the five concept elements, but also includes some actions that are either not geographically based, or that span the entire project area. The Illustrative Foundational Program will:

- result in sufficient on the ground presence that ETF has a recognizable, well branded identity that reflects project goals;
- ensure that the “Canyon to Coast” Trail is navigable from Portal to Portal;
- have Recreational Blueway support infrastructure for a daily paddling distance (approximately every fifteen kilometers);
- and
- fill 50% of the gap in the “Canyon to Coast” Trail’s Vision Route, (completing over 70% of the total Vision Route).
'Canyon to Coast' Trail

- Phase I of the “Canyon to Coast Trail” (from Fort Langley to Colony Farm Regional Park in Metro Vancouver and route to be determined in the Fraser Valley Regional District) will be designated, in place and signed.

- Seven trail segments will fill priority gaps in the “Canyon to Coast” Trail’s Vision Route:
  - Hope to Agassiz along the north side of the river (waterfront) – improves connectivity for an alternate Trans-Canada cycling route (~34 km);
  - Mission along the north side of the river (waterfront) from Silvermere Lake east to Hatzic Lake (~ 16 km);
  - Matsqui Trail west to Fort Langley (~18 km);
  - Derby Reach Regional Park west to the Golden Ears Bridge (~2 km) – will improve connectivity for the Trans-Canada Trail;
  - Pitt River Greenway east to the Maple Ridge waterfront at Port Hammond (~2 km);
  - Surrey waterfront between the Port Mann Bridge and Surrey Bend Regional Park (~6 km); and
  - New Westminster Pier Park to Coquitlam (~3km).

- Recreational access will be secured through agreements with the Province, First Nations and others along six dyke structures to fill priority gaps in the ‘Canyon to Coast’ Trail’s Vision Route:
  - Chilliwack from the Agassiz Bridge west to Sumas Mountain (~20 km);
  - Kent-Agassiz dyke system (16km);
  - Part of the Nicomen Island dyke system (~20km);
  - Part of the Dewdney dyke system (~9km);
  - Delta between the Tsawwassen First Nation and Ladner (~8 km); and
  - Tsawwassen First Nation between the BC Ferry Causeway and Corporation of Delta Dyke Trail (~4 km)

- Five pedestrian/cycling water crossings to advance connectivity over the river:
  - Upgrade the Mission Railway Bridge to accommodate pedestrians and cyclists;
  - Upgrade the Kettle Valley Railway Bridge underneath the Fraser Bridge (Trans-Canada Highway) in Hope to accommodate pedestrians and cyclists;
  - Harrison River between Harrison Knob and Harrison Mills;
- Sumas River Crossing between Sumas Mountain and Chilliwack; and
- New Westminster Railway Bridge: between the Quay and Queensborough – acknowledged as a potential and desired connection in the City of New Westminster’s Official Community Plan.

- The points of intersection with the Trans Canada Trail (e.g. west side of the Pitt River Bridge, the Vedder Canal and at the two Portals) are acknowledged and highlighted on the ground to facilitate users’ experiences.

- Existing bridges are for more than just vehicles - they have been upgraded or modified to include a dedicated trail (pedestrian and cycling access), viewpoints, theme interpretation, public art, and ETF branding.

- Improved pedestrian and cycling access on the Agassiz Bridge or replacement bridge.

- Improved recreational access to and on the new Port Mann bridge for pedestrians and cyclists, ensuring dedicated ramps and improved access to communities, parks, trails and the river on both sides of the bridge.

- Improved pedestrian and cycling access on the Pattullo Bridge or replacement bridge.

- If a new Fraser River bridge is built near the George Massey Tunnel, good pedestrian and cycling access is ensured, or at the very least there is improved functionality through the tunnel.

- All bridges are signed as crossings of the Fraser River.

**Recreational Blueway – Supporting Infrastructure**

There are currently fifteen sanctioned, motorized boat launches in the Project Area. To facilitate recreational boating and use of the Blueway for day and multi-day trips, eight new or enhanced boat launches between the Alex Fraser Bridge and Hope are proposed in the following locations:

- Hope;
- Dewdney / Deroche;
- Island 22 Regional Park;
- Chilliwack – Rosedale area;
- the Mission Bridge area;
- Pitt Meadows at Ferry Slip Landing – under consideration by Metro Vancouver Regional Parks and Pitt Meadows;
- Langley waterfront between Fort Langley and Glen Valley Regional Park – under consideration by the Township of Langley; and
- Surrey at Brownsville Node.

- A Blueway Signage & Wayfinding System is in place.

- All regional parks on the river will provide water access and some amenities to support Blueway use.

- In addition, the following locations will provide clear access to the Blueway and sufficient amenities to facilitate Blueway use:
- Hope (Chawathil First Nation - Telte-Yet Campsite);
- Laidlaw (FH Barber Provincial Park);
- Rosedale (Ferry Island Provincial Park); and
- Harrison Mills (Kilby Provincial Park).

**Amenity and Feature Points**

**Infrastructure**

- Improved access, trails and natural and cultural interpretation in Sumas Mountain Regional Park.
- One enhanced and one proposed new FVRD regional park (Island 22, and Landstrom Ridge).
- Enhanced camping for paddling groups at Matsqui Trail Regional Park and three downstream regional parks (recommended at Barnston, Glen Valley and Deas Island) and new camping facilities at Chilliwack.
- Improvements to Ferry Island Provincial Park including: boat launch, camping, and day-use amenities.

**Programming**

- ETF information is provided on BC Ferries traveling to and from the Tsawwassen Ferry Terminal.
- Parks Canada will work with ETF to nominate the Fraser River Dyking System as a national historic event and develop associated programming at Parks Canada properties along the river.
- Advance the Chawathil First Nation’s proposed “Living Village Experience” – at the Telte-Yet Campground in Hope. Through this experience, Chawathil First Nation’s culture and heritage would be shared through both land and river based tourism services and products.
- The Sts’ailes Band’s Sp’oq’es - Bald Eagle Café will be developed. This café would be a paid viewing site for people to come and observe, appreciate, and photograph thousands of bald eagles who are feasting upon surplus spawned out salmon carcasses – a natural occurrence that could be promoted as a world class tourism experience through this café.
- Xá:ytem Longhouse Interpretive Centre is located at BC’s oldest known settlement and contains over 9,000 years of Stó:lo First Nation’s history, spirituality, and culture. It is a National Historic Site - one of the first Native spiritual sites in Canada to be formally recognized in this manner. A heritage centre at Xá:ytem reflecting the values and the spiritual, cultural and archaeological traditions of the Stó:lo Nation will be developed that does not compromise the natural or spiritual integrity of this very special place.

**Nodes**

- Kiosks will act as a point of introduction, information and orientation to the Trail and will be in place in existing nodes where the Interim Route and Vision Route coincide. This occurs in 18 locations: Seabird Island, Harrison Hot Springs, Rosedale-Popkum, Harrison Mills, Chilliwack Waterfront, Barrowtown, Mission Waterfront, Stave, Matsqui, Fort Langley, Port Haney, Bonson, Citadel Landing, New Westminster Quay, Queensborough, Steveston, Ladner, and Ferry nodes.
**Portals**

- A pavilion will be in place at each portal to mark the beginning of the ETF Trail and Recreational Blueway. These will be of sufficient scale to denote this as an entry point to ETF and to provide information, orientation, and interpretive opportunities.

- There will be a staging area with services and amenities at each portal.

- The Urban Portal at New Westminster will be an important point of entry from the Burrard Peninsula, Richmond, and the North Shore. The Fraser River Discovery Centre will facilitate this portal’s function as a significant point of entry, introduction, and orientation to ETF with a film and a small exhibit dedicated to promoting ETF. In addition, the Fraser River Discovery Centre will be enhanced through the completion of its fixed exhibits featuring the bold landscapes of the Fraser River from Mount Robson to the Pacific Ocean.

**System-wide Initiatives**

- ETF is well branded including logo, tag line, and marketing strategy.

- ETF website.

- ETF smart phone “app”.

- Five Fraser River stories will be developed and programmed along the “Canyon to Coast” Trail.

- Two annual events in different parts of the corridor will be held where ETF can be celebrated.

- A full scale Way-Finding System will be in place from Hope to the Salish Sea.

- Add the North Arm of the Fraser River to the Project Area and undertake the planning for this addition in the early phases of implementation.
2.4 ASPIRATIONS… More BIG Ideas

Whereas the Foundational Program is focused on practicality and priorities, the project can stretch further. There are a multitude of creative, big ideas that could help define Experience the Fraser and set it apart as a world class outdoor recreation, cultural and heritage destination. This list is illustrative and is intended to inspire potential partners to see themselves in the Project.

Cable Car Crossings:
Self propelled cable cars speed visitors across watercourses as part of the trail experience.

ETF Bus Tour from Hope to the Salish Sea.
‘Floatels’: Imagine waking to the sound of the water lapping at your door in a floating Fraser River hotel or Bed and Breakfast.

DeltaPort Overpass at the entrance to DeltaPort:
The waterfront dyke trail is discontinuous at this location. A trail overpass will provide connectivity and interpret port and rail activities.

Floating Event Venue:
An ETF barge that is used as a stage or venue moves along the river for various celebrations, festivals and events.

Experiential Tourism:
Based on the Italian ‘agriturismo’ concept where people vacation on a working farm and participate in its daily activities, imagine participating in a First Nations’ longhouse and village, working on a pioneer heritage farm, becoming a Royal Engineer for the day, or living at a working Fort.

Fraser Ghost Ships Park:
A new park highlighting the various boats used on the Fraser through history, including First Nations’ canoes, a paddle wheeler, steamboat, tugboat, and fishing boats. With their hulls partially buried, visitors can come on board and explore the boats and the river’s history.
**Fraser River Island Hopping:**
Paddling and camping tours through the Fraser River Islands (e.g. Bristol, Island 22, Greenwood, Croft, Vasasus, Herrling group or others with expanded First Nation partnerships). A water taxi or water bus provides transportation and regulates visits.

**Pocket Picnic Riverside Parks:**
Small, riverfront parks, possibly linear, with a high level of accessibility, contain enclosed picnic shelters and tables for all-season use. In urban areas, food carts or vendors are located in close proximity.

**Port Park:**
A new waterfront ‘Port Park’ where the industrial working river is showcased and interpreted. Proposed location is in Richmond at the Riverport Node.

**Railway Park:**
A linear ‘Railway Park’ where historic and present railway stories are interpreted. The proposed location is in Surrey at Thornton Railyards.
River Rail tour:
Travel along the Fraser River by rail and experience the Lower Fraser River Corridor from end to end in one day!

Snorkeling with the Salmon:
Guided snorkeling tour on Harrison River gets people into the river swimming or floating down the river in the midst of a salmon run.

Underwater Viewing Cavern:
Located on the Harrison River, this facility would provide people with a window into river life – they will see spawning salmon and other types of freshwater fish in their natural habitat.

A suite of visitor or presentation centres that are multi-experiential and partnership driven (either building from existing locations or new) that interpret Fraser River themes and support Experience the Fraser.

“THE FRASER RIVER BELONGS TO ALL OF US, BRINGING PEOPLE DOWN TO THE RIVER ON A TRAIL OF CONNECTIVITY IS JUST THE RIGHT THING TO DO, FROM AN ENVIRONMENTAL... HEALTH ...
RECREATIONAL STANDPOINT, THERE IS NO LOSE HERE, THIS IS A WIN FOR EVERYONE!

RANDY HAWES, MEMBER OF THE LEGISLATIVE ASSEMBLY OF BC.
3.0 NEXT STEPS
3.1 IMPLEMENTATION STRATEGIES

Experience the Fraser was initiated by the Fraser Valley Regional District, Metro Vancouver, and the Province: however, it has always been recognized that ETF is much bigger than these three parties. Growing and implementing the vision must to be a collaborative venture that involves many stakeholders including First Nations, municipalities, other agencies, the private sector and motivated community groups and citizens, with ongoing support and participation from the regional districts and the Province. It has already been stated that this project’s success is contingent on strong partnerships where a common vision is shared, where partners recognize the multiple benefits of participation and are committed to seeing the project come to fruition. As a result, there are a number of strategies that need further discussion and development to help guide the Concept from Plan to Implementation.

Ongoing partnership development must be the first priority. This Concept Plan illustrates what can be achieved and attempts to entice potential partners with a compelling vision, but these relationships need to be cultivated and it remains to be determined who key implementers will be and who will administer the project over time.
A related strategy is developing a sustainable governance and financing model. As the project moves toward implementation, there is an opportunity to open up the dialogue about governance and invite others to participate in the project in different and more direct ways. ETF crosses a number of administrative boundaries and has a large number of stakeholders, all of whom could be involved in realizing or facilitating implementation of the ETF Vision. Once it is known who is interested in participating in implementation, a sustainable governance model will define the roles and responsibilities including decision-making, accountability, project management and administration, strategic planning and priority development, and the flow of information and resources. Strongly connected to governance is a financing model that determines the longevity of the project and resourcing for administration, branding and marketing, outreach and public involvement and capital development.

“COMING TOGETHER IS A BEGINNING. KEEPING TOGETHER IS PROGRESS. WORKING TOGETHER IS SUCCESS.”

HENRY FORD
There are a number of issues that challenge linear corridor and trail projects, including the fact that trails cross administrative boundaries and the challenges of land use conflicts or the geography of a region. A key ETF implementation strategy is to look at some of these cross-jurisdictional and other barriers from a regional perspective, to develop best practices and to facilitate partnerships and consistently applied solutions. Examples include securing recreational dyke access through a dyke protocol, addressing recreational interfaces with agriculture and industrial land uses, and developing an effective and consistent ways of dealing with regulatory aspects of implementing the plan.

As the ETF Implementation Strategies evolve with input from stakeholders and interested parties they will be incorporated into an Implementation Plan along with identified partners and actions. This process will be influenced by the wisdom of those who are Fraser River passionates who feel strongly that: “it’s time to focus this kind of attention on the value of the river in our daily lives and as an environmental, recreation and tourism resource and source of inspiration.”
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Wayne Wright, MV Director, former Committee member
Randy Hawes, MLA
Marc Dalton, MLA

Provincial Government Staff
Peter Walters, Assistant Deputy Minister
John Hawkings, Manager of Trails

Fraser Valley Regional District Staff
George Murray, Chief Administrative Officer
Siri Bertelsen, Director of Regional Programs
Doug Wilson, Manager of Parks
David Urban, Project Lead

Metro Vancouver Staff
Gaëtan Royer, Metropolitan Planning, Environment and Parks Manager
Ed Andrusiak, former Regional Parks Department Manager
Wendy DaDalt, Interregional Project Coordinator
Heather McNeill, Senior Regional Planner
Barry Potvin, Park Planner II
Sue Mah, Interregional Administrative Support
Deanne Manzer, Research Technician
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Implementation Plan
for local governments

September 2012
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**GOAL 3 - DEVELOPING ENDURING and COMMITTED PARTNERSHIPS**

3.1 GOVERNANCE

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3.2 SUSTAINABLE FINANCING

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GOAL 4 – BUILD AND DEEPEN CONNECTIONS TO THE RIVER

4.1 PROGRAMMING

STRATEGY 4.1.1 Develop programs, events, displays and other means of building and enhancing personal connections to the river.

Conclusion
INTRODUCTION

Experience the Fraser is an exciting vision to connect from Hope to the Salish Sea along the Lower Fraser River by means of over 550 kilometres of trail and via the river itself. The intention is to connect communities to each other and to the river, to knit together points of interest such as parks, natural features, historic and cultural sites and festivals – and to continue to build on that recreation and tourism network, creating one of the world’s great river destinations.

This Implementation Plan is an accompanying piece to the Experience the Fraser Concept Plan. It is intended to identify actions planned by local governments for the next few years that will advance the Concept Plan’s Foundational Program. It also identifies the ‘who, how and when’ associated with these actions - wherever possible, actions are ‘SMART’ or specific, measurable, actionable, realistic and time-bound. The structure of the Implementation Plan follows the structure of the Concept Plan, listing actions by Goal and Foundational Program project. The identified actions are subject to budget processes and other approvals. As a result, this snapshot of implementation actions will evolve over time, with new opportunities emerging not identified here, or shifts in priorities.

The focus of the Implementation Plan is on actions to be undertaken by Metro Vancouver, the Fraser Valley Regional District, the Province and the sixteen municipalities along the Fraser River within the Project Area. It also includes a few illustrative actions identified by other agencies and organizations. Much more is happening along the river beyond planned government actions that advances the objectives of Experience the Fraser, however, it is important to begin to track efforts advancing recreation and tourism infrastructure and programming along the Fraser River, and be able to measure progress towards implementing the Concept Plan. As such, the Implementation Plan is intended to both be a record of planned government actions as well as a call to action for others to participate and add their projects and plans to Experience the Fraser. The Implementation Plan will be a living document that will become even more robust as others add their actions.

Regional Districts will be asked to endorse the Implementation Plan, and adopt actions within their authority and mandate. Other agencies and organizations are invited to do the same.

Integrating diverse land uses along the Fraser River

Experience the Fraser will respect and, when appropriate, embrace all land uses along the river – including First Nation and private land interests, industry, business, agriculture, parks, and environmentally sensitive areas. These are all important components of the Fraser River’s history and present. The intent of Experience the Fraser is to achieve connectivity as close to the river as possible, however, it is recognized that the proposed trail will have to be aligned to harmonize with and respect all of these interests and associated interfaces.

Many times, the trail will have to ‘go around’ these features and uses, but creative ways of integrating the trail can produce some incredibly rich experiences with benefits for all. The project will only move
forward with the cooperation of land owners who see the benefits of participating – whether that be for philanthropic or ethical reasons, that they see a business opportunity (e.g. wine tours by bike or a new customer base for gate sales), or an opportunity to improve knowledge and education about their operations (e.g. industrial tourism).

**GOAL 1**

**CONNECT HOPE TO THE SALISH SEA**

**1.1 CANYON TO COAST TRAIL**

Championing, planning, developing, operating and maintaining the over 550 kilometres of trail proposed in the ETF Concept Plan falls primarily to the Province, two regional districts and sixteen municipalities, through which the route travels. Local governments have authority and responsibility for land management and planning, as well as the provision of recreation infrastructure through park functions. The Province has significant holdings in Crown Land and trail function. The trail is already 43% in place, co-locating along municipal, regional and provincial trails, and the remaining 315 km gap is mostly identified in regional and municipal plans. The Province also has an important role supporting trail development by facilitating the transfer of any necessary Crown lands and by adopting an operational statement that clearly supports recreational access along dyke structures. Trails BC, both as a regional trail organization, and as BC’s representative agency for the Trans Canada Trail, plays, and will continue to play, a strong role in advocating for trail connectivity through the Lower Mainland, route identification and as an Experience the Fraser partner. There are ongoing opportunities for First Nations, Port Metro Vancouver, businesses and land owners and other interests to become advocates for the Canyon to Coast Trail and participate in its delivery.

**STRATEGY 1.1.1** Complete seven priority segments of the Canyon to Coast Trail, adding 81 km and completing 70% of the Vision Route.

**Planned Actions**

<p>| Metro Vancouver (Lead - L) will work with the Province (Support - S), the Department of Fisheries and Oceans (S), industrial land owners (S) and the City of New Westminster (S) to connect the Brunette-Fraser Greenway east from Sapperton Landing to Spruce Street with a long-term aim of connecting off-road to Coquitlam. This trail segment is part of a Foundational Program segment of the Canyon to Coast Trail. The project also involves bank restoration and instream works along the Brunette River, and is part of Metro Vancouver’s Ecological Health Action Plan (2011). | 2012-2014 Concept Plan for Restoration $20,000 Trail cost to be determined |</p>
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Year 1</th>
<th>Year 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Fraser Valley Regional District (L) will undertake a Trail Study to better understand the construction costs of implementing the ETF Vision Route within the FVRD, and to help prioritize trail segments to advance.</td>
<td></td>
<td>2012</td>
</tr>
<tr>
<td>The District of Kent (L) will complete the Mountain View System by widening a kilometre of the shoulder along Mountain View Road.</td>
<td></td>
<td>2012</td>
</tr>
<tr>
<td>$15,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The District of Kent (L), with support from the Province (S), will create a pedestrian-friendly pathway between Morrow Road (Haig Highway) and the Tea Cup (Highway 7 and 9) which will include a connection to the end of the Mountain View Trail.</td>
<td>2014-2015</td>
<td></td>
</tr>
<tr>
<td>$50,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Township of Langley (L), with financial support from the Province (S) through the Community Recreation Grant, will complete 2.5 kilometres of shared-use trail connecting from Derby Reach Regional Park west to the Golden Ears Bridge. The trail will be 3 metres wide and include signage, benches and landscaping. This work will complete a significant section of the Trans-Canada Trail, and will complete the longest segment of the Canyon to Coast Trail, over 33 km connecting four municipalities.</td>
<td>2012-2013</td>
<td></td>
</tr>
<tr>
<td>$525,000</td>
<td></td>
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<tr>
<td>The Township of Langley (L), in partnership with ParkLane Developments (S) and funding from the Province’s Local Motion Program (S), will construct the Bedford Landing Overpass, a pedestrian and cycling bridge over the CN Railway with a connecting trail to the Fort to Fort Trail and the community of Fort Langley.</td>
<td>2012</td>
<td>$500,000</td>
</tr>
<tr>
<td>The Township of Langley (L) will design a shared-use overpass to connect the Fort Langley National Historic Site over the CN Railway and River Road to the Fraser River waterfront.</td>
<td>2012-2013</td>
<td></td>
</tr>
<tr>
<td>$50,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The District of Maple Ridge (L) and District of Mission (L) will explore options to connect the two municipal trail systems.</td>
<td>2012-2013</td>
<td></td>
</tr>
<tr>
<td>Existing Resources</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The City of Pitt Meadows (L) and District of Maple Ridge (L) will develop a trail connection under the Golden Ears Bridge, connecting from just south of Airport Way to Kingston St. and continuing south to the river. This is part of a Foundational Program connection to Port Hammond.</td>
<td>2012</td>
<td>$40,000</td>
</tr>
<tr>
<td>The City of Pitt Meadows (L) will continue to work with the Province (S) and the Katzie First Nation (S) to extend the Pitt River Greenway east to Maple Ridge under the Golden Ears Bridge.</td>
<td>2014-2015</td>
<td></td>
</tr>
<tr>
<td>Existing Resources</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The City of Surrey (L) will undertake a Fraser River Access Study to identify barriers to public access and determine a long-range plan for promoting public access to the waterfront, including the development of the Riverside Greenway as proposed along the south edge of the South Fraser Perimeter Road.</td>
<td>2013</td>
<td>$150,000</td>
</tr>
<tr>
<td>Greater Vancouver Regional District - Parks - 75</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The City of Surrey (L) will work with the Ministry of Transportation and Infrastructure (S) to secure a right of way for the proposed Riverside Greenway as part of the South Fraser Perimeter Road project.

<table>
<thead>
<tr>
<th>STRATEGY 1.1.2</th>
<th>Secure recreational access along six priority dyke segments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned Actions</td>
<td><strong>The Province</strong> (L) with the support of Metro Vancouver (S) and the Fraser Valley Regional District (S), will develop and adopt an Operational Statement supporting Recreational Access on Dyke Structures.**</td>
</tr>
<tr>
<td></td>
<td><strong>The Fraser Valley Regional District</strong> (L) will explore options identified in the Illustrative Foundation Program to advance the Canyon to Coast Trail along the dyke system. Funds will be spent on the project(s) that are best aligned with existing resources and partnerships and have the potential to leverage other contributions.**</td>
</tr>
</tbody>
</table>

**Existing Resources**

<table>
<thead>
<tr>
<th>STRATEGY 1.1.3</th>
<th>Advance implementation through the exploration of interfaces with Industry, Agriculture, and Rail.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned Actions</td>
<td><strong>Metro Vancouver</strong> (L) will facilitate outreach with industrial land owners along the river to develop design guidelines for the trail’s interface with industry and will implement one demonstration project - location to be determined.**</td>
</tr>
</tbody>
</table>

**2013-2014**

Cost to be Determined

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### 1.2 RECREATIONAL BLUEWAY

The Recreational Blueway component of Experience the Fraser expresses the recreational use of the river itself. The Blueway is best expressed through the infrastructure that supports recreational use of the Lower Fraser River, including boat launches, access points, day-use facilities and camping. The two regional districts, municipalities and the Province are mainly responsible for delivering blueway infrastructure. This role is derived from their responsibilities for land management and planning as well as the provision of recreation infrastructure through park functions. The Marine Trails Network Association of BC is a registered society dedicated to establishing a network of accessible sites along the BC Coast, including sections of the Fraser River. They work closely with the Province’s Recreational Site and Trails BC and continue to provide input to the ETF project.

**STRATEGY 1.2.1** At eight locations between the Alex Fraser Bridge and Hope, build a new, or enhance an existing, boat launch to ensure adequate river access as a minimum of
every fifteen kilometres along the river, and improve water access and amenities at locations identified in the Foundation Program.

**Planned Actions**

<table>
<thead>
<tr>
<th>Metro Vancouver (L), the Fraser Valley Regional District (L) and the District of Mission (L) will explore an appropriate location to provide an improved boat launch near the Mission Bridge, either as part of Matsqui Trail Regional Park improvements or at the Mission waterfront.</th>
<th>2012-2013 Cost to be Confirmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Township of Langley (L) will conduct a feasibility study for the relocation of a motorized boat launch out of Bedford Channel / Marina Park.</td>
<td>2012-2013 $30,000</td>
</tr>
</tbody>
</table>

**STRATEGY 1.2.2** Complete five new or enhanced pedestrian / cycling water crossings to advance connectivity over the river.

**Planned Actions**

| The Fraser Valley Regional District (S) and the District of Hope (S) will advocate for the Province (L) to revitalize the Kettle Valley Railway Bridge at Hope t o facilitate pedestrian and cyclist access below the Hope Bridge and provide trail connectivity on either side. | 2012-2015 Cost Not Yet Determined |

**STRATEGY 1.2.3** Ensure vehicle bridges not only provide for adequate pedestrian and cyclist connectivity and community trail connections, but also, where appropriate, function as destinations with viewpoints, opportunities for education and interpretation, public art and Experience the Fraser branding.

**Planned Actions**

<table>
<thead>
<tr>
<th>Metro Vancouver (S) will participate in the Pattullo Bridge Replacement consultation process to advocate for the new bridge to provide a dedicated trail for pedestrian and recreational cyclist connectivity, viewpoints and interpretive and educational opportunities.</th>
<th>2012-2013 Existing Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Vancouver (S) will participate in discussions about a replacement / expansion of the George Massey Tunnel and advocate for good pedestrian and cycling access and connectivity, viewpoints and interpretive and educational opportunities to be included in any solution.</td>
<td>Cost Not Yet Determined</td>
</tr>
<tr>
<td>The Province (L) will integrate the multi-use ETF trail across the new Port Mann Bridge, minimize the exposure of pedestrians and cyclists to highway traffic and improve access by pedestrians and cyclists to parks and greenways on both sides of the Fraser.</td>
<td>2013 Cost Not Yet Determined</td>
</tr>
</tbody>
</table>

Greater Vancouver Regional District - Parks - 77
GOAL 2

LINK AND INSPIRE EXPERIENCES ALONG THE RIVER

2.1 AMENITY AND FEATURES POINTS - CREATING DESTINATIONS

Creating and enhancing destinations along the Fraser River is being undertaken by all levels of government, First Nations, other agencies, the private sector, and NGOs. Over 300 discrete, location-based opportunities to either build or enhance 'experiences' along the Fraser were identified in the ETF Concept Plan. There are also a number of non-spatially-based opportunities as well as some that apply at numerous locations throughout the project area.

STRATEGY 2.1.1 Improve recreational and cultural infrastructure along the Lower Fraser River to build one of the world’s great river destinations

Planned Actions

| Metro Vancouver (L), with some financial support from the Province (S), will expand and enhance the Mission Bridge Day-Use Area at Matsqui Trail Regional Park in Abbotsford, including parking, river viewpoint, washrooms, and water access; and create a new Riverfront Day-Use Area. | 2013-2015 | $1,150,000 + 2012 prov. funds |
| Metro Vancouver (L) and the City of Surrey (L), with some financial support from the Province (S) will open the parkland at Surrey Bend Regional Park and develop a new park with a riverfront trail, trail access and amenities. | 2012-2014 | $3,500,000 + 2012 prov. funds |
| Metro Vancouver (L) will improve day-use amenities at Colony Farm Regional Park including new washrooms along the trail alignment. | 2012-2013 | $900,000 |
| Metro Vancouver (L), with financial support from the Province (S), will improve water access at Kanaka Creek Regional Park in Maple Ridge including improved canoe launching. | 2014 | $50,000 + 2012 prov. funds |
| Metro Vancouver (L), the Fraser Valley Regional District (L) and participating municipalities (S) will continue to focus park acquisition along the Fraser River, among other priorities, to support ETF. | Ongoing |
| Metro Vancouver (L) and the Fraser Valley Regional District (L) will collaboratively plan, manage and enhance Sumas Mountain Interregional Park. | 2013-2014 | Cost Not Yet Determined |
| The Sts’alilsw (formerly Chehalis Indian Band) (L) and the Hancock Wildlife Foundation (S) will develop the Sp’óq’es (Bald Eagle) Café where the public can view and appreciate bald eagles feasting on spawned out salmon carcasses. | 2012-2013 | $85,000 |
The Province of BC (S) will assist Metro Vancouver (L) and the Fraser Valley Regional District (L) with acquiring access to, tenure, or transfer of Provincial lands and improvements for the project, including Crown Lands, dykes, and utility corridors (as per the MOU, April 9, 2012).

Ongoing

The Village of Harrison Hot Springs (L), with financial support from the Province (S), will construct a splash water park for children on the beach.

2012-2013
$250,000

The Village of Harrison Hot Springs (L), with the financial support of the Province (S) will make improvements to the tourism infrastructure with a focus on the waterfront.

2012-2015
$1,550,000

The Corporation of Delta (L) will undertake the revitalization of the Ladner Waterfront including improvements to waterfront access, boardwalks and trails, mixed use redevelopment permitting pedestrian-oriented retail, commercial, recreation, public use, with office and residential uses above the first story. The redevelopment will also encourage public art, and interpretation of the agricultural, fishing, First Nations and multi-cultural heritage of Ladner.

2014-2015
Cost Not Yet Determined

The Village of Harrison Hot Springs (L), with the financial support from the Province (S), will construct a splash water park for children on the beach.

2012-2013
$250,000

The Village of Harrison Hot Springs (L), with the financial support of the Province (S) will make improvements to the tourism infrastructure with a focus on the waterfront.

2012-2015
$1,550,000

The Corporation of Delta (L) will undertake the revitalization of the Ladner Waterfront including improvements to waterfront access, boardwalks and trails, mixed use redevelopment permitting pedestrian-oriented retail, commercial, recreation, public use, with office and residential uses above the first story. The redevelopment will also encourage public art, and interpretation of the agricultural, fishing, First Nations and multi-cultural heritage of Ladner.

2014-2015
Cost Not Yet Determined

The City of Richmond (L) will update and enhance the Steveston Waterfront Wayfinding and Signage System with more directional signage including creative wayfinding (e.g. distinctive bronze markers in the ground, theme-oriented walks, potential apps. and an interpretation plan).

2013-2014
$150,000

The City of Richmond (L) will, jointly with the Federal Government of Canada(S), develop a Steveston Harbour Business Plan. A long-term vision for the redevelopment of the harbour was developed by Small Craft Harbours. The City will hire a consultant to provide a business case for the need to dredge the Steveston Channel to keep it open and economically viable and sustainable for both the fishing industries and the upland businesses and the City.

2013-2014
$100,000

STRATEGY 2.1.2 Brand and Market Experience the Fraser and the Canyon to Coast Trail

Planned Actions

Metro Vancouver (L) and Fraser Valley Regional District (L), with funding from the Province (S), will develop an ETF sign plan including sign design, standards and acquisition protocol for Experience the Fraser’s Canyon to Coast Trail and Blueway.

2013
2012 prov. funds

Metro Vancouver (L) and Fraser Valley Regional District (L), with funding from the Province (S), will develop an ETF panel to be used on Park Kiosks along the vision route to describe the project and its long term goals.

2013
2012 prov. funds

Metro Vancouver (L) and Fraser Valley Regional District (L), with funding from...
<table>
<thead>
<tr>
<th><strong>GOAL 3</strong></th>
<th><strong>DEVELOP ENDURING AND COMMITTED PARTNERSHIPS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>3.1 GOVERNANCE</strong></td>
<td>Successfully delivering the Experience the Fraser vision is contingent on broad participation where partners see themselves in the project and are inspired to deliver components within their jurisdiction</td>
</tr>
</tbody>
</table>
and that are aligned with their interests. The founding ETF partners are Metro Vancouver, the Fraser Valley Regional District and the Province of BC. The regional districts, in partnership with municipalities in the Project Area, are the key deliverers of ETF vision because of their responsibilities for land use planning and management, the provision of recreation infrastructure through their Parks functions, and their philosophical and practical experience in community engagement. The Province has an important and ongoing role to play through the delivery of the Provincial Trails Strategy, responsibility for Tourism BC, Crown Lands, active transportation interests and potential funding opportunities.

Non-governmental organizations with a river-wide mandate (e.g. Trails BC and the Rivers Institute) and river-wide partnerships (e.g. Fraser Basin Council and the Fraser River Salmon Table) have a special role to play in that their work, although separate, partially overlaps and integrates the objectives of Experience the Fraser. They are uniquely positioned to deliver key parts of the ETF vision simply by meeting their own mandates. First Nations, other agencies, community groups with recreation, conservation, heritage and culture, and tourism interests, and the private sector, including industrial and agricultural land owners, philanthropic interests, and business interests all have a valuable role to play if and where they choose to participate.

A well-defined governance structure that lays out roles and responsibilities for participants including decision making, accountability, strategic planning, project management and administration and the flow of information and resources is an essential component of successful implementation. The ETF Concept Plan identifies the development and confirmation of a sustainable governance and financing model as a significant priority for the Implementation Plan.

STRATEGY  3.1.1 Define the governance model and partner roles

Planned Actions

<table>
<thead>
<tr>
<th>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to jointly and collaboratively lead ETF, formalizing the relationship and roles and responsibilities through an MOU. This will be an interim governance structure for 3-5 years, and is essentially the role that the Metro Vancouver and the Fraser Valley Regional District have been playing since the project’s inception in 2009. It includes strategic planning, partnership development, acting as the project catalyst and convenor responsible for developing the concept, tracking progress and outcomes.</th>
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</thead>
<tbody>
<tr>
<td>Ongoing</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to brand and market Experience the Fraser within the context of their corporate mandates.</th>
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<tr>
<td>Ongoing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to implement the Foundational Program – building and operating the Canyon to Coast Trail, Blueway and Amenity and Feature Points within their jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ongoing</td>
</tr>
</tbody>
</table>
and influencing the implementation of the Program beyond their mandate.

| Metro Vancouver (L) and the Fraser Valley Regional District (L) | Ongoing |
| Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to advance a long-term governance model. Two preferred options will be considered: a) an Experience the Fraser Project Board or b) an Experience the Fraser Foundation. |
| The Province (L) will continue to be a key partner in the project as laid out in the ETF MoU, April 2012. |
| Municipalities (L) within the Project Area endorse the Experience the Fraser Concept as a regionally important and beneficial initiative that warrants broad participation; commit to integrating ETF into municipal plans and actions (such as Official Community Plans, Park and Trail Plans) wherever feasible. |

**STRATEGY 3.1.2** Strategic Planning, Tracking and Celebrating Outcomes

**Planned Actions**

| Metro Vancouver (L), with the support of the Fraser Valley Regional District (S), will undertake the planning for, and integration of, the North Arm of the Fraser River into ETF. [Vancouver (S); Burnaby (S); Richmond (S); New Westminster (S)] | 2013 |
| Metro Vancouver (L) and the Fraser Valley Regional District (L) will maintain the ETF Planning Atlas and GIS components, and track progress and emerging opportunities. |
| Metro Vancouver (L) and the Fraser Valley Regional District (L) will host an annual event to celebrate successes and track progress on implementation. |
| Metro Vancouver (L), the Fraser Valley Regional District (L), and the Province (L) will collaborate on strategies to support ETF on an ongoing basis (e.g. ETF’s integration into the Provincial Trail Strategy, ETF’s branding and marketing and fit with the Province’s Gaining the Edge Tourism Strategy). |
| Municipalities (L) within the Project Area will continue to provide a staff liaison to the project to integrate ETF into municipal plans and projects where feasible and appropriate, and to participate in ongoing implementation tracking. |

| 3.2 SUSTAINABLE FINANCING |

A key question that is often asked about ETF is how much will it cost. The answer really depends on what you choose to call an ETF project versus those which are either influenced by, or simply support ETF objectives.
Experience the Fraser will be implemented by many agencies and organizations within the context of existing plans and budgets. The majority of actions identified in the Concept and Implementation Plans are already identified in Official Community Plans and parks, greenways and other plans. It is through stitching all of our collective, planned initiatives together, that Experience the Fraser as a regional tourism brand and product will begin to emerge, and the reality that the whole is much greater than that sum of its parts become evident. There is great momentum in the actions already planned along the Fraser River. These projects are being planned within a local context for many reasons, and, once completed, will also serve to advance ETF’s objectives and benefit the region as a whole. For example, there are a number of large waterfront redevelopment projects underway in the region being undertaken by municipalities. These are not directly Experience the Fraser projects, and are being undertaken by municipalities for their own benefits, yet, the outcomes also clearly advance ETF exemplify ETF’s objectives - from an improved connectivity, infrastructure and/or programming base along the river, and the ongoing development of a regional tourism destination.

And, as efforts along the river continue, they in turn spur new opportunities and stimulate further investments. For example, in the past five years, as new segments of trail have been added in Pitt Meadows and the Township of Langley, one new bicycle shop with a rental component has opened up, and another has received approval to open. A new Bed and Breakfast has also opened along a new segment of trail.

However, in terms of planning, there will possibly be some opportunity costs or trade-offs. As attention and momentum continue to turn towards the Fraser River, other projects or priorities may have to be put on hold. All implementation partners will have to evaluate the consequences of such decisions and act accordingly.

There are three types of costs associated with Experience the Fraser. First, there are the capital costs - those associated with building or developing the 300+ projects in the Concept Plan, and second, there are project costs - those associated with carrying the ETF vision, administration, strategic planning, fundraising, tracking progress, communications and outreach. There will also be operating and maintenance costs to the capital project. The capital and operating costs will be the responsibility of the agencies, organizations, and partnerships undertaking the projects. The benefits that ETF provide include the brand identity, as we collectively continue to build a globally renowned tourism destination, and the ability to leverage partnerships and additional funding opportunities. The project costs are strongly associated with the chosen governance model. Sustainable financing includes both types of costs.

**STRATEGY 3.2.1 Secure sustainable financing for project costs and capital projects**

**Planned Actions**

| The Province (L) will consider requests from Metro Vancouver and the Fraser Valley Regional District for additional funding as stipulated in the Memorandum of Understanding, April 9, 2012. | Ongoing |
Metro Vancouver (L) and the Fraser Valley Regional District (L) will seek ongoing and consistent funding opportunities for ETF as part of the exploration of a long-term governance structure. Options not dependent on an annual grant include: taxation authority, membership shares or fees, portion of the gas tax, and fundraising through non-profit.

Metro Vancouver (L) and the Fraser Valley Regional District (L) will, in the short term, investigate means to funnel/grant funds provided to regional districts for ETF purposes, to other partners and projects.

Metro Vancouver (L), the Fraser Valley Regional District (L), and Municipalities (L) within the Project Area will continue to align Capital Plans with ETF objectives wherever feasible, seeking to leverage funds and additional public and private sector partners.

GOAL 4

BUILD AND DEEPEN CONNECTIONS TO THE RIVER

4.1 PROGRAMMING

STRATEGY 4.1.1 Develop programs, displays, events and other means of building and enhancing personal connections to the river.

Planned Actions

Metro Vancouver (L) and the Fraser River Discovery Centre (L), with support from the Province (S), will build a permanent display at the Fraser River Discovery Centre that support ETF themes and helps delineate the FRDC as part of ETF’s Urban Portal at the New Westminster waterfront. This will build brand-identity, provide education, awareness, and interpretation of the river. 2013 $30,000

The Fraser River Discovery Centre (L), with support from the City of New Westminster (S), Metro Vancouver (S), the Province of BC (S), the Vancouver Foundation (S), and Suncor Energy Foundation (S) will replace 22 interpretive, Fraser River themed panels along 1.3 km of the New Westminster waterfront. One panel will be focused on ETF as a project. 2012 $46,000

The Fraser Valley Regional District (L) and the Mission Harbour Authority (L) will build interpretive signage and displays in the River Interpretation Centre along the Mission waterfront. 2012 $6,000

Metro Vancouver (L) and the Fraser Valley Regional District (L) will advocate for
<table>
<thead>
<tr>
<th><strong>Parks Canada</strong> to nominate the Fraser River Dyking Story as a national historic event and to program it accordingly at National Historic Sites along the river.</th>
<th>Cost Not Yet Determined</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metro Vancouver</strong> and the <strong>Fraser Valley Regional District</strong> (L) will continue to work with <strong>First Nations</strong> in the Project Area to explore opportunities to develop the cultural and heritage themes along the river and associated programming.</td>
<td>2013-2014 Existing Resources</td>
</tr>
<tr>
<td>The <strong>City of Richmond</strong> (L) will develop a 'Steveston Pass' allowing access into all the different sites/ amenities/programs in Steveston - both private and public. The intent is to promote spending half-day or full-day experiencing Steveston, both on land and on the water.</td>
<td>2012-2013 Existing Resources $75,000</td>
</tr>
<tr>
<td>The <strong>City of Richmond</strong> (L) will put on an interactive play (as well as temporary public art) that uses the Britannia Heritage Shipyards as a theatrical stage. Historic elements, as well as the river, will be used as props in telling the stories of the past. The Salmon Row Cultural Event at Britannia ran for 10 days in 2011 and was highly successful. The company Mortal Coil has been hired to stage another cultural event in August, 2013.</td>
<td>2013 Existing Resources $200,000</td>
</tr>
<tr>
<td><strong>The Province</strong>, through the Gateway Program (L) will work with <strong>First Nations</strong> and the <strong>Delta Heritage Commission</strong> (S) to preserve the St. Mungo archaeological site in Delta (as a result of the South Fraser Perimeter Road environmental assessment process). A site management plan has been developed and works are in progress to create a trail system, with educational signage and artwork, incorporating traditional knowledge, to protect and commemorate the site.</td>
<td>2013-2014 Cost Not Yet Determined</td>
</tr>
<tr>
<td><strong>Trails BC</strong> (L), <strong>Metro Vancouver</strong> (S), and the <strong>Fraser Valley Regional District</strong> (S) will host an annual Trans Canada Trail focused trail event that connects to the Fraser River. In 2012, the Trans Canada Trail Challenge travelled from Colony Farm Regional Park to historic Fort Langley, along 33 km of ETF trail.</td>
<td>Ongoing Cost Not Yet Determined</td>
</tr>
</tbody>
</table>

**CONCLUSION**

The Experience the Fraser Implementation Plan is a snapshot of planned provincial, regional district and municipal actions toward advancing ETF’s Foundational Program in the next 3-5 years. It is, by necessity, a living document to be strengthened as communities, businesses, industry, community groups and motivated individuals continue to see the benefits of contributing to this incredible project. Come, and Experience the Fraser!
Examples of Preferred Governance Models

**Preferred Governance Model 1:**
Regional Districts as Joint Leads with Broader Partnership involvement Example: Okanagan Water Board

This is an Inter-regional collaborative local government agency founded in 1970 to promote the shared water interests of Okanagan communities. It was established through the Municipalities Enabling and Validating Act and supplementary letters patent (SLP) to three Okanagan regional districts. The Board of Directors includes three representatives from each of the three regional districts, appointed on an annual basis, one representative from the Okanagan Nation Alliance, one from the Water Supply Association of BC and one from the Okanagan Water Stewardship Council. The Council is a permanent Standing Committee of the Board comprised of technical experts and water stakeholders. Municipalities are represented through the regional districts. The Board is independently staffed. The Board has taxation authority, pools and directs funds through grants for facility upgrades and conservation and improvement projects to local and regional governments, NGOs and others, acts as an information hub, coordinates projects, and brings together funding and administration.

**Preferred Governance Model 2:**
Foundation or Non-Profit led with a Steering Committee comprised of regional districts and other partners Example: Waterfront Regeneration Trust

The Waterfront Regeneration Trust has a 4 member Board of Directors and is independently staffed. It coordinates the planning, development and enhancement of Ontario’s 780 kilometre Waterfront Trail. It is responsible for marketing, communications, outreach, events, and education programming as well as fundraising for capital projects. The Trust also develops the trail standards and signage and coordinates inter-municipal connections. The trail goes through 41 communities involving over 60 governments and conservation authorities. The municipalities and other government land management agencies own the trail. They come up with the alignments and build and operate the trail.
Environment and Parks Committee Meeting Date: November 7, 2012

To: Environment and Parks Committee

From: Wendy DaDalt, Area Manager, Regional Parks, East Area Metropolitan Planning, Environment and Parks Department

Date: October 17, 2012

Subject: Matsqui Trail Regional Park Management Plan

Recommendation:

That the Board approve the Matsqui Trail Regional Park Management Plan.

1. PURPOSE

To seek Board approval of the Matsqui Trail Regional Park Management Plan.

2. CONTEXT

Planning Process

Matsqui Trail Regional Park (MTRP) is located in the City of Abbotsford along 10.6 km of the Fraser River, immediately west of Sumas Mountain (Attachment 1). The park provides public access to the river, is bordered on the south by agricultural lands, and includes 16.4 km of dyke and non-dyke trails that are popular for pedestrian, cycling and equestrian use. Park visits reached 400,000 in 2010.

The park comprises 48.0 ha of Metro Vancouver fee simple land; 73.5 ha of statutory right of way over City of Abbotsford dyke and foreshore; 1.7 ha unopened road allowance; and 1.2 ha of license agreements over private and Ministry of Transportation and Highways land. Two private parcels (8.83 ha total) remain to be acquired to complete the park.

MTRP’s current program and facilities have evolved ad hoc over time to meet public demand for basic access to riverfront and trails. A management plan process (Figure 1) was initiated in fall 2010 to clarify the park program, services, conservation and development priorities for the next 20 years.

Research, inventory and analysis were completed in advance of an initial public open house in December 2010. Concept development including public, City of Abbotsford and First Nation engagement continued through 2011.

A draft framework, program and concept were presented at the November 2, 2011 Parks Committee meeting. The Committee provided direction to add car camping to the concept and test the package at a January 2012 open house. Most open house and online participants indicated support for the proposal (Attachment 3).
At its May 2, 2012 meeting, the Environment and Parks Committee approved revisions to the draft program and concept including: the addition of an economic opportunity zone (café/refreshment stand) at the Mission Bridge Node, the addition of three reservable picnic shelters (for a total of six) with designated parking at the Central Matsqui Node and the elimination of car camping due to site constraints including flooding, lack of servicing (water, sewer) and limited developable land that is required for day use access. The Committee directed staff to complete detailed testing of the revised draft program and concept before reporting back with a final management plan for approval.

Progress Since May 2012
Staff completed detailed testing of the revised draft program and concept with City of Abbotsford, regulatory agencies, Sumas and Matsqui First Nations through summer 2012. The plan was generally well received. Issues which came up for further discussion were the role of agriculture in the park and proposed boat launch at the Mission Bridge Node.

In May 2012 several members of the farming community expressed concern with the conversion of parkland, currently licensed for hay and corn production, to recreational and habitat areas, and loss of parkland to erosion. Staff met with the Matsqui Prairie Dyke Drainage and Irrigation Committee, the Abbotsford Agricultural Advisory Committee and Abbotsford Soil Conservation Association to further engage the farming community and share the agriculture and erosion strategy included in the draft management plan.

Matsqui First Nation continued to express support in principle for the plan, and a desire for a boat launch proposed at the Mission Bridge Node. They also expressed the need to ensure that traditional fishing is not negatively impacted. Detailed testing and land acquisition will be required to confirm feasibility of the boat launch. While the boat launch is still included in the Mission Bridge Node concept, it is not included in the first phase of park development.

No substantial changes have been made to the proposal presented at the May 2nd Environment & Parks Committee meeting. A draft management plan was presented to City of Abbotsford Parks, Recreation and Culture Commission on July 17 and to Council on August 13, 2012. City of Abbotsford Council unanimously endorsed the draft management plan in principle at that time.
Management Plan Highlights
The draft management plan establishes a vision of MTRP as the connective thread weaving together layers of recreation, ecology, agriculture and culture to create a diverse, resilient and accessible landscape. The draft plan outlines a linear park providing river connection points, new trails, park nodes and strategic landscape interventions designed to preserve parkland, create and enhance habitat, and support agriculture.

The draft concept includes two major nodes-- an active, gathering place in the midst of working infrastructure at Mission Bridge and a nature-focused destination at the end of Walter’s Road: the Central Matsqui Node. Gladwin Pond and the riparian habitat west of Page Road are proposed as the ecological anchors of the park. The plan accounts for change over time through adaptive programming of large open space and consideration of freshet flooding affects on the park.

Cost and Phasing
The concept provides a 20 plus-year vision for the park at an order of magnitude cost estimate of $8.5 million. The estimate reflects a fully built-out concept however it is expected that a number of program elements could be advanced through partnerships, volunteer projects and grants. Revenue would be generated from picnic shelter rentals, group use, agricultural licenses, log booming and potential boat launch user fees, concession and eco-accommodation.

A phasing strategy was developed to guide implementation of park improvements over the long term. The plan includes four phases based on demand analysis, public input, and feasibility. The phasing strategy establishes the priority of park improvements but does not include a time frame as funding will vary based on Metro Vancouver priorities, partnerships, grants and Experience the Fraser opportunities.

Phase 1-A clarifies the scope of 2013-2014 capital investment ($1.275 million, pending Board approval of the 2013 budget) which include establishing public access, open space, trails, beach access, picnicking, habitat enhancement and parking in the Central Matsqui Node. Also proposed are upgrades to the existing Mission Bridge Node with open space, landscape improvements and a pedestrian viewpoint.

Outcomes that are supported by this management plan:
- Supports healthy parks – healthy people by improving park access and universal accessibility, expanding trails and providing engaging outdoor spaces;
- Supports the Experience the Fraser vision through the provision of river connections, trails, park nodes, cultural interpretation, organized group camping, beach access, canoe landing areas and boat launch (pending detailed feasibility testing);
- Includes agriculture in the park with pollination plantings, bee colonies, continued agricultural licensing, education and programming;
- Provides a long-range vision that includes economic development, revenue generation and partnership opportunities;
- Provides improved access in the east end of the park supporting the broader Matsqui Trail - Sumas Interregional Park complex;
- Supports ecological health with restored wetlands, riparian habitat creation, Sturgeon and Salmon habitat, environmental interpretation and programming;
- Provides the City of Abbotsford access to its waterfront and provides open space for community events/celebration;
• Provides opportunity to work with Sumas First Nation and Matsqui First Nation to protect, preserve and present their culture as it relates to the park landscape and collaborate on future park projects and programming; and
• Clarifies programming and interpretation thematic opportunities and provides venues and outdoor space for public programming and group events.

Next Steps
Following Committee and Board approval of the management plan, staff will:
• Begin detailed design work for 2013-2014 capital improvements (Phase 1-A);
• Pursue partnership opportunities, grants and volunteer initiatives;
• Continue to work with Matsqui and Sumas First Nation to provide access for traditional land use; and
• Begin implementation of a Fraser River foreshore erosion strategy.

3. ALTERNATIVES

That the Board:

Option 1: Approve the Matsqui Trail Regional Park Management Plan.

Implications. Approval of the management plan is a milestone in Metro Vancouver’s 2012 Action Plan. The plan advances the goals of the Regional Parks Plan, Ecological Health Plan, Regional Food Systems Strategy and Experience the Fraser. It also contributes to the Fraser Valley Regional District’s Regional Growth Strategy and the City of Abbotsford’s Official Community Plan. Approval of the plan will allow for Phase 1-A Capital Improvements to proceed in 2013-2014 at a cost of $1.275 million as proposed in the 2013 budget.

Or

Option 2: Refer the plan back to staff to address issues raised by the Board.

Implications. The draft plan will be revised to reflect the Board’s guidance. This may delay completion of a key milestone in the Metro Vancouver 2012 Action Plan and implementation of park improvements. Substantial changes to the proposal would likely result in the need for a further round of public engagement.

4. CONCLUSION

Option 1 is recommended. The management planning process included extensive research, analysis and engagement over two years. This plan is broadly supported by the public, City of Abbotsford and agencies. First Nations were engaged throughout the planning process. The plan establishes an affordable and adaptive long-range vision that responds to public input, improves land management and provides opportunity for economic development and community partnerships.

ATTACHMENTS

1. Context Map (Doc. # 6646177).
2. Draft Matsqui Trail Regional Park Management Plan (Doc. # 6697076).
MATSQUI TRAIL REGIONAL PARK
management plan
November 2012
RECORD OF APPROVAL

[Notes: Record of approval is a formal declaration of the date when the plan was adopted or officially approved. It should take the form of a Letter of Transmittal from the Chair of the Environment and Parks Committee.]
ACKNOWLEDGEMENTS

Metro Vancouver would like to thank the following consultants for their contributions to the Matsqui Trail Regional Park Management Plan:

- Northwest Hydraulics Consultants – Boat Launch Pre-feasibility Study, Climate Change and Erosion Research
- Space2Place – Concept Site Planning
- Jane Watt – Cultural Heritage Research
- Robertson Environmental Services - Biophysical Inventory
- Upland Consulting – Agrarian Study
EXECUTIVE SUMMARY

Matsqui Trail Regional Park includes 124 hectares of Fraser River dyke and foreshore in the City of Abbotsford. The park, created in 1984, protects riparian habitat and provides a range of recreational experiences which attract up to 400,000 annual visitors. This management plan clarifies the program, services, development and conservation priorities for the park over the next 20 years.

The management planning process began in December 2010 and included extensive public, municipal, agency and First Nation engagement, and biophysical, cultural heritage and agricultural research. Key issues included erosion, flooding and consideration of agricultural values with park development. Research, analysis and input led to the development of a vision of Matsqui Trail as a connective thread, weaving together layers of recreation, ecology, agriculture, culture and heritage.

The plan proposes two main park nodes, improved trail system and park access, and strategies to preserve parkland, create and enhance habitat and include agriculture in the park. New facilities will support public programming and interpretation. Opportunities for future partnerships and community engagement are identified. Priority improvements are outlined in this plan and will be implemented in stages as resources become available.
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INTRODUCTION

Matsqui Trail Regional Park (MTRP) is one of 22 parks managed by Metro Vancouver. Located along 10.6 km of the Fraser River in the City of Abbotsford, the park provides public access to the river, conserves riparian habitat, and includes 16.4 km of existing trails that are popular for pedestrian, cycling and equestrian use.
1.0 PURPOSE OF THE MANAGEMENT PLAN

While Matsqui Trail Regional Park has been operated by Metro Vancouver since the early 1980’s, its current program and facilities have evolved over time based on demonstrated demand for basic access. The purpose of the Management Plan is to clarify the program, services, development and conservation priorities for the park. The plan expresses a long-term vision and provides management strategies for ecological protection and enhancement of the park’s natural, cultural and recreational values.

1.1 Planning process

The MTRP Management Plan utilized a three step planning process that included extensive public, municipal, agency and First Nation engagement. Key steps in the planning process were:

1. **Inventory and Analysis** including biophysical, cultural heritage, erosion, flooding and agrarian studies, site assessment and a public open house.

2. **Concept Development** including First Nation, City of Abbotsford and community engagement. A draft vision, framework and concept were developed and tested at a public open house.

3. **Concept Refinement** including detailed review with First Nations, City of Abbotsford, agencies and stakeholders. Revisions of the draft vision, framework and concept were completed. The management plan was endorsed by City of Abbotsford Council on August 13, 2012 and is submitted for Metro Vancouver Environment and Park Committee on November 7, 2012.

CITY OF ABBOTSFORD

A City of Abbotsford staff liaison coordinated input from Parks and Recreation, Engineering and Planning staff, Matsqui Prairie Dyke Drainage and Irrigation Committee (MPDDIC), Agricultural Advisory Committee, Parks Recreation and Culture Commission, and Mayor and Council.

GOVERNMENT AGENCIES:

Discussion with the following government agencies on a variety of issues affecting the concept development and management of the park was completed:

- Fisheries and Oceans Canada
- Transport Canada
- Ministry of Environment
- Ministry of Transportation and Infrastructure
- Agricultural Land Commission
- District of Mission

FIRST NATIONS INTERESTS

At the outset of the planning process, Metro Vancouver staff invited participation from 35 First Nations who identify the park within their traditional territory. Matsqui First Nation (MFN) and Sumas First Nation (SFN) expressed an interest as the park is located within their primary traditional territory. Metro Vancouver staff worked with MFN and SFN throughout the planning process soliciting input and clarifying traditional land use in and around the park.
2.0 CONTEXT

2.1 Metro Vancouver Context

Metro Vancouver is a federation of 22 municipalities, one electoral area, and one treaty First Nation. The City of Abbotsford is a member of Metro Vancouver for the provision of regional park services only.

Metro Vancouver is committed to delivering essential utility services, (drinking water, sewage treatment, recycling and garbage disposal) economically and effectively on a regional basis; and to maintaining and enhancing the quality of life in our region by managing and planning for development and by protecting air quality and green spaces.

Metro Vancouver operates 22 regional parks, 5 greenways, 4 park reserves and 2 ecological conservancy areas.

SUSTAINABILITY FRAMEWORK

In 2002, Metro Vancouver formally put the concept of sustainability at the centre of its operating and planning philosophy, with the approval of the Sustainable Region Initiative. The Sustainability Framework, approved in 2010, provides a foundation for Metro Vancouver's operations and planning, and a framework for decision making and moving ideas into action. The sustainability framework includes three fundamental imperatives which drive the process of achieving our visions of sustainability:

- Have regard for both local and global consequences and long term impacts;
- Recognize and reflect the interconnectedness and interdependence of systems; and
- Be collaborative.

These lead to three sets of sustainability principles for decision making:

- Protect and enhance the natural environment;
- Provide for ongoing prosperity; and
- Build community capacity and social cohesion.

REGIONAL PARKS PLAN

The 2011 Regional Parks Plan (RPP) provides direction for Regional Parks, focusing on strategies to protect the natural environment, maintain a healthy park system, and act as stewards of a valuable resource while promoting the health and well-being of residents by providing access to a wide range of outdoor recreation services and amenities close to home. The RPP establishes the following core goals all of which are directly applicable to MTRP:

- Protect ecological health;
- Promote outdoor recreation for human health and wellness;
- Support community stewardship education and partnerships; and
- Promote philanthropy and economic opportunities.
ECOLOGICAL HEALTH PLAN

The Ecological Health Action Plan (2011) summarizes how maintaining and enhancing the region’s ecological health is incorporated into Metro Vancouver’s plans and operations, and proposes projects to help realize the commitments articulated in the Sustainability Framework.

The Ecological Health Plan articulates the ecosystem services the natural environment provides, including clean air, soil for growing food, biodiversity, recreation and rejuvenation and resources for the economy. MTRP provides a range of ecological services which support Metro Vancouver’s vision of promoting and protecting the region’s ecological health.

REGIONAL FOOD SYSTEMS STRATEGY

This Regional Food System Strategy (RFSS) explores the nature of Metro Vancouver’s food system and sets out the goals, strategies and actions to achieve the vision of a sustainable, resilient, and healthy regional food system. The RFSS identifies potential to include incubator farms and community gardens in regional parks. MTRP presents an opportunity to advance the goals of the RFSS which include:

- Increased capacity to produce food close to home;
- Improve the financial viability of the food sector;
- Enable healthy and sustainable food choices;
- Enable access to healthy, culturally diverse and affordable food; and
- A food system consistent with ecological health.
EXPERIENCE THE FRASER

Experience the Fraser (ETF) is a visionary plan to connect communities, parks, natural features, historic and cultural sites and experiences along the Lower Fraser River. The Canyon to Coast Trail and Recreational Blueway are the backbone of the project, connecting Hope to the Salish Sea by means of over 550 kilometers of trail, and via the river itself.

By bringing together existing points of interest and features along the river, ETF will add strength and dynamism to local tourism and economic development initiatives, acting as a catalyst. There are four goals that guide the realization of the ETF Vision:

• Connect Hope to the Salish Sea;
• Link and inspire experiences along the river;
• Develop enduring and committed partnerships; and
• Build and deepen connections to the river.

MTRP is the longest continuous segment of parkland in the ETF corridor and can support the realization of these goals by providing amenities and programming that connect people to the river.

2.2 Abbotsford Context

The City of Abbotsford, known as the “city in the country,” is characterized by an urban core surrounded by rural communities and some of the best agricultural land in Canada. Abbotsford is a young, diverse and fast growing city; in 2011 Abbotsford had a population of 133,497.

Abbotsford is a member of the Fraser Valley Regional District (except for park services). The Fraser Valley Regional Growth Strategy (2003), City of Abbotsford Official Community Plan (2005) and Parks Recreation and Culture Master Plan (2005) recognize MTRP as an important part of the park and conservation area network.
2.3 Landscape Context

MTRP is influenced by physical, ecological and visual connections to neighboring landscape units, which help to define the park’s spirit of place and context within the broader community.

**Matsqui Prairie** - A productive, dyked Fraser River floodplain farm community that includes a range of farming operations and the small village of Matsqui.

**Abbotsford (urban area)** - Downtown and suburban Abbotsford are located approximately 7km south of the park.

**Sumas Mountain** - A striking, relatively large mountain that includes natural and wilderness areas, suburban development, aggregate extraction and forestry. Sumas Mountain Interregional Park protects 1568 hectares (ha) of land and is an important trail-based recreation feature.

**Mount Lehman** - A small rural community with a mix of working farms, small acreages and estate homes. Mount Lehman retains a historic character and pastoral agricultural charm.

**Fraser River** - The river corridor adjacent to MTRP supports First Nation, commercial and recreational fisheries, endangered sturgeon, industry, boating, and tourism.

**Mission** - Downtown and suburban Mission residents enjoy good access to MTRP via the Mission Bridge.

**Hatzic Prairie** - A dyked Fraser River floodplain farming community.

**Matsqui First Nation** - Matsqui Indian Reserve #2 is located immediately west of the park. Matsqui First Nation include MTRP in their traditional territory. Community members use the park and adjacent Fraser River for recreational and traditional use.

**Sumas First Nation** - Sumas Indian Reserve #6 is located South of the park at the base of Sumas Mountain. Sumas First Nation include MTRP in their traditional territory. Community members use the park for recreational and traditional use.
2.4 Park Access and Connectivity Overview

ACCESS
The Abbotsford Mission Highway (Highway 11) provides the most direct road access to the park. Local residents can enter the park on foot, horseback and bicycle at road ends. Parking is available at the Mission Bridge Area and Page Road Trailhead. Limited roadside parking is available at Gladwin and Glenmore Roads.

Public transportation to the park is limited to a bus stop located approximately 1.2 km south of the Mission Bridge Area, in the Village of Matsqui. There is no trail or sidewalk connection to the park from this bus stop; access is available via the Riverside Street road shoulder.

GREENWAYS AND TRAILS
The MTRP Dyke Trail is an important Trans Canada Trail (TCT) and Experience the Fraser (ETF) Trail route.

Locally, Highway 11 and Riverside Street are bike routes (on road) that extend from Downtown Abbotsford to Mission providing park access to the Mission Bridge area. The City of Abbotsford is planning a future Discovery Trail connection to Douglas Taylor Park, which is connected to MTRP by way of the TCT. The Mission Bridge includes a separated pedestrian/cycling sidewalk.
3.0 EXISTING FACILITIES & PARK USE

Visitation to MTRP has steadily increased over the past decade. The Mission Bridge Area and the Dyke Trail are the most heavily used park facilities. The most popular activities in MTRP are walking, horseback riding, cycling, and picnicking.

3.1 Park Classification

MTRP is classified as Multiple-use Regional Park. The main focus of Multiple-use parks is to balance significant recreational opportunities with important natural conservation goals.

3.2 Existing Facilities & Challenges

Dyke Trail (Trans Canada Trail) - The Dyke Trail (10.6 km, 3.5 m width multi-use gravel trail) is the spine of the park and main attraction for a range of park visitors (pedestrian, cycling, dog walking, equestrian). The Dyke Trail provides an open, elevated trail experience with great views to surrounding areas.

The City of Abbotsford operates and maintains the dyke for flood protection, which is the primary purpose of the dyke. Metro Vancouver maintains public access with a statutory right of way (SRW). Key challenges include balancing recreational use with dyke operations and minimizing impacts to adjacent agricultural operations. The flat topography of the dyke is ideal for universal accessibility, however the coarse gravel surfacing creates accessibility challenges for some park users.

Riverside Trail - The Riverside Trail (5.8 kilometres (km), 2.5 metres (m) width multi-use gravel trail) extends through forested, Fraser River riparian areas, offering a more natural experience than the Dyke Trail. The Riverside Trail is connected to the Dyke Trail at regular intervals providing loop options. The connector trails are steep and present accessibility barriers to some park users. The Riverside Trail is subject to seasonal flooding during freshet.

Gladwin Pond Day-use Area - Gladwin Pond is a unique point of interest within walking distance of the Mission Bridge Area. The pond includes amphibian, bird, and small mammal habitat, a mowed picnic area, and connections from the Dyke Trail to the Riverfront Trail. Parking is a challenge at this site with only a few road spots available. This site floods periodically with the spring freshet.

Mission Bridge Area - River access, mowed open space, picnic tables, washroom facilities, three overnight campsites and parking are available at this site. Equestrian trailer parking is located under the Mission Bridge.

Some challenges at this site include noise from the adjacent railway line and the Mission Speedway (across the river), noise/debris from the Mission Bridge overhead, lack of adequate parking for events, poor site circulation and seasonal flooding. Improved tenure under the Mission Bridge and acquisition of a deficient private property is required.

Page Road Trail Head - Located at the eastern boundary of the park, this site provides access to the dyke and riverfront trail, parking (including equestrian trailers) and toilet facilities. The riparian areas of this site are subject to flooding during spring freshet and as a result of beaver activity.

Fraser River - Beach access is available in the park at the Mission Bridge area and off Walter’s Street. Fishing is a popular activity throughout the park.
Recreational boating, barging and log booms are common sites along the foreshore. Access to traditional fishing sites is facilitated for Matsqui and Sumas First Nations.

Beach access and viewing areas are highly desired by park visitors. Responding to the demand for public access while minimizing environmental impact is a key challenge in MTRP.

3.3 In Demand & Deficient Facilities

Park access, parking and staging facilities are limited in MTRP thereby restricting park use during peak periods and the potential for the park to accommodate large groups and events. While the park is well used as a walking destination, the park lacks reserveable picnic shelters, open space, beach access and nodes that support events and the role of the park as a regional destination.
The park does not currently include significant car camping facilities or a motorized boat launch. Demand has been identified for these facilities, however they are particularly challenging to accommodate (see section 6.5).

Public input and research has helped clarify the park facilities of most interest. The Metro Vancouver – Fraser Valley Outdoor Recreation Demand Study identified high levels of interest in walking, cycling and picnicking activities, and identified washrooms, water fountains, food services and parking as amenities most desired by park users (LEES & Associates, 2011). Participants at the December 2010 Public Open Houses indicated very strong support for pedestrian, cycling and equestrian trails, beach access, picnic areas, open space, canoe/kayak launch, habitat restoration and cultural heritage interpretation.

3.4 Infrastructure

In addition to the Matsqui Prairie Dyke (see section 3.2) MTRP is intersected by, or located adjacent to, several significant infrastructure elements:

**James Pollution Control Center** - A joint Abbotsford - Mission waste water treatment plant is located immediately adjacent to the park at the end of Gladwin Road. Odor can be a challenge in this area.

**Mission Bridge (Abbotsford - Mission Highway 11)** - A provincial highway bisects the Mission Bridge Area. Metro Vancouver maintains park access under the bridge with a permit. Noise, falling debris, bridge maintenance/upgrade access disrupting park access and tenure are challenges associated with the bridge.

**CN Rail Lines** - The Abbotsford Mission Railway Bridge bisects the park east of the Mission Bridge. A trail underpass provides safe access under the bridge.

**Pacific Salmon Commission (PSC) Fish Counting Facility** - Located at the end of Kelleher Road, the facility includes a small (20 m x 20 m) gravel work area with a trailer and temporary dock. PSC stages sockeye fish counting operations, using hydroacoustic equipment out of this site.

3.5 Agriculture

MTRP is located in the Agricultural Land Reserve (ALR) and has a distinct agricultural character given its location in Matsqui Prairie. Farm operations adjacent to the park include confined livestock, dairy farms, forage, pastured livestock and field horticulture. In 2012, 36.7 ha of MTRP was licensed for agricultural use (hay and corn), and is not accessible to the public.

Local farmers appreciate the agricultural value of this land which, includes some of the most scenic areas of the park. Balancing park development with agricultural values and soil conservation is a key challenge in MTRP (see section 6.3 for additional information).
3.6 Park Visitation and Trends

MTRP in visitation had an average annual increase of 2.6% from 2000 to 2011, growing from 257,674 to 326,369. The majority of park users (70%) access the park at the Mission Bridge Area. If current annual park visitation trends continue, over the 20 year life of this plan park visitation will increase to roughly 600,000, not accounting for the development of new facilities and the resultant increase in park use or limitations such as lack of parking.

3.7 Land Tenure

MTRP has a total area of 124 ha, which includes 48 ha of Metro Vancouver fee simple land, 73.5 ha of SRW over City of Abbotsford dyke and foreshore, 1.7 ha unopened road allowance, and 1.2 ha of license agreements over private and Ministry of Transportation and Highways land. Two private parcels (8.83 ha total) remain to be acquired to complete the working park boundary.

City of Abbotsford must approve park improvements within the SRW. Metro Vancouver will secure support from the City of Abbotsford to close unopened road allowances as park development is advanced.
4.0 ECOLOGY

4.1 Ecosystem and Habitat Overview

Matsqui Trail Regional Park is located in the Matsqui Prairie lowlands, an area of relatively flat and low elevation. The Fraser River exerts a major influence on the ecology of the park with periodic flooding during freshet increasing soil moisture levels and depositing sediment and debris (see section 6.1 & 6.2).

MTRP lies within the dry maritime subzone of the Coastal Western Hemlock Biogeoclimatic zone, which is characterized by relatively warm, dry summers with long growing seasons and rare water deficits. Winters are generally mild with little snowfall (Ministry of Forests and Range, 2009).

Many of the animals seen within the park are those associated with the river: harbor seal, American mink, black bear, American beaver, deer mice. The area also supports a wide variety of birds from bald eagles, hawks, and ospreys to ducks, geese and songbirds. The Fraser River is well known for supporting a variety of migratory and non-migratory fish including Pacific salmon and the white sturgeon, which is the largest freshwater fish in North America.

TERRESTRIAL HABITAT

The majority of MTRP is within the Fraser River riparian area. Riparian areas are the link between land and water and are influenced by factors such as erosion, sedimentation, flooding and/or subterranean irrigation due to proximity to water. Riparian areas function as important wildlife corridors providing shelter, shade and foraging opportunities to a range of species.

The forested areas within the park are classified as Cottonwood – Red alder/Salmonberry, which is considered a blue-listed ecosystem (at risk, but not threatened or endangered) by the province of BC.

The Cottonwoods range in age from very young up to only 60 years of age since much of the land currently within the park was disturbed in order to construct and reinforce the dyke after the major flood of 1948.

Eastern Riparian Forest

Historical photographs show that prior to 1948 dyke reconstruction, the eastern end of MTRP included a large open water wetland and surrounding marsh.

The riparian forest that exists today is considered a sensitive ecosystem and is an important feature of the surrounding landscape; it is one of the only tracts of relatively intact riparian forests in the area. The forest varies in width from 40 m to 130 m excluding the last eastern 100 m which narrows abruptly to the point at which the railway converges with the shoreline. The forest serves as a stop-over for migrating birds on the Pacific flyway and provides an important connection to Sumas Mountain and a route for wildlife moving along the Fraser River.

Beaver have been active in this area recently, managing to dam water flowing off the hillside before it enters into the Fraser River. Consequently, there is an emerging wetland in the very eastern portion of the park close to the Page Road parking lot and trail. Water impoundment by beaver can cause flooding that kills standing trees, providing habitat for many cavity-nesting species and foragers.
AQUATIC HABITAT

MTRP is part of the Lower Fraser River Reach – a corridor stretching from the base of Sumas Mountain to the river delta, characterized by engineered bank protection, erosion resistant terraces and bedrock that results in a relatively laterally stable, single threaded channel pattern. MTRP is heavily influenced by the Fraser River in terms of flooding and erosion (see section 6.1 & 6.2).

The majority of MTRP foreshore is disturbed, having been rip-rapped for dyke and erosion protection at various intervals. The river corridor adjacent to the park is considered to be prime sturgeon habitat. Erosion arcs along the foreshore provide off channel rest areas for migratory and resident fish species.

Aquatic habitat within the park includes Gladwin Pond and a linear wetland swamp.

**Gladwin Pond**

Gladwin Pond is a small shallow pond – approximately 120 m x 27 m and 0.5 m deep. The pond may have a hydrological link to the Fraser River and is periodically inundated with Fraser River water during flooding. The pond did not exist before 1948, it is suggested that this was the location of the dyke breach in 1948, and that Gladwin Pond was a ‘borrow pit’ for material to repair and reroute the dyke. The pond has a hydrological link to the Fraser River and is periodically inundated with Fraser River water during flooding. The pond did not exist before 1948; it is suggested that this was the location of the dyke breach in 1948, and that Gladwin Pond was a ‘borrow pit’ for material to repair and reroute the dyke.
Gladwin Pond is surrounded with a secondary floodplain forest and an existing lawn picnic area. The forest is typical of secondary forests that develop in areas that have been drastically modified as a result of human activity and includes Cottonwood and Thimbleberry.

Gladwin Pond supports frogs, birds, moles and shrews. Some species at risk, such as the green heron, painted turtle and red-legged frog, have been observed here. Invasive species such as Himalayan blackberry and reed canary grass are present on the site. Smallmouth Bass and American bullfrogs are also present in the pond. Key challenges affecting the quality of habitat include fragmentation, barriers to movement, exposure to human disturbance and reduced biodiversity.

### Linear Wetland

There is a long, linear wetland area located in the central portion of MTRP. It is approximately 475 m long x 30 m wide. This wetland, classified as a swamp, bisects a large field currently licensed for agriculture. Himalayan blackberry is present throughout this area. A bald eagle nest is located at the east end of the wetland in a small stand of black cottonwood trees.

### 4.2 Geophysical and Soil Overview

#### SURFICIAL GEOLOGY

Matsqui Prairie is underlain by unconsolidated Pleistocene deposits, which are at least 300 m thick. The soils are therefore of post glacial origin, and are classified as belonging to the Salish Group. Fraser floodplain deposits are composed of silty clay, silt and sand up to 6 m thick with sand substrata (Upland, 2011).

#### SOIL

For the most part, soils in the Matsqui Prairie have been secreted from recently deposited river alluvium, and the weathering of these soils has been delayed by poor drainage. The soils of the Matsqui lowlands are primarily comprised of Regosols, Gleysols, and some Brunisols. Regosols are mineral soils that are only weakly developed and occur primarily in deposited soils from the Fraser River and local streams and creeks. Brunisols are more developed than Regosols and are characterized by well-to imperfectly drained mineral soils. Gleysols are poorly drained soils, which develop under wetland or poorly drained forest vegetation (Upland, 2011).
4.3 Habitat Sensitivity Analysis

Sensitive ecosystems provide habitat for many species, including plants and animals at risk. Ecological sensitivities include susceptibility to hydrological changes, soil erosion, spread of alien plants and sensitivity to human disturbance. MTRP has sensitive ecosystems, which include riparian areas, wetlands and ponds.

The sensitivity analysis (map below) delineates at-risk, fragile, or ecologically important ecosystems, incorporating species at risk information, evaluating context, and condition. The ecosystems within MTRP can be considered low to medium sensitivity (highest rating in MTRP is 15.08 on a 0-35.73 scale). The fact that most of MTRP has been severely impacted by dyke construction and conversion of forest to agriculture affects the overall sensitivity rating for ecosystems within the park. The Eastern Riparian Forest immediately adjacent to Sumas Mountain is the most sensitive area due to some large older trees and its proximity to intact forest and the Fraser River. Generally wetlands are highly sensitive, however the quality of the Linear Wetland and Gladwin Pond in MTRP are downgraded because of their small size, lack of natural buffers and location in relatively disturbed areas.
4.4 Climate Change Overview

Climate change refers to the long-term changes in average temperature, precipitation and weather events, such as storm frequency and intensity. How climate change affects the Fraser River is of particular relevance to MTRP. While global climate change is expected to have a large effect on the hydrology of western North America and will potentially cause significant impacts on water resource systems, it is challenging to predict effects at a local scale (Werner, 2011).

The greatest threat to the park is the potential for spring flooding (freshet) to become more severe because of more rapid snowmelt, or when a major storm occurs over a rapidly melting snowpack. Recent unpublished guidelines indicate spring snowmelt could increase and spring freshet peaks may occur a few weeks earlier (Morrison et al, 2002). Therefore the possible affect of climate change would be earlier peak floods and an increase in discharges and water levels (Northwest Hydraulics Consulting, 2011).

Rising sea level is another consideration. Current research suggests water levels at the mouth of the Fraser could increase by 1 m over the next 100 years (Ausenco Sandwell, 2011). Flood modeling indicates that a 1 m sea rise could result in a 0.3 m increase in 5 year flood levels at Mission Bridge. This would essentially raise a 2-year flood level to what is currently considered 5-year levels (Northwest Hydraulics Consulting, 2011).
5.0 CULTURE, HERITAGE AND PUBLIC PROGRAMING

MTRP is located in an area rich with First Nation culture and heritage, pioneer, farming, dyke and natural history. Today, the park is one part of a cultural landscape that continues to evolve.

FROM TIME IMMEMORIAL

The Matsqui First Nation, a member band of the Stó:lô Nation, has long used the area for fishing, hunting, gathering, settlement, and cultural activities. Matsqui (Máthekwi) means “easy travelling” or “easy portage,” likely due to the many waterways that criss-crossed the “prairie” before it was dyked in the nineteenth century. In 1808, Simon Fraser observed Matsqui longhouses on his journey to the Pacific, describing one as 200 m long and 20 m wide.

In the “settlement period” of the mid-1800s, virtually the whole Matsqui Prairie (some 3884 ha) was allocated as Matsqui reserve, protecting food, culture and local spiritual sites. It was reduced significantly in the 1870s to free up the land for the influx of settlers with agricultural aspirations. Today, reserve lands of the Matsqui Nation total 419.4 ha. The main reserve, called “Matsqui Main” (or Indian Reserve #2) is located on the Fraser River at Glenmore and Harris Roads in Abbotsford.

THE PUSH FOR SETTLEMENT

European farmers built the first dykes along the foreshore of Matsqui Prairie in the 1870s, to “improve” the seasonal wetland for farming. The big push for settlement occurred in 1899; families from Norway and Sweden were among the first to arrive, followed by settlers from the UK, Japan and India, among other places. The newcomers grew vegetables and fruit trees, hunted game, raised livestock and depended on the river for eulachon and salmon to supplement what they could grow. The First Nations people of Matsqui were active participants in the new agricultural economy.

The Fraser River provided age-old links for trade and communication. Completion of Canadian Pacific Railroad tracks through Mission in 1886 and the opening of the Mission Bridge in 1891 forged connections to new markets across the country and south across the border. By the mid twentieth century, population growth in the region and the development of a modern transportation infrastructure made agricultural specialization a possibility.
HIGH AND DRY

The first Matsqui dyke was built in 1876 for $70,000 (or $10,000 per mile) by entrepreneur Colin Sward, who hoped to make his fortune selling well-drained farmland. The dyke failed in 1882, dashing Sward’s speculation and finances. In 1894, Matsqui Prairie was inundated once more during the highest flood in settlement history. A new dyke was completed in 1898 and the land marketed once more to new settlers. The newcomers became used to the fluctuations of the Fraser River and expected yearly high water sometime around the third week of May.

During the great flood of 1948, all of Matsqui Prairie’s inhabitants, including 11,000 cows, were evacuated. When the water receded six or seven weeks later, many families returned to find their homes and farms devastated.

THE PARK AND PRESENT CULTURAL LANDSCAPE

MTRP was first recognized as an important trail corridor in 1966, and later, as a Riverfront Park. MTRP was added to the Regional Park system in 1984.

Matsqui Prairie remains a rural part of Abbotsford, with farms producing dairy products, livestock, nursery products, raspberries, blueberries and vegetables.

Matsqui and Sumas First Nations continue to maintain vibrant communities around the park. During the summer months, Matsqui First Nation’s traditional fishery may be observed upstream of the Mission Bridge, and that of Sumas First Nation, near Walters Road.

5.1 Public Programming

The major thematic layers identified for MTRP include First Nation culture and heritage, pioneer settlement, farming, dyking and natural history. Input received at the public open houses strongly supported cultural heritage interpretation and learning opportunities in the park.

Currently Metro Vancouver provides limited public programming in MTRP, including the popular ‘Learn to Fish Program’. Programs and events have been well attended in the past, but lack of parking and facilities is highly restrictive.

Matsqui First Nation identified the potential to partner with Metro Vancouver to preserve, protect and present their culture and history in the park. Opportunities exist for organized programs (e.g. guided canoe trips, carving, etc), public art and interpretive displays and signage specifically at the Mission Bridge Node explaining traditional and ongoing activities.

Sumas First Nation also identified interest in partnering with Metro Vancouver to preserve, protect and present their culture and heritage. The proposed Central Matsqui Node is of particular interest, given Sumas First Nations traditional fishing in this area. Cultural interpretation could include interpretive displays/signage or a large totem pole. Sumas First Nation carvers have considerable experience in producing large totem poles, some in public parks. There may also be an opportunity to cooperate on an enhanced service in the future.
6.0 KEY ISSUES

A number of key issues were identified during the management planning process. The additional research, engagement and resultant strategy to address these issues are presented in this chapter.

6.1 Erosion

The majority of MTRP shoreline has been rip-rapped for erosion and flood protection at various intervals since the dyke was constructed in 1948. The river is generally considered stable west of Walters Street, however the corridor from Walters Street to Page Road (Area A and B) is threatened by erosion (see context map below). City of Abbotsford owns ‘Area A’ foreshore (Metro Vancouver SRW for park use), and Metro Vancouver owns ‘Area B’ with the exception of an 8 ha private property. City of Abbotsford is responsible for operation and maintenance of the dyke and maintains the bank protection as a first line of defense for the dyke.

The Area ‘A’ corridor is characterized by a narrow riparian strip with an unstable bank and loose riprap material. City of Abbotsford Engineering considers the dyke vulnerable to erosion in this area and is planning to enhance bank protection in the future pending environmental approval and First Nation review. The existing MTRP Riverfront Trail in this area could be affected by continued erosion or rip-rap improvement work.
The Area ‘B’ corridor includes a wider foreshore area with a riverbank characterized by trees growing on top of previously placed riprap. Sections of the bank have eroded and many of the trees are undermined with some falling into the channel.

Three erosion arcs formed here in 1997 and have since grown in size. The arcs are caused by the Hatzic Lake outflow on the north side of the river which pushes the flow against the south banks, scouring and eroding the silty-sandy soil. A consultant study concluded that over the next 50 years the erosions arcs will grow and eventually join before the shoreline finally stabilizes. Up to 11 ha of land could be lost to erosion over this period (Northwest Hydraulic Consultants, 2011). Given the distance from river bank to the dyke, the City of Abbotsford does not consider this erosion to be a threat to the stability of the dyke.

A hydraulic engineer consultant report on the erosion arcs identified mitigation options and challenges. The consultant concluded the mitigation option with the best chance of success, least environmental impact and most benefits to the park would involve constructing a rock-filled trench 30 m back from the existing top of bank then allowing the river to erode back to the trench. Riparian habitat would also be established for the added erosion protection of a dense root mass (Northwest Hydraulic Consultants, 2011).
Key challenges to advancing mitigation options include the high cost of initial installation, annual maintenance, efficacy over time, fast flowing river corridor, First Nation traditional fishery, high quality sturgeon and salmon habitat, in-stream work and environmental approvals.

The program and concept (see page 54) for ‘Area B’ includes the Fraser River Nature Trail, habitat creation and continued farm license agreements. The landbase required for this program is flexible and it could be implemented with, or without continued erosion. Further dialogue with City of Abbotsford, regulatory agencies, interested parties and subject experts is required to determine next steps in addressing erosion.

**STRATEGY:**

1. **Metro Vancouver** will continue to work collaboratively with the City of Abbotsford, First Nations, regulatory agencies and interested parties to explore options to limit erosion and preserve land.

2. **Metro Vancouver** will adaptively manage the erosion arcs, monitoring for changes in conditions and the effectiveness of mitigation work. New information and mitigation options will be considered as they become available.

3. In areas threatened by erosion, **Metro Vancouver** will invest in limited basic infrastructure and will adapt existing infrastructure to be more resilient.

4. Below are some basic principles to guide park management and development in areas threatened by erosion in advance of and/or complimentary to additional mitigation options which may be pursued. :
   a. Realign existing riverfront trails to avoid future washouts. Convert existing adhoc trails to a ‘nature trail’ standard (where appropriate).
   b. Explore low cost and environmentally sensitive options to reduce erosion including log booms or chains in the erosion arcs to limit the scouring effect.
   c. Set back new trails from erosion areas (proposed Fraser River Nature Trail).
   d. Create riparian and wetland habitat to increase root mass to help protect against future erosion while providing conservation value and an enhanced park experience.
6.2 Flooding

The majority of MTRP is located between the dyke and foreshore, flooding periodically during freshet caused by spring melt of snowpack at higher elevations. The park’s land base has varied elevations and includes areas that flood at 2, 5, 10 and 20 year intervals. Freshet influences generally last three months, peaking in June-July.

During freshet, the park may be temporarily closed or access may be limited. Once high water recedes there is often considerable silt deposition requiring cleanup before the park is reopened. Climate change is expected to result in increased severity and duration of freshet flooding over the next 100 years.

STRATEGY:

There is a need to balance the desire for more access, trails and facilities with ecological values and the cost of maintaining amenities in the floodplain. The following principles outline the approach to flooding in MVRP:

- Build minimal and flood resilient infrastructure
- Focus new facility investment in stable areas (not threatened by erosion) with the highest elevation (10+ year, preferably 20-year floodplain)
- In zones identified for park development, consider strategic fill (preferably native on site material) to achieve higher elevations
- Cluster high-use facilities in two key park nodes (most resilient to flooding).
- Utilize a ‘rustic’ trail standard for new and existing riverfront trails, where appropriate, that is flood resilient and requires low maintenance. When appropriate utilize silt that has been deposited during freshet to elevate trails.

MTRP Flood Map

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6.3 Agriculture and Unprogrammed Parkspace

Agriculture

MTRP is located in Matsqui Prairie, a productive farming community, and is included in the Agricultural Land Reserve (ALR). The dyke which protects Matsqui Prairie from flooding is also the spine of the park. Given its location and surroundings, the park has a distinct agricultural character. 36.7 ha of parkland is currently licensed for agricultural use (hay and corn production). These land-banked properties have been licensed for farming, pending park activation.

An agrarian study, completed as part of this management plan, identified this land as having grade 3 and 4 productivity classification ratings (good), with the main limitation being flooding and the resultant inability to establish perennial crops. The study identified opportunities to include agriculture programs in the park and support neighboring farms, while enhancing the park visitor experience with amenities such as pollination planting and bee colonies, public education, continued farm licenses and manure application in the park. The study also identified the potential for a future active sustainable farm program in the park (e.g. cooperative community farm, incubator farm or community gardens) (Upland, 2010). While the risk of flooding and erosion make agricultural infrastructure investment (e.g. drainage, sheds, etc.) vulnerable, this does not preclude a creative solution which could overcome these challenges.
Metro Vancouver engaged the Matsqui Prairie Dyke Drainage and Irrigation Committee (MPDDIC), the Agricultural Advisory Committee, the Abbotsford Soil Conservation Association and the general public throughout the planning process. In working with the MPDDIC several members of the farming community expressed concern that the land currently licensed for farm use would be converted to recreation and habitat areas. The need to continue actively managing the agricultural-recreation interface was also brought up by members of the farming community. The general public did not identify demand for farm amenities in the park, however, its inclusion in the framework and concept presented at the January 2012 Open House was supported.

In an informal review of this plan with Agricultural Land Commission (ALC) staff, no major problems were identified. While parks are a permitted land use in the agricultural land reserve, ALC staff did note that some of the proposed park facilities, such as the boat launch, may require an ALC application at the time of implementation.

STRATEGY:

1. Metro Vancouver will continue to recognize the ‘right to farm’ legislation and respect neighboring farms. Active management of the agricultural recreational interface will include adequate waste receptacles, fencing, signage, education and park patrols and regulatory compliance.

AGRICULTURAL STRATEGY:
- 25.9 ha long term agricultural license agreements
- 8.3 ha habitat creation (erosion control/wetland/riparian)
- 2.6 ha recreational development (central node)

*Area figures are approximate*
2. Agriculture will be one of four key park priorities (see section 7.2).

Unprogrammed Parkspace

The parkland currently licensed for farming (see map pg 35) includes some of the premier recreation and conservation opportunities in the park.

Site 1 has a tranquil, natural setting, good beach access, existing road access, mountain and farm views. This area is not threatened by erosion and includes some of the highest elevations in the park. While there is some riparian habitat, it is not particularly sensitive to human disturbance, or the development of park facilities. This combination of attributes on public land is not only unique within the park, it is generally unique to the Fraser River from Hope to the Salish Sea.

Site 2 is the widest part of the park and includes striking Fraser River, farm and mountain views. The large open space offers potential for community events and trail development. There are erosion challenges in this area (see section 6.1) and the riverbank is not conducive to beach access.

STRATEGY:

1. Site 1 has unique characteristics that make it the preferred location for development of a new park node (Central Matsqui Node). Given the unique characteristics and context of this site, it should include a range of recreation, conservation, agricultural and cultural program elements.

Development planning will consider soil conservation, improving soil quality in the park, educating park visitors about farming, supporting adjacent farmers with bee colonies and pollination plantings, continued hay production on site and minimizing recreation-agricultural interface issues.

2. Site 2 will remain largely in agricultural production over the life of this plan, with some secondary trail and habitat enhancements. Over the very long term (20 years+) site 2 provides an opportunity for large waterfront public open space, which may prove desirable given population growth, public demand for recreational amenities and the role of MTRP as Abbotsford's waterfront.
6.4 Program Development

A power boat launch and car camping facilities were identified as potential program elements for MTRP. These amenities are both typically large and expensive with a range of impacts that need to be considered. As such, they proved to be the most challenging and controversial facilities to accommodate in the park.

6.4.1 Boat Launch

Several planning studies and input received during the management planning process pointed to the need to investigate the feasibility of a boat launch in MTRP. Some of these indicators include:

- Experience the Fraser identifies a desire for improved launching opportunities in the Mission Bridge area.
- First Nations expressed support for a boat launch in the park.
- City of Abbotsford Parks Master Plan notes the inclusion of a Boat Launch in MTRP is ‘highly desirable’.
- Municipal and Regional elected officials, Tourism representatives and boating community members requested the inclusion of a boat launch in the park.
- The Metro Vancouver – Fraser Valley Regional District Recreation Demand Study indicates boating is popular in the Fraser Valley with expected growth in the coming years (LEES + Associates, 2010).

A boat launch pre-feasibility study evaluated the potential for the road end sites in the park to accommodate a boat launch. The Mission Bridge Area was identified as the most feasible location because of good road access, hydrology, stable banks, low construction cost (in comparison to other sites) and the site is already disturbed with low habitat value. Some of the challenges for other locations in the park included poor road access, erosion, high construction costs, challenging hydrology, erosion and the potential to disturb higher quality riparian habitat (Northwest Hydraulics Consultants 2011).

At the December 2010 Open House, public input on a boat launch in the park was mixed. At the January 2012 Open House, the concept which included a boat launch was broadly supported by the public. While the boat launch at Mission Bridge is technically feasible, a number of challenges remain before it can be considered socially and economically feasible, these include:
• Matsqui First Nation stages their traditional fishing out of the east end of the Mission Bridge Area (camp, tie-up boats) and fish around Mission Bridge. Matsqui First Nation has expressed support, in principle, for a boat launch but has also raised some concerns over the potential impact to their traditional fishing operation. More engagement is required.

• The Ministry of Transportation and Infrastructure Mission Bridge right of way (ROW) extends through the site. Metro Vancouver currently maintains parkspace in this right of way with a permit. Because the ROW extends through the center of the site, boat launch amenities would need to be constructed on both sides of the ROW, with improved road access through the ROW. A more secure land tenure would likely be required in advance of significant infrastructure investment within this ROW.

• Acquisition of a deficient property is required to provide adequate landbase for parking and related amenities on site.

• The boat launch is an expensive and single-use facility. A business case is required to justify the high capital and maintenance cost. Partnership opportunities and various business models should be explored.

• District of Mission has expressed concern over the potential of this proposed boat launch to affect viability of the existing Mission boat launch. Coordination is required.

STRATEGY:

1. A boat launch should be included in the concept for the Mission Bridge node. It is the most technically feasible and environmentally appropriate location and research has indicated demand for boat launch facilities.

2. The boat launch should not be included in the first phase of park improvements. The following detailed feasibility testing should be completed in advance of implementation:
   a. A business case confirming supply, demand, business model, expected revenues and partnership opportunities. It is likely that the boat launch would be advanced in partnership with boating advocates, the business community and/or the City of Abbotsford.
   b. Complete further engagement with Matsqui First Nation.
   c. Continue dialogue with District of Mission.
   d. Establish land tenure that minimizes risk to Metro Vancouver and provides land base required to accommodate facilities.
6.4.2 Camping

Existing Camping Facilities

Currently Metro Vancouver operates three unserviced campsites at the Mission Bridge park node. While enjoyed by some park visitors, there are a number of challenges associated with the location of these campsites. Generally, there are high operating and maintenance costs and relatively low levels of use.

The camping experience is impacted by the noise from the Mission Bridge, adjacent railway and Mission Speedway located across the river. The campsites are within the two-year floodplain and are often closed due to flooding or repairs during the prime camping season (July thru September). The impacts of flooding may become even more severe as the frequency and severity of flooding is predicted to increase with climate change.

Potential For New Camping Facilities

Experience the Fraser, tourism interests and members of the public have identified the need for more camping opportunities in the Fraser Valley. As such, MTRP was evaluated for the potential to accommodate a car campground program or alternative accommodation options. Generally a car camping experience consists of access to a gravel camping pad, toilet and water within walking distance to trails, beach and other recreational amenities. Many campgrounds now include electrical hookup, showers, flush toilets and wireless internet access.

Based on instruction from Metro Vancouver Parks Committee (October 2011), a 25 site car campground was included in the original concept for the Central Matsqui Node to test the idea with the public. While the public did provide positive feedback at the January 2012 Open House, the car campground was subsequently removed from the concept following more detailed feasibility testing. A car campground is not recommended for the existing park landbase based on the following:

- The majority of the park floods at 2 or 5 year intervals. The frequency and severity of this flooding is predicted to increase over time with climate change.
- The limited land in the 10-20 year flood zones, not threatened with erosion, is required for basic services such as picnic areas, staging and trail connections.
- There is a lack of water and sewer servicing in the park.
- Park access is through secondary rural roads.
- The park is located in the Agricultural Land Reserve.

There may be some opportunity to consider car camping in the future in deficient parkland east of Walters Street. This site is partially forested with good beach access, has some level of servicing, is higher in elevation and has existing structures.

There is potential to include rustic organized group camping facilities and temporary low impact accommodation options (e.g. yurts, tree house-type facilities) in the Central Matsqui Node. These alternatives require less land and resources than car camping and are resilient to flooding. Experience the Fraser identified the need to accommodate groups traveling down the Fraser River for one or multiple
nights. Members of the public also expressed this need at management plan engagement events. A rustic group campsite would include a grassed area where tents could be setup with access to pit toilets and pull-up/tie up area for canoes/kayaks. Ideally the sites would include potable water, but this may not be feasible.

**STRATEGY:**

1. The three existing campsites at the Mission Bridge Node will be decommissioned in 2013.

2. Traditional car camping facilities are not recommended for the existing park landbase and should not be included in the concept. Deficient parkland should be evaluated for potential to accommodate a traditional car campground at the time of acquisition.

3. Rustic group camping opportunities and low impact accommodation options (e.g. yurts or tree house-type facilities) should be included in the Central Matsqui Node.

6.5 Responding to Growing Communities and Public Input

Over the 20-year life of this management plan, the populations of the five municipalities immediately surrounding the park are predicted to grow by approximately 52% from 386,000 to 584,000. Regionally Metro Vancouver is projected to grow by 700,000 new residents; the Fraser Valley Regional District is projecting 107,000 new residents. Park visitation is increasing (see section 3.5). This plan is being completed at a time that allows for careful consideration of the implications of this growth and increased park use.

Public input and research has helped clarify the park facilities of most interest to the public (see section 3.3). Research into the existing condition of park facilities have confirmed high levels of use and the challenges in accommodating existing users in terms of staging, parking and access to the park, as well as a lack of large open areas or park nodes to gather, host events and spend time. These challenges are expected to grow as park use grows with the population.

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The Langleys 40%  
Abbotsford 41%  
Mission 46%

Maple Ridge, Langley, Township of Langley, Abbotsford, and Mission had a combined 2011 population of 385,983. Over the life of this plan population in these 5 municipalities are predicted to increase by 197,688 (52%) to a total Projected 2031 population of 584,000.

STRATEGY:
1. Expand recreational facilities in anticipation of forecasted park use and population growth. Priorities include improved trail system and basic facilities (picnicking, open space, beach access).

2. Given the scenic beauty of the park, recreational potential and its prominent riverfront location and fit with Experience the Fraser, MTRP’s role as a sub-regional destination and important community landmark will grow over time. MTRP will respond to increased local urbanization and the desire for recreational options close to home with facilities and ecological improvements that support ‘healthy parks, healthy people’.

This response is seen in the development of two main park nodes, which will serve as community focal points where people can gather, recreate, connect with nature, celebrate and learn. Improved and expanded trails and habitat enhancement are also critical.

3. Improve access to the park:
   a. Expand existing parking facilities.
   b. Work with City of Abbotsford and BC Transit to improve transit access to the park.
   c. Explore peak season shuttle service to the park.
   d. Include bus drop off/ turnarounds in all new parking areas.
6.7 Experience the Fraser – 10.6 km of Fraser River Waterfront

MTRP includes 10.6 km of Fraser River waterfront and is the longest contiguous corridor of parkland in the Experience the Fraser route. Experience the Fraser provides a visionary plan to establish a “Canyon to Coast” trail from Hope to the Salish Sea, celebrating the rich culture of the Fraser River. MTRP provides an opportunity to advance this vision by providing Fraser River-focused park experiences.

The Experience the Fraser Illustrative Foundational Program includes several elements in MTRP. These include:

- Upgrade the Mission Railway Bridge to accommodate pedestrians and cyclists
- Enhanced camping for paddling groups
- Boat launch improvements in the Mission Bridge area
STRATEGY:

1. MTRP will support the ETF vision through the provision of the following:
   a. Enhanced and expanded Fraser River trails;
   b. Interpretation of cultural heritage;
   c. Motorized boat launch (pending further feasibility testing);
   d. Access to and from the Fraser River for paddlers;
   e. Overnight camping for long distance land and water trail users;
   f. River-focused amenities (viewpoints, picnic shelters, etc.) and access;
   g. Identify retrofitting of the Mission Railway Bridge for trail use as a long-term goal (although outside the scope of Metro Vancouver).
6.8 Emerging Partnerships

A number of partnership opportunities emerged through the planning process. The Abbotsford agricultural community was particularly engaged, advocating for conservation of farmland. This is an important relationship to develop, given the role of farming in the park and the potential for a future active farm program. Agriculture-recreation interface issues are actively managed, but do require ongoing communication with park neighbors and users. The Matsqui Prairie Dyke Drainage and Irrigation Committee provided a good avenue to connect with City of Abbotsford staff, politicians and the farming community to discuss dyke and farming-related issues.

Matsqui First Nation and Sumas First Nation were actively engaged in the management planning process. There is a need for ongoing cooperation to ensure continued access for traditional land use and engagement on park improvement projects. As outlined in the section 5.2, there is potential to explore partnership opportunities to deliver programming, interpret culture and heritage and to provide enhanced services.

Conservation and community groups have completed park habitat creation projects and partnered to deliver events and education in the park, and were active in the management planning process. There is a strong interest in ongoing collaboration.

Tourism officials and members of the Abbotsford business community actively expressed interest in the long-term development of the park and its integration with the Abbotsford and larger Fraser Valley network of attractions and recreational amenities.

STRATEGY:

1. Metro Vancouver will actively engage the Abbotsford agricultural community to explore partnership opportunities on farm-related projects in the park and resolve any agricultural-recreational interface issues (see section 7.2).

2. Metro Vancouver will continue dialogue with the Matsqui Prairie Dyke Drainage and Irrigation Committee, attending one meeting a year to provide an update on park activities, issues and opportunities.

3. Metro Vancouver will continue dialogue with Matsqui and Sumas First Nation, exploring partnership opportunities (see section 7.2). Regular communication will ensure continued smooth access for traditional uses in the park.

4. Metro Vancouver will continue dialogue with tourism officials and the Abbotsford business community to explore partnership opportunities and ensure MTRP is incorporated into the broader network of amenities and attractions available to visitors and residents.
7.0 VISION, FRAMEWORK AND CONCEPT

A framework informed by research and analysis, public input and policy was developed to give clear direction for park management, conservation and development. The framework includes a vision statement which provides high level guidance on the overall park purpose, goals to establish direction on key priorities and objectives which outline means to achieve the goals. The park concept plan provides a long-range vision for the park guided by the values established in the framework.

7.1 Park Vision

Matsqui Trail Regional Park is a place to experience the Fraser River, the working farms of Matsqui Prairie, and the industry and infrastructure of dyke, road, rail and river. Matsqui Trail is the connective thread weaving together layers of recreation, ecology, agriculture and culture to create a diverse, resilient and accessible landscape.
7.2 Goals and Objectives

RECREATION

Goal: Provide a diversity of high quality, accessible, day and overnight recreational opportunities for individuals and groups, facilitating health and wellness, active recreation and connection with the outdoor environment.

Objectives:
1. Expand and enhance trail facilities for walking, cycling and equestrian use.
2. Facilitate park use through the provision of improved public transit access, new parking and staging facilities.
3. Connect MTRP to downtown Abbotsford, Matsqui First Nation Indian Reserve #2, Matsqui Village, Mission Waterfront and Sumas Mountain.
4. Create waterfront destinations, providing recreational access to the Fraser River: walking, cycling, fishing, boating, group camping, picnicking and open space.
5. Support “blueway” travel on the Fraser River through the provision of amenities, landing areas, group camping and signage.
6. Support the Experience the Fraser vision of a “Canyon to Coast” Trail and the “Trans Canada Trail” by dedicating the Dyke Trail as components of these routes, providing related recreational infrastructure and interpretation.
7. Provide park nodes that connect people to the Fraser River in interesting and engaging ways.
8. Upgrade existing trails to universally accessible standards; build new facilities to universally accessible standards.
9. Provide dog walking and dog-off leash opportunities.
10. Establish and adopt names for all park trails, update park kiosks and maps, and improve wayfinding signage throughout park.

ECOLOGY AND ENVIRONMENT

Goal: Create the conditions for ecological diversity and resilience over the long term, recognizing the potential of the park to provide valuable ecological services.

Objectives:
1. Develop ‘ecological anchors’ at Gladwin Pond and the riparian corridor extending west from the base of Sumas Mountain.
2. Create and enhance wetlands throughout park.
3. Support Fraser River Salmon and Sturgeon populations through the preservation and creation of riparian habitat.
4. Implement erosion and flood strategy.
5. Establish native species and riparian habitat throughout the park.
6. Adaptively manage invasive species throughout the park, working to stop the spread and eventually eliminate invasive species from the park.
7. Partner with conservation and service clubs, academic institutions and corporate groups to advance conservation projects and research. Support will continue to be developed with the Pacific Parklands Foundation (PPF), a regional parks fund-raising organization.
AGRICULTURE

Goal: Include agriculture in the park as a programmatic, aesthetic and land management element, supporting agriculture in ways that enrich the visitor experience and are complimentary to park goals.

Objectives:
1. Recognize the primary purpose of the dyke is flood protection; work collaboratively with the City of Abbotsford, Matsqui Prairie Dyke Drainage and Irrigation Committee and neighboring farmers to ensure ease of access for agricultural/dyke operation.
2. Educate park users on agricultural activities and history at dyke nodes and throughout the park in the form of signage, art and digital media.
3. Support pollination through the provision of bee colonies (partnership/programming opportunity) and pollination planting throughout the park.
4. Continue agricultural licensing of approximately 25.9 ha of parkland over the life of this management plan, extending the length of license terms to facilitate optimum land management.
5. Connect park visitors to agriculture through education, programming and immersion in interesting agricultural landscapes.
6. Consider future partnership opportunities for an active sustainable farm program (e.g. perennial flower farm, large-scale community gardens, incubator farm plots).
7. Continue to accept manure application from neighboring farms in open field areas to enhance quality of soil while providing a sustainable deposition of surplus manure.
8. Actively engage the Abbotsford agricultural community to explore partnership opportunities on farm-related projects and programming in the park, and resolve any agricultural-recreational interface issues.
9. Continue dialogue with the Matsqui Prairie Dyke Drainage and Irrigation Committee, attending one meeting a year to provide an update on park activities, issues and opportunities.

CULTURE AND HERITAGE

Goal: Connect park visitors to the rich cultural history of Matsqui Prairie and the Fraser River through innovative programming and interpretation.

Objectives:
1. Provide interpretation and programming focused on the themes of settlement and farming, pioneer settlement, First Nation culture, dyking, Matsqui Prairie and Fraser River history.
2. Create venues, viewpoints and facilities that facilitate Metro Vancouver and partner programming and community events.
3. Include interpretive amenities at Dyke Nodes, along the Fraser River Nature Trail, Mission Bridge Node and Central Matsqui Node.
4. Explore opportunities to partner with park neighbors and the larger farming community to offer agricultural programming and/or support agri-tourism in and around the park.
5. Engage Matsqui and Sumas First Nations during project planning for development projects to ensure a clear understanding of culture and heritage resources. Consult with BC archaeology on best practice in minimizing impact to archaeological resources.
6. Partner with Matsqui and Sumas First Nation to preserve, present and protect their culture and heritage in the park. Explore opportunities for public programs, interpretive displays, signage and art, future enhanced services opportunities.
7. Develop park facilities that include interpretive displays and support interpretive programs.
7.3 Park Concept Plan

The park concept plan envisions a linear park providing a range of recreational opportunities in an ecologically diverse and resilient Fraser River landscape. The program includes river connection points, new trails, park nodes and strategic landscape interventions designed to preserve parkland, create and enhance ecology, and support agricultural programming.

The concept includes two major park nodes. The Mission Bridge Node expands on the existing site program to create a highly active, dynamic place in the midst of working transportation infrastructure. The Central Matsqui Trail Node activates land banked park land to establish a river focused, nature inspired destination in the widest and most striking park zone, essentially creating a ‘nature park’ within a ‘linear park’.

Gladwin Pond and the riparian habitat west of Page Road are proposed as the ecological anchors of the park. The plan accounts for change over time through adaptive programming of large open space and consideration of how freshet flooding and erosion affects the park.
Mission Bridge Node

This Mission Bridge Node builds off existing features to create a highly active, dynamic place in the midst of working transportation infrastructure. This destination also serves as a key staging area to access the rest of the park.

1. Existing campsites converted to day use fishing nooks (alternative dog off-leash swim area when restaurant/cafe is developed)
2. Two lane boat launch with courtesy dock and shear boom with boat tie-up and pedestrian access (pending detailed feasibility testing of Boat Launch)
3. Boat launch parking (12 spaces, optional 16 additional)
4. Picnic area including open lawn area, shade trees, picnic tables, beach access, pedestrian trail improvement (decommission existing gravel access road and parking)
5. Fenced dog off-leash swim area
6. Restaurant / cafe / food truck
7. Orientation node with kiosk, bicycle parking, flush toilets, waste receptacle, accessible trail access over the dyke
8. Boat truck and trailer parking (25 spaces), gated with self-pay kiosk
9. Car parking (42 spaces) with bioswales, entry landscape treatment, signage, bus drop off zone (explore transit access with City of Abbotsford)
10. Upper picnic area with picnic shelter, open space, pedestrian trail improvements
11. Pedestrian viewpoint wharf / decking
12. Seasonal gravel parking for First Nation traditional fishery
13. Explore future pedestrian connection to Mission Waterfront via Abbotsford Mission Railway Bridge
14. Explore future pedestrian connection to Mission Bridge

This park node is an active recreational hub. Proposed amenities include a lane boat launch (user pay), canoe and kayak landing, expanded parking, open space, off leash dog swim area and pedestrian lookout.

The high concentration of active recreational amenities at this site allows for less intense, more conservation focused areas elsewhere. Four existing campsites will be parked and transformed into fishing nooks.

Site interpretation themes include First Nation culture, pioneer, dyeing, farming and bridge history. A possible future pedestrian connection to the Mission Bridge references historic use of the bridge.

Pollinator planting (wildflowers) on the dyke shoulder will support farm operations and enhance the park experience. Interpretive features educate park visitors on agriculture, flood protection and recreational etiquette in farm zones.
Central Matsqui Node

Central Matsqui Node will be the heart of the park - a ‘nature park’ within a ‘green/brown belt’ offering a range of opportunities to experience the Fraser River, gather, connect with nature, and learn about farming and ecology.

1. Shared wharf with Pacific Salmon Commission research facility providing park access from the water/interpretation/viewpoints
2. Honey bee colony (partnership opportunity)
3. Extend Riverfront Trail through site (equestrian/cycling/pedestrian)
4. Proposed riparian habitat creation
5. Proposed equestrian picnic area with hitching post, picnic shelter and picnic tables
6. Beach access (graveled / ramp)
7. Open lawn area with picnic tables, benches, shade trees, picnic shelter, pedestrian walking path and public art
8. Reserveable picnic shelters
9. Designated parking for reserveable picnic shelters (turf/field surface)
10. Organized rustic group campsite
11. Orientation node with kiosk, park map, waste receptacle
12. Car parking (40 spaces) with provision for bus drop off / future bus stop
13. Riparian and wetland habitat creation with pedestrian trail connection to water access / turnaround complete with interpretive features
14. Canoe / kayak launch / landing with pullover parking
15. Equestrian parking (10 spaces)
16. Pollinator planting on dyke shoulder
17. Continued agricultural use

New day use and overnight recreational opportunities are accessible from the river, on foot, bike or by car. The site includes rustic group camping, open space, river connection points, picnic shelters and wharf.

This site includes restoration of wetland habitat and the creation of new riparian forest with opportunities for environmental education. Appropriate setbacks from the road will be maintained in the development of all facilities.

Amenities provide new access for public programming. Interpretive displays are included throughout the site. There is potential to include a public art element in the development of all facilities.

Agricultural use continues on site. Pollinator planting (wildflowers) on the dyke shoulder and in the park will support native pollinator species. The honeybee colony is a partnership and educational opportunity. Dyke nodes provide additional educational opportunities.
Central Matsqui Reach

Central Matsqui Reach has significant erosion challenges and is envisioned as a conservation focused area with layered strategies for flood protection, supporting agricultural programming, engaging park users and providing long-term recreation opportunities including the proposed Fraser River Nature Trail.

1. Expand and enhance existing linear wetland
2. Proposed Fraser River Nature Trail (pedestrian only) with interpretive displays
3. Proposed honey bee colony
4. Continued agricultural use (optional future location for active farm program and/or public open space)
5. Proposed riparian habitat creation (50m width)
6. Beharrell Road end parking (25 spots) with turnaround
7. Proposed log booms/chains in erosion arcs (may limit further scouring of arcs)
8. Pollinator planting on dyke shoulder
9. Dyke Node - rest area, interpretation, views
10. Fraser River viewpoints (with secondary connector trail)

The Fraser River Nature Trail (pedestrian only) will offer a fully accessible, river focused, nature experience. Beharrell Road Staging Area provides easy access for a number of ‘loop’ trail options.

Proposed habitat creation in this area will help protect the park from erosion and support a healthy Fraser River ecosystem. The existing linear wetland will be expanded and enhanced.

Proposed Fraser River Nature Trail provides opportunity for cultural, historical and environmental interpretation and guided trail walks.

Agricultural use continues and a future active farm program could be accommodated in this area. The honeybee colony and pollinator planting (wildflowers) on the dyke shoulder will support farm operations and provide educational opportunities.
Page Road Trailhead

The Page Road Trailhead is the eastern ecological anchor and gateway to both Matsqui Trail and Sumas Mountain Interregional Park.

Expanded car and equestrian parking, improved washroom and orientation facilities support Matsqui Trail Regional Park and Sumas Interregional Park.

Trail rerouting and restoration reduces impact on riparian habitat. Environmental enhancements include invasive species removal, wetland restoration, and habitat creation.

The Riverfront Trail provides an opportunity to interpret the culture and history of the Fraser River.

Pollinator planting (wildflowers) along the dyke shoulder supports neighboring farm operations.
Gladwin Pond offers a unique opportunity to restore and create habitat while developing a key park node that provides a walkable loop from Mission Bridge and a staging area to move east or west.

1. Orientation node with pit toilet, kiosk and waste bin
2. Fraser River viewpoint
3. Gladwin Pond - invasive removal, native species enhancement, reshaping for increased habitat values
4. Restored and expanded riparian forest (invasive species removal, native species enhancement)
5. Picnic area with temporary picnic shelter (removable during flood) and horse tie-up
6. Accessible gravel trail
7. Elevated gravel trail or boardwalk to viewpoint (remove and rehabilitate existing trails in this area)
8. Establish view corridors from existing riverfront trail to Gladwin Pond
9. Pollination support groundcover planting
10. Expand road shoulder parking to 15 spaces; Park entry signage
11. Optional future trail alignment along roadside (flood resilient)

Gladwin Pond will include accessible paths and picnic area with horse tie up. Views to Gladwin Pond will be established throughout the site.

Envisioned as an ‘ecological anchor’ in an otherwise narrow section of the park, proposed environmental enhancements include invasive species removal, decommissioning of old restored riparian habitat.

The site of the 1948 dyke breach, Gladwin Pond will include interpretation and programming focused on flood protection, pioneer history and farming.

Pollinator planting (wildflowers to attract pollinators) along dyke shoulder supports farm operations.
**Glenmore Road Trailhead**

The Glenmore Road Trailhead provides a key staging area for the Trans Canada Trail route moving east into the park and west towards Langley. A small, 'road end' site, this area requires circulation improvements, parking, toilets and signage.

- **1.** Expanded parking (10 spaces)
- **2.** Entry signage
- **3.** Orientation node with pit toilet, waste bin and kiosk
- **4.** Enhanced riparian habitat
- **5.** Optional fence / screening

Improved staging areas and basic amenities to support Trans Canada Trail use.

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### 7.4 Trail Network

MTRP includes two distinct trail experiences: the Dyke Trail, which is open, wide and elevated; and the Riverfront Trail, which is narrower and treed. Erosion and flood constraints need to be carefully considered in the planning and design of future trails. The proposed trail network envisions a system that is resilient to environmental conditions, while providing enhanced experience, connectivity, accessibility, learning opportunities and access points.

#### MATSQUI TRAIL REGIONAL PARK TRAIL NETWORK

<table>
<thead>
<tr>
<th>Existing Trails</th>
<th>standard</th>
<th>Length</th>
<th>Upgrades</th>
<th>Enhancements</th>
<th>Challenges / Notes</th>
</tr>
</thead>
</table>
| 1 Dyke Trail    | 3 m gravel trail (equestrian, pedestrian, cycling) | 10,400 m | • Explore options to upgrade trail surface to compacted 9 mm gravel to improve accessibility. Consider surfacing 1/2 width for cycling/UA/pedestrian use and leaving 1/2 course gravel for equestrian use  
• Upgrade road crossings, include signage as required  
• Upgrade connector ramps from Dyke Trail to Riverfront Trails to universally accessible slopes and surfacing | • Develop dyke nodes at strategic locations (view, interpretive opportunity, rest place required) to enhance the trail experience and interpret key park themes with traditional interpretation, public art, etc | • All work on dyke must be coordinated and approved by City of Abbotsford Engineering  
• Coordinate dyke access/crossing, roadside parking and adjacent infrastructure with City of Abbotsford |
| 2 Riverfront Trail (including dyke connector trails) | 2.5 m gravel trail (equestrian, pedestrian, cycling) | 6,786 m | • Improve visibility and circulation around JAMES Pollution Control Center  
• Surface trail with compacted 9 mm to ensure universal accessibility  
• Re-align sections of trail corridor from Page Road to Anderson Road away from top in areas threatened by erosion (coordinate with City of Abbotsford (+/-300 m length))  
• Explore rustic trail standard in flood prone areas, utilize deposited silt to elevate trail where appropriate | • Establish 11 Fraser River viewpoints (as shown on plan) complete with benches and interpretive signage as appropriate  
• Extend Riverfront Trail from Kelleher Street to Walters Street, through Central Matsqui Node (600 m length) | • Coordinate with City of Abbotsford  
• Community partnership and volunteer opportunities to advance habitat enhancement |

<table>
<thead>
<tr>
<th>Proposed Trails</th>
<th>standard</th>
<th>Length</th>
<th>Features</th>
<th>Challenges / Notes</th>
</tr>
</thead>
</table>
| 3 Fraser River Nature Trail | 1.5-2 m width gravel/native materials nature trail (UA pedestrian) | +/-2,900 m | • Fraser River focused experience  
• Interpretive programming nodes with Fraser River, sturgeon, First Nation, pioneer and farm themes  
• Include 3 Fraser River viewpoints  
• Memorial benches at regular intervals | • Flooding - ensure trail elevation is at or above 10 year flood level. Employ rustic standard and materials resilient to flooding  
• Erosion- final trail alignment to be located away from high risk erosion areas. Trail alignment to be designed in conjunction with erosion mitigation (habitat creation and possible engineering works) |

*see Program Matrix pg 61 for staging areas*
Proposed Dyke Nodes
Rest spots along the dyke with seating, great views, interpretive displays and art

Proposed Fraser River Nature Trail
A fully accessible, flood resilient, river focused nature trail with viewpoints and a diversity of scenery / trail experiences

Existing (Eastern) Riverfront Trail
Improve connector trails to dyke, realign existing trail away from eroding areas and adopt 'rustic trail standard' in flood prone areas

Existing (Western) Riverfront Trail
Improve connector trails to dyke (UA upgrades), provide river viewpoints, upgrade surfacing, extend trail through Central Matsqui Node

Existing Dyke Trail
Provide UA / cycling surfacing corridor, enhance signage and improve intersections

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7.5 Connectivity to Regional Trails/Greenways

MTRP will continue to be an important Trans Canada Trail and Experience the Fraser trail corridor. In addition, the following connections to community and regional trails are envisioned:

SUMAS MOUNTAIN

The Page Road Trailhead will serve as an important connection point and staging area for both MTRP and Sumas Mountain Interregional Park. A trail connection from MTRP into Sumas Interregional Park is envisioned.

MISSION

District of Mission is currently completing long range plans for the redevelopment of the Mission waterfront as a river focused mixed use community. Recently an ETF demonstration project on the Mission waterfront established a riverfront park destination across the Fraser River from the Mission Bridge Node. Both ETF and this management plan support the long-term vision of a pedestrian crossing on the Abbotsford-Mission CN Bridge. This would reference historic use of the Bridge and connect two river focused pedestrian nodes.

Metro Vancouver will also work with City of Abbotsford and BC Ministry of Transportaion and Infrastructure to advance trail connections from the existing Mission Bridge separated cycling/pedestrian sidewalk into the park.

CITY OF ABBOTSFORD

Riverside Street and the Abbotsford Mission highway are City of Abbotsford bicycle routes. Metro Vancouver will work collaboratively with the City of Abbotsford to facilitate this connection into the park. Abbotsford is planning a future north-south connection for the Discovery Trail from the suburban west end of Abbotsford into Douglas Taylor Park, and thus MTRP. This trail connection is considered highly desirable as it would connect MTRP to Abbotsford’s main recreational trail network.

FRASER RIVER BLUEWAY

MTRP will connect to the Fraser River Blueway at the Central Matsqui Node (Canoe/Kayak launch/landing, future shared wharf with boat tie-up) and at the Mission Bridge Node (Power boat launch, canoe/kayak dock tie-up).
8.0 IMPLEMENTATION

8.1 General Development Practices
Given flooding and erosion conditions in this park, development of new facilities is limited and strategically located to minimize risk and maximize resiliency. Regulatory agencies that require consultation and/or approvals for park projects may include BC Ministry of Environment, BC Ministry of Transportation and Infrastructure, BC Agricultural Land Commission, Transport Canada, Department of Fisheries and Oceans Canada, Ministry of Forests, Lands and Natural Resource Operations (archeology dept.) and First Nations. Construction of park facilities in City of Abbotsford Right of Way requires City of Abbotsford approval.

8.2 Business and Commercial Opportunities
The Mission Bridge Node, envisioned as a waterfront destination, includes a power boat launch and associated truck and trailer parking, which would be a fee for service amenity. Preliminary investigation suggests a boat launch would not itself generate profit; however there may be opportunity to partner with others to deliver and/or further enhance this service. The Mission Bridge Node also includes a 900 m² restaurant/café/food services area that could be developed with a private operator.

Agricultural licenses will continue in approximately 25.9 ha of the park during the life of this plan providing land stewardship and revenue opportunities. Upland owner consent for log booming is also a revenue source and may continue, where clear water access or views are not impacted.

8.3 Rental Facilities
The Central Matsqui Node includes potential for future seasonal temporary accommodation (e.g. yurts, tree house-type facilities) which could be implemented with a private operator. The Central Matsqui Node also includes six reserveable picnic shelters and overflow dedicated parking; there is potential to accommodate large events at this site.

8.4 Site Development Units
The Site Development Program Matrix includes an overview, goals, program and challenges/notes for the development units.
<table>
<thead>
<tr>
<th>Park Site</th>
<th>Overview</th>
<th>Site Goals</th>
<th>Program</th>
<th>Challenges / Notes</th>
</tr>
</thead>
</table>
| Glenmore Road Trailhead | A key staging area for the park and Trans Canada Trail. A small, ‘road end’ site, this area requires circulation improvements, parking, toilets and signage. | • Maximize parking  
• Establish park-like character  
• Improve circulation  
• Provide necessary amenities | • Parking (5-8 car spaces)  
• Entry treatment (park sign, cedar fencing, planting)  
• Amenities (kiosk, waste receptacle, pit-toilet, way-finding signage)  
• Clearly delineate trail, trail/access road crossing, parking | • Coordinate community connections, site security and access with Matsqui First Nation  
• Coordinate Glenmore Road ROW alignment and closure with City of Abbotsford  
• Environmental approvals required for work in riparian zone  
• Coordinate dyke access/crossing, roadside parking and adjacent infrastructure with Abbotsford Engineering |
| Gladwin Pond Day-Use Area | Gladwin Pond, the site of the 1948 dyke breach, is a wide section of parkspace in the otherwise narrow corridor from Mission Bridge to Glenmore Road. Although currently ecologically degraded, Gladwin Pond offers a unique opportunity to restore and create habitat while developing a key park node - a walkable loop to or from Mission Bridge and a staging area to move east or west. Gladwin Pond is envisioned as the western ‘ecological anchor’. | • Restore Gladwin Pond as an ecological anchor for the park  
• Create riparian habitat  
• Enhance Gladwin Pond as a key park node and loop destination from Mission Bridge  
• Increase parking  
• Improve circulation  
• Enhance picnic area  
• Provide environmental education and programming | • Roadside parking (10-15 car spaces)  
• Entry treatment (park sign, cedar fencing)  
• Amenities (kiosk, waste receptacle)  
• Circulation improvements  
• Pit toilet facilities  
• Small picnic shelter  
• Fraser River viewpoint  
• Habitat enhancement (remove invasives, plant native species)  
• Interpretive signage | • Coordinate dyke access/crossing, roadside parking and adjacent infrastructure with Abbotsford Engineering  
• Community partnership and volunteer opportunities to advance habitat enhancement  
• Engage Matsqui First Nation on habitat enhancement plans  
• Construct trails to min 5 year flood elevation (preferably 10 yr) |
<table>
<thead>
<tr>
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<th>Program</th>
<th>Challenges / Notes</th>
</tr>
</thead>
</table>
| Mission Bridge Node Area | The most heavily used existing park site, the Mission Bridge Node Area is centrally located and easily accessible.  This site is envisioned to continue as a major park node accommodating a range of activities. Because of its location, adjacent infrastructure and land use, it is a dynamic, active site, providing river contact amidst working transportation infrastructure. It is a logical place to stage and access the rest of the park. | • Create dynamic waterfront destination  
• Expand parking for pedestrians, equestrians and boaters (if boat launch proves feasible)  
• Provide direct river connection  
• Community connections  
• Enhance accessibility  
• Accommodate a diversity of users  
• Support ETF Blueway  
• Ensure continued access for First Nations to traditional fishing areas  
• Accommodate park operations base  
• Support public transit access | • Entry treatment (park sign, fencing, planting)  
• Orientation Node (flush toilets, kiosk, waste receptacle, pit toilet)  
• Picnic shelter  
• Pedestrian viewpoint/lookout/wharf  
• Explore future pedestrian connection to Mission Waterfront via CN Rail Bridge  
• Community connections to Matsqui Village, downtown Abbotsford, Mission  
• Circulation improvements  
• Open space/lawn area/shade trees  
• Fishing/water access  
• Canoe/kayak Landing  
• Parking lot (42 spaces)  
• Decommission existing campsites  
• Fenced dog-off-leash swim area  
• Boat Launch (2 lane) with min 40 truck and trailer parking spaces  
• Decommission existing riverfront parking/road  
• Bus drop off/turnaround | • Improved tenure through Ministry of Transportation and Infrastructure ROW is required  
• Land acquisition of private parcel is required  
• At the time of this report, Ministry of Transportation and Infrastructure was completing seismic upgrades to the Mission Bridge - this work will continue through 2014. It is not suitable to move ahead with development of this site until this work is complete.  
• Detailed feasibility testing of boat launch is required (see section 6.4.1)  
• Highly regulated site (MOE, DFO, Transport Canada, ALC)  
• Engage Matsqui First Nation to ensure continued access to traditional fishing areas, and opportunities to preserve, protect and present culture and heritage  
• Evaluate need to relocate parks works yard at time of implementation |
<table>
<thead>
<tr>
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<th>Program</th>
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</tr>
</thead>
</table>
| Central Matsqui Node | The Central Matsqui Node is, currently land banked in agricultural license agreements (short term), is envisioned as a key park destination as it is in a stable part of the river, has good beach access, excellent views and road access. | • Create a nature inspired riverfront experience  
• Provide a range of recreational opportunities  
• Expand parking for pedestrians, equestrians  
• Provide direct river connections  
• Ensure continued access for First Nations to traditional fishing areas  
• Enhance accessibility  
• Accommodate a diversity of users  
• Support ETF Blueway  
• Support agriculture programming and interim land use (pollination, continued licensing, manure dispersion)  
• Preserve open space for future program options  
• Support public transit access | • Canoe and kayak landing  
• Entry treatment (park sign, fencing, planting)  
• Amenities (pit toilets, kiosk, waste receptacles)  
• 6 reserveable picnic shelters  
• Extend Riverfront trail through site  
• 30-40 standard parking spaces; 10 equestrian trailer spaces; 100 reservable spaces for events/picnic shelter rentals (grass/turflock)  
• Bus drop-off  
• Beach access  
• Programmable open space (picnics, festivals, recreation events)  
• Honeybee colony (partnership opportunity; educational/programmatic element)  
• Continued agricultural licensing of land not required for immediate program development  
• Rustic organized group campsite (0-6 people per site occupancy, walk/paddle/bike in)  
• Wetland and riparian habitat creation)  
• Public Art - Fraser River focused (explore option for totem pole with Sumas First Nation)  
• Interpretive displays | • Engage Sumas First Nation to ensure continued access to traditional fishing areas, and opportunities to preserve, present and protect culture and heritage  
• Application to ALR may be required  
• Consider using on site excavated material (from wetland construction/regrading) to raise elevation of parking/lawn/trail/active areas to 20-year flood level |
<table>
<thead>
<tr>
<th>Park Site</th>
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<th>Site Goals</th>
<th>Program</th>
<th>Challenges / Notes</th>
</tr>
</thead>
</table>
| Central Matsqui Reach | The Central Matsqui Reach has significant erosion challenges and is envisioned as a more conservation focused area with layered strategies for flood protection, supporting agricultural programming, engaging park users and providing rustic trail facilities. | • Limit erosion/loss of land  
• Provide direct river connections  
• Expand parking/staging opportunities  
• Restore wetland  
• Create habitat  
• Preserve land for future programming options  
• Support agriculture programs (pollination, continued licensing, manure dispersion)  
• Provide low environmental, flood damage resistant recreational opportunities | • 50-100 m width habitat creation/ bioengineering erosion protection Riparian Corridor (erosion control)  
• Log booms in strategic locations to limit continued scouring of erosion arcs  
• Establish Fraser River Nature Trail (pedestrian only) loop through habitat creation/bio-engineering erosion protection river connection points; include viewpoints and interpretive displays  
• Restoration and enhancement of wetland  
• Parking (20 cars) in Beharrell Road ROW (to be closed by City of Abbotsford)  
• Honeybee colony (partnership opportunity; educational/programmatic element)  
• Continued agricultural licensing | • Coordination with City of Abbotsford, First Nations and regulatory agencies on erosion is required  
• Engage Sumas First Nation with focus on traditional fishery and culture and heritage significance of site  
• Maximize trail elevation using on site material  
• Final alignment of Fraser River Trail TBD depending on approach to erosion; trail corridor to be located away from erosion threatened areas  
• Coordinate Beharrell Road closure with City of Abbotsford |
<table>
<thead>
<tr>
<th>Park Site</th>
<th>Overview</th>
<th>Site Goals</th>
<th>Program</th>
<th>Challenges / Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Page Road Trailhead/ Eastern Matsqui Trail</td>
<td>This area is envisioned as a gateway to both MTRP and Sumas Mountain Inter-Regional Park. As such, expansion of staging facilities is required. The Eastern park zone includes a ‘finger’ of riparian habitat extending off the western edge of Sumas Mountain. Although currently ecologically degraded, this area is envisioned as the eastern ‘ecological anchor’.</td>
<td>• Provide staging for MTRP and Sumas Mountain Interregional Park  • Expand parking for pedestrians and equestrian park users  • Improve user experience, reduce ecological impact of existing river trail/access road  • Enhance east end parkspace as an ‘ecological anchor’ and habitat corridor extending west from Sumas Mountain  • Improve accessibility  • Accommodate a diversity of users  • Limit erosion  • Improve circulation</td>
<td>• Parking: 40 car spaces, 10 equestrian trailer spaces  • Entry treatment (park sign, fencing, planting)  • Orientation nodes (kiosk, waste receptacles, pit toilet)  • Circulation improvements  • Convert existing riverfront trail/access road to nature trail standard, re-route away from erosion; provide river viewpoints, Improve accessibility  • Habitat creation (invasive species control, wetland creation, conifer planting)  • Establish trail connection from Beharrell Road to existing Riverfront Trail</td>
<td>• Coordination with City of Abbotsford is required to ensure habitat creation will not be in conflict with dyke operation/erosion control  • Engage Sumas First Nation  • Environmental approvals required for work in riparian zone</td>
</tr>
<tr>
<td>6 Dyke Trail and Nodes</td>
<td>The Dyke Trail is envisioned to continue as a key multi-use TCT and ETF trail corridor. Dyke nodes are proposed at strategic locations along the dyke (great view, rest area required for improved accessibility, interpretive opportunities) and would typically include a gravel extension off the side of the dyke, seating, interpretive/interactive displays and possibly a shade structure.</td>
<td>Dyke Trail  • Continued provision of ETF and TCT corridor  • Universal accessibility upgrades to Dyke Trail Nodes  • Provide points of interest- ‘Dyke Nodes’  • Provide rest/turnaround points  • Interpret rich cultural heritage of the park and surrounding area: (Fraser River, agriculture, First Nations culture, pioneer history, dykes, natural history, flooding, Matsqui wetlands pre-dyke)</td>
<td>Dyke Trail  • Explore opportunities to upgrade 1.5 m corridor to UA surface  • Improve road crossing interfaces (signage, view corridors, fencing as required) Nodes  • Seating  • Interpretive feature (signage/display)  • View corridor  • Optional shade structure</td>
<td>• Coordinate all work with City of Abbotsford Engineering  • Engage partners to develop interpretive displays on dyke nodes</td>
</tr>
</tbody>
</table>
### 8.6 Phasing

A phasing plan was developed to guide implementation of park improvements over the long term. The plan includes four phases that were determined based on analysis, research and public input, and what is technically feasible in the short and long term. The phasing plan establishes the priority of park improvements but is not tied to a specific timeline as the availability of capital funding will vary based on Metro Vancouver priorities, partnership and grant opportunities.

**FIRST PHASE IMPROVEMENTS**

First phase improvements focus on establishing public access and facilities in the Central Matsqui Node and Central Matsqui Reach, recognizing the potential to respond to public demand for new facilities, activate parkland, support Experience the Fraser and address key park issues. Improvements to the Mission Bridge Node are also a priority, however, investment is limited because of outstanding land acquisition and tenure requirements and ongoing MOTI upgrades to the Mission Bridge.

Phase 1A outlines the scope of work for scheduled 2013-2014 capital investment. Phase 1B includes Phase 1 improvements that are not included in the 2013-2014 capital improvements.

<table>
<thead>
<tr>
<th>Phase 1-A</th>
<th>2013</th>
</tr>
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<tbody>
<tr>
<td>- Central Matsqui Node: gravel access road, gravel parking, lawn and shade trees, trails and circulation, habitat creation</td>
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</table>

<table>
<thead>
<tr>
<th>Phase 1-B</th>
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<tr>
<td>- Central Matsqui Node: lawn and shade trees (cont), habitat creation (cont), beach access, furnishings, interpretive feature/public art</td>
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</tr>
<tr>
<td>- Mission Bridge Node: trails and circulation, planting (lawn and entry feature), open space improvements, pedestrian viewpoint</td>
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</table>

<table>
<thead>
<tr>
<th>Phase 1-B</th>
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</thead>
<tbody>
<tr>
<td>- Central Matsqui Reach / Eastern Matsqui Trail: Fraser River Nature Trail, parking, habitat creation, bee hive colony</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Phase 2</th>
<th>2016-2018</th>
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<td>- Phase 2 improvements will be guided by the results of the 2013-2014 capital investment and further analysis, research and public input.</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Phase 3</th>
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<tbody>
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<td>- Phase 3 improvements will be guided by the results of the 2013-2014 capital investment, Phase 2 improvements, and further analysis, research and public input.</td>
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<table>
<thead>
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</thead>
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<td>- Phase 4 improvements will be guided by the results of the 2013-2014 capital investment, Phase 2 and 3 improvements, and further analysis, research and public input.</td>
<td></td>
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</table>

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SECOND PHASE IMPROVEMENTS

Second phase improvements focus on full implementation of the Mission Bridge concept, while beginning and in some cases continuing, long-term ecological enhancement of other park zones. Phase 2 highlights includes:

- Mission Bridge Node: boat launch, truck and trailer parking (pending detailed feasibility testing), car parking, washroom, open space, dog off-leash swim area, cafe/refreshment stand, picnic shelter, landscaping
- Ongoing habitat enhancement throughout the park.

THIRD AND FOURTH PHASE IMPROVEMENTS

Third and fourth phase improvements focus on the development of the secondary nodes, park-wide enhancements and continued ecological enhancements. Phases 3 and 4 highlights include:

- Gladwin Pond: trail improvements, lookout, site furnishings, parking picnic tables
- Glenmore Road Trailhead: parking improvements, pit toilet, signage
- Page Road Trailhead: parking, trail improvements, signage
- Park-wide Improvements: improving accessibility on dyke, connector trails (Dyke-Riverfront trail), dyke node development
- Ongoing habitat enhancement throughout the park.
<table>
<thead>
<tr>
<th>Phase</th>
<th>PHASE 1</th>
<th>PHASE 2</th>
<th>PHASE 3</th>
<th>PHASE 4</th>
<th>TOTAL</th>
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<tbody>
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<tr>
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<tr>
<td>Trails</td>
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<td>Boardwalk and lookout</td>
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</tr>
<tr>
<td>*Bee hive colony</td>
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<td></td>
<td>$10,000</td>
</tr>
<tr>
<td>Trails and circulation</td>
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<tr>
<td>Public art</td>
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<td>Beach access</td>
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<tr>
<td>Phase</td>
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<td>PHASE 2</td>
<td>PHASE 3</td>
<td>PHASE 4</td>
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<td>---------</td>
<td>---------</td>
<td>---------</td>
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<td>*Picnic tables and benches</td>
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<tr>
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<tr>
<td>*Planting - wetland enhancement</td>
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<tr>
<td>*Bee hive colony</td>
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<td>Log booms/erosion chains</td>
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<td>*Removal of invasive species and planting native species</td>
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</tr>
<tr>
<td>*Riparian forest habitat creation</td>
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<td>$50,000</td>
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<tr>
<td>Kiosks</td>
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<td></td>
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<tr>
<td>Furnishings (signage, benches, waste bins)</td>
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<td></td>
<td></td>
<td>$15,000</td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td></td>
<td></td>
<td></td>
<td>$150,000</td>
<td></td>
</tr>
<tr>
<td>*Removal of invasive species, habitat enhancement and native plantings</td>
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<td>$40,000</td>
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<tr>
<td>Trails and circulation</td>
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<td>$100,000</td>
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<tr>
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<td><strong>Park Wide Elements</strong></td>
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<tr>
<td>Upgrade 1.5 m corridor of dyke to UA standards</td>
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<td></td>
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<tr>
<td>UA upgrades to dyke-riverfront trial ramps</td>
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<td>Dyke nodes</td>
<td></td>
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<td>$50,000</td>
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<tr>
<td>Paint retaining wall along James WWTP corridor</td>
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<tr>
<td>Hydroseeding pollinator support along dyke shoulder (By others, not included in cost estimate)</td>
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</tr>
</tbody>
</table>

* indicates partnership opportunity (donation/volunteer/grants/cost sharing)
9.0 APPENDICES

9.1 Companion Documents

Summary of public input.

9.2 Bibliography


Watt, Jane. Matsqui Trail Regional Park Cultural History Overview ‘lite’. November 2010

Two public open houses were held as part of the Matsqui Trail Regional Park management planning process. The first open house was held Dec 7, 2010 to share information and solicit preliminary input to inform concept development. The second open house was held January 18, 2012 to test the draft framework, program and concept with the public. Participants provided input via written survey at both open houses. Presentation material and a digital survey were available online for the second open house. This compendium document provides a record of the input received at these events. Survey questions and the responses received are provided. Personal contact information provided by participants has been removed.
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MATSQUI TRAIL REGIONAL PARK MANAGEMENT PLAN SURVEY
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MATSQUI TRAIL REGIONAL PARK MANAGEMENT PLAN SURVEY
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1) What neighbourhood and municipality do you live in?

<table>
<thead>
<tr>
<th>Neighbourhood</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbotsford</td>
<td>11</td>
</tr>
<tr>
<td>Matsqui</td>
<td>4</td>
</tr>
<tr>
<td>Bradner</td>
<td>1</td>
</tr>
<tr>
<td>Mt. Lehman</td>
<td>1</td>
</tr>
<tr>
<td>South Surrey</td>
<td>1</td>
</tr>
<tr>
<td>Walnut Grove Langley</td>
<td>1</td>
</tr>
<tr>
<td>Mission</td>
<td>1</td>
</tr>
<tr>
<td>Not provided</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>21</td>
</tr>
</tbody>
</table>

2) How often do you visit Matsqui Trail Regional Park?

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>2</td>
</tr>
<tr>
<td>Weekly</td>
<td>1</td>
</tr>
<tr>
<td>Monthly</td>
<td>4</td>
</tr>
<tr>
<td>Three times per week</td>
<td>4</td>
</tr>
<tr>
<td>Two to Four times per year</td>
<td>3</td>
</tr>
<tr>
<td>Six to Ten times per year</td>
<td>2</td>
</tr>
<tr>
<td>Not provided</td>
<td>2</td>
</tr>
<tr>
<td>Never</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>20</td>
</tr>
</tbody>
</table>
3) How do you use the park now? (e.g., horseback riding, fishing, dog walking, etc.)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horseback Riding</td>
<td>5</td>
</tr>
<tr>
<td>Fishing</td>
<td>1</td>
</tr>
<tr>
<td>Dog walking</td>
<td>2</td>
</tr>
<tr>
<td>Walking or jogging</td>
<td>6</td>
</tr>
<tr>
<td>Cycling</td>
<td>2</td>
</tr>
<tr>
<td>Not provided</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>20</strong></td>
</tr>
</tbody>
</table>

4) What do you feel are important features of Matsqui Trail Regional Park?

- Close to where I live, many access points, clean well kept trails & trailheads, “
- Lower equestrian trails! Love them far more than dyke but it is important to me that there are frequent opportunities to move from upper to lower so we can plan route.
- Safe trails for walk, bike & horse. No amenities required."
- Open trails for horses
- Continuity. Make it officially off-leash - please keep motorized vehicles OFF the trail!
- Trails
- Views, no traffic noise, it's free!"
- Off leash area for dogs that access river.
- Not provided
- Not provided

- Good, level footing for equestrian use. Dogs must be leashed.
- Trails, views, riparian forest
- Quiet, rural area
- It's a great park and has huge potential for all types of rec use.
- Not provided
- Trails, wildlife, scenery, farmland
- The flora, in this “community” to many trees & other greenspaces disappear.
- Views and access to the Fraser River Trail access.
- Access to the Fraser & it’s riparian zone. The trail itself. Agriculture area to the south.
- Multi-use trails & connectivity of paper resulting. I am on equestrian.
- Boat launch
- Quiet area to be in and view nature.
5) What new or expanded amenities would you like to see in the park?

<table>
<thead>
<tr>
<th>Amenities</th>
<th>STRONGLY DESIRE</th>
<th>SOMEWHAT DESIRE</th>
<th>NEUTRAL</th>
<th>SOMEWHAT DISLIKE</th>
<th>STRONGLY DISLIKE</th>
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<tbody>
<tr>
<td>Pedestrian trails</td>
<td>9</td>
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<tr>
<td>Cycling trails</td>
<td>8</td>
<td>3</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equestrian trails</td>
<td>10</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Fishing access</td>
<td>5</td>
<td>3</td>
<td>6</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Beach access</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Fire Pits</td>
<td>1</td>
<td>5</td>
<td>4</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Picnic areas</td>
<td>5</td>
<td>8</td>
<td>3</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Community gardens</td>
<td>4</td>
<td>2</td>
<td>6</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Open Space</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camping</td>
<td>1</td>
<td>1</td>
<td>5</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Group camping</td>
<td>1</td>
<td>3</td>
<td>6</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Habitat enhancement</td>
<td>11</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Interpretive signs, educational displays</td>
<td>7</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Boat launch</td>
<td>5</td>
<td>2</td>
<td>5</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Canoe/kayak launch</td>
<td>4</td>
<td>8</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Restaurant/café</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Dog-off leash area</td>
<td>6</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Other (specify)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>
6) Matsqui Trail Regional Park has been in operation since 1984. What issues or concerns do you have with the current operation or layout of park facilities?
- Secure parking at trailheads. Connecting to other trails.
- Signage for horses - where we can/can’t go, yield to horses.
- None
- No concerns
- None. It seems to work well. Perhaps more garbage cans along the trail if you expect people to pick up after dogs.
- Paring by bridge is blocked off to the east - why?
- Sewer plant smell sometimes strong.
- No place for fido to swim!
- Lack or restrooms.
- Barriers along trail are difficult for some horses, rocks being moved.
- Not provided
- Parking at the road entrances.
- Not provided
- Not provided
- Not provided
- Not provided
- Not provided
- Maybe a few more washrooms; perhaps signage on trail sharing etiquette.
- Not provided
- Not provided

7) Over the years, park users have shared their experiences and ideas with us. Please tell us what you think about the following ideas so we can understand if they warrant consideration as we move forward with the plan:

7)1) Would you support the development of a power boat launch at the Mission Bridge Picnic Area - Yes, Neutral or No. Comments? If no, another location in park?
- Yes. Comment? Not provided. Another location? Not provided
- No. Comment? It will just add to the noise. Another location? Sure
- No. Comment? Parking requirements are invasive. Another location? Not provided
- Yes. Comment? Not provided. Another location? Not provided
- Neutral. Comment? I like it more wild, less power boats, but others like power boats so ok. Another location? Not provided
- Not provided. Comment? Not provided. Another location? Not provided
- Neutral. Comment? I don’t own a power boat. Another location? Not provided
- Neutral. Comment? Not provided. Another location? Not provided
- No. Comment? Not provided. Another location? Page Road trailhead
- Neutral. Comment? Would be a good thing if parking locator outside dike. Another location? Not provided.
- Neutral. Comment? Not provided. Another location? Not provided
- Yes. Comment? Also a proper parking area for boat trailer and the towing vehicle. Another location? Not provided
- Not provided. Comment? Not provided. Another location? Not provided
- No. Comment? Not provided. Another location? Not provided
- No. Comment? Nature should be enjoyed without motor noise. Another location? Not provided
- Yes. Comment? Not provided. Another location? Not provided
- Yes. Comment? While there is a launch across on the N. side, a launch is needed here. Another location? Not provided
- Yes. Comment? Not provided. Another location? Not provided
- No. Comment? Need more quiet time. Another location? Not provided

7)2) Would you support relocating the four existing campsites at the Mission Bridge Picnic Area to a different park location? - Yes, Neutral or No. Comments? If yes, which location?
- Yes and Neutral Comment? Not provided. Which location? Not provided
- Neutral Comment? Not provided. Which location? Not provided
- Neutral Comment? Not provided. Which location? Not provided
- Neutral Comment? None. Which location? Not provided
- Neutral Comment? I own a cabin in the interiors camping is way better there!. Which location? Not provided
- Neutral Comment? Not provided. Which location? Not provided
- Neutral Comment? Not provided. Which location? Not provided
- Yes. Comment? Ok if added to any existing, development camp site with room to accommodate. Which location? ?-Not sure if anything resembling the above exists."
- Yes. Comment? Not provided. Which location? Further east in or wider area.
- Neutral Comment? Not provided. Which location? Not provided
8) Other ideas or comments? (If your idea has a location, please post it at Station 7.)

- Not provided.
- Not provided.
- Spend money only for safe trails, anti erosion, habitat enhancement.”
- Not provided.
- Make an area where young people can have their river parties, ie garbage cans, washrooms, fire pit, easy police access , etc.”
- Not provided.
- Not provided.
- I would like to take this opportunity to say, dog owners like to let there dogs off leash sometimes.
- Not provided.
- Not provided.
- Beach area suitable for swimming and picnicking
- A good boat launch would allow great access to the Fraser and the Harrison for salmon fishing, sturgeon fishing and water skiing and numerous other water based sports and activities.
- What about a circle? Connecting the trail to another additional trail network.
- I think the farmland in the park has value and should be used for agriculture; perhaps as a demonstration project, community gardens or other resource.”
- Not provided.
- Not provided.
- I’d like to see equestrian trail expansion.
- Boat launch great tourism for Abbotsford.
- Dogs off leash very dangerous with horses even more so when people have devices in their ears and have 2 plus dogs running loose.
MATSQUI TRAIL REGIONAL PARK MANAGEMENT PLAN SURVEY
OPEN HOUSE 2 - JANUARY 18, 2012

1) What community do you live in?
   Abbotsford  21
   Mission     1
   Bradner     3
   Ridgedale   2
   Chilliwack  1
   Surrey      1
   Fort Langley 1
   Aldergrove  1
   Matsqui     3
   Mount Lehman 1
   Total       35

2) How often do you visit park?
   Daily       2
   less than 1 month  8
   monthly      9
   2-6 times per week 8
   Total        27

3) What do you use the park for? (e.g. horseback riding, walking your dog, running..)
   Walking Dog  8
   Walking/Hiking 15
   Running      5
   Fishing      3
   Biking       7
   Boating      3
   Horseback Riding 11
   Birding      3
   Nature Appreciation 2
   Total        57

4)a) Referring to Panel 8, do you feel the Draft Vision and Framework are appropriate for Matsqui Trail Regional Park? (see appendix 1)
   Strongly Agree 13
   Agree          15
   Neutral        4
   Disagree       1
   Strongly Disagree 1
   Total          34
4)b) Comments?
1) Just a caution re dog areas - unless properly monitored conflicts develop between dog owners and others
2) Good balance - has something for everyone.
3) I do not believe we need more parking lot, etc. The parking lots are not full as is.
4) Want to ensure river flooding will not cause too much damage.
5) I think the park is pretty great the way it is, I like the ecology/conservation/reforestation, and understand the need, but would rather see less people and more nature.
6) Concept lends itself to all aspects of recreation and many different user groups. Wide ranging 4 season use.
7) Stress the importance of protection of agricultural activities.
8) Leave it alone! It's perfect now. Where do you all get the money from? Must you rape nature?
9) Let's go for a "circle"
10) I feel the ecology and cultural heritage are very important.
11) Some trails should remain as natural as possible (no gravel) single file width (like the one at the end of Page to railroad N of Sumas Mtn). We really need a trail that runs along the railroad from Page Road to Greendale/Chilliwack.

5)a) Referring to Panel 9, do you feel the Draft Overall Concept Plan presents an appropriate long range approach for Matsqui Trail Regional Park? (see appendix 2)

<table>
<thead>
<tr>
<th>Agreement Level</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>12</td>
</tr>
<tr>
<td>Agree</td>
<td>15</td>
</tr>
<tr>
<td>Neutral</td>
<td>2</td>
</tr>
<tr>
<td>Disagree</td>
<td>0</td>
</tr>
<tr>
<td>Strongly Disagree</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>33</td>
</tr>
</tbody>
</table>

5)b) What do you like about this concept?
1) Almost all proposed additions & changes will make the park a great place to visit & use.
2) Balanced, multi-use, conservation and recreation.
3) Bus service to the park would bring unwanted problems such as drug use, dealers etc.
4) Nothing, this is not economical! Putting concrete & stopping erosion is stopping what nature is!
5) The boat launch.
6) Like the expansion of RV camp spots.
7) Pretty much the same as above (cell 45) - but I do like the overall changes.
8) Expandability to include other forms of recreation and economic opportunity.
9) Recreational opportunities for all users (non motorized) together yet separately where appropriate.
10) Good - No horses allowed. It stinks
11) The environmental enhancement.
12) Nothing. Leave paradise alone.
13) I agree with the entire aspect. I particularly like the pollinator of wild flowers, the pedestrian only trails idea & also the idea of developing a honey industry.
14) I like the provision of riverpoints, more parking, a dog swim area, more benches & habitat enhancement.
15) Campground (remember via rail has a stop on Hargit Rd (off Bell) places to fish from?
16) A dog swim area should be gated from trail.
17) It will draw more traffic into the area.

5)c) Do you have any concerns with this concept?

1) The 25 site campground will become a problem unless adequate staffing is available to monitor this area.
2) No.
3) None.
4) The plan is bringing in too many people with too many uses. This will bring a lot of conflict like what is happening at Campbell Valley Park
5) I believe with this you are going to push out the horseback riders! Bring buses of ppl from the city is not a good idea.

6) No.
7) More people - less park/nature
8) Would like to see more parking @ strategic locations, separation of pedestrian traffic & horses.
9) No horses and their poop people have to responsible for their animals (other words I don’t want to walk in their horses shit).
10) Boat traffic/first nations fishing. Bad combination.
11) Yes, bring in the crowds, the big rigs, commercialize it all and the eagles, howks and coyotes etc. will have to leave (me too!)
12) Looks OK
13) None that I think I should be aware of.
14) I wouldn’t like to see increased traffic on Walters & Kelleher St. parking here & camping at this location. I think it would provide problems for neighbours with rowdies, possible vandalism etc.
15) Beavers. They love this area & it’s trees. Gotta plant more trees for them and a place for beavers to build their dams. - Access to Matsqui Island - ask them to put in a barge to/from & canoe rentals. Hopefully they’ll be inspired to create trails, lodge,”trading post” and native education etc.)
5)d) Do you have any additional comments?

1) Use of existing transmission line right of way along highway #11 for connection to Abbotsford discovery trail could be considered at minimal cost since rough gravel trail already exists.

2) Habitat enhancement wherever possible please.

3) If it is not broke don’t try and fix it. The is nothing wrong with the trails or the facilities.

4) I would really like to see much more off-leash dog areas particularly on the lower trails west of page and between the bridge and Kelleher.

5) Absolutely in favour of a boat launch & tie up parking.

6) Keep our Fraser River Dyke area clean and green for everyone.

7) Keep going!

8) A splendid proposal in all. Only wish that it can be put into practice soon.

9) Grow nutritional trees (nut fruit) and plants (veggies) & herbs & flowers. Grow weeping willows in old flooded poplar orchard by Keller Rd. We need access to Sumas Mtn. Reg. Park thru gun club at end of Harris for people who love to climb.

6)a) Referring to Panel 10, do you support the Draft Trail and Circulation Plan as proposed? (see appendix 3)

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>25</td>
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<tr>
<td>No</td>
<td>4</td>
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<tr>
<td>Neutral</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>32</td>
</tr>
</tbody>
</table>

6)b) If no, what needs to be changed for you to support this plan?

1) No bus service. Do not increase camping. Too many uses for 1 trail to be shared.

2) Add more off-leash dog areas.

3) We need a pedestrian/cyclist walkway built on the east side (existing blocks) of the Mission Rail Bridge (The hwy bridge is too steep for some people) + it will meet up nicely w/ Mission river level.

7)a) The Mission Bridge Concept (refer to Panel 11) includes a boat launch, open space, pedestrian lookout, expanded parking, washroom facilities and the conversion of 4 existing campsites to day use fishing nodes. Do you support this concept as proposed? (see appendix 4)

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>22</td>
</tr>
<tr>
<td>No</td>
<td>3</td>
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<tr>
<td>Neutral</td>
<td>7</td>
</tr>
<tr>
<td>Total</td>
<td>32</td>
</tr>
</tbody>
</table>
7)b) If no, what needs to be changed for you to support this concept?

1) A boat launch need good accessible tow vehicle and boat trucks parking.

2) We don't need any of this done what we have is feasible.

3) If it must move forward it looks fine.

4) Lots of parking required. Thought given to traffic flow for trailers and rigs. Concessions.

5) If you must bring in the crowds, do it this one place only.

6) See #6 (cell B135)

8)a) The Central Matsqui Trail Concept (refer to Panel 12 & 13) includes open space, river access, drive in campground, rustic campsites, picnic shelters, nature trail, habitat creation and parking. Do you support this concept as proposed? (see appendix 5, 6)

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>19</td>
</tr>
<tr>
<td>No</td>
<td>4</td>
</tr>
<tr>
<td>Neutral</td>
<td>6</td>
</tr>
</tbody>
</table>

8)b) If no, what needs to be changed for your to support this concept?

1) Pls ensure that the pond/slough area will be enhanced habitat with limited trail access. The campsite is probably not a good idea. Would need to be well monitored.

2) Not at all nor more campers

3) If you make trails into the nature your gonna scare the NATURAL habitat & animals away.

4) Same a previous - all of it means more people etc?

5) #12 - Could we include a few equestrian camping sites. - For safety equestrian parking/too up/washrooms/picnic areas need to be kept separate from general public. - Needs room for large trailer.

6) I can only support NO change

7) Some concern (see # 5) due to camping imparts & potential for partying etc.

8) This location is much better than the existing camping & picnic area. Super vision of the campsite is a must.

9) Fishing beach needed east of.

10) Please maintain locked gates for park access 11pm - 7am
9)a) The Gladwin Pond, Glenmore Road and Page Road Concepts (refer to Panel 14, 15 & 16) include washrooms, signage, circulation improvements and expanded parking. Do you support these concepts as proposed. (see appendix 7, 8, 9)

Yes 21
No 3
Neutral 5

9)b) If no, what needs to be changed for your to support this concept?

1) It is adequate the way it is.
2) I like the ideas of signage that is all.
3) N/A unfamiliar.
4) Consider drive through parking for horse trailer. - 16 would want to retain our historic use of the secondary trail.
5) We need a quite spot for existing beavers to build, swim & chew down trees.

10) Do you have any other comments or suggestions?

1) The improvements to the Matsqui Park area since parks took over have been great. The proposed plan will improve it further. Keep up the good work!
2) Well planned. I feel it will be well used. I would like to see this expanded to included a park area along the Fraser river right to the ocean.
3) A lot of work! Thought has been part to this proposal. Its also good to see, that nearly 400,000 people/yearly are using this area. Need to look at over-night horse camp ground with for horses at east end of Page Rd.
4) Than you all for the hard work, can’t wait to enjoy!
5) I have been victim to development over the past 30+ years - that is why I now live in Abbotsford? The more people you bring in - the more conflicts will happen. I have horses. I started in Surrey - no parks allow horses there anymore. Langley is now having the same problem.
6) Great overall plan. Looking forward to starting with the first project.
7) I think you’re doing a great job the trails are great although another washroom or two along the way would be nice. - nice just clustered at the Rd. ends. * More off-leash dog area’s*
8) Thought given to Dock & Restaurant facility and commercial opportunities within the park such as seasonal concessions. Pay parking is acceptable.
9) Horse council BC & Back Country Horseman of BC would be pleased & help in design of camping/parking/ trail design. We have resources to that end that may be helpful. Horse council; call Ruth Donald 856-4304 ext 109 recreation@hcbc.ca. Back country Horseman: Rose Schroeder 854-1245.
10) Keep out the campgrounds. Let the high density surrey crowds go to Derby Reach.

11) I appreciate your efforts. Let go for a circle connecting with the discovery trail.

12) Good luck! I wish you well. Unfortunately I’m 90 years old but for many others it will be a marvellous heritage.

13) - Link to trails North of Fraser would be great!
- Would like to see a dog off-leash area on some portion of the dike.
- Please keep the dike portion of the trail cyclable (not to thick gravel)
- Need more garbage cans along the trails to encourage dog owners to pick up after their dogs.

14) If all these (or even some) of these ideas could be implemented would make this park a “destination park”. Looking at all these different panels gets me quite excited.

15) Please write down ideas for the Mastqui 1st Nation to develop their Matsqui Island w/trails, a lodge/long house demonstrations is how to make Indian candy. Canoes & a barge for cyclists.
- Educate the farmers not to use herbicides (esp Glyphosate which sterolizes rats in studies) pesticides & fertizes incl. manure - it’s ruining our ground water, Fraser River & our air quality.

16) Will there be any improvements to sewerage, road approaches? In order to service these changes.
PARK VISION

Matsqui Trail Regional Park is a place to experience the Fraser River, the working farms of Matsqui Prairie, and the industry and infrastructure of dyke, road, rail and river. Matsqui Trail is the connective thread weaving together layers of recreation, ecology, agriculture and culture to create a diverse and resilient landscape accessible through engaging park experiences.

Recreation

Provide a variety of high quality, accessible, day and overnight recreational opportunities for individuals and groups, both for health and wellness, outdoor recreation and connection with the natural environment.

- Expand trail facilities for walking, cycling and equestrian use
- Facilities and use through the provisions of new pedestrian and cycling RePaths
- Connect REPath to downtown Abbotsford, Matsqui First Nation reserve, Matsqui Village, Mission Waterfront and Sumas Mountain
- Create water feature destinations, providing recreational access to the Fraser River, walking, cycling, tennis, camping, angling, open space
- Support "Riverway" trail on the Fraser River through the provision of amenities and landing areas
- Support the KVM vision of a "Green to Gold" and TransCanada trail connection through the provision of recreational infrastructure and trail corridor
- Promote park access that connect park users to the Fraser River in interesting and engaging ways
- Aggregate working trials and historically accessible streamside, to new facilities to universally accessible standards
- Provide dog walking and dog-friendly opportunities

Ecology

Create conditions for resilient diversity and resilience along the long term, mapping the potential of the park to environmental challenges.

- Drive ecologically sustainable policies and the long term resilience planning for multi-use of Saway Mountain
- Hub healthier ecosystems
- Establish native species
- Enhance wetlands capacity
- Review and implement local invasive trail
- Create and enhance wildlife throughout park
- Support Fraser River Salmon and Sturgeon populations throughout production and important riparian corridors and wetlands
- Monitor lakes and streams and maintain fish habitat

Agriculture

Matsqui is a place to work in an environment, water and land management to support opportunities in ways that will allow unique ecosystem and are complementary to park management.

- Reaffirm the primary purpose of the area as food production, working together with the City of Abbotsford. Matsqui Regional agricultural
- High grazing in high elevation forests
- Support local farmers and smallholder farms
- Enhance cultural and agricultural opportunities for recreation and tourism
- Develop and implement sustainable agriculture practices
- Support agricultural education and training programs

Cultural Heritage

Matsqui is a place to visit for its cultural history of Matsqui Prairie and the Fraser River through innovative programming and interpretation.

- Provide interpretation and programming focused on the themes of settlement and farming, pioneer heritage, First Nation culture, rail, Matsqui Prairie and Fraser River history
- Engage with Matsqui and neighboring First Nations to preserve, protect and present their culture.
- Create venues, viewpoints and facilities that facilitate Metro Vancouver and partner programming and community events.
Appendix 2

9 OVERALL SITE PLAN

Matsqui Trail is envisioned as a linear park providing a range of recreational opportunities in an ecologically diverse and resilient Fraser River landscapes. The park program includes river connection points, new trails, park nodes and strategic landscape interventions designed to preserve parkland, create and enhance habitats and support agricultural programming.

LEGEND
- Proposed walking path boundary
- Existing trail (Pedestrian, cycling, equestrian)
- Existing secondary trail (Pedestrian, cycling, equestrian)
- Proposed dyke node (rest area)
- Proposed secondary trail (Pedestrian, cycling, equestrian)
- Proposed Fraser River Nature Trail (pedestrian only)
- Existing riparian forest
- Proposed parking lot
- Proposed future riverfront
- Existing riparian forest
- Proposed pedestrian path
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Appendix 4

11 MISSION BRIDGE

This site is envisioned to continue as a major park node building off its existing features to create a highly active, dynamic place in the midst of working transportation infrastructure.

This park node is an active recreational hub. Proposed amenities include 2 lane boat launch (user pay), canoe and kayak landing, expanded parking, open space, off leash dog swim area and pedestrian lookout.

The high concentration of active recreational amenities at this site allow for less intensive, more conservation focused areas elsewhere. Four existing campsites are proposed to be partially reclaimed and re-purposed as fishing nooks.

Site development will include interpretation. Themes include First Nation culture; pioneer, dyking, farming and bridge history. The proposed future connection to the Mission Waterfront on the CN Bridge references historic use of this Abbandonato - Mission connection.

Proposed pollinator planting (wildflowers to attract pollinators) on the dyke will support farm operations and enhance the park experience. Interpretive features educate park visitors on agriculture, flood protection and recreational etiquette in farm zones.
Central Matsqui Trail has great potential for a Fraser River park experience. This striking area is proposed as a nature inspired destination—essentially a ‘nature park’ within a ‘linear park’.

New day use and overnight recreational opportunities are accessible from the river, on foot, bike or by car. The site includes camping, open space, river connection points, picnic shelters and wharf.

This site includes restoration of wetland habitat, and the creation of new riparian forest. Proposed campground includes habitat creation and opportunities for environmental education. Appropriate setbacks from the River will be respected in the development of all facilities.

Proposed honeybee colony and pollination support planting on the dyke shoulder support farm operations. Dyke nodes present opportunity for agricultural interpretation. Park access route could support farm tours/agri-tourism in partnership with farm community.

Cultural and historic interpretation is included in site development. Proposed amenities provide new access for public programming (i.e. learn to fish, campfire stories, environmental education).

Greater Vancouver Regional District - Parks - 186
Central Matsqui Trail (Zone B) has significant erosion challenges and is envisioned as a conservation focused area with layered strategies for flood protection, supporting agricultural programming, engaging park users and providing long term recreation opportunities including the proposed Fraser River Nature Trail.

Proposed Fraser River Nature Trail (pedestrian only) will offer a fully accessible, river focused, nature experience with stunning views. Beharrel Road Staging Area provides easy access for a number of "way" trail options.

Proposed habitat creation in this area will help protect the park from erosion and support a healthy Fraser River ecosystem. Enhancement of the existing wetland is proposed.

Future recreational areas remain in agricultural production in the mid-long range. Proposed beehive colony and pollinator planting (wildflowers to attract pollinators) on the dyke shoulder support farm operations and provide educational opportunities.

Central Matsqui Trail (Zone B) Regional Park Management Plan
Gladwin Pond offers a unique opportunity to restore and create habitat while developing a key park node – it’s a walkable loop to or from Mission Bridge and a staging area to move east or west.

Gladwin Pond is a rest area and destination along the dyke trail. Proposed amenities and upgrades include riparian boardwalk, accessible paths and picnic area with horse tie-up. Views to Gladwin Pond are found throughout the site.

Envisioned as an 'ecological anchor' in an otherwise narrow section of the park, proposed environmental enhancements include invasive species removal, decommissioning of parallel trails and restored riparian habitat.

Pollinator planting (wildflowers to attract pollinators) along dyke shoulder supports farm

The site of the 1948 dyke breach, Gladwin Pond will include interpretation and programming focused on flood protection, pioneer history and farming.

Greater Vancouver Regional District - Parks - 188
This is a key staging area for the Trans Canada Trail route moving east into the park and west towards Langley. A small, ‘road end’ site, this area requires circulation improvements, parking, toilets and signage.

Improved staging areas and basic amenities to support Trans Canada Trail use.
Page Road is envisioned as the eastern ecological anchor and the gateway to both Matsqui Trail and Sumas Mountain Regional Park.

Proposed Fraser River Trail provides an opportunity to interpret the culture and history of the Fraser River.

Pollinator planting (wildflowers to attract pollinators) along the dyke shoulder supports farm operations.

Proposed amenities include expanded car and equestrian parking, improved washroom and orientation facilities. The proposed Fraser River Nature Trail (pedestrian only) will be fully accessible with excellent river views.

Trail rerouting and restoration reduces impact on riparian habitat. Proposed environmental enhancements include invasive species removal, wetland creation and riparian forest habitat creation.
To: Board of Directors
From: Intergovernmental and Administration Committee
Date: October 31, 2012
Subject: Review of the Parks Function

Staff Recommendation:
That the Board direct staff to examine the long-term regional parks function, the relevance of the regional parks function in the future, and how the growth of this function will be managed.

The above motion arose from the October 17, 2012 Intergovernmental and Administration Committee meeting and is presented for Board’s consideration.
To: Environment and Parks Committee

From: Gudrun Jensen, Operations Services Division Manager
Metropolitan Planning, Environment and Parks Department

Date: October 8, 2012

Subject: Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012

Recommendation:

That the Board:

a) introduce and give first, second and third reading to “Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”; and

b) reconsider, pass and finally adopt “Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”.

1. PURPOSE

To repeal “Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1048 (2006) and repeal “Greater Vancouver Regional District Regional Parks Fees and Charges Bylaw No. 1173, 2012”, and replace both with the “Greater Vancouver Regional District Regional Parks Regulation Bylaw No.1177, 2012”.

2. CONTEXT

GENERAL APPROACH
The significantly re-written Parks Regulation Bylaw is restructured to lay out the basic management philosophy as prohibitions. This approach makes clear Regional Park management priorities and the desired public conduct to anyone reading the bylaw. Because the fees and charges permitting information was incorporated into one bylaw, all public information regarding the general rules and regulations are available in one place for ease of public access.

Additionally, the new bylaw provides currency in the ability to manage trail use in light of new and developing recreational activities. Regional Parks staff can now more effectively manage, for the safety of park visitors, the use of new recreational devices such as long boards, kite boards or electric bicycles, as well as the projected increased use of motorized wheelchairs.

Thirdly, the re-draft incorporates past practice and specific policy changes, such as the smoking prohibition implemented this past January.
ANIMALS
The Animals part was re-written to strengthen the ability to deal with disruptive, aggressive or dangerous dogs more effectively. Park Officers can now clearly require an owner to muzzle, leash, remove their animal or prohibit the animal altogether. A more comprehensive definition of “leash” was added; “under control” was re-defined as a behaviour-based description and applies to both leashed and unleashed animals; no feeding animals was added as a specific prohibition.

PERMITS
The Park Manager has broad powers to regulate park use through a permit system, allowing activities which would otherwise contravene the prohibitions set out in the Regulation Bylaw. Specific permit conditions in the existing bylaw which can be addressed through operational policy were removed, potentially decreasing the number of bylaw amendments. For example, the existing bylaw lists camping quiet hours and emergency access – conditions which can be managed via policy and a camping permit, and which currently would require a bylaw amendment to change.

Part 12 - Park Permits clarifies, and Schedule A subsumes, the current Parks Fees and Charges Bylaw content. The Regulation Bylaw explicitly requires permittees to pay permit fees and charges, as well as comply with all other permit conditions. Incorporation of park permit fees and charges into the new Regulation Bylaw simplifies and strengthens the ability to enforce permit conditions.

ENFORCEMENT
Park Officer enforcement powers were enhanced to include increased inspection and removal powers. A Park Officer may now require a person to do anything the Officer deems necessary to stop or prevent bylaw contravention; language included specifically requires a person to reasonably assist (including identifying themselves), to not obstruct or hinder, and to not make false or misleading statements to a Park Officer.

The Regulation Bylaw adds oft-used offences so that these offences are clearer to the public and are uniquely identified for ticketing purposes. The companion Notice of Bylaw Violation (NBV) Bylaw and Municipal Ticket Information (MTI) Bylaw amendments include additional offences to reflect the new Regulation Bylaw. The fines are based on risk to Regional Parks with the maximum fines assigned to those with greatest potential loss. Remaining fines tend to be in the mid-range in comparison with local municipalities. Both ticketing bylaws include the same offences but the MTI fines are twice those of the corresponding NBV fines. Between them, these ticketing bylaws together now form a graduated fine regime available when punitive enforcement is necessary. These ticketing fines are not intended to comprise a stable revenue stream but will help to offset legal costs for MTI court disputes or in-house adjudication of NBV disputes.

3. ALTERNATIVES

The Board may:

a) provide comments on the proposed bylaw and request staff to incorporate these comments into a revised bylaw;
or

b) give three readings to and adopt the proposed bylaw.
4. CONCLUSION

Staff recommends option b). Metro Vancouver requires the ability to manage and enforce public use on regional parkland. Through prohibitions, the re-enacted Parks Regulation Bylaw provides information to the public on acceptable conduct, enhances general enforcement powers for bylaw enforcement officers to provide for safe public use of regional parks as well as protecting park resources. In addition, the Parks Regulation Bylaw now includes permit fees and charges, and also requires compliance with fees and charges, again strengthening our ability to protect public experience.

ATTACHMENT

“Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012” (Doc. # 6643031).
GREATER VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS REGULATION BYLAW NO. 1177, 2012

Whereas:

A. By bylaws adopted pursuant to the Local Government Act, the Greater Vancouver Regional District operates the service of regional parks in areas outside and within the regional district;

B. The Local Government Act authorizes the Greater Vancouver Regional District to, by bylaw, impose fees and charges payable in respect of a service of the regional district and the use of regional district property and to, by bylaw, regulate and prohibit in relation to a regional district service; and

C. It is deemed desirable to establish rules and regulations for the management, maintenance, operation, enforcement, control, and use of regional parks and property in regional parks.

NOW THEREFORE the Board of Directors of the Greater Vancouver Regional District in an open meeting duly assembled enacts as follows:

Part 1 – Application of this Bylaw

Repeal

1.1 The “Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1048 (2006)” and the “Greater Vancouver Regional District Regional Parks Fees and Charges Bylaw No. 1173, 2012” are hereby repealed.

Citation

1.2 For citation purposes, the name of this bylaw is the “Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012” (“this bylaw”).

Definitions

1.3 In this bylaw:

“all terrain vehicle” has the same meaning as in the B.C. Motor Vehicle (All Terrain) Act and includes snowmobiles;

“animal” means a mammal, reptile, amphibian, bird, insect, fish, and marine life, whether domestic or wild;
“contaminant” includes explosives, radioactive materials, pollutants, hazardous or toxic substances, special waste or other waste, the storage, use, manufacture, or release of which into the environment is prohibited, controlled or regulated under any laws, regulations, orders, bylaws, permits or lawful requirement of any government authority in respect of the protection of the natural environment, or of plant, animal or human health, or in respect of the regulation and use of such substances;

“GVRD” means the Greater Vancouver Regional District;

“GVRD Policy” means a valid and subsisting approved written policy of GVRD that regulates certain activities or conduct in regional parks or the use or occupation of regional park property;

“leash” means a rope, chain, cord, leather strip, or other similar physical tether, no more than five metres in total length, which is designed or used to restrain an animal, whereby one end is secured to the animal and the other end is held by a person;

“motor assisted cycle” has the same meaning as in the B.C. Motor Vehicle Act and regulations under that Act, and includes electric motor assisted cycles;

“motor vehicle” has the same meaning as in the B.C. Motor Vehicle Act, and includes motorcycles and limited speed motorcycles as those terms are defined in the B.C. Motor Vehicle Act and regulations under that Act;

“motorized device” means a motorized device that is not an all-terrain vehicle, motor assisted cycle, or motor vehicle, and includes pocket bikes, mini motorcycles, motorized scooters, mini skateboards, the Segway™, and other similar motorized devices that are not intended for use on roadways, but does not include motorized wheelchairs used by persons with disabilities;

“natural park feature” includes any tree, shrub, herb, flower, grass, turf, or other similar vegetation, and any soil, sand, silt, gravel, rock, mineral, wood, or other similar matter, and includes a waterbody;

“on-site garbage” means cans, bottles, papers, ashes, rubbish, food, and other similar matter or things that originate in connection with or during a person’s authorized conduct or activities within a regional park or the use or occupation of regional park property;

“organized activity” includes any sports, golf, war games, geocaching, and other games and physical activities that are organized as a tournament, series, competition, challenge, or other similar manner of contest;

“owner”, in respect of an animal, means a person who owns, possesses, harbours, has charge of an animal, or permits an animal to remain about the person’s house or premises and, where the owner is a young person, the parent of the young person;

“parent” means a parent who, in respect of a young person, is under a legal duty to support, maintain, or care for the young person, or has, in law or fact, the custody or control of the young person;

“park manager” means the person designated as park manager for the purposes of this bylaw;
“park officer” means any person appointed by the park manager as a park officer for the purposes of this bylaw;

“park permit” means a written authorization issued in accordance with this bylaw;

“posted notice” means any written sign, pictograph, notice, brochure, or map in a regional park giving notice of uses, activities, prohibitions, restrictions, regulations, terms, or conditions on conduct or activities within a regional park or the use or occupation of regional park property;

“regional park” means lands acquired, dedicated, held or occupied as park, including lands dedicated as regional parks or regional trails under the B.C. Park (Regional) Act and continued under the B.C. Local Government Act, lands dedicated by GVRD, and all trails, greenways, ecological conservancy areas, park reserves and any other sites acquired, dedicated, held, occupied, managed, or designated as park land under the jurisdiction or administration of GVRD;

“regional park property” means any movable or immovable property of GVRD;

“temporary shelter” means a tent, overhead tarp or other temporary means of shelter;

“under control” means an owner has a clear line of sight to the animal at all times and the animal immediately returns to the owner when called;

“waste” includes refuse, rubbish, debris, trash of any kind, including household, commercial, agricultural, industrial, and organic waste, and other similar matter or things that are not on-site garbage;

“waterbody” includes any lake, stream, spring, or other similar body of water in, or that is accessed to and from, a regional park or regional park property;

“watercraft” means a boat, ship, or other similar watercraft that is designed, used, or capable of being used for navigation in, on, through, or immediately above water, whether human-powered, motorized, or unpowered, including power boats, sail boats, personal watercraft, paddleboats, watercycles, sailboards, kiteboards, canoes, kayaks, rowboats, rowing shells, and other similar human-powered, motorized or unpowered watercrafts; and

“young person” means a person who is under 18 years of age.

1.4 References in this bylaw to an enactment, bylaw or GVRD Policy include the enactment, bylaw, or GVRD Policy as it may be amended or replaced from time to time.

1.5 This bylaw applies to every person in a regional park and every person using or occupying regional park property, except employees, agents, contractors or volunteers of GVRD when engaged in the performance of their duties or functions.

1.6 The park manager is delegated the authority to designate park officers, and to regulate, prohibit, and impose requirements on uses, conduct, or activities in regional parks and the uses or occupation of regional park property.
Part 2 – General Enforcement Regulations

2.1 For the purpose of ensuring compliance with this bylaw, a park officer may enter upon, open any place or thing in a regional park or on regional park property, including any building, structure, equipment, obstruction, temporary shelter, all-terrain vehicle, motorized device, motor assisted cycle, or motor vehicle to inspect for compliance with this bylaw.

2.2 A park officer may remove or order the immediate removal of any matter or thing from a regional park, and any fees or charges that GVRD incurs shall be a debt due to the GVRD payable immediately upon GVRD’s demand. Without limiting the generality of the foregoing, a park officer may remove or order the immediate removal of any building, structure, equipment, obstruction, temporary shelter, all-terrain vehicle, motorized device, motor assisted cycle, or motor vehicle.

2.3 If a park officer believes that a person has contravened or is contravening this bylaw, a park permit, or a GVRD Policy, the park officer may order the person to do anything the park officer deems necessary or reasonable to stop the contravention or prevent another contravention.

2.4 If a park officer believes that a young person has contravened or is contravening this bylaw, a park permit, or a GVRD Policy, the park officer may order the parent of the young person, or any person whom the park officer believes is responsible for the young person, to do anything the park officer deems necessary or reasonable to stop the contravention or prevent another contravention.

2.5 A person shall give a park officer all reasonable assistance to enable the park officer to ensure compliance with this bylaw and exercise any power conferred by this bylaw. Without limiting the generality of the foregoing, a person shall:

   (a) provide, immediately upon request, that person’s correct name, address, and proposed or actual activities in the regional park;

   (b) provide, within a reasonable time, identification verifying that person’s correct name and address;

   (c) produce, immediately upon request, a park permit if the person’s use, activity or conduct is authorized by a park permit.

2.6 No person shall obstruct or hinder a park officer who is carrying out his or her duties or functions under this bylaw.

2.7 No person shall make a false or misleading statement, whether orally or in writing, to a park officer who is carrying out the officer’s duties or functions under this bylaw.

Part 3 – General Conduct

3.1 No person shall enter, be, or remain in a regional park or use or occupy regional park property except in compliance with this bylaw.
3.2 Every person shall comply with all posted notices and any GVRD Policy regulating, prohibiting, or imposing requirements on uses, activities or conduct in a regional park or the use or occupation of regional park property.

3.3 No person shall enter, be, or remain in a regional park, or use or occupy regional park property, when the regional park or regional park property is closed.

3.4 No person shall:

(a) cut, trim, dig up, excavate, deface, remove, damage, log or prune any natural park features, or engage in any other similar activity that a park officer deems harmful or potentially harmful to natural park features;

(b) construct, clear, or otherwise create trails or pathways, or modify, damage, move, or otherwise change trails or pathways that have been designated by posted notice;

(c) damage, deface, vandalize, tamper with, or destroy regional park property;

(d) build, place, erect, or install any permanent or temporary buildings, structures, improvements, facilities, or temporary shelter; or

(e) place, store, use, manufacture, deposit, or release, or cause, permit or allow the placing, storing, using, manufacturing or releasing of any contaminant in, on, or under a regional park, regional park property, or natural park feature.

3.5 No person shall possess or consume liquor unless such possession and consumption is pursuant to and in compliance with:

(a) a licence issued under the B.C. Liquor Control Licensing Act; and

(b) a park permit.

3.6 No person shall obstruct or interfere with any person’s use, activity or conduct that is authorized by and carried out in compliance with a park permit.

3.7 A parent must exercise reasonable supervision of the young person at all times and make reasonable efforts to prevent or discourage the young person from engaging in any activity that contravenes or may contravene this bylaw.

Part 4 – Dangers and Nuisances

4.1 No person shall act or engage in disorderly, dangerous, violent, lewd, sexual, or offensive conduct, or act or engage in any conduct or activity that a park officer deems may be dangerous, potentially dangerous, or otherwise harmful to persons, natural park features, regional park property, or animals.

4.2 No person shall have or use a firearm, rifle, shotgun, handgun, spring gun, or other similar device that propels a projectile by means of an explosion, compressed gas, or spring, or have or use a slingshot, bow, cross-bow, or other similar device, which a park officer deems dangerous or potentially dangerous, or otherwise harmful to persons, natural park features, regional park property, or animals.
4.3 No person shall defecate or urinate except in a washroom, restroom, or outhouse.

4.4 No person shall:
   (a) make or cause any noise or amplified sound; or
   (b) use or operate any equipment, machinery, motor assisted cycle, or motor
        vehicle,

in a manner that a park officer deems a disturbance or potential disturbance to the
peace, enjoyment, or comfort of other persons or animals, or in a manner that a park
officer deems dangerous or potentially dangerous, or is otherwise harmful or disturbing
to persons, natural park features, regional park property, or animals.

Part 5 – Activities

5.1 Every person must travel on and within roadways, parking lots, trails, and greenways
designated by posted notice for the purpose of that activity.

5.2 No person shall cause, construct, erect, or create an obstruction on a roadway, trail, or
greenway.

5.3 No person shall conduct or engage in any procession, parade, march, drill, performance,
ceremony, concert or other similar group gathering.

5.4 No person shall:
   (a) use or operate a remote-controlled plane, car, boat or other similar device except
       in an area designated by posted notice as allowing that activity;
   (b) play, or cause, permit or allow the playing of a sport except in an area designated
       by posted notice as a playing field and only if in compliance with the posted
       notice regulating, prohibiting, or imposing requirements on the playing of sports;
   (c) play, or cause, permit or allow the playing of an organized activity unless in
       compliance with a GVRD Policy regarding that organized activity;
   (d) hit a golf ball except in an area designated by posted notice as allowing golfing;
       or
   (e) use inline skates, long boards, skateboards, or other similar human-propelled or
       unpowered devices except in an area designated by posted notice as allowing
       that activity.

Part 6 – Smoking and Fire Prevention

6.1 No person shall smoke except in an area designated by posted notice as allowing
smoking.

6.2 No person shall throw, discard, or litter a lit match, cigar, cigarette, tobacco, or other
similar flammable matter or thing.
6.3 No person shall light or use any stove, barbeque or other similar cooking device, or any flame-producing device, except:
   (a) in an area or by using regional park property designated by posted notice as allowing that activity; and
   (b) the person attends to the stove, barbeque or other similar cooking device or flame-producing device at all times.

6.4 No person shall light or burn an open fire except:
   (a) in an area or by using regional park property designated by posted notice as allowing that activity; and
   (b) the person attends to the open fire at all times.

6.5 No person shall bring in, use or ignite any fireworks, including cannon crackers, fireballs, firecrackers, mines, Roman candles, skyrockets, squibs, torpedoes or other similar explosive or combustible devices that the park manager deems a firework.

Part 7 – Waste, Garbage, and Littering

7.1 No person shall deposit or leave on-site garbage in a regional park except in garbage receptacles.

7.2 Subject to section 7.3 of this bylaw, no person shall bring in, deposit, dump, or leave waste in a regional park or on regional park property.

7.3 A person may leave horse manure in a regional park if in compliance with a GVRD Policy regarding the management of horse manure.

7.4 No person shall litter any matter or thing.

7.5 No person shall:
   (a) bring, leave, or abandon dead or living vegetation;
   (b) bring, leave, or abandon any dead animal,
   in or into a regional park.

Part 8 – Animals

8.1 An owner shall keep the animal under control at all times.

8.2 No owner shall cause, permit, or allow an animal to:
   (a) dig up, damage, deface, destroy, or otherwise injure any natural park feature or regional park property;
   (b) disrupt, disturb, frighten, or intimidate a person or other animal, including by licking, jumping, snarling, growling, or pursuing the person or animal; or
(c) travel anywhere that may cause damage to, or otherwise injure, a natural park feature or regional park property.

8.3 No owner shall cause, permit, or allow an animal to engage in any conduct that a park officer deems dangerous, harmful, injurious, or potentially dangerous, harmful or injurious to persons, natural park features, regional park property, or other animals.

8.4 Subject to section 8.5, an owner shall not cause, permit or allow the animal to be unleashed.

8.5 An owner of a dog may unleash the dog if within an area designated by posted notice as “Dog Off Leash” or “Leash Optional” and the owner keeps the dog under control at all times.

8.6 An owner of a dog shall immediately remove and dispose of any defecated matter of the dog in a sanitary manner.

8.7 No owner shall cause, permit, or allow a dog to enter, be or remain in any part of a regional park or regional park property, including on a beach or in a waterbody, where dogs are designated by posted notice as prohibited.

8.8 An owner shall immediately leash a dog when the dog is within the vicinity of a horse.

8.9 A park officer may:

(a) order an owner to leash, muzzle, or put a similar physical tether or protective guard on an animal when in a regional park. Without limiting the generality of the foregoing, the park officer may make such an order regardless of whether the animal is in an area designated by posted notice as a “Dog Off Leash” or “Leash Optional” area, or on a beach or in a waterbody designated by posted notice as allowing dogs;

(b) remove, or order the immediate removal of, an animal; or

(c) prohibit an animal from entering, re-entering, being, or remaining in any regional park.

8.10 No person shall ride or walk a horse, or use or operate a horse-drawn vehicle, except in an area designated by posted notice as allowing horses.

8.11 Subject to section 8.12 of this bylaw, no person shall molest, disturb, frighten, injure, kill or trap any animal.

8.12 A person may fish if in compliance with all applicable laws, enactments, bylaws, and regulations.

8.13 No person shall feed any animals, except the owner’s animal, or leave or place any matter or thing with the intent of attracting other animals.

8.14 No person shall leave or abandon any animal in a regional park.
Part 9 – Water Activities

9.1 No person shall swim in a waterbody where swimming is designated by posted notice as prohibited.

9.2 No person shall remove, damage, deface, or tamper with any float, wharf, buoy, piling, or similar equipment, or any equipment designed or used for navigation, safety, or life-saving purposes.

9.3 No person shall tie up, attach, or moor watercraft to regional park property except in an area or to regional park property designated by posted notice as allowing mooring.

9.4 No person shall use or operate watercraft in a manner that a park officer deems dangerous or potentially dangerous to persons, natural park features, regional park property, or animals, or in a manner that a park officer deems obstructs or interferes with the use of a regional park or regional park property by other persons.

Part 10 – Vehicles and Motorized Devices

10.1 No person shall use or operate a motor assisted cycle or motor vehicle unless that person and the motor assisted cycle or motor vehicle are in compliance with the B.C. Motor Vehicle Act.

10.2 No person shall use or operate a motor assisted cycle or motor vehicle except on and within a roadway or parking lot.

10.3 No person shall use or operate an all-terrain vehicle or motorized device anywhere in a regional park.

10.4 A person who parks a motor vehicle shall obtain a park permit for parking and pay the parking fee where it is specified by posted notice as requiring payment to park.

10.5 No person shall park a motor assisted cycle or motor vehicle:
   (a) anywhere other than in a location designated by posted notice for parking;
   (b) overnight, or leave the motor assisted cycle or motor vehicle in a regional park when it is closed according to the posted notice designating the hours of operation;
   (c) anywhere designated by posted notice as parking for persons with disabilities except with a valid disabled persons’ parking permit issued under the B.C. Motor Vehicle Act that is displayed on the motor assisted cycle or motor vehicle; or
   (d) anywhere designated by posted notice as service or emergency vehicle parking.

10.6 A park officer may tow, cause to be towed, or order the immediate towing of an all-terrain vehicle, motorized device, motor assisted cycle, or motor vehicle that is in a regional park in contravention of this bylaw, and any fees and charges GVRD incurs shall be a debt due payable immediately upon GVRD’s demand.

10.7 No person shall wash, clean, polish, repair, grease, tune-up, or do any maintenance or other similar mechanical work on a motor vehicle or motorized device.
Part 11 – Commercial Activities

11.1 No person shall carry on any business, trade, profession, commercial activity or occupation, including activities on a non-profit basis, by:

(a) selling, bartering, or displaying for sale any goods, services, food, refreshments, or other similar services, matter or things;

(b) using a regional park or regional park property, whether that business, trade, profession, commercial activity, or occupation is conducted or carried out within or outside of a regional park, or paid for in advance of, during or after the activity;

(c) posting, delivering, painting, publishing, or distributing any advertisement, sign, placard, or handbill in connection with a business, trade, profession, commercial activity, or occupation;

(d) operating or parking a motor assisted cycle or motor vehicle, equipment, or machinery for the purpose of advertising or promoting in connection with a business, trade, profession, commercial activity, or occupation;

(e) operating equipment, machinery, or other device that is capable of visual projection or amplified sound for the purpose of advertising or promoting in connection with a business, trade, profession, commercial activity, or occupation.

Part 12 – Park Permits

12.1 Without limiting section 1.6 of this bylaw, the park manager may provide for a system of park permits to regulate any use, conduct, or activities in a regional park or the use or occupation of regional park property, including doing any one or more of the following:

(a) establishing terms and conditions of, or terms and conditions that must be met for, obtaining, continuing to hold, or renewing a park permit;

(b) providing for the granting, refusal, suspension or cancellation of park permits;

(c) providing for the effective periods of park permits;

(d) limiting the number of park permits that may be issued, having regard to the nature of the regional park, preservation of natural park features, the impact of the use, conduct, or activity on the use and enjoyment of the regional park or regional park property, and any other factors the park manager deems reasonable;

(e) providing for temporary exclusive use or occupation of a regional park, regional park property, or portions thereof, which may include the temporary closure of a regional park, regional park property or portions thereof; and

(f) such other uses, conduct or activities that the park manager deems reasonable.
12.2 A person who is issued a park permit shall:

(a) pay the fees and charges for the park permit that are specified in Schedule “A” to this bylaw, plus applicable taxes unless otherwise specified as tax included; and

(b) comply with the terms and conditions in the park permit.

12.3 A person who is issued a park permit shall comply with all, laws, enactments, bylaws, and regulations, and obtain any permits and approvals from federal, provincial, local government, and regulatory authorities applicable to the use, conduct or activity for which the park permit is issued.

12.4 The park manager may require a deposit to be paid as security for costs, expenses, losses or damages GVRD incurs arising out of or in connection with a park permit, in the amounts specified in Schedule “A” to this bylaw.

12.5 It is a term of all park permits that neither GVRD, nor any of its elected or appointed officers, employees, servants, agents, contractors, licensees or representatives, accepts or assumes any responsibility or liability for any claims, demands, proceedings, actions, suits, costs, expenses, fines, losses or damages in respect to death, injury, loss or damage to persons or property, however and whenever caused, arising out of or in connection with a park permit. The person who is issued the park permit shall indemnify and save harmless GVRD, and its elected and appointed officials, directors, officers, employees, servants, contractors, and agents from and against any and all claims, demands, proceedings, actions, suits, costs, expenses, fines, losses or damages arising, directly or indirectly, in connection with the park permit.

Part 13 – Offences and Severability

13.1 A person who fails or refuses to provide reasonable assistance to a park officer or gives false information required under this bylaw commits an offence and is liable on conviction to a minimum fine of $50.00 and a maximum fine not exceeding $10,000.00.

13.2 A person who contravenes any provision of this bylaw commits an offence and is liable on conviction to a minimum fine of $50.00 and a maximum fine not exceeding $10,000.00.

13.3 A person who contravenes any provision of this bylaw in a continuing nature commits an offence and is liable on conviction to a minimum fine of $50.00 and a maximum fine not exceeding $10,000.00 for each day such offence is continued.

13.4 Nothing in this bylaw limits the park manager or GVRD from utilizing any other provision of this bylaw or remedy available at law.

13.5 If any part or provision of this bylaw is for any reason held to be invalid or unenforceable by a decision of a court of competent jurisdiction, such decision shall not affect the validity or enforceability of the remaining portions of this bylaw.
READ A FIRST, SECOND AND THIRD TIME this __________ day of ______________, 2012.

RECONSIDERED, PASSED AND FINALLY ADOPTED this __________ day of ______________, 2012.

_____________________________   ____________________________
Paulette Vetleson      Greg Moore
Corporate Secretary     Chair
SCHEDULE “A”

FEES and CHARGES

Part 1 - Definitions

1.1 In this Schedule:

“adult” means a person 19 years of age or older but under the age of 65;

“child” or “children” means a person or persons between 3 and 14 years of age;

“commercial use” means a business, trade, profession, commercial activity or occupation, including activities on a non-profit basis, as defined in Part 11 of this bylaw;

“private event” means an activity that is privately organized and is not open to the public;

“private group” means a maximum of 15 persons pre-registered as participants in an interpretive program that is not open to the public;

“senior” means a person 65 years of age or older;

“small group” means a total of no more than 6 persons in a group consisting of:

(a) up to 2 adults and up to 4 persons who are 18 years of age or under; or
(b) 1 adult and up to 5 persons who are 18 years of age or under;

“youth” or “youths” means a person or persons between 15 and 18 years of age; and

“youth group” means a group of persons consisting of:

(a) youths or children; and
(b) a maximum of 1 adult for every 4 youths or children.
Part 2 - Outdoor Facilities

2.1 The following are the fees payable for a park permit for the use and occupation of the regional park property in the regional park described:

(a) Reservable picnic shelters

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>Shelter</th>
<th>Fee on weekends and holidays, per day</th>
<th>Fee on weekdays, per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aldergrove</td>
<td>Blacktail</td>
<td>$135</td>
<td>$65</td>
</tr>
<tr>
<td>Belcarra</td>
<td>Belcarra 1</td>
<td>$135</td>
<td>$65</td>
</tr>
<tr>
<td>Belcarra</td>
<td>Belcarra 2</td>
<td>$135</td>
<td>$65</td>
</tr>
<tr>
<td>Campbell Valley</td>
<td>Old Orchard</td>
<td>$135</td>
<td>$65</td>
</tr>
<tr>
<td>Crippen</td>
<td>Crippen 1</td>
<td>$65</td>
<td>$65</td>
</tr>
<tr>
<td>Crippen</td>
<td>Crippen 2</td>
<td>$65</td>
<td>$65</td>
</tr>
<tr>
<td>Crippen</td>
<td>Crippen 3</td>
<td>$65</td>
<td>$65</td>
</tr>
<tr>
<td>Deas Island</td>
<td>Deas</td>
<td>$135</td>
<td>$65</td>
</tr>
<tr>
<td>Deas Island</td>
<td>Muskrat Meadows</td>
<td>$135</td>
<td>$65</td>
</tr>
<tr>
<td>Derby Reach</td>
<td>Marpole</td>
<td>$135</td>
<td>$65</td>
</tr>
</tbody>
</table>

(b) Fields

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>Field</th>
<th>Fee, per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aldergrove</td>
<td>Aldergrove Bowl</td>
<td>$100</td>
</tr>
<tr>
<td>Aldergrove</td>
<td>Sedge Field</td>
<td>$80</td>
</tr>
<tr>
<td>Campbell Valley</td>
<td>Little River Bowl/Field</td>
<td>$80</td>
</tr>
<tr>
<td>Campbell Valley</td>
<td>Rowlatt Farm</td>
<td>$100</td>
</tr>
<tr>
<td>Campbell Valley</td>
<td>Rowlatt Farm Enhanced</td>
<td>$250</td>
</tr>
<tr>
<td>Campbell Valley</td>
<td>Picnic Terrace</td>
<td>$80</td>
</tr>
<tr>
<td>Capilano River</td>
<td>Cleveland Dam Field</td>
<td>$80</td>
</tr>
<tr>
<td>Crippen</td>
<td>Snug Cove/Middle Field</td>
<td>$80</td>
</tr>
<tr>
<td>Deas Island</td>
<td>Fisher's Field</td>
<td>$80</td>
</tr>
<tr>
<td>Lynn Headwaters</td>
<td>Lynn Headwaters Field</td>
<td>$80</td>
</tr>
<tr>
<td>Pacific Spirit</td>
<td>Plains of Abraham</td>
<td>$80</td>
</tr>
</tbody>
</table>

(c) Ball diamonds

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>Fee, per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boundary Bay</td>
<td>$80</td>
</tr>
<tr>
<td>Crippen</td>
<td>$80</td>
</tr>
</tbody>
</table>
(d) Other outdoor facilities

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>Facility</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belcarra</td>
<td>Commercial Use of Belcarra Wharf</td>
<td>$75, per hour</td>
</tr>
<tr>
<td>Campbell Valley</td>
<td>Campbell Downs Equestrian Centre</td>
<td>$140, per day</td>
</tr>
<tr>
<td>Campbell Valley</td>
<td>Equestrian Centre overflow parking lot</td>
<td>$80, per day</td>
</tr>
<tr>
<td>Campbell Valley</td>
<td>MacLean Pond</td>
<td>$25, per day</td>
</tr>
</tbody>
</table>

(e) Group camping

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>Group Camp</th>
<th>Fee, per night</th>
<th>Youth group fee, per night</th>
</tr>
</thead>
<tbody>
<tr>
<td>Campbell Valley</td>
<td>Camp Coyote</td>
<td>$200</td>
<td>$100</td>
</tr>
<tr>
<td>Deas Island</td>
<td>Muskrat Meadows</td>
<td>$200</td>
<td>$100</td>
</tr>
<tr>
<td>Tynehead</td>
<td>Raven's Nest</td>
<td>$200</td>
<td>$100</td>
</tr>
</tbody>
</table>

(f) Front country camping

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>Facility</th>
<th>Fee, per night</th>
<th>Seniors/Persons with disabilities, fee per night</th>
</tr>
</thead>
<tbody>
<tr>
<td>Derby Reach</td>
<td>Edgewater Bar</td>
<td>$24</td>
<td>$21</td>
</tr>
</tbody>
</table>

Part 3 - Indoor Facilities

3.1 The following are the fees and security deposit payable for a park permit for the use and occupation of the regional park property described:

(a) Camp Capilano, Capilano River Regional Park

<table>
<thead>
<tr>
<th></th>
<th>Fee</th>
<th>Youth group fee</th>
<th>Security deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overnight</td>
<td>$1,000, per night</td>
<td>$420, per night</td>
<td>$200</td>
</tr>
<tr>
<td>Day use, from 9am to 5pm</td>
<td>$500, per day</td>
<td>$210, per day</td>
<td>$200</td>
</tr>
<tr>
<td>Late checkout</td>
<td>$200, per hour</td>
<td>$200, per hour</td>
<td>n/a</td>
</tr>
<tr>
<td>Lifeguard</td>
<td>$35, per hour</td>
<td>$35, per hour</td>
<td>n/a</td>
</tr>
<tr>
<td>Extraordinary cleaning</td>
<td>$25, per hour</td>
<td>$25, per hour</td>
<td>n/a</td>
</tr>
</tbody>
</table>
(b) Cammidge House, Boundary Bay Regional Park

<table>
<thead>
<tr>
<th>Facility rental</th>
<th>$60, per hour</th>
<th>$500</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tent - over capacity</td>
<td>$250, per day</td>
<td>n/a</td>
</tr>
<tr>
<td>Late checkout</td>
<td>$200, per hour</td>
<td>n/a</td>
</tr>
</tbody>
</table>

(c) Inverholme Schoolhouse, Deas Island Regional Park

<table>
<thead>
<tr>
<th>Facility rental</th>
<th>Fee, per hour</th>
<th>Security deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$50</td>
<td>$500</td>
</tr>
</tbody>
</table>

(d) Minnekhada Lodge, Minnekhada Regional Park;

<table>
<thead>
<tr>
<th>Facility rental</th>
<th>Fee, per hour</th>
<th>Security deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Late checkout</td>
<td>$200</td>
<td>n/a</td>
</tr>
<tr>
<td>Late checkout</td>
<td>$200</td>
<td>n/a</td>
</tr>
</tbody>
</table>

(e) BC Mills House, Lynn Headwaters Regional Park.

<table>
<thead>
<tr>
<th>Facility rental</th>
<th>Fee, per hour</th>
<th>Security deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$15</td>
<td>$500</td>
</tr>
</tbody>
</table>

Part 4 - Parking

4.1 The following are the fees payable for a park permit for parking in the regional park described:

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>Location</th>
<th>Fee, per hour</th>
<th>Fee, per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific Spirit Regional Park</td>
<td>Fraser Lot</td>
<td>$1.50</td>
<td>$7.50</td>
</tr>
</tbody>
</table>

4.2 The fees specified in the table at section 4.1 are inclusive of applicable taxes.
Part 5 - Private Events

5.1 The following are the fees payable for a park permit for the use and occupation of the regional park property described for private events:

<table>
<thead>
<tr>
<th>Number of persons as participants or spectators</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Simple event Up to 300 persons</td>
<td>$250, per day</td>
</tr>
<tr>
<td>Complex event 301 to 500 persons</td>
<td>$375, per day</td>
</tr>
<tr>
<td>Large event Over 500 persons</td>
<td>$500, per day</td>
</tr>
<tr>
<td>Camping outside of designated campsites n/a</td>
<td>$6 per person, per night</td>
</tr>
</tbody>
</table>

5.2 A person is exempt from paying the private event fee in section 5.1 if the private event satisfies all of the following:

(a) has fewer than 50 persons in attendance, whether as participants or spectators;

(b) does not involve:
   (i) building, placing, erecting, or installing any permanent or temporary buildings, structures, improvements, facilities, or temporary shelters;
   (ii) making or causing any noise or amplified sound;
   (iii) the use or operation of any equipment;
   (iv) exclusive use or occupation of a regional park, regional park property, or portions thereof, or the closure of a regional park, regional park property or portions thereof;

(c) is free of charge to participants and/or spectators; and

(d) does not take place when the regional park or regional park property is closed.

5.3 GVRD may impose fees in addition to those specified in the table at section 5.1 to recover actual costs or lost revenue in connection with a private event.

5.4 GVRD may impose fees for the costs of GVRD staff in connection with a private event at the hourly rate of $65.00 per staff person.
Part 6 - Interpretive Programs and GVRD Events

6.1 The following are the fees payable for interpretive programs and other GVRD programs and events that are open to the public:

<table>
<thead>
<tr>
<th></th>
<th>Adult</th>
<th>Child</th>
<th>Youth</th>
<th>Senior</th>
<th>Small group</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family program</td>
<td>$8</td>
<td>$4.25</td>
<td>$4.25</td>
<td>$4.25</td>
<td>$21.50</td>
</tr>
<tr>
<td>Children's program, up to 3 hours</td>
<td>free</td>
<td>$10.50</td>
<td>n/a</td>
<td>free</td>
<td>n/a</td>
</tr>
<tr>
<td>Children's program, multi-day</td>
<td>free</td>
<td>$35</td>
<td>$35</td>
<td>free</td>
<td>free</td>
</tr>
<tr>
<td>Canoeing program</td>
<td>$21.50</td>
<td>$21.50</td>
<td>$21.50</td>
<td>$21.50</td>
<td>$21.50</td>
</tr>
<tr>
<td>Drop-in program or event</td>
<td>$5.50</td>
<td>free</td>
<td>$3.25</td>
<td>$3.25</td>
<td>$14</td>
</tr>
</tbody>
</table>

6.2 The fees specified in the table at section 6.1 are inclusive of applicable taxes.

6.3 The hourly fee for a private group participating in an interpretive program is $35 per interpreter.

6.4 The fee for a parent/preschool program is $12 for 1 adult and up to 2 children.

6.5 Fees for programs not specified in the table at section 6.1 will be charged on a costs recovery basis.

6.6 The following persons are exempt from the payment of fees for interpretive programs and other GVRD programs and events that are open to the public:

(a) persons under 3 years of age;

(b) 1 attendant that is required to assist a person with a disability who has paid the required fee.

6.7 A person who provides proof of paid fare for travel by public transportation to a GVRD drop-in program or event is eligible for an exemption from payment of the drop-in fee specified in the table at section 6.1. A person who is eligible for the exemption must submit any information and records that GVRD deems necessary to evaluate eligibility.
Part 7 - Commercial Uses

7.1 The following are the fees payable for a park permit for a commercial use:

<table>
<thead>
<tr>
<th>Service Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application fee</td>
<td>$100</td>
</tr>
<tr>
<td>Security deposit</td>
<td>$100</td>
</tr>
<tr>
<td>General commercial use permit fee</td>
<td>$100</td>
</tr>
<tr>
<td>Commercial use permit fee for fishing tours</td>
<td>$100</td>
</tr>
<tr>
<td>Commercial use permit fee for portrait photography</td>
<td>$100</td>
</tr>
<tr>
<td>Commercial use permit fee for bicycle tours</td>
<td>$200</td>
</tr>
<tr>
<td>Commercial use permit fee for guided equestrian rides</td>
<td>$200</td>
</tr>
<tr>
<td>Commercial use permit fee for walking tours</td>
<td>$100</td>
</tr>
<tr>
<td>Commercial use permit fee to use of a regional park for dog training</td>
<td>$100</td>
</tr>
<tr>
<td>Commercial use permit fee for dog walking, up to 4 dogs</td>
<td>$450</td>
</tr>
<tr>
<td>Commercial use permit fee for dog walking, more than 4 dogs</td>
<td>$750</td>
</tr>
<tr>
<td>Commercial use permit fee for locker storage of commercial use-related equipment</td>
<td>$100</td>
</tr>
</tbody>
</table>

7.2 The fees specified in the table at section 7.1 are not refundable.

7.3 Effective January 1, 2013, the following are the fees payable for a park permit for motor vehicles that enter Capilano River Regional Park (via Capilano Park Road) in connection with a commercial use:

<table>
<thead>
<tr>
<th>Number of seats in motor vehicle</th>
<th>Fee per motor vehicle, per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 or fewer seats</td>
<td>$25</td>
</tr>
<tr>
<td>25 seats or more</td>
<td>$43</td>
</tr>
</tbody>
</table>

7.4 Effective January 1, 2014, the following are the fees payable for a park permit for buses and other motor vehicles that enter a regional park in connection with a commercial use:

<table>
<thead>
<tr>
<th>Number of seats in motor vehicle</th>
<th>Fee per motor vehicle, per day</th>
<th>Fee per vehicle, per year</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 or fewer seats</td>
<td>$15</td>
<td>$600</td>
</tr>
<tr>
<td>12 to 24 seats</td>
<td>$25</td>
<td>$850</td>
</tr>
<tr>
<td>25 seats or more</td>
<td>$43</td>
<td>$1,250</td>
</tr>
</tbody>
</table>
Part 8 - Liquor and Tent Rental Fees

8.1 The following are the fees payable for a park permit for a private event that involves persons possessing or consuming liquor:

<table>
<thead>
<tr>
<th>Number of persons</th>
<th>Fee, per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 199 persons</td>
<td>$100</td>
</tr>
<tr>
<td>200 - 299 persons</td>
<td>$150</td>
</tr>
<tr>
<td>300 - 999 persons</td>
<td>$200</td>
</tr>
<tr>
<td>Over 1000 persons</td>
<td>$300</td>
</tr>
</tbody>
</table>

8.2 The fees specified in the table at section 8.1 are not refundable.

8.3 The following are the fees payable for the rental of a tent from GVRD, which includes set-up and take-down costs:

<table>
<thead>
<tr>
<th>Tent size</th>
<th>Fee, per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.09m x 6.09 m (20' x 20')</td>
<td>$780</td>
</tr>
<tr>
<td>6.09m x 9.14m (20' x 30')</td>
<td>$945</td>
</tr>
</tbody>
</table>

Part 9 - Cancellations, Changes, Refunds, and Exemptions

9.1 The following are the fees payable for cancellation of a park permit if the person who was issued the permit provides GVRD with notice within the notification period described:

<table>
<thead>
<tr>
<th>Park Permit</th>
<th>Notification of cancellation</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indoor Facilities See Part 3</td>
<td>More than 6 months prior to the rental date</td>
<td>50% of security deposit</td>
</tr>
<tr>
<td></td>
<td>Fewer than 6 months prior to the rental date</td>
<td>100% of security deposit</td>
</tr>
<tr>
<td>Outdoor Facilities See Part 2</td>
<td>More than 2 months prior to the rental date</td>
<td>$25</td>
</tr>
<tr>
<td></td>
<td>Fewer than 2 months prior to the rental date</td>
<td>100% of fee paid</td>
</tr>
<tr>
<td>Private Events  See Part 5</td>
<td>More than 2 months prior to the event date</td>
<td>$25</td>
</tr>
<tr>
<td></td>
<td>Fewer than 2 months prior to the event date</td>
<td>100% of fee paid</td>
</tr>
<tr>
<td>Private Group   See section 6.3</td>
<td>At least 14 days prior to the program date</td>
<td>$25</td>
</tr>
<tr>
<td></td>
<td>Fewer than 14 days prior to the program date</td>
<td>100% of fee paid</td>
</tr>
</tbody>
</table>
9.2 A person who provides GVRD with notice of cancellation of a public interpretive program under section 6.1 of this Schedule “A” between 4 to 7 days prior to the program date is eligible to request applying the fee paid as a credit towards that person’s next registration for an interpretive program within the same calendar year.

9.3 The following are the fees payable for changing the date of a park permit if the person who was issued the permit provides GVRD with notice within the same calendar year of the date of the park permit:

<table>
<thead>
<tr>
<th>Park Permit</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indoor Facilities, see Part 3</td>
<td>$25</td>
</tr>
<tr>
<td>Outdoor Facilities, see Part 2</td>
<td>$25</td>
</tr>
<tr>
<td>Private Events, see Part 5</td>
<td>$25</td>
</tr>
<tr>
<td>Private Groups, see section 6.3</td>
<td>$25</td>
</tr>
</tbody>
</table>

9.4 A person may apply in writing to the park manager for a refund of all or a portion of a paid fee or charge if the person establishes, in the discretion of the park manager, that the person:

(a) no longer requires the service for which the fee or charge was paid; or

(b) no longer undertakes the use or activity for which the permit was required.

9.5 A person listed in section 9.7 is eligible for an exemption from payment of the private event fee specified in Part 5 of this Schedule “A” if all of the following are satisfied:

(a) a private event coordinator is not paid to organize the private event;

(b) the purpose of the private event is to fundraise for a charity registered in Canada and

(c) the net proceeds fundraised from the event will be donated to that charity.

9.6 A person who is eligible for the exemption in section 9.5 must submit any information and records that GVRD deems necessary to evaluate the exemption.
9.7 The following persons and classes of persons are eligible for an exemption from payment of designated fees or charges if the use, conduct, or activities in a regional park, or the use or occupation of regional park property, for which the person or class of person requires a permit will, in the park manager’s discretion, result in a substantial net benefit to the community or any aspect of the community:

(a) park associations;
(b) persons or classes of persons who actively support regional park principles and values;
(c) educational institutions;
(d) charities registered in Canada whose objects are to promote health and wellness;
(e) GVRD member municipalities; and
(f) any other person or class of person that the park manager deems reasonable.
To: Environment and Parks Committee
    Electoral Area Committee

From: Gudrun Jensen, Operations Services Division Manager
      Metropolitan Planning, Environment and Parks Department

Date: October 8, 2012

Subject: Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1169, 2012

Recommendation:

That the Board:

a) introduce and give first, second and third reading to “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1169, 2012”; and

b) reconsider, pass and finally adopt “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1169, 2012”.

1. PURPOSE

To authorize amendments to the “Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006”. The amendments include designated offences and fines for the re-enacted “Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”, the re-enacted “Greater Vancouver Regional District Electoral Area A Zoning Bylaw 1144, 2011”, the “Greater Vancouver Regional District Electoral Area A Building Administration Bylaw 1043, 2006”, and the “Greater Vancouver Regional District Electoral Areas “B” and “C” Unsightly Premises Bylaw 583, 1987”.

2. CONTEXT

The Greater Vancouver Regional District Ticket Information Utilization Bylaw enables Metro Vancouver to enforce compliance with its regulatory bylaws through the use of Municipal Ticket Informations (MTIs). Although compliance with Metro Vancouver’s regulatory bylaws is primarily promoted through non-punitive means such as education, advisories and warnings, in some cases and for some offences, punitive measures are warranted, and the use of MTIs is an effective alternative to other ticketing and legal options.

The proposed amendments to the Greater Vancouver Regional District Ticket Information Utilization Bylaw include:

a) replacing sections 5 and 6 to include an additional schedule, refine the wording, and clarify that in the case of a continuing offence, the corresponding fine is applicable for the offence on each of those days.
b) replacing Schedule A to reference the re-enacted Parks Regulation Bylaw, reference the re-enacted Electoral Area A Zoning Bylaw, designate the Electoral Areas “B” and “C” Unsightly Premises Bylaw as a bylaw which can be enforced with an MTI, and designate the Building Inspector as bylaw enforcement officer to enforce the latter;

c) replacing Schedule B with updated ticketing offence descriptions and fines to support the re-enacted Parks Regulation Bylaw. The fines are based on risk to Regional Parks with the maximum fine ($1,000) assigned to those with greatest potential loss. Remaining offences ($500 or $250) tend to be in the mid-range in comparison with local municipalities. The companion Notice of Bylaw Violation Bylaw amendments include the same offences but the fines are half those of the corresponding MTI. Between them, these ticketing bylaws together now form a graduated fine regime available when punitive enforcement is necessary.

d) replacing Schedule I to reference the re-enacted Electoral Area A Zoning Bylaw and prescribing an updated ticketing offence description and fine;

e) replacing Schedule J prescribing updated ticketing offence description fines for the Electoral Area A Building Administration Bylaw;

f) adding Schedule L designating ticketing offence descriptions and fines for the Greater Vancouver Regional District Electoral Areas “B” and “C” Unsightly Premises Bylaw; and

g) changing the title of Column 1 from “Offence” to “Authorized Words or Expressions” in all of the schedules except for A, a housekeeping refinement.

3. ALTERNATIVES

That the Board may:
a) provide comments on the bylaw amendments and request staff to incorporate these comments into a revised amending bylaw;

or

b) give three readings to and adopt the proposed amending bylaw.

4. CONCLUSION

Staff recommends option b). Metro Vancouver requires the ability to issue MTIs for contraventions of the Parks Regulation Bylaw. The proposed amending bylaw provides an updated offence and fine schedule for the Parks Regulation Bylaw as well as the Zoning, Building Administration and Unsightly Premises Bylaws for Electoral Area A. These ticketing fines are not intended to comprise a stable revenue stream but will help to offset legal costs for court disputes.

ATTACHMENTS

1. “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1169, 2012” (Doc. #6643584).

2. Consolidated Ticket Information Utilization Bylaw (As of July 5, 2012) (Doc. #6627707).
Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1169, 2012

A Bylaw to Amend “Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006.

WHEREAS:

A. The Board of Directors of the Greater Vancouver Regional District has adopted “Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006”, a bylaw to designate those bylaws for which the municipal ticket information may be used as a means of bylaw enforcement; and

B. The Board of Directors of the Greater Vancouver Regional District wishes to amend “Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006”;

NOW THEREFORE the Board of Directors of the Greater Vancouver Regional District in an open meeting duly assembled enacts as follows:

1. “Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006” is hereby amended as follows:

   a) Section 5 is deleted and replaced with the following:

      “The words or expressions appearing in Column 1 of Schedules B through L of this bylaw designate the offence committed under the bylaw section number appearing in Column 2 opposite such respective words or expressions.”

   b) Section 6 is deleted and replaced with the following:

      “The amounts appearing in Column 3 of Schedules B through L of this bylaw are the fines established for the offences in Column 1 opposite such amounts and, in the case of a continuing offence, the amount shown in Column 3 is established as the fine for each day that the offence continues.”

   c) Schedules A through J are deleted and replaced with the attached Schedules A through J; and

   d) Schedule L, attached, is added.
2. This bylaw shall be cited as “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1169, 2012”.

READ A FIRST, SECOND AND THIRD TIME this _______ day of ________________, 2012.

RECONSIDERED, PASSED AND FINALLY ADOPTED this _______ day of ________________, 2012.

__________________________________  _____________________________
Paulette Vetleson                     Greg Moore
Secretary                             Chair
<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012</td>
<td>Designated Bylaw Enforcement Officers</td>
</tr>
<tr>
<td>Park Officer</td>
<td>Royal Canadian Mounted Police Constable</td>
</tr>
<tr>
<td>Park Officer</td>
<td>Municipal Police Constable</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008</td>
<td>Officer</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Concrete and Concrete Products Industries Emission Regulation No. 1084, 2008</td>
<td>Officer</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Gasoline Distribution Emission Regulation No. 1085, 2008</td>
<td>Officer</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Automotive Refinishing Emission Regulation Bylaw No. 1086, 2008</td>
<td>Officer</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008</td>
<td>Officer</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008</td>
<td>Officer</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011</td>
<td>Building Inspector</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Electoral Area A Building Administration Bylaw No. 1043, 2006</td>
<td>Building Official</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012</td>
<td>Officer</td>
</tr>
<tr>
<td>Greater Vancouver Regional District Electoral Areas “B” and “C” Unsightly Premises Bylaw 583, 1987</td>
<td>Building Inspector</td>
</tr>
</tbody>
</table>
## Schedule B

Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012

<table>
<thead>
<tr>
<th>Authorized Words or Expressions</th>
<th>Section</th>
<th>Fine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Failure to Assist Park Officer</td>
<td>2.5</td>
<td>$500</td>
</tr>
<tr>
<td>Obstruction of Park Officer</td>
<td>2.6</td>
<td>$1000</td>
</tr>
<tr>
<td>Misleading Park Officer</td>
<td>2.7</td>
<td>$500</td>
</tr>
<tr>
<td>Failure to Obey Bylaw</td>
<td>3.1</td>
<td>$1000</td>
</tr>
<tr>
<td>In Park When Closed</td>
<td>3.3</td>
<td>$500</td>
</tr>
<tr>
<td>Destroying or Damaging Park Property</td>
<td>3.4</td>
<td>$1000</td>
</tr>
<tr>
<td>Unauthorized Structure</td>
<td>3.4(d)</td>
<td>$250</td>
</tr>
<tr>
<td>Possessing or Consuming Liquor</td>
<td>3.5</td>
<td>$500</td>
</tr>
<tr>
<td>Interfering with Park Permit</td>
<td>3.6</td>
<td>$500</td>
</tr>
<tr>
<td>Inadequate Supervision of Young Person</td>
<td>3.7</td>
<td>$250</td>
</tr>
<tr>
<td>Dangerous or Offensive Conduct</td>
<td>4.1</td>
<td>$1000</td>
</tr>
<tr>
<td>Possessing Firearm</td>
<td>4.2</td>
<td>$1000</td>
</tr>
<tr>
<td>Defecating or Urinating Where Not Allowed</td>
<td>4.3</td>
<td>$250</td>
</tr>
<tr>
<td>Undue Noise or Disturbance</td>
<td>4.4</td>
<td>$500</td>
</tr>
<tr>
<td>Off Road or Trail</td>
<td>5.1</td>
<td>$1000</td>
</tr>
<tr>
<td>Obstructing Road or Trail</td>
<td>5.2</td>
<td>$1000</td>
</tr>
<tr>
<td>Unauthorized Group Gathering</td>
<td>5.3</td>
<td>$250</td>
</tr>
<tr>
<td>Unauthorized Activity</td>
<td>5.4</td>
<td>$250</td>
</tr>
<tr>
<td>Smoking</td>
<td>6.1</td>
<td>$1000</td>
</tr>
<tr>
<td>Discarding Burning Substance</td>
<td>6.2</td>
<td>$1000</td>
</tr>
<tr>
<td>Use of Flame-Producing Device Where Not Allowed</td>
<td>6.3</td>
<td>$1000</td>
</tr>
<tr>
<td>Open Fire</td>
<td>6.4</td>
<td>$1000</td>
</tr>
<tr>
<td>Fireworks</td>
<td>6.5</td>
<td>$1000</td>
</tr>
<tr>
<td>Depositing Waste</td>
<td>7.2</td>
<td>$1000</td>
</tr>
<tr>
<td>Littering</td>
<td>7.4</td>
<td>$250</td>
</tr>
<tr>
<td>Animal Not Under Control</td>
<td>8.1</td>
<td>$250</td>
</tr>
<tr>
<td>Disorderly Animal</td>
<td>8.2</td>
<td>$250</td>
</tr>
<tr>
<td>Dangerous Animal</td>
<td>8.3</td>
<td>$1000</td>
</tr>
<tr>
<td>Unleashed Animal</td>
<td>8.4</td>
<td>$500</td>
</tr>
<tr>
<td>Dog Feces Left</td>
<td>8.6</td>
<td>$250</td>
</tr>
<tr>
<td>Dog Where Not Allowed</td>
<td>8.7</td>
<td>$500</td>
</tr>
<tr>
<td>Dog Not Leashed Near Horse</td>
<td>8.8</td>
<td>$500</td>
</tr>
<tr>
<td>Horse Where Not Allowed</td>
<td>8.10</td>
<td>$500</td>
</tr>
<tr>
<td>Disturbing An Animal</td>
<td>8.11</td>
<td>$500</td>
</tr>
<tr>
<td>Feeding An Animal</td>
<td>8.13</td>
<td>$250</td>
</tr>
<tr>
<td>Abandoning An Animal</td>
<td>8.14</td>
<td>$250</td>
</tr>
<tr>
<td>Violation</td>
<td>Section</td>
<td>Fine</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>---------</td>
<td>--------</td>
</tr>
<tr>
<td>Swimming Where Not Allowed</td>
<td>9.1</td>
<td>$500</td>
</tr>
<tr>
<td>Tampering with Float or Lifesaving Device</td>
<td>9.2</td>
<td>$1000</td>
</tr>
<tr>
<td>Mooring Where Not Allowed</td>
<td>9.3</td>
<td>$1000</td>
</tr>
<tr>
<td>Unauthorized Use of Motor Vehicle</td>
<td>10.2</td>
<td>$1000</td>
</tr>
<tr>
<td>Unauthorized Use of Motor Assisted Cycle</td>
<td>10.2</td>
<td>$250</td>
</tr>
<tr>
<td>All-Terrain Vehicle or Motorized Device</td>
<td>10.3</td>
<td>$500</td>
</tr>
<tr>
<td>Parking Without Permit</td>
<td>10.4</td>
<td>$250</td>
</tr>
<tr>
<td>Unauthorized Parking</td>
<td>10.5</td>
<td>$250</td>
</tr>
<tr>
<td>Cleaning or Repairing Vehicle</td>
<td>10.7</td>
<td>$250</td>
</tr>
<tr>
<td>Commercial Activity Without Permit</td>
<td>11.1</td>
<td>$1000</td>
</tr>
<tr>
<td>Failure to Pay Permit Fees or Charges</td>
<td>12.2</td>
<td>$500</td>
</tr>
<tr>
<td>Failure to Comply With Permit</td>
<td>12.2</td>
<td>$1000</td>
</tr>
<tr>
<td>Column 1 Authorized Words or Expressions</td>
<td>Column 2 Section</td>
<td>Column 3 Fine</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------------------------------</td>
<td>------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>1. Discharge of air contaminant</td>
<td>5</td>
<td>$1000</td>
</tr>
<tr>
<td>2. Disposal of waste by incineration or burning</td>
<td>6</td>
<td>$1000</td>
</tr>
<tr>
<td>3. Inappropriate operation of a residential fireplace or stove</td>
<td>8</td>
<td>$250</td>
</tr>
<tr>
<td>4. Failure to comply with authorized discharge criteria in a permit</td>
<td>11 (1)</td>
<td>$1000</td>
</tr>
<tr>
<td>5. Failure to comply with works and operating requirements in a permit</td>
<td>11 (2)</td>
<td>$1000</td>
</tr>
<tr>
<td>6. Failure to comply with a monitoring requirement in a permit</td>
<td>11 (4)</td>
<td>$500</td>
</tr>
<tr>
<td>7. Failure to comply with a record keeping requirement in a permit</td>
<td>11 (5)</td>
<td>$250</td>
</tr>
<tr>
<td>8. Failure to comply with authorized discharge criteria in an approval</td>
<td>13</td>
<td>$1000</td>
</tr>
<tr>
<td>9. Failure to comply with works and operating requirements in an approval</td>
<td>13</td>
<td>$1000</td>
</tr>
<tr>
<td>10. Failure to comply with a monitoring requirement in an approval</td>
<td>13</td>
<td>$500</td>
</tr>
<tr>
<td>11. Failure to comply with a record keeping requirement in an approval</td>
<td>13</td>
<td>$250</td>
</tr>
<tr>
<td>12. Discharging air contaminants while permit or approval is suspended</td>
<td>21 (1) (a)</td>
<td>$1000</td>
</tr>
<tr>
<td>13. Discharging air contaminants while permit or approval is cancelled</td>
<td>21 (1) (b)</td>
<td>$1000</td>
</tr>
<tr>
<td>14. Failure to comply with an information order</td>
<td>27 (1)</td>
<td>$1000</td>
</tr>
<tr>
<td>15. Failure to comply with a pollution prevention order</td>
<td>28 (1)</td>
<td>$1000</td>
</tr>
<tr>
<td>16. Failure to comply with a pollution abatement order</td>
<td>29 (1)</td>
<td>$1000</td>
</tr>
<tr>
<td>17. Removing, tampering with or interfering with monitoring equipment</td>
<td>31</td>
<td>$1000</td>
</tr>
<tr>
<td>18. Failure to provide reasonable access</td>
<td>33 (1)</td>
<td>$750</td>
</tr>
<tr>
<td>19. Failure to facilitate access for inspections or tests.</td>
<td>33 (2)</td>
<td>$750</td>
</tr>
</tbody>
</table>
Schedule D

Greater Vancouver Regional District Concrete and Concrete Products Industries Emission Regulation Bylaw No. 1084, 2008

<table>
<thead>
<tr>
<th>Column 1 Authorized Words or Expressions</th>
<th>Column 2</th>
<th>Column 3 Fine</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Failure to register</td>
<td>6</td>
<td>$500</td>
</tr>
<tr>
<td>2. Failure to pay registration fee</td>
<td>8</td>
<td>$500</td>
</tr>
<tr>
<td>3. Failure to pay annual fee</td>
<td>10</td>
<td>$500</td>
</tr>
<tr>
<td>4. Discharge of fugitive dust exceeding 20% opacity</td>
<td>11 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>5. Discharge of fugitive dust past plant boundary</td>
<td>11 (2)</td>
<td>$500</td>
</tr>
<tr>
<td>6. Failure to initiate required actions during emergencies</td>
<td>14</td>
<td>$750</td>
</tr>
<tr>
<td>7. Failure to install sensor and alarm equipment</td>
<td>15</td>
<td>$500</td>
</tr>
<tr>
<td>8. Failure to employ a fabric filter system for bulk cement and flyash unloading</td>
<td>16</td>
<td>$1000</td>
</tr>
<tr>
<td>9. Failure to conduct daily cleaning cycle for fabric filters</td>
<td>17</td>
<td>$500</td>
</tr>
<tr>
<td>10. Failure to employ dust containing shrouds and fabric filter system for concrete batching operations</td>
<td>18</td>
<td>$500</td>
</tr>
<tr>
<td>11. Failure to employ fabric filter system for drying, mixing and bagging operations</td>
<td>19</td>
<td>$1000</td>
</tr>
<tr>
<td>12. Discharge of air contaminants from a fabric filter system exceeding 5% opacity</td>
<td>20</td>
<td>$1000</td>
</tr>
<tr>
<td>13. Failure to minimize fugitive dust from active operations</td>
<td>21</td>
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<tr>
<td>14. Failure to keep records</td>
<td>24</td>
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<tr>
<td>15. Failure to retain records or produce requested records</td>
<td>25</td>
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</table>
### Schedule E

Greater Vancouver Regional District Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008

<table>
<thead>
<tr>
<th>Column 1 Authorized Words or Expressions</th>
<th>Column 2 Section</th>
<th>Column 3 Fine</th>
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<tbody>
<tr>
<td>1. Failure to register</td>
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<td>$500</td>
</tr>
<tr>
<td>2. Failure to pay registration fee</td>
<td>8</td>
<td>$500</td>
</tr>
<tr>
<td>3. Failure to pay emission fee - terminal or bulk plant</td>
<td>10</td>
<td>$500</td>
</tr>
<tr>
<td>4. Failure to pay emission fee - fuel transfer vehicles</td>
<td>11</td>
<td>$500</td>
</tr>
<tr>
<td>5. Failure to pay annual fee - service station</td>
<td>12</td>
<td>$500</td>
</tr>
<tr>
<td>6. Failure to take corrective action on breakdown or malfunction</td>
<td>13</td>
<td>$750</td>
</tr>
<tr>
<td><strong>Gasoline Distribution Terminals</strong></td>
<td></td>
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</tr>
<tr>
<td>7. Failure to comply with CGSB Standard</td>
<td>16</td>
<td>$500</td>
</tr>
<tr>
<td>8. Failure to use a vapour balancing system</td>
<td>17</td>
<td>$1000</td>
</tr>
<tr>
<td>9. Failure to employ submerged fill, vapour balancing and vapour recovery</td>
<td>18</td>
<td>$1000</td>
</tr>
<tr>
<td>10. Failure to properly operate the vapour recovery system</td>
<td>19</td>
<td>$750</td>
</tr>
<tr>
<td>11. Performing scheduled maintenance during restricted period</td>
<td>20</td>
<td>$500</td>
</tr>
<tr>
<td>12. Failure to notify that a vapour recovery system is inoperative or is expected to be inoperative</td>
<td>21</td>
<td>$500</td>
</tr>
<tr>
<td>13. Failure to provide employees and operators with written procedures and training</td>
<td>22</td>
<td>$250</td>
</tr>
<tr>
<td>14. Failure to report control works malfunction</td>
<td>23</td>
<td>$500</td>
</tr>
<tr>
<td>15. Failure to test each vapour recovery system at least once every 12 months</td>
<td>25</td>
<td>$500</td>
</tr>
<tr>
<td>16. Failure to keep records</td>
<td>26</td>
<td>$250</td>
</tr>
<tr>
<td>17. Failure to retain records or produce requested records</td>
<td>27</td>
<td>$250</td>
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<tr>
<td><strong>Bulk Plants</strong></td>
<td></td>
<td></td>
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<tr>
<td>18. Failure to equip each gasoline storage tank with a vapour balancing system</td>
<td>29</td>
<td>$1000</td>
</tr>
<tr>
<td>19. Failure to employ submerged fill, vapour balancing and vapour recovery</td>
<td>31</td>
<td>$1000</td>
</tr>
<tr>
<td>20. Failure to provide employees with written procedures and training</td>
<td>32</td>
<td>$250</td>
</tr>
<tr>
<td>21. Failure to test the vapour balancing system for leaks every 24 months</td>
<td>34</td>
<td>$500</td>
</tr>
<tr>
<td>22. Failure to keep records</td>
<td>35</td>
<td>$250</td>
</tr>
<tr>
<td>23. Failure to retain records or produce requested records</td>
<td>36</td>
<td>$250</td>
</tr>
<tr>
<td><strong>Fuel Transfer Vehicles</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24. Failure to ensure that each fuel transfer vehicle is equipped with a vapour recovery system</td>
<td>38</td>
<td>$1000</td>
</tr>
<tr>
<td>25. Transfer of gasoline to a fuel transfer vehicle not</td>
<td>39</td>
<td>$1000</td>
</tr>
<tr>
<td></td>
<td>equipped with a vapour balancing system</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>----------------------------------------</td>
<td>---</td>
</tr>
<tr>
<td>26.</td>
<td>Failure to properly connect the vapour balancing system</td>
<td>40(1)</td>
</tr>
<tr>
<td>27.</td>
<td>Failure to employ submerged fill</td>
<td>40(2)</td>
</tr>
<tr>
<td>28.</td>
<td>Failure to pressure test and vacuum test the fuel transfer vehicle every 12 months</td>
<td>43</td>
</tr>
<tr>
<td>29.</td>
<td>Failure to keep records</td>
<td>44</td>
</tr>
<tr>
<td>30.</td>
<td>Failure to retain records or produce requested records</td>
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**Service Stations**

<table>
<thead>
<tr>
<th></th>
<th>Failure to install and operate Stage I vapour controls and equipment for submerged filling</th>
<th>47</th>
<th>$750</th>
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</thead>
<tbody>
<tr>
<td>32.</td>
<td>Failure to employ Stage I vapour controls and submerged filling</td>
<td>48</td>
<td>$750</td>
</tr>
<tr>
<td>33.</td>
<td>Failure to keep records</td>
<td>50</td>
<td>$250</td>
</tr>
<tr>
<td>34.</td>
<td>Failure to retain records</td>
<td>51</td>
<td>$250</td>
</tr>
<tr>
<td>35.</td>
<td>Failure to produce requested records</td>
<td>52</td>
<td>$250</td>
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</table>
### Schedule F

Greater Vancouver Regional District Automotive Refinishing Emission Regulation Bylaw No. 1086, 2008

<table>
<thead>
<tr>
<th>Column 1 Authorized Words or Expressions</th>
<th>Column 2 Section</th>
<th>Column 3 Fine</th>
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</thead>
<tbody>
<tr>
<td>1. Failure to register</td>
<td>6</td>
<td>$500</td>
</tr>
<tr>
<td>2. Failure to pay registration fee</td>
<td>8</td>
<td>$500</td>
</tr>
<tr>
<td>3. Failure to pay annual fee</td>
<td>10</td>
<td>$500</td>
</tr>
<tr>
<td>4. Discharge of air contaminants exceeding 0% opacity</td>
<td>12 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>5. Deposit of air contaminants past the plant boundary</td>
<td>12 (2)</td>
<td>$1000</td>
</tr>
<tr>
<td>6. Discharge of odour beyond the premises so as to cause a nuisance</td>
<td>12 (3)</td>
<td>$500</td>
</tr>
<tr>
<td>7. Using automotive refinishing products exceeding the maximum specified VOC content</td>
<td>13</td>
<td>$250</td>
</tr>
<tr>
<td>8. Failure to employ &amp; operate a high-volume low-pressure spray gun or an alternate</td>
<td>14 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>9. Failure to post recommended operating parameters</td>
<td>14 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>10. Failure to perform spray coating within a properly equipped spray booth</td>
<td>15</td>
<td>$750</td>
</tr>
<tr>
<td>11. Failure to properly install a ventilation stack</td>
<td>17</td>
<td>$500</td>
</tr>
<tr>
<td>12. Failure to discharge stack gases at a minimum velocity of 15 m/s</td>
<td>17 (3)</td>
<td>$500</td>
</tr>
<tr>
<td>13. Failure to employ an enclosed spray gun wash system or a low emission spray gun cleaner</td>
<td>18 (1)</td>
<td>$250</td>
</tr>
<tr>
<td>14. Failure to employ proper organic gun wash solvents</td>
<td>18 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>15. Failure to properly store VOC containing materials</td>
<td>19 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>16. Failure to ensure that technicians are properly certified</td>
<td>20 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>17. Failure to display or make available technician certification</td>
<td>20 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>18. Failure to keep records</td>
<td>21</td>
<td>$250</td>
</tr>
<tr>
<td>19. Failure to retain records or produce requested records</td>
<td>22</td>
<td>$250</td>
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</table>
Schedule G

Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation
Bylaw No. 1087, 2008

<table>
<thead>
<tr>
<th>Column 1 Authorized Words or Expressions</th>
<th>Column 2 Section</th>
<th>Column 3 Fine</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Failure to register - natural gas or propane fired boilers</td>
<td>6</td>
<td>$500</td>
</tr>
<tr>
<td>2. Failure to register - biomass fired boilers</td>
<td>7</td>
<td>$500</td>
</tr>
<tr>
<td>3. Failure to pay registration fee</td>
<td>10</td>
<td>$500</td>
</tr>
<tr>
<td>4. Failure to pay emission fee</td>
<td>12</td>
<td>$500</td>
</tr>
<tr>
<td>5. Bypass of control works without authorization</td>
<td>18</td>
<td>$1000</td>
</tr>
<tr>
<td>6. Failure to initiate corrective actions during emergencies or other conditions</td>
<td>19</td>
<td>$1000</td>
</tr>
<tr>
<td>7. Failure to report emergencies or other conditions</td>
<td>20</td>
<td>$500</td>
</tr>
<tr>
<td>8. Failure to properly store and handle biomass</td>
<td>21</td>
<td>$500</td>
</tr>
<tr>
<td>9. Failure to comply with emission limits – natural gas or propane</td>
<td>24</td>
<td>$1000</td>
</tr>
<tr>
<td>10. Failure to comply with emission limits – biomass</td>
<td>25</td>
<td>$1000</td>
</tr>
<tr>
<td>11. Using a fuel oil with a sulphur content exceeding 15 mg/kg</td>
<td>26 (1)</td>
<td>$750</td>
</tr>
<tr>
<td>12. Emissions exceed an opacity of 10% during the use of standby fuel</td>
<td>26 (2)</td>
<td>$1000</td>
</tr>
<tr>
<td>13. Failure to record the quantity and duration of standby fuel use</td>
<td>26 (3)</td>
<td>$250</td>
</tr>
<tr>
<td>14. Exceeding the total use of standby fuels</td>
<td>26 (4)</td>
<td>$500</td>
</tr>
<tr>
<td>15. Stack has not been properly designed, built and maintained</td>
<td>27</td>
<td>$500</td>
</tr>
<tr>
<td>16. Stack height is less than 20 metres and has not been approved</td>
<td>28</td>
<td>$500</td>
</tr>
<tr>
<td>17. Failure to conduct emission tests</td>
<td>31</td>
<td>$500</td>
</tr>
<tr>
<td>18. Failure to conduct emission testing under the conditions specified in the bylaw</td>
<td>32</td>
<td>$500</td>
</tr>
<tr>
<td>19. Failure to conduct emission testing using the approved methodology</td>
<td>33</td>
<td>$500</td>
</tr>
<tr>
<td>20. Failure to keep records</td>
<td>34</td>
<td>$250</td>
</tr>
<tr>
<td>21. Failure to retain records or produce requested records</td>
<td>36</td>
<td>$250</td>
</tr>
<tr>
<td>22. Failure to immediately submit emission test results that indicate emission limits exceeded</td>
<td>37 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>23. Failure to submit emission test results to the within 60 days of testing</td>
<td>37 (2)</td>
<td>$250</td>
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Schedule H

Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008

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<tr>
<th>Column 1 Authorized Words or Expressions</th>
<th>Column 2 Section</th>
<th>Column 3 Fine</th>
</tr>
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<tbody>
<tr>
<td>1. Failure to register - natural gas or propane fired boiler</td>
<td>6</td>
<td>$500</td>
</tr>
<tr>
<td>2. Failure to register - biomass fired boiler</td>
<td>7</td>
<td>$500</td>
</tr>
<tr>
<td>3. Failure to pay registration fee</td>
<td>10</td>
<td>$500</td>
</tr>
<tr>
<td>4. Failure to pay emission fee</td>
<td>12</td>
<td>$500</td>
</tr>
<tr>
<td>5. Bypass of control works without authorization</td>
<td>16</td>
<td>$1000</td>
</tr>
<tr>
<td>6. Failure to report emergencies or other conditions</td>
<td>18</td>
<td>$500</td>
</tr>
<tr>
<td>7. Failure to properly store and handle biomass</td>
<td>19</td>
<td>$500</td>
</tr>
<tr>
<td>8. Failure to comply with emission limits – natural gas or propane</td>
<td>22</td>
<td>$1000</td>
</tr>
<tr>
<td>9. Failure to comply with emission limits – biomass</td>
<td>23</td>
<td>$1000</td>
</tr>
<tr>
<td>10. Using a fuel oil with a sulphur content exceeding 15 mg/kg</td>
<td>24 (1)</td>
<td>$750</td>
</tr>
<tr>
<td>11. Emissions exceed an opacity of 10% during the use of standby fuel</td>
<td>24 (2)</td>
<td>$1000</td>
</tr>
<tr>
<td>12. Failure to record the quantity and duration of standby fuel use</td>
<td>24 (3)</td>
<td>$250</td>
</tr>
<tr>
<td>13. Exceeding the total use of standby fuels</td>
<td>24 (4)</td>
<td>$500</td>
</tr>
<tr>
<td>14. Stack has not been properly designed, built and maintained</td>
<td>25</td>
<td>$500</td>
</tr>
<tr>
<td>15. Stack height for a biomass fuelled boiler is less than 15 metres and has not been authorized</td>
<td>26</td>
<td>$500</td>
</tr>
<tr>
<td>16. Failure to conduct emission tests</td>
<td>30</td>
<td>$500</td>
</tr>
<tr>
<td>17. Failure to conduct emission tests for biomass fueled boilers and process heaters</td>
<td>30 (4) (a)</td>
<td>$500</td>
</tr>
<tr>
<td>18. Failure to conduct emission tests for manufactured wood fueled boilers and process heaters</td>
<td>30 (4) (b)</td>
<td>$500</td>
</tr>
<tr>
<td>19. Failure to conduct emission testing under the conditions specified in the bylaw</td>
<td>31</td>
<td>$500</td>
</tr>
<tr>
<td>20. Failure to conduct emission testing using the approved methodology</td>
<td>32</td>
<td>$500</td>
</tr>
<tr>
<td>21. Failure to keep records</td>
<td>33</td>
<td>$250</td>
</tr>
<tr>
<td>22. Failure to retain records or produce requested records</td>
<td>35</td>
<td>$250</td>
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## Schedule I

Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011

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<th>Column 1 Authorized Words or Expressions</th>
<th>Column 2 Section</th>
<th>Column 3 Fine</th>
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<tbody>
<tr>
<td>Use land or building contrary to bylaw</td>
<td>201 (1)</td>
<td>$250</td>
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</tbody>
</table>
Schedule J

Greater Vancouver Regional District Electoral Area A Building Administration Bylaw No. 1043, 2006

<table>
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</thead>
<tbody>
<tr>
<td>Authorized Words or Expressions</td>
<td>Section</td>
<td>Fine</td>
</tr>
<tr>
<td>1 Obstruct Building Official</td>
<td>107 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>2 Fail to stop work</td>
<td>109 (3)</td>
<td>$1000</td>
</tr>
<tr>
<td>3 Construction without a permit</td>
<td>201 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>4 Occupy without approval</td>
<td>201 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>5 Submit false information</td>
<td>201 (3)</td>
<td>$250</td>
</tr>
<tr>
<td>6 Tamper with posted notice</td>
<td>201 (4)</td>
<td>$250</td>
</tr>
<tr>
<td>7 Work contrary to approved plans</td>
<td>201 (5)</td>
<td>$250</td>
</tr>
<tr>
<td>8 Fail to post building permit</td>
<td>210 (1)</td>
<td>$250</td>
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## Schedule K

Greater Vancouver Regional District Non-Road Diesel Engine Emission Regulation
Bylaw No. 1161, 2012

<table>
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<th>Column 3</th>
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<tbody>
<tr>
<td>Authorized Words or Expressions</td>
<td>Section</td>
<td>Fine</td>
</tr>
<tr>
<td>1. Discharge of air contaminant</td>
<td>6</td>
<td>$1000</td>
</tr>
<tr>
<td>2. Failure to comply with opacity and idling restrictions</td>
<td>10</td>
<td>$1000</td>
</tr>
<tr>
<td>3. Failure to comply with Tier 0 registration and labelling requirements</td>
<td>11</td>
<td>$500</td>
</tr>
<tr>
<td>4. Failure to comply with Tier 1 registration and labelling requirements</td>
<td>12</td>
<td>$500</td>
</tr>
<tr>
<td>5. Failure to comply with registration requirements</td>
<td>13</td>
<td>$500</td>
</tr>
<tr>
<td>6. Failure to provide information</td>
<td>14</td>
<td>$250</td>
</tr>
<tr>
<td>7. Failure to comply with Tier label requirements</td>
<td>18</td>
<td>$250</td>
</tr>
<tr>
<td>8. Failure to display registration number and tier label</td>
<td>19</td>
<td>$250</td>
</tr>
<tr>
<td>9. Failure to keep low-use engine records</td>
<td>21</td>
<td>$250</td>
</tr>
<tr>
<td>10. Failure to comply with low-use engine records requirements</td>
<td>22</td>
<td>$250</td>
</tr>
<tr>
<td>11. Failure to comply with amended registration requirements</td>
<td>29</td>
<td>$500</td>
</tr>
<tr>
<td>12. Operating a prohibited Tier 0 engine</td>
<td>32</td>
<td>$1000</td>
</tr>
<tr>
<td>13. Operating a prohibited Tier 1 engine</td>
<td>33</td>
<td>$1000</td>
</tr>
<tr>
<td>14. Emissions exceed an opacity of 20%</td>
<td>34</td>
<td>$1000</td>
</tr>
<tr>
<td>15. Idling for more than 5 consecutive minutes</td>
<td>35</td>
<td>$500</td>
</tr>
<tr>
<td>16. Failure to submit anti-idling procedure within 24 hours</td>
<td>37</td>
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</tbody>
</table>
### Schedule L

Greater Vancouver Regional District Electoral Areas “B” and “C” Unsightly Premises
Bylaw 583, 1987

<table>
<thead>
<tr>
<th>Column 1</th>
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<tbody>
<tr>
<td><strong>Authorized Words or Expressions</strong></td>
<td><strong>Section</strong></td>
<td><strong>Fine</strong></td>
</tr>
<tr>
<td>1 Untidy Property</td>
<td>2 (a)</td>
<td>$250</td>
</tr>
<tr>
<td>2 Unsightly Property</td>
<td>2 (b)</td>
<td>$250</td>
</tr>
<tr>
<td>3 Rubbish or Offensive Matter Accumulating Around Property</td>
<td>2 (c)</td>
<td>$250</td>
</tr>
<tr>
<td>4 Failure To Remove Accumulated Rubbish</td>
<td>3 (b)</td>
<td>$500</td>
</tr>
</tbody>
</table>
THIS IS A CONSOLIDATION, FOR REFERENCE PURPOSES, OF:

- “Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006”  
  (Adopted July 21, 2006)

- “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1053, 2006”  
  (Adopted September 22, 2006)

- “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1110, 2009”  
  (Adopted September 25, 2009)

- “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1118, 2010”  
  (Adopted April 9, 2010)

- “Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1158, 2012”  
  (Adopted March 2, 2012)

As of July 5, 2012

COPIES OF THE ORIGINAL BYLAWS MAY BE INSPECTED AT THE BOARD SECRETARIAT AND CORPORATE INFORMATION DEPARTMENT METRO VANCOUVER.
WHEREAS:

A Pursuant to Section 266.1 of the Local Government Act and Section 264(1)(a) of the Community Charter, the Regional Board may, by bylaw, designate those bylaws for which the municipal ticket information may be used as a means of bylaw enforcement;

B Pursuant to Section 264(1)(b) of the Community Charter, the Regional Board may, by bylaw, designate a person who comes within a class of persons, as a bylaw enforcement officer;

C Pursuant to Section 264(1)(c) of the Community Charter, the Regional Board may, by bylaw, authorize the use of any word or expression on a municipal ticket information to designate an offence against a bylaw;

D The Regional Board deems it expedient to authorize the use of the municipal ticket information for the enforcement of certain bylaws, to designate persons as bylaw enforcement officers, to authorize the use of certain words or expressions to designate certain bylaw offences and to set certain fine amounts.

NOW THEREFORE the regional board of Greater Vancouver Regional District in open meeting duly assembled enacts as follows:

1. Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 951, 2001 is hereby repealed.

2. The bylaws listed in Column 1 of Schedule A to this bylaw as amended from time to time are hereby designated as bylaws which may be enforced by means of a ticket in the form prescribed for the purpose of Division 3 of Part 8 of the Community Charter.

3. The persons appointed to the job positions or having the titles listed in Column 2 of Schedule A to this bylaw are hereby designated as bylaw enforcement officers pursuant to section 264(1)(b) of the Community Charter for the purpose of enforcing the bylaws listed in Column 1 of Schedule A opposite the respective job positions or titles listed in Column 2 of Schedule A.

in Column 2 of Schedule A means any person appointed by the Board pursuant to section 31(2) of the *Environmental Management Act* to be an officer.

Amended by BL 1110, 2009; and B: 1158, 2012.

5. The words or expressions set forth in Column 1 of Schedules B through K of this bylaw designate the offence committed under the bylaw section number appearing in Column 2 opposite the respective words or expressions.

Amended by BL 1110, 2009; BL 1118, 2010; and BL 1158, 2012.

6. The amounts appearing in Column 3 of Schedules B through K of this bylaw are the fines set pursuant to section 265 of the *Community Charter* for the corresponding offences designated in Column 1 of Schedules B through K.

Amended by BL 1110, 2009; BL 1118, 2010; and BL 1158, 2012.

7. This bylaw may be cited as “Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006”.

8. This bylaw shall take effect upon the date of its adoption.

READ A FIRST TIME this ________ day of ____________________ , 2006.

READ A SECOND TIME this ________ day of ____________________ , 2006.

READ A THIRD TIME this ________ day of ____________________ , 2006.

RECONSIDERED, PASSED AND FINALLY ADOPTED this__________________ TIME

this______day of _______________ , 2006.

Paulette Vetleson                      Lois E. Jackson  
Secretary                              Chair
<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Designated Bylaws</strong></td>
<td><strong>Designated Bylaw Enforcement Officers</strong></td>
</tr>
<tr>
<td>1 Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1048 (2006)</td>
<td>Park Officer</td>
</tr>
<tr>
<td>2 Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008</td>
<td>Royal Canadian Mounted Police Constable</td>
</tr>
<tr>
<td>3 Greater Vancouver Regional District Concrete and Concrete Products Industries Emission Regulation No. 1084, 2008</td>
<td>Municipal Police Constable</td>
</tr>
<tr>
<td>4 Greater Vancouver Regional District Gasoline Distribution Emission Regulation No. 1085, 2008</td>
<td>British Columbia Provincial Conservation Officer</td>
</tr>
<tr>
<td>5 Greater Vancouver Regional District Automotive Refinishing Emission Regulation Bylaw No. 1086, 2008</td>
<td>Officer</td>
</tr>
<tr>
<td>6 Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008</td>
<td>Officer</td>
</tr>
<tr>
<td>7 Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008</td>
<td>Officer</td>
</tr>
<tr>
<td>8 Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1028, 2005</td>
<td>Building Inspector</td>
</tr>
<tr>
<td>9 Greater Vancouver Regional District Electoral Area A Building Administration Bylaw No. 1043, 2006</td>
<td>Building Official</td>
</tr>
<tr>
<td>10 Greater Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012</td>
<td>Officer</td>
</tr>
</tbody>
</table>
## Schedule B

### Greater Vancouver Regional District Ticket Information Utilization

Bylaw No. 1050, 2006

### TICKETING OFFENCES

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>SECT.</th>
<th>FINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Obstruction of Park Officer</td>
<td>4 (1)</td>
<td>$100</td>
</tr>
<tr>
<td>2. Failure to Obey Applicable Enactments</td>
<td>4 (3)</td>
<td>$100</td>
</tr>
<tr>
<td>3. Disorderly or Dangerous Conduct</td>
<td>4 (4)</td>
<td>$100</td>
</tr>
<tr>
<td>4. No Consuming Alcoholic Beverage</td>
<td>4 (5)</td>
<td>$100</td>
</tr>
<tr>
<td>5. Breach of Curfew</td>
<td>4 (7)</td>
<td>$50</td>
</tr>
<tr>
<td>6. Undue Noise</td>
<td>4 (8)</td>
<td>$100</td>
</tr>
<tr>
<td>7. Disturbing Campsites</td>
<td>6 (1) (b)</td>
<td>$100</td>
</tr>
<tr>
<td>8. No Camping</td>
<td>6 (3)</td>
<td>$50</td>
</tr>
<tr>
<td>9. Destroying or Damaging Park Property</td>
<td>7 (1)</td>
<td>$100</td>
</tr>
<tr>
<td>10. Littering</td>
<td>7 (2)</td>
<td>$50</td>
</tr>
<tr>
<td>11. Illegal Fire</td>
<td>7 (4)</td>
<td>$50</td>
</tr>
<tr>
<td>12. Burning Substance</td>
<td>7 (6)</td>
<td>$100</td>
</tr>
<tr>
<td>13. No Smoking</td>
<td>7 (7)</td>
<td>$50</td>
</tr>
<tr>
<td>14. No Cycling</td>
<td>7 (9)</td>
<td>$50</td>
</tr>
<tr>
<td>15. Dog Off Leash</td>
<td>9 (1)</td>
<td>$50</td>
</tr>
<tr>
<td>16. Domestic Animal Not Under Control</td>
<td>9 (3)</td>
<td>$100</td>
</tr>
<tr>
<td>17. Domestic Animal on Beach</td>
<td>9 (3) (a)</td>
<td>$50</td>
</tr>
<tr>
<td>18. Dog Faeces Left</td>
<td>9 (5)</td>
<td>$50</td>
</tr>
<tr>
<td>19. More Than Three Domestic Animals</td>
<td>9 (7)</td>
<td>$50</td>
</tr>
<tr>
<td>20. No Tampering With Float or Lifesaving Device</td>
<td>10 (3)</td>
<td>$100</td>
</tr>
<tr>
<td>21. Vehicle Off Road</td>
<td>12 (1)</td>
<td>$100</td>
</tr>
<tr>
<td>22. Illegal Motor Vehicle Operations</td>
<td>12 (2)</td>
<td>$100</td>
</tr>
<tr>
<td>23. Illegal Parking</td>
<td>12 (3)</td>
<td>$50</td>
</tr>
<tr>
<td>24. No Parking Permit</td>
<td>12 (5)</td>
<td>$50</td>
</tr>
<tr>
<td>25. Vehicle Clean or Repair</td>
<td>12 (6)</td>
<td>$100</td>
</tr>
<tr>
<td>26. Commercial Activity Without Permit</td>
<td>13 (1) (b)</td>
<td>$100</td>
</tr>
<tr>
<td>27. Special Event Without Permit or Failure to Comply with terms of a Permit</td>
<td>15 (1)</td>
<td>$50</td>
</tr>
</tbody>
</table>
### Schedule C

**Greater Vancouver Regional District Bylaw No. 1110, 2009**

Reference: Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Offence</strong></td>
<td><strong>Section</strong></td>
<td><strong>Fine</strong></td>
</tr>
<tr>
<td>1. Discharge of air contaminant</td>
<td>5</td>
<td>$1000</td>
</tr>
<tr>
<td>2. Disposal of waste by incineration or burning</td>
<td>6</td>
<td>$1000</td>
</tr>
<tr>
<td>3. Inappropriate operation of a residential fireplace or stove</td>
<td>8</td>
<td>$250</td>
</tr>
<tr>
<td>4. Failure to comply with authorized discharge criteria in a permit</td>
<td>11 (1)</td>
<td>$1000</td>
</tr>
<tr>
<td>5. Failure to comply with works and operating requirements in a permit</td>
<td>11 (2)</td>
<td>$1000</td>
</tr>
<tr>
<td>6. Failure to comply with a monitoring requirement in a permit</td>
<td>11 (4)</td>
<td>$500</td>
</tr>
<tr>
<td>7. Failure to comply with a record keeping requirement in a permit</td>
<td>11 (5)</td>
<td>$250</td>
</tr>
<tr>
<td>8. Failure to comply with authorized discharge criteria in an approval</td>
<td>13</td>
<td>$1000</td>
</tr>
<tr>
<td>9. Failure to comply with works and operating requirements in an approval</td>
<td>13</td>
<td>$1000</td>
</tr>
<tr>
<td>10. Failure to comply with a monitoring requirement in an approval</td>
<td>13</td>
<td>$500</td>
</tr>
<tr>
<td>11. Failure to comply with a record keeping requirement in an approval</td>
<td>13</td>
<td>$250</td>
</tr>
<tr>
<td>12. Discharging air contaminants while permit or approval is suspended</td>
<td>21 (1) (a)</td>
<td>$1000</td>
</tr>
<tr>
<td>13. Discharging air contaminants while permit or approval is cancelled</td>
<td>21 (1) (b)</td>
<td>$1000</td>
</tr>
<tr>
<td>14. Failure to comply with an information order</td>
<td>27 (1)</td>
<td>$1000</td>
</tr>
<tr>
<td>15. Failure to comply with a pollution prevention order</td>
<td>28 (1)</td>
<td>$1000</td>
</tr>
<tr>
<td>16. Failure to comply with a pollution abatement order</td>
<td>29 (1)</td>
<td>$1000</td>
</tr>
<tr>
<td>17. Removing, tampering with or interfering with monitoring equipment</td>
<td>31</td>
<td>$1000</td>
</tr>
<tr>
<td>18. Failure to provide reasonable access</td>
<td>33 (1)</td>
<td>$750</td>
</tr>
<tr>
<td>19. Failure to facilitate access for inspections or tests.</td>
<td>33 (2)</td>
<td>$750</td>
</tr>
</tbody>
</table>
Schedule D

Greater Vancouver Regional District Bylaw No. 1110, 2009

Reference: Greater Vancouver Regional District Concrete and Concrete Products Industries Emission Regulation Bylaw No. 1084, 2008

<table>
<thead>
<tr>
<th>Column 1 Offence</th>
<th>Column 2 Section</th>
<th>Column 3 Fine</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Failure to register</td>
<td>6</td>
<td>$500</td>
</tr>
<tr>
<td>2. Failure to pay registration fee</td>
<td>8</td>
<td>$500</td>
</tr>
<tr>
<td>3. Failure to pay annual fee</td>
<td>10</td>
<td>$500</td>
</tr>
<tr>
<td>4. Discharge of fugitive dust exceeding 20% opacity</td>
<td>11 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>5. Discharge of fugitive dust past plant boundary</td>
<td>11 (2)</td>
<td>$500</td>
</tr>
<tr>
<td>6. Failure to initiate required actions during emergencies</td>
<td>14</td>
<td>$750</td>
</tr>
<tr>
<td>7. Failure to install sensor and alarm equipment</td>
<td>15</td>
<td>$500</td>
</tr>
<tr>
<td>8. Failure to employ a fabric filter system for bulk cement and flyash unloading</td>
<td>16</td>
<td>$1000</td>
</tr>
<tr>
<td>9. Failure to conduct daily cleaning cycle for fabric filters</td>
<td>17</td>
<td>$500</td>
</tr>
<tr>
<td>10. Failure to employ dust containing shrouds and fabric filter system for concrete batching operations</td>
<td>18</td>
<td>$500</td>
</tr>
<tr>
<td>11. Failure to employ fabric filter system for drying, mixing and bagging operations</td>
<td>19</td>
<td>$1000</td>
</tr>
<tr>
<td>12. Discharge of air contaminants from a fabric filter system exceeding 5% opacity</td>
<td>20</td>
<td>$1000</td>
</tr>
<tr>
<td>13. Failure to minimize fugitive dust from active operations</td>
<td>21</td>
<td>$500</td>
</tr>
<tr>
<td>14. Failure to keep records</td>
<td>24</td>
<td>$250</td>
</tr>
<tr>
<td>15. Failure to retain records or produce requested records</td>
<td>25</td>
<td>$250</td>
</tr>
</tbody>
</table>
## Schedule E

**Greater Vancouver Regional District Bylaw No. 1110, 2009**

Reference: Greater Vancouver Regional District Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offence</td>
<td>Section</td>
<td>Fine</td>
</tr>
<tr>
<td>1. Failure to register</td>
<td>6</td>
<td>$500</td>
</tr>
<tr>
<td>2. Failure to pay registration fee</td>
<td>8</td>
<td>$500</td>
</tr>
<tr>
<td>3. Failure to pay emission fee - terminal or bulk plant</td>
<td>10</td>
<td>$500</td>
</tr>
<tr>
<td>4. Failure to pay emission fee - fuel transfer vehicles</td>
<td>11</td>
<td>$500</td>
</tr>
<tr>
<td>5. Failure to pay annual fee - service station</td>
<td>12</td>
<td>$500</td>
</tr>
<tr>
<td>6. Failure to take corrective action on breakdown or malfunction</td>
<td>13</td>
<td>$750</td>
</tr>
</tbody>
</table>

### Gasoline Distribution Terminals

| 7. Failure to comply with CGSB Standard | 16 | $500 |
| 8. Failure to use a vapour balancing system | 17 | $1000 |
| 9. Failure to employ submerged fill, vapour balancing and vapour recovery | 18 | $1000 |
| 10. Failure to properly operate the vapour recovery system | 19 | $750 |
| 11. Performing scheduled maintenance during restricted period | 20 | $500 |
| 12. Failure to notify that a vapour recovery system is inoperative or is expected to be inoperative | 21 | $500 |
| 13. Failure to provide employees and operators with written procedures and training | 22 | $250 |
| 14. Failure to report control works malfunction | 23 | $500 |
| 15. Failure to test each vapour recovery system at least once every 12 months | 25 | $500 |
| 16. Failure to keep records | 26 | $250 |
| 17. Failure to retain records or produce requested records | 27 | $250 |

### Bulk Plants

| 18. Failure to equip each gasoline storage tank with a vapour balancing system | 29 | $1000 |
| 19. Failure to employ submerged fill, vapour balancing and vapour recovery | 31 | $1000 |
| 20. Failure to provide employees with written procedures and training | 32 | $250 |
| 21. Failure to test the vapour balancing system for leaks every 24 months | 34 | $500 |
| 22. Failure to keep records | 35 | $250 |
| 23. Failure to retain records or produce requested records | 36 | $250 |

### Fuel Transfer Vehicles

| 24. Failure to ensure that each fuel transfer vehicle is equipped with a vapour recovery system | 38 | $1000 |
25. Transfer of gasoline to a fuel transfer vehicle not equipped with a vapour balancing system  & 39  
   39 $1000
26. Failure to properly connect the vapour balancing system  & 40(1)  
   40(1) $750
27. Failure to employ submerged fill  & 40(2)  
   40(2) $750
28. Failure to pressure test and vacuum test the fuel transfer vehicle every 12 months  & 43  
   43 $500
29. Failure to keep records  & 44  
   44 $250
30. Failure to retain records or produce requested records  & 45  
   45 $250

**Service Stations**

31. Failure to install and operate Stage I vapour controls and equipment for submerged filling  & 47  
   47 $750
32. Failure to employ Stage I vapour controls and submerged filling  & 48  
   48 $750
33. Failure to keep records  & 50  
   50 $250
34. Failure to retain records  & 51  
   51 $250
35. Failure to produce requested records  & 52  
   52 $250
# Schedule F

**Greater Vancouver Regional District Bylaw No. 1110, 2009**

Reference: Greater Vancouver Regional District Automotive Refinishing Emission Regulation Bylaw No. 1086, 2008

<table>
<thead>
<tr>
<th>Column 1 Offence</th>
<th>Column 2 Section</th>
<th>Column 3 Fine</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Failure to register</td>
<td>6</td>
<td>$500</td>
</tr>
<tr>
<td>2. Failure to pay registration fee</td>
<td>8</td>
<td>$500</td>
</tr>
<tr>
<td>3. Failure to pay annual fee</td>
<td>10</td>
<td>$500</td>
</tr>
<tr>
<td>4. Discharge of air contaminants exceeding 0% opacity</td>
<td>12 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>5. Deposit of air contaminants past the plant boundary</td>
<td>12 (2)</td>
<td>$1000</td>
</tr>
<tr>
<td>6. Discharge of odour beyond the premises so as to cause a nuisance</td>
<td>12 (3)</td>
<td>$500</td>
</tr>
<tr>
<td>7. Using automotive refinishing products exceeding the maximum specified VOC content</td>
<td>13</td>
<td>$250</td>
</tr>
<tr>
<td>8. Failure to employ &amp; operate a high-volume low-pressure spray gun or alternate</td>
<td>14 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>9. Failure to post recommended operating parameters</td>
<td>14 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>10. Failure to perform spray coating within a properly equipped spray booth</td>
<td>15</td>
<td>$750</td>
</tr>
<tr>
<td>11. Failure to properly install a ventilation stack</td>
<td>17</td>
<td>$500</td>
</tr>
<tr>
<td>12. Failure to discharge stack gases at a minimum velocity of 15 m/s</td>
<td>17 (3)</td>
<td>$500</td>
</tr>
<tr>
<td>13. Failure to employ an enclosed spray gun wash system or a low emission spray gun cleaner</td>
<td>18 (1)</td>
<td>$250</td>
</tr>
<tr>
<td>14. Failure to employ proper organic gun wash solvents</td>
<td>18 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>15. Failure to properly store VOC containing materials</td>
<td>19 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>16. Failure to ensure that technicians are properly certified</td>
<td>20 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>17. Failure to display or make available technician certification</td>
<td>20 (2)</td>
<td>$250</td>
</tr>
<tr>
<td>18. Failure to keep records</td>
<td>21</td>
<td>$250</td>
</tr>
<tr>
<td>19. Failure to retain records or produce requested records</td>
<td>22</td>
<td>$250</td>
</tr>
</tbody>
</table>
### Greater Vancouver Regional District Bylaw No. 1110, 2009

Reference: Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008

<table>
<thead>
<tr>
<th>Column 1 Offence</th>
<th>Column 2 Section</th>
<th>Column 3 Fine</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Failure to register - natural gas or propane fired boilers</td>
<td>6</td>
<td>$500</td>
</tr>
<tr>
<td>2. Failure to register - biomass fired boilers</td>
<td>7</td>
<td>$500</td>
</tr>
<tr>
<td>3. Failure to pay registration fee</td>
<td>10</td>
<td>$500</td>
</tr>
<tr>
<td>4. Failure to pay emission fee</td>
<td>12</td>
<td>$500</td>
</tr>
<tr>
<td>5. Bypass of control works without authorization</td>
<td>18</td>
<td>$1000</td>
</tr>
<tr>
<td>6. Failure to initiate corrective actions during emergencies or other conditions</td>
<td>19</td>
<td>$1000</td>
</tr>
<tr>
<td>7. Failure to report emergencies or other conditions</td>
<td>20</td>
<td>$500</td>
</tr>
<tr>
<td>8. Failure to properly store and handle biomass</td>
<td>21</td>
<td>$500</td>
</tr>
<tr>
<td>9. Failure to comply with emission limits - natural gas or propane</td>
<td>24</td>
<td>$1000</td>
</tr>
<tr>
<td>10. Failure to comply with emission limits - biomass</td>
<td>25</td>
<td>$1000</td>
</tr>
<tr>
<td>11. Using a fuel oil with a sulphur content exceeding 15 mg/kg</td>
<td>26 (1)</td>
<td>$750</td>
</tr>
<tr>
<td>12. Emissions exceed an opacity of 10% during the use of standby fuel</td>
<td>26 (2)</td>
<td>$1000</td>
</tr>
<tr>
<td>13. Failure to record the quantity and duration of standby fuel use</td>
<td>26 (3)</td>
<td>$250</td>
</tr>
<tr>
<td>14. Exceeding the total use of standby fuels</td>
<td>26 (4)</td>
<td>$500</td>
</tr>
<tr>
<td>15. Stack has not been properly designed, built and maintained</td>
<td>27</td>
<td>$500</td>
</tr>
<tr>
<td>16. Stack height is less than 20 metres and has not been approved</td>
<td>28</td>
<td>$500</td>
</tr>
<tr>
<td>17. Failure to conduct emission tests</td>
<td>31</td>
<td>$500</td>
</tr>
<tr>
<td>18. Failure to conduct emission testing under the conditions specified in the bylaw</td>
<td>32</td>
<td>$500</td>
</tr>
<tr>
<td>19. Failure to conduct emission testing using the approved methodology</td>
<td>33</td>
<td>$500</td>
</tr>
<tr>
<td>20. Failure to keep records</td>
<td>34</td>
<td>$250</td>
</tr>
<tr>
<td>21. Failure to retain records or produce requested records</td>
<td>36</td>
<td>$250</td>
</tr>
<tr>
<td>22. Failure to immediately submit emission test results that indicate emission limits exceeded</td>
<td>37 (1)</td>
<td>$500</td>
</tr>
<tr>
<td>23. Failure to submit emission test results to the within 60 days of testing</td>
<td>37 (2)</td>
<td>$250</td>
</tr>
</tbody>
</table>
## Schedule H

Greater Vancouver Regional District Bylaw No. 1110, 2009

Reference: Greater Vancouver Regional District Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008

<table>
<thead>
<tr>
<th>Column 1 Offence</th>
<th>Column 2 Section</th>
<th>Column 3 Fine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Failure to register - natural gas or propane fired boiler</td>
<td>6</td>
<td>$500</td>
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<tr>
<td>Failure to register - biomass fired boiler</td>
<td>7</td>
<td>$500</td>
</tr>
<tr>
<td>Failure to pay registration fee</td>
<td>10</td>
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<tr>
<td>Failure to pay emission fee</td>
<td>12</td>
<td>$500</td>
</tr>
<tr>
<td>Bypass of control works without authorization</td>
<td>16</td>
<td>$1000</td>
</tr>
<tr>
<td>Failure to report emergencies or other conditions</td>
<td>18</td>
<td>$500</td>
</tr>
<tr>
<td>Failure to properly store and handle biomass</td>
<td>19</td>
<td>$500</td>
</tr>
<tr>
<td>Failure to comply with emission limits – natural gas or propane</td>
<td>22</td>
<td>$1000</td>
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<tr>
<td>Failure to comply with emission limits – biomass</td>
<td>23</td>
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<tr>
<td>Using a fuel oil with a sulphur content exceeding 15 mg/kg</td>
<td>24 (1)</td>
<td>$750</td>
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<tr>
<td>Emissions exceed an opacity of 10% during the use of standby fuel</td>
<td>24 (2)</td>
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<tr>
<td>Failure to record the quantity and duration of standby fuel use</td>
<td>24 (3)</td>
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<tr>
<td>Exceeding the total use of standby fuels</td>
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<tr>
<td>Stack has not been properly designed, built and maintained</td>
<td>25</td>
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<tr>
<td>Stack height for a biomass fuelled boiler is less than 15 metres and has not been authorized</td>
<td>26</td>
<td>$500</td>
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<tr>
<td>Failure to conduct emission tests</td>
<td>30</td>
<td>$500</td>
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<tr>
<td>Failure to conduct emission tests for biomass fueled boilers and process heaters</td>
<td>30 (4) (a)</td>
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<tr>
<td>Failure to conduct emission tests for manufactured wood fueled boilers and process heaters</td>
<td>30 (4) (b)</td>
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<td>Failure to conduct emission testing under the conditions specified in the bylaw</td>
<td>31</td>
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<td>Failure to conduct emission testing using the approved methodology</td>
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<tr>
<td>Failure to keep records</td>
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<tr>
<td>Failure to retain records or produce requested records</td>
<td>35</td>
<td>$250</td>
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# Schedule I

**Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1118, 2010**

Reference: Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1028, 2005

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<tr>
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<tr>
<td><strong>Offence</strong></td>
<td><strong>Section</strong></td>
<td><strong>Fine</strong></td>
</tr>
<tr>
<td>1 Use land or building contrary to bylaw</td>
<td>201 (1)</td>
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Schedule J

Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1118, 2010

Reference: Greater Vancouver Regional District Electoral Area A Building Administration Bylaw No. 1043, 2006

<table>
<thead>
<tr>
<th>Column 1</th>
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<tr>
<td><strong>Offence</strong></td>
<td><strong>Section</strong></td>
<td><strong>Fine</strong></td>
</tr>
<tr>
<td>1 Obstruct Building Official</td>
<td>107 (2)</td>
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<tr>
<td>2 Fail to stop work</td>
<td>109 (3)</td>
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<tr>
<td>3 Construction without a permit</td>
<td>201 (1)</td>
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<tr>
<td>4 Occupy without approval</td>
<td>201 (2)</td>
<td>$250</td>
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<tr>
<td>5 Submit false information</td>
<td>201 (3)</td>
<td>$250</td>
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<tr>
<td>6 Tamper with posted notice</td>
<td>201 (4)</td>
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<tr>
<td>7 Work contrary to approved plans</td>
<td>201 (5)</td>
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<tr>
<td>8 Fail to post building permit</td>
<td>210 (1)</td>
<td>$250</td>
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## Schedule K

**Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No 1158, 2012**

Reference: Greater Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012

<table>
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<tr>
<th>Column 1</th>
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<th>Column 3</th>
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<tbody>
<tr>
<td><strong>Offence</strong></td>
<td><strong>Section</strong></td>
<td><strong>Fine</strong></td>
</tr>
<tr>
<td>1. Discharge of air contaminant</td>
<td>6</td>
<td>$1000</td>
</tr>
<tr>
<td>2. Failure to comply with opacity and idling restrictions</td>
<td>10</td>
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<td>3. Failure to comply with Tier 0 registration and labeling requirements</td>
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<td>4. Failure to comply with Tier 1 registration and labeling requirements</td>
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<td>5. Failure to comply with registration requirements</td>
<td>13</td>
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<td>6. Failure to provide information</td>
<td>14</td>
<td>$250</td>
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<td>7. Failure to comply with Tier label requirements</td>
<td>18</td>
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<td>8. Failure to display registration number and tier label</td>
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<tr>
<td>9. Failure to keep low-use engine records</td>
<td>21</td>
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<td>10. Failure to comply with low-use engine records requirements</td>
<td>22</td>
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<td>11. Failure to comply with amended registration requirements</td>
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<td>12. Operating a prohibited Tier 0 engine</td>
<td>32</td>
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<tr>
<td>13. Operating a prohibited Tier 1 engine</td>
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<tr>
<td>14. Emissions exceed an opacity of 20%</td>
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<tr>
<td>15. Idling for more than 5 consecutive minutes</td>
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<tr>
<td>16. Failure to submit anti-idling procedure within 24 hours</td>
<td>37</td>
<td>$250</td>
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</table>
To: Environment and Parks Committee
Electoral Area Committee

From: Gudrun Jensen, Operations Services Division Manager
Metropolitan Planning, Environment and Parks Department

Date: October 8, 2012

Subject: Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1159, 2012

Recommendation:

That the Board:

a) introduce and give first, second and third reading to “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1159, 2012”; and

b) reconsider, pass and finally adopt “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1159, 2012”.

1. PURPOSE

To authorize amendments to the “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010”. The amendments include designated offences and fines for the re-enacted “Greater Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”, the re-enacted “Greater Vancouver Regional District Electoral Area A Zoning Bylaw 1144, 2011”, the “Greater Vancouver Regional District Electoral Area A Building Administration Bylaw 1043, 2006”, and the “Greater Vancouver Regional District Electoral Areas “B” and “C” Unsightly Premises Bylaw 583, 1987”.

2. CONTEXT

The Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw enables Metro Vancouver to enforce compliance with its regulatory bylaws. Compliance with Metro Vancouver’s regulatory bylaws is primarily promoted through non-punitive means such as education, advisories and warnings. However, in some cases and for some offences, punitive measures are warranted and the use of Notices of Bylaw Violation (NBVs) is an effective alternative to other ticketing and legal options.
The proposed amendments to the Greater Vancouver Regional District Ticket Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw include:

a) a housekeeping change in section 7.2 amending the designated titles of persons that are appointed as Screening Officers to reflect current titles;

b) adding Building Inspector and Building Official to the list of designated bylaw enforcement officers in section 9.1; and

c) replacing Schedule A, which includes updated ticketing offences and fines to support the re-enacted Parks Regulation Bylaw; and adds ticketing offences and fines for the Electoral Area A Zoning, Building Administration and Unsightly Premises Bylaws. The fines are based on risk to Regional Parks with the maximum fine ($500) assigned to those with greatest potential loss. Remaining offences ($250 or $125) tend to be in the mid-range in comparison with local municipalities. The companion Municipal Ticket Information Bylaw amendments include the same offences but the fines are twice those of the corresponding NBV. Between them, these ticketing bylaws together now form a graduated fine regime available when punitive enforcement is necessary.

3. ALTERNATIVES

That the Board may:

a) provide comments on the bylaw amendments and request staff to incorporate these comments into a revised amending bylaw;

or

b) give three readings to and adopt the proposed amending bylaw.

4. CONCLUSION

Staff recommends option b). Metro Vancouver requires the ability to issue NBVs for bylaw contraventions. NBVs provide an administrative ticketing option alternative where disputes can be heard and resolved in-house through the adjudication process instead of Provincial Court. The proposed amending bylaw provides a current offence and fine schedule for the Regulation Bylaw and the Electoral Area A Zoning, Building Administration and Unsightly Premises Bylaws. These ticketing fines are not intended to comprise a stable revenue stream but will help to offset costs for in-house adjudication of disputes.

ATTACHMENTS

1. “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1159, 2012” (Doc. #6643030).

2. “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010” (Doc. #6616064).
A Bylaw to Amend “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010.

WHEREAS:

A. The Board of Directors of the Greater Vancouver Regional District has adopted “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010”, a bylaw respecting the enforcement of Notices of Bylaw Violation and establishing a Bylaw Violation Dispute Adjudication System; and

B. The Board of Directors of the Greater Vancouver Regional District wishes to further amend “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010”;

NOW THEREFORE the Board of Directors of the Greater Vancouver Regional District in an open meeting duly assembled enacts as follows:

1. “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010” is hereby amended as follows:

   a) Section 7.2 is deleted and replaced with the following:

      “The following are designated titles of persons that are appointed as Screening Officers:

      (a) Operations Services Division Manager;

      (b) Operations and Maintenance System Supervisor;

      (c) Operations Services Division Assistant; and

      (d) Environmental Control Officer.”

   b) Section 9.1 is deleted and replaced with the following:

      “Persons acting as any of the following are hereby designated as Bylaw Enforcement Officers for the purposes of this Bylaw and the Act:

      (a) GVRD Park Officer;

      (b) Royal Canadian Mounted Police Constable;

      (c) Municipal Police Constable;

      (d) British Columbia Provincial Conservation Officer;
(e) Any person appointed by the GVRD Board pursuant to section 31(2) of the Environmental Management Act to be an officer;

(f) Building Inspector; and

(g) Building Official."; and

c) Schedule A is deleted and replaced with the attached Schedule A.

2. This bylaw shall be cited as “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1159, 2012”.

READ A FIRST, SECOND AND THIRDTIME this ___________ day of ________________, 2012.

RECONSIDERED, PASSED AND FINALLY ADOPTED this ___________ day of ________________, 2012.

__________________________________
Paulette Vetleson
Secretary

__________________________________
Greg Moore
Chair
### Schedule A

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
<th>Column 4</th>
<th>Column 5</th>
<th>Column 6</th>
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<tbody>
<tr>
<td>Section</td>
<td>Authorized Words or Expressions</td>
<td>Discounted Penalty</td>
<td>Penalty</td>
<td>Late Payment Penalty</td>
<td>Compliance Agreement Available</td>
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<tr>
<td>2.5</td>
<td>Failure to Assist Park Officer</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
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<td>2.6</td>
<td>Obstruction of Park Officer</td>
<td>$375</td>
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<td>Misleading Park Officer</td>
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<td>In Park When Closed</td>
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<td>3.4</td>
<td>Destroying or Damaging Park Property</td>
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<td>3.4(d)</td>
<td>Unauthorized Structure</td>
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<td>Possessing or Consuming Liquor</td>
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<td>3.6</td>
<td>Interfering with Park Permit</td>
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<td>$250</td>
<td>$310</td>
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<td>3.7</td>
<td>Inadequate Supervision of Young Person</td>
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<td>$125</td>
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<td>4.1</td>
<td>Dangerous or Offensive Conduct</td>
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<td>Possessing Firearm</td>
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<td>Defecating or Urinating Where Not Allowed</td>
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<td>$125</td>
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<td>4.4</td>
<td>Undue Noise or Disturbance</td>
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<td>Off Road or Trail</td>
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<td>Obstructing Road or Trail</td>
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<td>Unauthorized Group Gathering</td>
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<td>Discarding Burning Substance</td>
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<td>Use of Flame-Producing Device Where Not Allowed</td>
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<td>Dog Where Not Allowed</td>
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<td>8.8</td>
<td>Dog Not Leashed Near Horse</td>
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<td>Section</td>
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<td>Horse Where Not Allowed</td>
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<td>Tampering with Float or Lifesaving Device</td>
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<td>All-Terrain Vehicle or Motorized Device</td>
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<td>Cleaning or Repairing Vehicle</td>
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<td>GVRD Air Quality Management Bylaw No. 1082, 2008</td>
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<td>11 (4)</td>
<td>Failure to comply with a monitoring requirement in a permit</td>
<td>$190</td>
<td>$250</td>
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<td>11 (5)</td>
<td>Failure to comply with a record keeping requirement in a permit</td>
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<td>13</td>
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<td>31</td>
<td>Removing, tampering with or interfering with monitoring equipment</td>
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<td>33 (2)</td>
<td>Failure to facilitate access for inspections or tests</td>
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### Concrete and Concrete Products Industries Emission Regulation Bylaw No. 1084, 2008

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### Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008

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<td>Failure to employ submerged fill, vapour balancing and vapour recovery</td>
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<td>Performing scheduled maintenance during restricted period</td>
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### Schedule A to Bylaw No. 1117, 2010 (Continued)

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<td>Failure to provide employees and operators with written procedures and training</td>
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<td>Failure to report control works malfunction</td>
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<td>Failure to equip each gasoline storage tank with a vapour balancing system</td>
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<td><strong>Fuel Transfer Vehicles</strong></td>
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<td>Failure to ensure that each fuel transfer vehicle is equipped with a vapour recovery system</td>
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<td><strong>Service Stations</strong></td>
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<td>47</td>
<td>Failure to install and operate Stage I vapour controls and equipment for submerged filling</td>
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## Schedule A to Bylaw No. 1117, 2010 (Continued)

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<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<tr>
<td>8</td>
<td>Failure to pay registration fee</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
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<tr>
<td>10</td>
<td>Failure to pay annual fee</td>
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<td>14 (2)</td>
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<td>20 (2)</td>
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**Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008**

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<td>6</td>
<td>Failure to register - natural gas or propane fired boilers</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
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<tr>
<td>7</td>
<td>Failure to register - biomass fired boilers</td>
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<td>$250</td>
<td>$310</td>
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<td>10</td>
<td>Failure to pay registration fee</td>
<td>$190</td>
<td>$250</td>
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<td>12</td>
<td>Failure to pay emission fee</td>
<td>$190</td>
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<td>18</td>
<td>Bypass of control works without authorization</td>
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<td>Stack height is less than 20 metres and has not been approved</td>
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<td>31</td>
<td>Failure to conduct emission tests</td>
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<td>$250</td>
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<td>33</td>
<td>Failure to conduct emission testing using the approved methodology</td>
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### Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008 (Continued)

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### Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008

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<tr>
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<td>Failure to register - natural gas or propane fired boiler</td>
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<td>7</td>
<td>Failure to register - biomass fired boiler</td>
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<td>Failure to comply with emission limits – biomass</td>
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<td>30 (4)(a)</td>
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<td>201 (1)</td>
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<td>Unsightly Property</td>
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<td>$250</td>
<td>$310</td>
<td>No</td>
</tr>
<tr>
<td>2 (c)</td>
<td>Rubbish or Offensive Matter Accumulating Around Property</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>No</td>
</tr>
<tr>
<td>3 (b)</td>
<td>Failure To Remove Accumulated Rubbish</td>
<td>$375</td>
<td>$500</td>
<td>$500</td>
<td>No</td>
</tr>
</tbody>
</table>
Greater Vancouver Regional District
Bylaw No. 1117, 2010

A Bylaw respecting the enforcement of Notices of Bylaw Violation and establishing a Bylaw Violation Dispute Adjudication System.

The Board of Directors of the Greater Vancouver Regional District enacts the following:

1.0 Citation

1.1 The official citation for this Bylaw is “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010.

2.0 Definitions

2.1 In this Bylaw, unless the context requires otherwise, the following definitions apply:

(a) “Act” means the Local Government Bylaw Notice Enforcement Act (British Columbia);

(b) “Day” means a calendar day;

(c) “Discounted Penalty” means the amount due when a discount is deducted from the Penalty, as described in Section 6 of the Act and identified in Column 3 of Schedule A;

(d) “GVRD” means the Greater Vancouver Regional District;

(e) “Late Payment Penalty” means the amount due when a surcharge is added to the Penalty, as described in section 6 of the Act and identified in Column 5 of Schedule A;

(f) “Notice of Bylaw Violation” means a notice issued by a GVRD Bylaw Enforcement Officer pursuant to this Bylaw and section 4 of the Act;

(g) “Penalty” means the amount that the recipient is liable to pay in respect of a violation of the related bylaw as identified in Column 4 of Schedule A; and

(h) “Registry” means the GVRD bylaw violation dispute adjudication registry established pursuant to section 6 of this Bylaw.

2.2 Capitalised terms used in this Bylaw that are not defined in section 2.1 have the same meaning as the terms defined in the Act.

3.0 Bylaw Violations

3.1 The bylaw violations designated in Schedule A may be dealt with by Notice of Bylaw Violation.
4.0 Penalty

4.1 The amount due for a bylaw violation referred to in section 3 is:

(a) subject to paragraphs b), c) and d) of this section, the Penalty amount set out in Column 4 of Schedule A for the related violation described in Columns 1 and 2;

(b) if payment is received by the GVRD within 14 Days from the date of receipt of the Notice of Bylaw Violation in accordance with the Act, the Discounted Penalty set out in Column 3 of Schedule A for the related violation described in Columns 1 and 2;

(c) if payment is received by the GVRD more than 28 Days from the date of receipt of the Notice of Bylaw Violation in accordance with the Act, the Late Payment Penalty set out in Column 5 of Schedule A for the related violation described in Columns 1 and 2; or

(d) if payment is made under a Compliance Agreement, 50% of the Penalty set out in Column 4 of Schedule A for the related violation described in Columns 1 and 2.

5.0 Period for Paying or Disputing a Notice of Bylaw Violation

5.1 A person who receives a Notice of Bylaw Violation may, within 14 Days from the date of receipt of the Notice of Bylaw Violation in accordance with the Act:

(a) pay the Discounted Penalty established in section 4.1(b) of this Bylaw in any manner described on the reverse of the Notice of Bylaw Violation; or

(b) request dispute adjudication by completing the form on the reverse side of the Notice of Bylaw Violation and delivering it to the Registry.

5.2 After 14 Days of having received a Notice of Bylaw Violation, a person may not request adjudication and, if the person has taken no action under section 5.1, must pay the Penalty or the Late Payment Penalty established in section 4.1.

5.3 Within 21 Days of receiving a follow-up letter from the GVRD indicating the amount owing pursuant to a Notice of Bylaw Violation that was not delivered personally, a person may advise the GVRD, in writing, that they did not receive the original Notice of Bylaw Violation. In these circumstances the time limits for responding to the Notice of Bylaw Violation established under section 5.1 and 5.2 of this Bylaw do not begin to run until the day after the date that the Notice of Bylaw Violation is re-issued and delivered to them in accordance with the Act.

5.4 A person is conclusively deemed to have received a re-issued Notice of Bylaw Violation:

(a) if it was delivered in person, on the date it was delivered; or
(b) if it was mailed in accordance with the Act, on the 7th Day after it was mailed.

6.0 Notice of Bylaw Violation Dispute Adjudication Registry

6.1 The Registry is established as a dispute adjudication system in accordance with the Act to resolve disputes relating to Notices of Bylaw Violation.

6.2 The civic address of the Registry is 4330 Kingsway, Burnaby, BC V5H 4G8.

6.3 Every person who is unsuccessful in dispute adjudication for a Notice of Bylaw Violation or a Compliance Agreement must pay the GVRD an additional fee of $25 to cover the GVRD’s costs of administering the adjudication system.

7.0 Screening Officers

7.1 Pursuant to section 10 of the Act, the position of Screening Officer is established to review the circumstances surrounding a Notice of Bylaw Violation. Before dispute adjudication in respect of a Notice of Bylaw Violation can be scheduled a Screening Officer must review the circumstances surrounding the issuance of the Notice of Bylaw Violation.

7.2 The following are designated titles of persons that are appointed as Screening Officers:

(a) Parks Operations Services Division Manager;

(b) Parks Operations and Maintenance System Supervisor;

(c) Parks Operations Services Division Assistant; and

(d) Environmental Control Officer.

8.0 Powers, Duties and Functions of Screening Officers

8.1 The powers, duties and functions of Screening Officers are as set out in the Act, and include the following powers:

(a) Where requested by the person to whom a Notice of Bylaw Violation has been issued:

   (i) communicate information respecting the nature of the violation;
   (ii) provide a copy or reference to the bylaw violated;
   (iii) outline the facts on which the violation allegation is based;
   (iv) confirm the penalty for a violation;
   (v) where permitted, provide the opportunity to enter into a Compliance Agreement;
   (vi) provide the opportunity to proceed to the Registry; and
   (vii) confirm the fee or fees payable for the enforcement process.
(b) To communicate with any or all of the following so that the Screening Officer can perform their functions under this Bylaw or the Act:

(i) the person against whom a violation is alleged or their representative;
(ii) the Bylaw Enforcement Officer issuing the Notice of Bylaw Violation;
(iii) the complainant or their representative; and
(iv) GVRD staff.

(c) Where permitted, to prepare and enter into a Compliance Agreement under the Act with a person who disputes a Notice of Bylaw Violation, including to establish terms and conditions for compliance that the Screening Officer considers necessary or advisable, including time periods for payment of penalties and ultimate compliance with the bylaw;

(d) To provide for payment of a reduced Penalty if a Compliance Agreement is entered into; and

(e) To cancel Notices of Bylaw Violation in accordance with the Act or GVRD policies and guidelines.

8.2 The bylaw violations for which a Screening Officer may enter into a Compliance Agreement are indicated in Column 6 of Schedule A.

8.3 Where a Compliance Agreement is entered into, the Penalty payable for the bylaw violation shall be reduced to 50% of the Penalty for the violation as listed in Column 4 of Schedule A.

8.4 The maximum duration of a Compliance Agreement is one year.

9.0 Bylaw Enforcement Officers

9.1 Persons acting as any of the following are hereby designated as Bylaw Enforcement Officers for the purposes of this Bylaw and the Act:

(a) GVRD Park Officer;
(b) Royal Canadian Mounted Police Constable;
(c) Municipal Police Constable;
(d) British Columbia Provincial Conservation Officer; and
(e) any person appointed by the GVRD Board pursuant to section 31(2) of the Environmental Management Act to be an officer.

10.0 Form of Notice of Bylaw Violation
10.1 The GVRD may from time to time provide for the form or forms of the Notice of Bylaw Violation, provided the Notice of Bylaw Violation complies with section 4 of the Act.

11.0 General

11.1 Male gender words include the female gender and vice versa and either includes the neuter. Singular number words include the plural and vice versa.

12.0 Severability

12.1 If a section, subsection, sentence, clause or phrase of this Bylaw is for any reason held to be invalid by the decision of a Court of competent jurisdiction, such decision will not affect the validity of the remaining portions of the bylaw.

13.0 Schedules

13.1 Schedule A attached hereto forms part of this Bylaw.

Readings and Adoption

READ A FIRST TIME this _____________ day of ______________________, 2010.

READ A SECOND TIME this ___________ day of ______________________, 2010.

READ A THIRD TIME this ___________ day of ______________________, 2010.

RECONSIDERED, PASSED AND FINALLY ADOPTED this ______________ day of ______________________, 2010.

__________________________________
Paulette Vetleson
Secretary

__________________________________
Lois E. Jackson
Chair
### Schedule A to Bylaw No. 1117, 2010

#### Designated Bylaw Violations and Corresponding Penalties

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
<th>Column 4</th>
<th>Column 5</th>
<th>Column 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section</td>
<td>Description</td>
<td>Discounted Penalty</td>
<td>Penalty</td>
<td>Late Payment Penalty</td>
<td>Compliance Agreement Available</td>
</tr>
<tr>
<td>4 (7)</td>
<td>Breach of Curfew</td>
<td>$25</td>
<td>$50</td>
<td>$75</td>
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<tr>
<td>6 (3)</td>
<td>No Camping</td>
<td>$25</td>
<td>$50</td>
<td>$75</td>
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</tr>
<tr>
<td>7 (2)</td>
<td>Littering</td>
<td>$25</td>
<td>$50</td>
<td>$75</td>
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<tr>
<td>7 (4)</td>
<td>Illegal Fire</td>
<td>$25</td>
<td>$50</td>
<td>$75</td>
<td>No</td>
</tr>
<tr>
<td>7 (7)</td>
<td>No Smoking</td>
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<td>$50</td>
<td>$75</td>
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</tr>
<tr>
<td>7 (9)</td>
<td>No Cycling</td>
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<td>$50</td>
<td>$75</td>
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<tr>
<td>9 (1)</td>
<td>Dog Off Leash</td>
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<td>$50</td>
<td>$75</td>
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<tr>
<td>9 (3) (a)</td>
<td>Domestic Animal on Beach</td>
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<td>$50</td>
<td>$75</td>
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<tr>
<td>9 (5)</td>
<td>Dog Faeces Left</td>
<td>$25</td>
<td>$50</td>
<td>$75</td>
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<tr>
<td>9 (7)</td>
<td>More Than Three Domestic Animals</td>
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<td>$50</td>
<td>$75</td>
<td>Yes</td>
</tr>
<tr>
<td>12 (3)</td>
<td>Illegal Parking</td>
<td>$25</td>
<td>$50</td>
<td>$75</td>
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</tr>
<tr>
<td>12 (5)</td>
<td>No Parking Permit</td>
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<td>$50</td>
<td>$75</td>
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<tr>
<td>15 (1)</td>
<td>Special Event Without Permit or Failure to Comply with terms of a Permit</td>
<td>$25</td>
<td>$50</td>
<td>$75</td>
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**GVRD Regional Parks Regulation Bylaw No. 1048 (2006)**

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Discounted Penalty</th>
<th>Penalty</th>
<th>Late Payment Penalty</th>
<th>Compliance Agreement Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 (4)</td>
<td>Failure to comply with a monitoring requirement in a permit</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>11 (5)</td>
<td>Failure to comply with a record keeping requirement in a permit</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
</tr>
<tr>
<td>13</td>
<td>Failure to comply with a monitoring requirement in an approval</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
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**GVRD Air Quality Management Bylaw No. 1082, 2008**

<table>
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<tr>
<th>Section</th>
<th>Description</th>
<th>Discounted Penalty</th>
<th>Penalty</th>
<th>Late Payment Penalty</th>
<th>Compliance Agreement Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 (4)</td>
<td>Failure to comply with a monitoring requirement in a permit</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>11 (5)</td>
<td>Failure to comply with a record keeping requirement in a permit</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
</tr>
<tr>
<td>13</td>
<td>Failure to comply with a monitoring requirement in an approval</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
</tbody>
</table>
### Designated Bylaw Violations and Corresponding Penalties

<table>
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</tr>
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<tbody>
<tr>
<td>Section</td>
<td>Description</td>
<td>Discounted Penalty</td>
<td>Penalty</td>
<td>Late Payment Penalty</td>
<td>Compliance Agreement Available</td>
</tr>
<tr>
<td>GVRD Air Quality Management Bylaw No. 1082, 2008 (Continued)</td>
<td></td>
<td></td>
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<tr>
<td>13</td>
<td>Failure to comply with a record keeping requirement in an approval</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
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<tr>
<td>31</td>
<td>Removing, tampering with or interfering with monitoring equipment</td>
<td>$375</td>
<td>$500</td>
<td>$500</td>
<td>No</td>
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<tr>
<td>33 (2)</td>
<td>Failure to facilitate access for inspections or tests</td>
<td>$290</td>
<td>$375</td>
<td>$460</td>
<td>Yes</td>
</tr>
<tr>
<td>Concrete and Concrete Products Industries Emission Regulation Bylaw No. 1084, 2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>6</td>
<td>Failure to register</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>8</td>
<td>Failure to pay registration fee</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>10</td>
<td>Failure to pay annual fee</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>11 (2)</td>
<td>Discharge of fugitive dust past plant boundary</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>14</td>
<td>Failure to initiate required actions during emergencies</td>
<td>$290</td>
<td>$375</td>
<td>$460</td>
<td>Yes</td>
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<tr>
<td>15</td>
<td>Failure to install sensor and alarm equipment</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
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</tr>
<tr>
<td>16</td>
<td>Failure to employ a fabric filter system for bulk cement and flyash unloading</td>
<td>$375</td>
<td>$500</td>
<td>$500</td>
<td>Yes</td>
</tr>
</tbody>
</table>
## Schedule A to Bylaw No. 1117, 2010 (Continued)

### Designated Bylaw Violations and Corresponding Penalties

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Section</td>
<td>Description</td>
<td>Discounted Penalty</td>
<td>Penalty</td>
<td>Late Payment Penalty</td>
<td>Compliance Agreement Available</td>
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#### Concrete and Concrete Products Industries Emission Regulation Bylaw No. 1084, 2008 (Continued)

<table>
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<tr>
<th>Section</th>
<th>Description</th>
<th>Discounted Penalty</th>
<th>Penalty</th>
<th>Late Payment Penalty</th>
<th>Compliance Agreement Available</th>
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</thead>
<tbody>
<tr>
<td>18</td>
<td>Failure to employ dust containing shrouds and fabric filter system for concrete batching operations</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>19</td>
<td>Failure to employ fabric filter system for drying, mixing and bagging operations</td>
<td>$375</td>
<td>$500</td>
<td>$500</td>
<td>Yes</td>
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<tr>
<td>21</td>
<td>Failure to minimize fugitive dust from active operations</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>24</td>
<td>Failure to keep records</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
</tr>
<tr>
<td>25</td>
<td>Failure to retain records or produce requested records</td>
<td>$95</td>
<td>$125</td>
<td>$140</td>
<td>Yes</td>
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</table>

#### Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Discounted Penalty</th>
<th>Penalty</th>
<th>Late Payment Penalty</th>
<th>Compliance Agreement Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Failure to register</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>8</td>
<td>Failure to pay registration fee</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<tr>
<td>10</td>
<td>Failure to pay emission fee - terminal or bulk plant</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
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<tr>
<td>11</td>
<td>Failure to pay emission fee - fuel transfer vehicles</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
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<tr>
<td>12</td>
<td>Failure to pay annual fee - service station</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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</table>
### Designated Bylaw Violations and Corresponding Penalties

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<tr>
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<td>Discounted Penalty</td>
<td>Penalty</td>
<td>Late Payment Penalty</td>
<td>Compliance Agreement Available</td>
</tr>
<tr>
<td>17</td>
<td>Failure to use a vapour balancing system</td>
<td>$375</td>
<td>$500</td>
<td>$500</td>
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<tr>
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<td>Failure to employ submerged fill, vapour balancing and vapour recovery</td>
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<td>$500</td>
<td>$500</td>
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<td>Performing scheduled maintenance during restricted period</td>
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<td>$310</td>
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<td>21</td>
<td>Failure to notify that a vapour recovery system is inoperative or is expected to be inoperative</td>
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<td>$250</td>
<td>$310</td>
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<tr>
<td>22</td>
<td>Failure to provide employees and operators with written procedures and training</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
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<tr>
<td>23</td>
<td>Failure to report control works malfunction</td>
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<td>$250</td>
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<td>26</td>
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</tr>
<tr>
<td></td>
<td>Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008 (Continued)</td>
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<tr>
<td>Bulk Plants</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>29</td>
<td>Failure to equip each gasoline storage tank with a vapour balancing system</td>
<td>$375</td>
<td>$500</td>
<td>$500</td>
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<tr>
<td>32</td>
<td>Failure to provide employees with written procedures and training</td>
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<td>$125</td>
<td>$155</td>
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<tr>
<td>Fuel Transfer Vehicles</td>
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<td>38</td>
<td>Failure to ensure that each fuel transfer vehicle is equipped with a vapour recovery system</td>
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<td>$125</td>
<td>$155</td>
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<tr>
<td>45</td>
<td>Failure to retain records or produce requested records</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
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<td>Service Stations</td>
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<td>47</td>
<td>Failure to install and operate Stage I vapour controls and equipment for submerged filling</td>
<td>$290</td>
<td>$375</td>
<td>$460</td>
<td>Yes</td>
</tr>
<tr>
<td>50</td>
<td>Failure to keep records</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
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</table>
Schedule A to Bylaw No. 1117, 2010 (Continued)

Designated Bylaw Violations and Corresponding Penalties

<table>
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<tr>
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<tr>
<td>Section</td>
<td>Description</td>
<td>Discounted Penalty</td>
<td>Penalty</td>
<td>Late Payment Penalty</td>
<td>Compliance Agreement Available</td>
</tr>
<tr>
<td>51</td>
<td>Failure to retain records</td>
<td>$95</td>
<td>$125</td>
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<td>52</td>
<td>Failure to produce requested records</td>
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**Automotive Refinishing Emission Regulation Bylaw No. 1086, 2008**

<table>
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<tr>
<th>Section</th>
<th>Description</th>
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<th>Compliance Agreement Available</th>
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<tbody>
<tr>
<td>6</td>
<td>Failure to register</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>8</td>
<td>Failure to pay registration fee</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<tr>
<td>10</td>
<td>Failure to pay annual fee</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<tr>
<td>14 (2)</td>
<td>Failure to post recommended operating parameters</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
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<tr>
<td>19 (2)</td>
<td>Failure to properly store VOC containing materials</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
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<tr>
<td>20 (1)</td>
<td>Failure to ensure that technicians are properly certified</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<tr>
<td>20 (2)</td>
<td>Failure to display or make available technician certification</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
</tr>
<tr>
<td>21</td>
<td>Failure to keep records</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
</tr>
<tr>
<td>22</td>
<td>Failure to retain records or produce requested records</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
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### Schedule A to Bylaw No. 1117, 2010 (Continued)

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<td>Penalty</td>
<td>Late Payment Penalty</td>
<td>Compliance Agreement Available</td>
</tr>
<tr>
<td>6</td>
<td>Failure to register - natural gas or propane fired boilers</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>7</td>
<td>Failure to register - biomass fired boilers</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>10</td>
<td>Failure to pay registration fee</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>12</td>
<td>Failure to pay emission fee</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>18</td>
<td>Bypass of control works without authorization</td>
<td>$375</td>
<td>$500</td>
<td>$500</td>
<td>Yes</td>
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<tr>
<td>26 (3)</td>
<td>Failure to record the quantity and duration of standby fuel use</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
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<tr>
<td>26 (4)</td>
<td>Exceeding the total use of standby fuels</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<tr>
<td>28</td>
<td>Stack height is less than 20 metres and has not been approved</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>31</td>
<td>Failure to conduct emission tests</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>33</td>
<td>Failure to conduct emission testing using the approved methodology</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>34</td>
<td>Failure to keep records</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
</tr>
<tr>
<td>36</td>
<td>Failure to retain records or produce requested records</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
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### Schedule A to Bylaw No. 1117, 2010 (Continued)

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<tbody>
<tr>
<td><strong>Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008</strong> (Continued)</td>
<td></td>
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<tr>
<td>37 (1)</td>
<td>Failure to immediately submit emission test results that indicate emission limits exceeded</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<tr>
<td>37 (2)</td>
<td>Failure to submit emission test results to the within 60 days of testing</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
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<tr>
<td><strong>Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008</strong></td>
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<tr>
<td>6</td>
<td>Failure to register - natural gas or propane fired boiler</td>
<td>$190</td>
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<tr>
<td>7</td>
<td>Failure to register - biomass fired boiler</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<td>10</td>
<td>Failure to pay registration fee</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<tr>
<td>23</td>
<td>Failure to comply with emission limits – biomass</td>
<td>$375</td>
<td>$500</td>
<td>$500</td>
<td>Yes</td>
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<tr>
<td>26</td>
<td>Stack height for a biomass fuelled boiler is less than 15 metres and has not been authorized</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>30</td>
<td>Failure to conduct emission tests</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>30 (4) (a)</td>
<td>Failure to conduct emission tests for biomass fueled boilers and process heaters</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<td><strong>Description</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 (4) (b)</td>
<td>Failure to conduct emission tests for manufactured wood fueled boilers and process heaters</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
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<tr>
<td>32</td>
<td>Failure to conduct emission testing using the approved methodology</td>
<td>$190</td>
<td>$250</td>
<td>$310</td>
<td>Yes</td>
</tr>
<tr>
<td>33</td>
<td>Failure to keep records</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
</tr>
<tr>
<td>35</td>
<td>Failure to retain records or produce requested records</td>
<td>$95</td>
<td>$125</td>
<td>$155</td>
<td>Yes</td>
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