

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE**

REGULAR MEETING

**Wednesday, November 18, 2020
9:00 AM
28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia**

A G E N D A¹

1. ADOPTION OF THE AGENDA

1.1 November 18, 2020 Regular Meeting Agenda

That the Regional Parks Committee adopt the agenda for its regular meeting scheduled for November 18, 2020 as circulated.

2. ADOPTION OF THE MINUTES

2.1 October 14, 2020 Regular Meeting Minutes

That the Regional Parks Committee adopt the minutes of its regular meeting held October 14, 2020 as circulated.

3. DELEGATIONS

4. INVITED PRESENTATIONS

4.1 Ross Davies, Kanaka Education and Environmental Partnership Society

Subject: Kanaka Education and Environmental Partnership Society

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Kanaka Creek Regional Park – Contribution Agreement for Operation of the Kanaka Creek Bell-Irving Hatchery 2021 - 2023

That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Kanaka Education and Environmental Partnership Society toward the operation of the Kanaka Creek Bell-Irving Hatchery for a three-year term in the amount of \$21,000 annually, commencing January 1, 2021 and ending on December 31, 2023.

¹ Note: Recommendation is shown under each item, where applicable.

5.2 Regional Greenway 2050

That the MVRD Board:

- a) approve the *Regional Greenways 2050* plan; and
- b) direct staff to include the Regional Greenways Network and supporting policies, as appropriate, in the update of the Regional Growth Strategy, *Metro 2050*.

5.3 MVRD Regional Parks Regulation Amending Bylaw No. 1314, 2020 – Amends Bylaw 1177, 2012

That the MVRD Board:

- a) give first, second and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1314, 2020*; and
- b) pass and finally adopt *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1314, 2020*.

5.4 MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw 1315, 2020 - Amends Bylaw 1117, 2010

That the MVRD Board:

- a) give first, second and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1315, 2020*; and
- b) pass and finally adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1315, 2020*.

5.5 MVRD Ticket Information Utilization Amending Bylaw 1316, 2020 – Amends Bylaw 1050, 2006

That the MVRD Board:

- a) give first, second and third reading to *Metro Vancouver Regional District Ticket Utilization Amending Bylaw No. 1316, 2020*; and
- b) pass and finally adopt *Metro Vancouver Regional District Ticket Utilization Amending Bylaw No. 1316, 2020*.

5.6 Campbell Valley Regional Park – Engagement Results and Management Plan

That the MVRD Board approve the *Campbell Valley Regional Park Management Plan 2020*, as presented in the report dated October 5, 2020, titled “Campbell Valley Regional Park – Engagement Results and Management Plan”.

5.7 Manager’s Report – Regional Parks

That the Regional Parks Committee receive for information report dated October 21, 2020 titled “Manager’s Report – Regional Parks”.

6. INFORMATION ITEMS

6.1 Regional Parks Upcoming Events – November & December 2020

7. OTHER BUSINESS

8. BUSINESS ARISING FROM DELEGATIONS

9. RESOLUTION TO CLOSE MEETING

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

That the Regional Parks Committee close its regular meeting scheduled for November 18, 2020 pursuant to the *Community Charter* provisions, Section 90 (1) (e) and (m) as follows:

- “90 (1) A part of the 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; and
 - (m) a matter that, under another enactment, is such that the public may be excluded from the meeting.”

10. ADJOURNMENT/CONCLUSION

That the Regional Parks Committee adjourn/conclude its regular meeting of November 18, 2020.

Membership:

McEwen, John (C) - Anmore
Wiebe, Michael (VC) - Vancouver
Calendino, Pietro - Burnaby
Dilworth, Diana - Port Moody
Guerra, Laurie - Surrey

Harvie, George - Delta
Hodge, Craig - Coquitlam
Miyashita, Tracy - Pitt Meadows
Muri, Lisa - North Vancouver District

Nicholson, Maureen - Bowen Island
Penner, Darrell - Port Coquitlam
Richter, Kim - Langley Township
Soprovich, Bill - West Vancouver
Trentadue, Mary - New Westminster

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Parks Committee held at 9:00 a.m. on Wednesday, October 14, 2020 in the 28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor John McEwen, Anmore
 Vice Chair, Councillor Michael Wiebe*, Vancouver (arrived at 9:07 a.m.)
 Councillor Pietro Calendino*, Burnaby
 Councillor Diana Dilworth*, Port Moody (departed at 10:22 a.m.)
 Councillor Laurie Guerra*, Surrey
 Mayor George Harvie*, Delta
 Councillor Craig Hodge*, Coquitlam
 Councillor Lisa Muri*, North Vancouver District
 Councillor Maureen Nicholson*, Bowen Island
 Councillor Darrell Penner*, Port Coquitlam
 Councillor Kim Richter*, Langley Township
 Councillor Bill Soprovich, West Vancouver
 Councillor Mary Trentadue*, New Westminster

MEMBERS ABSENT:

Neil Belenkie, Belcarra
 Councillor Tracy Miyashita, Pitt Meadows

STAFF PRESENT:

Mike Redpath, Director, Regional Parks, Parks and Environment
 Jerry W. Dobrovolny, Chief Administrative Officer
 Genevieve Lanz, Legislative Services Coordinator, Board and Information Services

1. ADOPTION OF THE AGENDA

1.1 October 14, 2020 Regular Meeting Agenda

It was MOVED and SECONDED

That the Regional Parks Committee adopt the agenda for its regular meeting scheduled for October 14, 2020 as circulated.

CARRIED

*denotes electronic meeting participation as authorized by Section 3.6.2 of the *Procedure Bylaw*

2. ADOPTION OF THE MINUTES

2.1 September 16, 2020 Regular Meeting Minutes

It was MOVED and SECONDED

That the Regional Parks Committee adopt the minutes of its regular meeting held September 16, 2020 as circulated.

CARRIED

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

No items presented.

5. REPORTS FROM COMMITTEE OR STAFF

Agenda Order Varied

The order of the agenda was varied to consider Item 5.3 at this point.

5.3 Virtual Interpretative Salmon Program

Paul Halychuk, Park Interpretation Leader and Melissa Holloway, Park Interpretation Leader, provided members with a presentation on the virtual interpretive program, highlighting program objectives, target audience, field trip format, booking status, and next steps.

9:07 a.m. Vice Chair Wiebe arrived at the meeting.

Presentation material titled "Virtual Field Trips" is retained with the October 14, 2020 Regional Parks Committee agenda.

Agenda Order Resumed

The order of the agenda resumed with Item 5.1 being before the Committee.

5.1 2021 – 2025 Financial Plan Overview

Jerry W. Dobrowolny, Chief Administrative Officer and Dean Rear, General Manager of Financial Services/Chief Financial Officer, provided members with a presentation of the 2021 – 2025 Financial Plan, highlighting the annual budget process, short-term relief for households, changing amortization period and easing pay-as-you-go funding, budget adjustments, and overall household impact.

Members commented on the centralization of legal fees.

Presentation material titled "2021 – 2025 Financial Plan Overview" is retained with the October 14, 2020 Regional Parks Committee agenda.

5.2 2021 – 2025 Financial Plan – Regional Parks

Report dated October 6, 2020 from Neal Carley, General Manager and Mike Redpath, Director, Regional Parks, Parks and Environment, seeking endorsement of the 2021 – 2025 Financial Plan for Regional Parks.

Members were provided with a presentation on the 2021 – 2025 Financial Plan for Regional Parks, highlighting performance metrics, areas for continuous improvement, operating expenditures, and 2021 priority projects.

Presentation material titled “2021 – 2025 Financial Plan – Metro Vancouver Regional District Regional Parks” is retained with the October 14, 2020 Regional Parks Committee agenda.

It was MOVED and SECONDED

That the Regional Parks Committee endorse the 2021 - 2025 Financial Plan for Regional Parks as presented in the report dated October 6, 2020, titled “2021 - 2025 Financial Plan – Regional Parks”, and forward it to the Board Budget Workshop on October 21, 2020 for consideration.

CARRIED

10:22 a.m. Councillor Dilworth departed the meeting.

5.3 Virtual Interpretative Salmon Program

This item was previously considered.

5.4 Manager’s Report- Regional Parks

Report dated September 17, 2020 from Mike Redpath, Director, Regional Parks, Parks and Environment, providing members with an update on the Regional Parks Committee 2020 Work Plan.

It was MOVED and SECONDED

That the Regional Parks Committee receive for information the report dated September 17, 2020, titled “Manager’s Report – Regional Parks”.

CARRIED

6. INFORMATION ITEMS

6.1 Regional Parks Upcoming Events – October 2020

7. OTHER BUSINESS

A member commented on tree maintenance in Pacific Spirit Regional Park, and discussed a staff report with information on tree cutting in regional parks.

8. BUSINESS ARISING FROM DELEGATIONS

No items presented.

9. RESOLUTION TO CLOSE MEETING

No items presented.

10. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the Regional Parks Committee conclude its regular meeting of October 14, 2020.

CARRIED

(Time: 10:37 a.m.)

Genevieve Lanz,
Legislative Services Coordinator

John McEwen, Chair

To: Regional Parks Committee

From: Doug Petersen, Division Manager, East Area, Regional Parks

Date: November 9, 2020 Meeting Date: November 18, 2020

Subject: **Kanaka Creek Regional Park – Contribution Agreement for Operation of the Kanaka Creek Bell-Irving Hatchery 2021 - 2023**

RECOMMENDATION

That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Kanaka Education and Environmental Partnership Society toward the operation of the Kanaka Creek Bell-Irving Hatchery for a three-year term in the amount of \$21,000 annually, commencing January 1, 2021 and ending on December 31, 2023.

EXECUTIVE SUMMARY

This contribution agreement proposes a 3-year funding amount of \$21,000 per year for the Kanaka Education and Environmental Partnership Society. The proposed funding supports the Society's operations at Kanaka Creek Bell-Irving Hatchery, with respect to fish production, conservation and community involvement activities.

Metro Vancouver's \$21,000 contribution is combined with an annual contribution of \$25,000 from the Canadian Federal Department of Fisheries and Oceans to fund a Hatchery Manager and related fish production and administration costs.

PURPOSE

To seek MVRD Board approval to enter into a three-year Contribution Agreement with the Kanaka Education and Environmental Partnership Society toward the operation of the Kanaka Creek Bell-Irving Hatchery.

BACKGROUND

The Kanaka Creek Bell-Irving Hatchery has operated for over 33 years in Kanaka Creek Regional Park through collaboration involving Metro Vancouver, the Department of Fisheries and Oceans, the Kanaka Education and Environmental Partnership Society, and earlier community groups. A new hatchery building, opened in 2013, is a core element of the fully completed Kanaka Creek Watershed Stewardship Centre, opened in April 2017.

The Kanaka Creek Bell-Irving Hatchery program aligns with Metro Vancouver's *Board Strategic Plan 2019-2022*, by engaging the community in stewardship activities, and collaborating with others to protect natural areas and systems in the region. It also supports the Strategy 7 of the *Regional Parks Plan* (2016) to:

Seek partnerships in program delivery, community engagement and provision of special facilities or programs where others have expertise or capacity to support the regional parks system.

The MVRD Board also approved a three-year Contribution Agreement for Kanaka Education and Environmental Partnership Society capacity building in July 2018, for an annual amount of \$15,000 for the years 2019-2021, towards its broader Park Association activities in community engagement, education and stewardship in Kanaka Creek Regional Park.

HATCHERY CONTRIBUTION AGREEMENT

This Contribution Agreement (Attachment) is solely for the operation of the hatchery. The Operating Plan (Schedule A) sets out the specific expectations for fish production, facility upkeep and operations, public education and outreach, and hatchery administration. The Operating Plan will be reviewed annually during the term with any changes approved by Metro Vancouver staff.

Metro Vancouver's \$21,000 contribution is combined with an annual contribution of \$25,000 from the Department of Fisheries and Oceans to fund a Hatchery Manager and related fish production and administration costs.

In addition to fulfilling fish production and conservation functions, the Kanaka Education and Environmental Partnership Society has developed a robust educational program and community stewardship base. Community volunteers and fundraising augment the program.

Term

The term of the proposed agreement commences on January 1, 2021, and ends on December 31, 2023.

ALTERNATIVES

1. That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Kanaka Education and Environmental Partnership Society toward the operation of the Kanaka Creek Bell-Irving Hatchery for a three-year term in the amount of \$21,000 annually, commencing January 1, 2021 and ending on December 31, 2023.
2. That the Regional Parks Committee receive for information the report dated November 9, 2020, titled "Kanaka Creek Regional Park - Contribution Agreement for Operation of the Kanaka Creek Bell-Irving Hatchery 2021-2023" and provide staff with alternative direction.

FINANCIAL IMPLICATIONS

Funding in the amount of \$21,000 toward operation of the Kanaka Creek Bell-Irving Hatchery by the Kanaka Education and Environmental Partnership Society is included for consideration in the recently adopted 2021 annual operating budget for Regional Parks.

CONCLUSION

Alternative 1 seeks MVRD Board approval for Metro Vancouver's contribution of \$21,000 annually to the Kanaka Education and Environmental Partnership Society towards operation of the Kanaka Creek Bell-Irving Hatchery. Fish production, conservation and community involvement activities will continue to benefit Kanaka Creek Regional Park and the region.

Attachment

Contribution Agreement for Operation of the Kanaka Creek Bell-Irving Hatchery 2021-2023

41852370

CONTRIBUTION AGREEMENT

THIS AGREEMENT made the ____ day of _____, 2020

BETWEEN:

METRO VANCOUVER REGIONAL DISTRICT

4730 Kingsway
Burnaby, BC
V5H 0C6

("MVRD")

AND:

KANAKA EDUCATION & ENVIRONMENTAL PARTNERSHIP SOCIETY

c/o Bell-Irving Hatchery
11450 – 256th Street, Maple Ridge, BC
V2W 1H1

(the "Recipient")

WHEREAS:

- A. The Recipient is a non-profit society. One of the objects of the Recipient is to promote appreciation, understanding, protection and the enjoyment of the Kanaka Creek Regional Park and the natural and historical features of the Kanaka Watershed.
- B. Bell-Irving Hatchery (the "**Hatchery**") is located at the Metro Vancouver Kanaka Creek Regional Park and has been developed, maintained and operated with a view to protecting and restoring fish habitats and riparian areas along the Kanaka Creek and its tributaries (the "**Project**");
- C. Section 263(1)(c) of the *Local Government Act* provides that MVRD may provide assistance for the purpose of benefitting the community or any aspect of the community; and
- D. The Recipient has requested to receive, and MVRD has agreed to provide funding to the Recipient for the purposes of the Project.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises, terms and conditions to be hereinafter contained (the receipt and sufficiency of which are hereby acknowledged), the parties hereto covenant and agree each with the other as follows:

1.0 INTERPRETATION

In this Agreement the following terms have the following meanings:

“Agreement” means this agreement and the appended schedules.

“Operating Plan” means the activities to carry out the Project funded under this Agreement and its related outputs as set out in Schedule ‘A’ of the Agreement, including but not limited to fish production, facility upkeep and operations, public education and outreach, and Hatchery administration.

2.0 TERM

The term of this Agreement will commence on January 1, 2021, and end on December 31, 2023 (the **“Term”**) unless otherwise terminated as provided herein.

3.0 OPERATING PLAN

- 3.1 The Recipient shall only use the funds provided in accordance with Article 4.0 (the **“Funds”**) in relation to the Operating Plan and in accordance with the terms and conditions of this Agreement.
- 3.2 The Recipient will implement the Operating Plan under the terms of this Agreement subject to any applicable bylaws of MVRD and applicable legislation and regulations and in a manner consistent with any applicable guidelines provided by MVRD.
- 3.3 MVRD must approve any changes to the Operating Plan in writing prior to the changes being made during the Term.
- 3.4 If the Recipient makes changes to the Operating Plan or operates in a manner contrary to the Operating Plan without the prior approval of MVRD pursuant to section 3.3, MVRD may, at its sole discretion, withdraw the Funds and immediately terminate the Agreement.

4.0 FUNDING AND PAYMENT

- 4.1 MVRD has agreed to provide the Funds to support the Recipient’s implementation of the Operating Plan in support of the Project, in accordance with section 4.3.
- 4.2 The payment of Funds is subject to MVRD being satisfied that the recipient will carry out the Operating Plan in accordance with all requirements under the Agreement.
- 4.3 MVRD shall pay by cheque or electronic fund transfer the sum of \$21,000 to the recipient annually, on or before each of January 31, 2021, 2022 and 2023.
- 4.3 For the first year of the Term, MVRD shall pay to the Recipient, by cheque or electronic funds transfer, the sum of \$21,000 for the provision of the Services, on or before January 31, 2021. For each of the second and third year of the Term, MVRD shall pay to the Recipient,

by cheque or electronic funds transfer, the sum of \$21,000 for the provision of the Services, on or before January 31 of the respective year, subject to the approval of all involved parties.

5.0 REPORTING

The Recipient shall report to MVRD in accordance with the requirements set out in Schedule A.

6.0 TAXES

It is the Recipient's responsibility to determine whether or not it has to be registered for GST and/or PST purposes. The amount of funding provided in this Agreement includes any GST and/or PST which may be payable by MVRD. Any liability for GST and/or PST required in respect of this Agreement will be the responsibility of the Recipient.

7.0 SEPARATE FUNDS AND FINANCIAL STATEMENTS

The books of account of the Recipient shall be kept in accordance with Generally Accepted Accounting Practices.

8.0 RIGHT OF AUDIT

At any time, MVRD may give to the Recipient written notice that it desires its representative to examine the books of account of the Recipient, and the Recipient shall produce for examination to such representative within ten days after receipt of such notice, its books of account, and the said representative shall have a right of access to all records, documents, books, accounts and vouchers of the Recipient and shall be entitled to require from the Directors and Officers of the Recipient such information and explanations as, in his/her opinion, may be necessary to enable the staff to report to MVRD Board on the financial position of the Recipient.

9.0 INDEMNITY AND RELEASE

9.1 The Recipient shall indemnify and save harmless MVRD from and against all actions, causes of action, claims, liabilities, damages, losses, costs, legal fees, fees, fines, charges or expenses which MVRD may incur, be threatened by or be required to pay by reason of or arising out of the Recipient's activities related to this Agreement, the Recipient's use of any facility in relation to the Operating Plan, the breach by the Recipient of any term of this Agreement, or by the Recipient's contravention of any law, enactment or regulation of a federal, provincial or local government.

9.2 The Recipient releases MVRD, its elected officials, appointed officers, employees and agents from and waives any claim, right, remedy, action, cause of action, loss, damage, expense, fee or liability which the Recipient may have against any or all of them in respect of an act of MVRD in relation to this Agreement except insofar as such claim, right, remedy, action, cause

of action, loss, damage, expense, fee or liability arises from the negligence of MVRD, its elected officials and appointed officers, employees, agents or contractors.

9.3 This section shall survive the expiry or sooner termination of this Agreement.

10.0 TERMINATION

10.1 MVRD may terminate this Agreement immediately without notice to the Recipient should:

- (a) the Recipient make an assignment in bankruptcy or be declared bankrupt; or
- (b) MVRD, in its sole discretion, determine that any of the Funds are being used in a manner contrary to the Operating Plan or the public interest.

10.2 MVRD may terminate this Agreement upon giving ninety (90) days written notice to the Recipient.

10.3 If MVRD terminates the Agreement for any reason, the Recipient shall immediately return any Funds that have not been spent in relation to the Operating Plan. The Recipient will provide a full accounting of all Funds not returned.

10.4 The Recipient may terminate this Agreement upon giving thirty (30) days written notice to MVRD should the Recipient, for any reason, be unable to meet its obligations with respect to the Operating Plan as set forth in this Agreement.

10.5 Upon termination by the Recipient, the Recipient shall immediately return any Funds that have not been spent on the Operating Plan. The Recipient will provide a full accounting of all Funds not returned.

11.0 NOTICE

11.1 It is hereby mutually agreed that any notice required to be given under this Agreement will be deemed to be sufficiently given:

- (a) if delivered at the time of delivery; and
- (b) if mailed from any government post in the Province of British Columbia by prepaid registered mail addressed as follows:

To MVRD:

Mike Redpath, Director, Regional Parks
Metro Vancouver Regional District
4730 Kingsway
Burnaby, BC V5H 0C6

To the Recipient:

Michael Buckingham, President
Kanaka Education & Environmental Partnership Society
c/o Bell-Irving Hatchery
11450 – 256th Street
Maple Ridge, BC V2W 1H1

- 11.2 Unless otherwise specified herein, any notice required to be given under this Agreement by any party will be deemed to have been given if mailed by prepaid registered mail, or delivered to the address of the other party set forth above or at such other address as the other party may from time to time direct in writing, and any such notice will be deemed to have been received if mailed, seventy-two (72) hours after the time of mailing and if delivered, upon the date of delivery. If normal mail service is interrupted by strike, slow down, force majeure or other cause, then a notice sent by the impaired means of communication will not be deemed to be received until actually received, and the party sending the notice must utilize any other such services which have not been so interrupted or must deliver such notice in order to ensure prompt receipt thereof.

12.0 AUTHORIZATION

The execution and delivery of this Agreement and the completion of the transactions contemplated by this Agreement, if any, have been duly and validly authorized by all necessary corporate action of the Recipient, and this Agreement constitutes a legal, valid and binding obligation of the Recipient enforceable against the Recipient in accordance with its terms and the persons signing this Agreement on the Recipient's behalf are duly authorized to do so.

13.0 TIME

Time is of the essence in this Agreement.

14.0 BINDING

In consideration of being granted the Funds, the Recipient agrees to be bound by the terms and conditions of this Agreement, and if the Recipient represents a group or organization, the Recipient agrees to inform all responsible persons associated with the group or organization of the terms and conditions of this Agreement.

15.0 ASSIGNMENT

The Recipient may not assign this Agreement in whole or in part without the prior written consent of MVRD.

16.0 ENUREMENT

This Agreement will enure to the benefit of and be binding upon the parties hereto and their respective heirs, administrators, executors, successors and permitted assignees.

17.0 RELATIONSHIP OF PARTIES

No provision of this Agreement shall be construed to create a partnership or joint venture relationship, an employer-employee relationship, a landlord-tenant relationship, or a principal-agent relationship.

18.0 WAIVER

The waiver by a party of any failure on the part of the other party to perform in accordance with any of the terms or conditions of this Agreement is not to be construed as a waiver of any future or continuing failure, whether similar or dissimilar.

19.0 AMENDMENTS

This Agreement may not be modified or amended except by the written agreement of the parties.

20.0 WHOLE AGREEMENT

The whole agreement between the parties is set forth in this document and no representations, warranties or conditions, express or implied, have been made other than those expressed.

21.0 LANGUAGE

Wherever the singular, masculine and neutral are used throughout this Agreement, the same is to be construed as meaning the plural or the feminine or the body corporate or politic as the context so requires.

22.0 CUMULATIVE REMEDIES

No remedy under this Agreement is to be deemed exclusive but will, where possible, be cumulative with all other remedies at law or in equity.

23.0 GOVERNING LAW AND JURISDICTION

This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia and the parties attorn to the exclusive jurisdiction of the courts of British Columbia.

24.0 COUNTERPARTS

This Agreement may be executed in counterparts with the same effect as if both parties had signed the same document. Each counterpart shall be deemed to be an original. All counterparts shall be construed together and shall constitute one and the same Agreement.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

For the METRO VANCOUVER REGIONAL DISTRICT

Jerry W. Dobrovolsky, P. Eng., Chief Administrative Officer

For KANAKA EDUCATION & ENVIRONMENTAL PARTNERSHIP SOCIETY

Michael Buckingham, President

SCHEDULE 'A'

KANAKA CREEK WATERSHED STEWARDSHIP CENTRE KANAKA CREEK BELL-IRVING HATCHERY OPERATING PLAN 2021-2023

The Kanaka Creek Bell-Irving Hatchery will be operated in 2021 through 2023 by Kanaka Education and Environmental Partnership Society (KEEPS), who in cooperation with Metro Vancouver Regional District (MV) and Department of Fisheries and Oceans Canada (DFO), will provide:

- 1. Fish Production - deliver eggs and fish according to set targets and standards;**
- 2. Facility Upkeep and Operations - provide routine care and repair to the Hatchery structure, perimeter and equipment;**
- 3. Public Education and Outreach - provide public education, information and outreach; and,**
- 4. Hatchery Administration - handle business needs of the hatchery and its related activities.**

These outputs will comply with the expectations and standards below and be delivered between January 1 and December 31, 2021-2023. KEEPS will retain a Hatchery Manager to fulfill these requirements.

1. Fish Production

- KEEPS must comply with the Fisheries and Oceans Canada Salmonid Enhancement Program through the Production Planning process program and as regulated by the Aquaculture License Agreement;
- Meet fish production targets set out by the Hatchery Management Committee (HMC) in an approved Fish Production Plan;
- Provide the best possible treatment for fish and eggs to maximize quality, health, growth and survival to the standards required by Fisheries and Oceans Canada (DFO);
- Keep an accurate record, in electronic form, of all fish production related activities. Such record should be complete, consistent, well organized, secure and available for easy review; and,
- Ensure that all equipment and assets are maintained in the best operating condition and available for use at all times and the facilities are maintained in a clean, safe condition for the visiting public.

Under the general direction of DFO, KEEPS will manage the annual cycle of broodstock collection and stock assessment. In accordance to the Aquaculture License issued to KEEPS for Bell-Irving Hatchery (AQSEP # 121671), KEEPS will manage egg collection and incubation processes according to the DFO "Best Management Practices" (BMP) document including ponding, fin clipping, rearing, sampling and release. DFO communicates a release plan and strategies to KEEPS annually. KEEPS is required to report species, numbers, weight and locations to DFO as per the current DFO fish production plan and under reporting requirements for the Aquaculture License and BMP.

- Undertake incubation and egg maintenance including but not limited to:
 - Operate and maintain incubators;
 - Monitor and adjusting water flows;
 - Cull dead eggs;

- Clean trays and troughs as required; and,
- Ensure appropriate ponding strategies and feeding regimes are adhered to at all times.
- Undertake rearing activities including but not limited to:
 - Transfer fry from incubation to troughs at the appropriate time;
 - Feed fish as prescribed by DFO;
 - Clean troughs and ponds;
 - Fish weight sampling to adjust feeding rates as required;
 - Transfer fingerlings to earthen ponds; and,
 - Co-ordinate and supervise releases under DFO direction;
 - Undertake and manage coho marking annually of coho smolt production numbers.
- Undertake broodstock collection activities including but not limited to:
 - Install the 240th St. fish fence with the assistance of DFO and volunteers;
 - Retrieve the 240th St. fish fence with the assistance of DFO and volunteers, at the earliest opportunity and as soon as brood stock collection targets have been met;
 - Organize and coordinate volunteer broodstock anglers;
 - Pick up fish caught by volunteer broodstock anglers;
 - Secure appropriate vehicle(s) that might be rented, donated or provided in kind, to transport broodstock;
 - Operate the fish fence to fit most appropriately with available labour and public education opportunities;
 - Operate the fish fence and present programs using appropriate personal protective equipment while keeping emergency water rescue equipment at the ready;
 - Operate the fish fence, panels and trap to maximize broodstock collection opportunities and the keep the fence clear of debris; and,
 - Conduct egg takes to maximize efficient use of paid labour, volunteers and associated resources.

2. Facility Upkeep and Operations

KEEPS upkeep and operations tasks for the Hatchery include:

- Inspect mechanical fittings, valves for leaks and proper functions as required;
- Maintain and store all equipment and tools in an appropriate fashion;
- Clean and maintain water intake screens at main intake, sumps, and the three earthen ponds;
- Maintain and complete minor repairs to Hatchery water systems such as pumps, valves, pipes, meters, monitors and alarms;
- Arrange for appropriate emergency low water alarm call out response;
- Operate and maintain McFadden creek water intake to maximize positive results;
- Monitor the propane fuel levels for the emergency generator installation and advise the park Operations Supervisor when LP levels get to 30%; (e.g. 12 hours of running time);
- Inform DFO and MV immediately of any major equipment failure or required repairs;
- Oversee the activities of the additional Hatchery help and volunteers as required;
- Inform MV, DFO and KEEPS about all fish related facility deficiencies, fish culture operations and need for assistance as required;
- Actively pursue options to maximize fish production and Hatchery operating efficiencies;

- Actively pursue Hatchery operations cost saving initiatives (energy consumption savings etc.);
- Ensure that the Hatchery facility and washroom are kept in a clean, safe and presentable manner at all times for use by volunteers, KEEPS, DFO and MV staff. MV will provide the required paper, hand towels and cleaning products.

General:

- Arrange to check and record weather data as often as possible and submit data to Environment Canada monthly;
- Arrange for on-call coverage during typical and forecast stormy weather and busy periods through April to June then October to December;
- Arrange for emergency low water alarm calls;
- Checks the eggs and fish on a schedule agreed to by the HMC;
- Provide information to the public and assist with public events as agreed with MV; and,
- Recruit additional volunteers and Hatchery operations assistance as required.
- Provide access to the Hatchery for education purposes, as outlined in the Bell-Irving Hatchery Building Use Procedures document.

3. Public Education and Outreach

KEEPS will provide paid and/or un-paid staff or volunteers with the necessary training, education, aptitude and public service skills to interface with the public, students, and volunteers regarding salmonid life cycles, fish production, Kanaka Creek watershed issues and MV messaging in an effective, positive, safe and engaging fashion. KEEPS staff will hold a current and valid BC Driver's license, a valid first aid certificate and must submit to a criminal records check with respect to working alone with children and other vulnerable people. MV will provide site and corporate orientation sessions to ensure that KEEPS staff have a basic working knowledge of MV's philosophy, operating objectives and policies.

The Hatchery Manager is expected to:

- Assist with KEEPS and MV educational and interpretive program delivery;
- Work cooperatively with the KEEPS Program Coordinator to make the facilities available for programs when required;
- Organize and or/ assist MV with special events and activities related to Hatchery operation and management such as Good-bye Chums (April), Return of the Salmon (October) and Rivers Day (September);
- Assist with fund-raising initiatives and grant applications when required;
- Be available at the Hatchery facility or Fish Fence at least 4 hours every Sunday from April to June and October to November; to show the facility and answer questions from visitors;
- Assist with the active recruitment and training of volunteers to help support and grow the KEEPS and hatchery programs;
- Participate in MV interpretive training programs educational meetings as required;
- Assist in the design, assembly and maintenance of displays;
- Assist in hiring and training additional labour and/or volunteers;
- Assist in the production of educational material;
- Take every reasonable opportunity to maximize the education benefits provided by the Hatchery; and,

- Arrange for a responsible alternate replacement when on leave.

4. Hatchery Administration

The Hatchery Manager (or Assistant) is expected to:

- On behalf of KEEPS, respond to written and electronic correspondence;
- Transfer requests beyond the scope of the Hatchery operation onto MV or DFO or other KEEPS resources as applicable.
- Keep daily records:
 - Collect and record data in electronic form;
 - Perform regular electronic data back up;
 - Maintain an accurate accounting of all fish and/or eggs on-site;
 - Complete enumerations of eggs/fish at eggtakes, egg shocking, ponding, fish transfer and release, and after any abnormal or significant mortality of fish or eggs;
 - Maintain equipment service records and manuals for all equipment on-site; and,
 - Maintain a daily journal/diary to track routine, and unusual activities, time worked for all paid hatchery operations labour and volunteers; and a subject journal for regular review by MV and DFO Staff.
- Keep additional records:
 - Numbers of visitors to the Hatchery (dates, number);
 - Numbers of tours given or programs (including program and or school names);
 - Fish fence operating details including dates of operation, fish collected and released;
 - Produce and submit detailed semi - annual reports to DFO and MV at completion of egg takes for the year (Dec 31) and after the release of all outplanted juveniles (May 31);
 - Write and submit reports pertaining to the Hatchery operation as requested; and,
 - Summary of fish fence operations and estimates of escapement.
- Meetings:
 - Attend day or evening meetings related to Hatchery operation and management as required by KEEPS, MV and or DFO.

5. General Agreements

The Hatchery Management Committee (HMC) comprised of representatives from KEEPS, MV and DFO will set targets and procedures and review and amend this plan as needed and create the Fish Production Plan. The parties will seek consensus on all related business matters. KEEPS should contact DFO's Community Advisor directly for fish production matters and MV's designated East Area Supervisor, Park Operations for all other activities.

Attachment 1 outlines Hatchery Management Committee Terms of Reference (TOR).

Kanaka Creek Bell-Irving Hatchery will be operated by KEEPS following the approved budget outlined in Attachment 2. No additional operating funds will be provided by MV or DFO.

KEEPS will keep accurate up-to-date records of all expenditures and follow proper accounting and bookkeeping practices and provide a year-end financial report.

KEEPS will ensure that adequate and appropriate WorkSafe BC coverage and compliance.

DFO, MV and KEEPS will collaborate to set fish production targets, develop public education and outreach objectives, and finalize plans by March 31 and September 15 respectively, each year.

KEEPS shall maintain commercial general liability insurance in the amount of not less than \$2,000,000 per occurrence, affording coverage for public liability and/or death and/or damage to property. Such insurance shall cover all the activities and function of KEEPS, its officers and volunteers, including KEEPS operation of a hatchery and its related activities and functions at Kanaka Creek Regional Park in Maple Ridge, BC. Metro Vancouver Regional District shall be stated as an additional insured on such liability insurance obtained by KEEPS.

KEEPS shall obtain property insurance for its own assets that are kept at Kanaka Creek Regional Park in Maple Ridge, BC. The property insurance shall contain a waiver of subrogation by KEEPS' insurer(s) against Metro Vancouver Regional District, its administrators, directors, official, officers, employees, servants, agents and related entities.

For any vehicles owned or leased by KEEPS, KEEPS shall obtain third party liability insurance in the amount of not less than \$2,000,000 per occurrence.

KEEPS shall provide currently valid certificates of insurance to Metro Vancouver Regional District annually.

KEEPS agrees to implement this Operating Plan for the Bell-Irving Hatchery while working collaboratively to benefit the Kanaka Creek Watershed, Kanaka Creek Regional Park and the salmonid resources of the Lower Mainland.

_____	Date
Kanaka Creek Education and Environmental Partnership Society (KEEPS)	
Chair	

_____	Date
Department of Fisheries and Oceans, (DFO)	
Community Advisor	

_____	Date
Metro Vancouver Regional Parks (MV)	
Director	

Hatchery Management Committee (HMC) Terms of Reference

The operation of the Bell-Irving Hatchery is a shared responsibility between Department of Fisheries and Oceans Canada (DFO), Kanaka Education and Environmental Partnership Society (KEEPS) and Metro Vancouver (MV), three partners who contribute both funding and in-kind support toward the operation of the facility. The Hatchery will be managed under the general direction and guidance of the Hatchery Management Committee (HMC). KEEPS is responsible for the day-to-day operation of the Hatchery as set out in this Operating Plan.

Committee Membership

The HMC will consist of:

- A KEEPS Board liaison and an alternate;
- A minimum of two MV staff members;
- The DFO Community Advisor;
- The DFO Habitat Biologist when invited; and
- The Hatchery Manager and KEEPS Coordinator when invited.

Decision-Making

- The HMC will communicate in a respectful, open and transparent manner;
- Decisions regarding fish production numbers and programming will be made by consensus;
- Fish production targets / requirement are vetted through Fisheries and Oceans Production planning process program which consults regional biologists, Stock Assessment Division, Resource Management and Production Planning biologists;
- Each partner determines independently the resources (both funding and in-kind) that they can contribute each year and cannot guarantee future funding levels based on past contributions;
- Once fish production numbers, budget and programming targets are approved by the HMC, any changes will require HMC approval.

Frequency of Meetings

- MV will arrange at least two HMC meetings per year. The spring meeting will confirm fish production numbers for the fall broodstock season; provide an update on spring releases and to discuss budget requests for the following year. The fall meeting will discuss the result of budget requests and confirm budget for the following year, and be used to discuss on broodstock capture, programming and other issues;
- Additional meetings may be scheduled at the request of any one partner.

Duties

- HMC will discuss fish production numbers, labour and equipment needs and determine the resources necessary to operate the Fish Hatchery on an annual basis;
- HMC partners will discuss available contributions (funding and in-kind) and determine any short-falls that may require additional resources from other sources in order to operate the facility;
- HMC will review job descriptions for hatchery positions and review Terms of Reference for hiring labour. HMC members may participate in the hiring process for Fish Hatchery labour;
- HMC members can participate or provide feedback for KEEPS labour performance evaluations;
- Review and set the budget and services for the Operating Plan

2021-2023 Bell-Irving Hatchery Operating Budget

Wages and Benefits paid by KEEPS from MV/DFO Grant	Expense	Total Cost \$/year
These expenses are approximate amounts & can be adjusted by mutual agreement.	Hatchery Manager	36,414
	HM vacation pay	Incl.
	Employer EI and CPP	2,590
	WCB insurance	700
	Medical	0
	Additional labour	0
	Vacation coverage	0
	Administration	3,144
	Truck or other equipment rental	2,852
	Misc. materials, supplies	0
	Mileage	300
\$25,000 DFO; \$21,000 MV		46,000

Fixed Costs paid via MV*		
*These are approximate amounts only and vary annually.	Electricity	6,500
50% of cost (DFO funds 50%)	HIAB crane truck rental	1,000
	Natural gas	1,500
	Purchased Repairs & Maintenance	1,500
	Water (DMR)	1,000
	Alarm	672
	Phones/communications	1,000
		13,172

Sub Total 2021	59,172
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\$3,000 DFO directly to KEEPS	Storm drain marking, fish food and "Salmonids in the classroom"	3,000
\$28,000 DFO; \$34,172 MV	Total Hatchery Budget	62,172

To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks
Jamie Vala, Division Manager, Planning & Resource Management, Regional Parks

Date: October 21, 2020 Meeting Date: November 18, 2020

Subject: **Regional Greenways 2050**

RECOMMENDATION

That the MVRD Board:

- a) approve the *Regional Greenways 2050* plan; and
 - b) direct staff to include the Regional Greenways Network and supporting policies, as appropriate, in the update of the Regional Growth Strategy, *Metro 2050*.
-

EXECUTIVE SUMMARY

This report provides the MVRD Board with the *Regional Greenways 2050* plan (Attachment 1) and a summary of the results of the phase 2 engagement process that informed the completion of the plan (Attachment 2).

Regional Greenways 2050 is the region's shared vision for a network of recreational multi-use paths for cycling and walking that connects residents to parks, protected natural areas, and communities to support regional liveability.

The *Regional Greenways 2050* plan identifies benefits, current challenges, provides an updated vision for a gap-free system of regional greenways, and an implementation framework that focuses on actions that can be undertaken in the next five years that will enable measurable progress toward this long term vision.

PURPOSE

To seek MVRD Board adoption of the *Regional Greenways 2050* plan and support for inclusion of the Regional Greenway Network, as described on page 20 of Attachment 1, in the update of the Regional Growth Strategy, *Metro 2050*.

BACKGROUND

At its July 31, 2020 meeting, the MVRD Board adopted the following recommendation:

That the MVRD Board endorse the draft Regional Greenways 2050 plan and authorize staff to proceed with the public engagement process as presented in the report dated June 11, 2020 titled "Regional Greenways 2050 - Draft Plan and Phase 2 Engagement Process".

This report summarizes the input received through implementation of the phase 2 engagement process and outlines improvements made to the *Regional Greenways 2050* plan as the result of that engagement.

METRO VANCOUVER REGIONAL GREENWAYS PLAN

The Greater Vancouver Regional District (GVRD) Board, adopted the *Greater Vancouver Regional Greenway Vision* on June 25, 1999. This plan broadly identified recreational greenways and environmental corridors throughout the region that connect habitat areas together and provide links to major recreation areas. The plan was intended to provide a framework for the plans and actions of municipalities, the MVRD and other organizations by linking greenways together across municipal boundaries.

Metro Vancouver has implemented portions of five (5) of the regional greenways identified in the sector plans over the intervening years. Municipal jurisdictions, TransLink and other regional stakeholders have made significant progress on the implementation of portions of other greenways as well. After more than two decades, it was time to review the Regional Greenways Network.

REGIONAL GREENWAYS 2050

This plan describes the region's shared vision for the establishment of a gap-free network of recreational greenways across Metro Vancouver (Attachment 1). It is composed of three main components – a planning framework, a regional greenways network map and an implementation framework. The planning framework sets the context of the plan and describes the plan vision, goals, and regional greenway selection criteria.

The second component is the map of the Regional Greenways Network. It describes the 30-year vision for a gap-free network of recreational greenways that promotes regional liveability by providing residents with opportunities to walk and cycle.

The final component of the plan is an implementation framework. The implementation framework sets out a collaborative governance and funding approach, identifies the roles of Metro Vancouver, municipal jurisdictions and other partners in supporting the implementation of the plan, and a 5-year action plan.

Building the resilience of the region is at the heart of Metro Vancouver's work; each of Metro Vancouver's regional plans and strategies supports a more resilient, low carbon and equitable future. This commitment to resilience has informed this update of the region's shared regional greenway vision.

Regional leaders have recognized the importance of the Regional Greenway Network in ensuring the livability of Metro Vancouver since the 1990's. Expanding the network has become even more important as we better realize the significance of the climate emergency and the critical role of regional greenways in maintaining the physical and mental health of residents. Regional Greenways provide the following key benefits and opportunities to the region:

- Improving Physical and Mental Health
- Protecting Nature and Supporting Restoration and Green Infrastructure
- Mitigating Climate Change
- Addressing Growing Demand for Comfortable Cycling Facilities
- Accommodating Urban Growth and Maintaining Livability
- Improved Tourism Experiences and Opportunities for Business Development
- Social Equity – Providing Access to Opportunities to Walk and Cycle
- Increased Cultural Awareness

PHASE 2 ENGAGEMENT PROCESS

The second phase of engagement for this plan included a webinar aimed at municipal and stakeholder staff, First Nations engagement, presentations at five Metro Vancouver advisory committees, planning referrals, and a public online questionnaire.

In general, there was strong support for *Regional Greenways 2050* among municipal jurisdictions, stakeholders and the public.

- There were 242 public responses to the questionnaire, of which, 81% indicated high support for the plan.
- Ninety-one percent of participants in the webinar indicated support for the Regional Greenways Network (55% strong, 36% moderate support).
- Response from social media channels was supportive; comments centered around wanting a more ambitious timeline for implementation.

Numerous useful suggestions were collected during the engagement process which helped inform the revised plan. These included:

- refined routing of the Regional Greenways Network;
- improvement of the implementation framework with inclusion of actions for other agencies and First Nations; and
- new language linking opportunities for improved social equity and cultural awareness to the Regional Greenways 2050 plan.

For a detailed summary of the results of these engagement events see Attachment 2, titled *Regional Greenways 2050 Engagement Report—Phase 2*.

REGIONAL GREENWAYS NETWORK AND MAJOR BIKEWAY NETWORK

Metro Vancouver and TransLink have been working closely on two initiatives that are aimed at providing low carbon modes of transportation. The Regional Greenways Network is focused on recreational greenways that connect important natural areas, communities and destinations with a trail that is separated from vehicle traffic. The Major Bikeway Network is a parallel system to the frequent transit network that provides high quality cycling connections to transit stations, urban centers, and regional transportation gateways. The Major Bikeway Network was first described in 2011 as part of the *Cycling for Everyone – the Regional Cycling Strategy* and is currently being updated as part of TransLink's Regional Transportation Strategy, Transport 2050.

These two networks are complementary with the Regional Greenways Network focusing on recreational walking and cycling and the Major Bikeway Network focusing on transportation cycling. Together they extend the reach of both initiatives.

ALTERNATIVES

1. That the MVRD Board:
 - a) approve the *Regional Greenways 2050* plan; and
 - b) direct staff to include the Regional Greenway Network and supporting policies, as appropriate, in the update of the Regional Growth Strategy, *Metro 2050*.
2. That the MVRD Board receive for information the report dated October 21, 2020 titled “Regional Greenways 2050” and provide staff with alternate direction.

FINANCIAL IMPLICATIONS

If Alternative 1 is approved, there are no immediate financial implications. The *Regional Greenways 2050* plan describes a collaborate governance and funding model that acknowledges that this plan is funded out of existing capital budgets and through development opportunities. Regional Parks has identified some projects within the Five Year Financial Plan through their capital program which are approved through the annual budgeting process. Municipalities and other service providers will need to include their greenway priorities in their own budgeting processes.

Part of the implementation actions include reviewing opportunities for new or increased funding sources.

CONCLUSION

This report provides the MVRD Board with the *Regional Greenways 2050* plan as well as a summary of the results of phase 2 engagement events that informed the completion of the plan. The plan will guide collaborative planning and development of regional greenways over the next thirty years.

The second phase of engagement for this plan included a webinar aimed at municipal and stakeholder staff, First Nations engagement, presentations at five Metro Vancouver advisory committees, planning referrals, and a public online questionnaire. In general, there was broad support for the plan. Revisions were made to clarify regional greenway routing, add implementation actions, and include new language identifying opportunities to link social equity and cultural awareness to this plan.

Staff is seeking MVRD Board adoption of the Regional Greenways 2050 plan and direction to include the Regional Greenway Network map and supportive policies in *Metro 2050*. Staff recommends the MVRD Board approve Alternative 1.

Attachments (42016201)

1. Regional Greenways 2050 plan, November 10, 2020
2. Regional Greenways 2050 Engagement Report—Phase 2

A full-page photograph of a cyclist riding on a paved path through a dense forest. The cyclist is wearing a blue jacket, a red and white helmet, and is riding a red road bike. The forest is lush with green ferns and tall, straight trees. Sunlight filters through the canopy, creating dappled light on the path and foliage.

Regional Greenways 2050

November 10, 2020

Regional Parks Committee

COVER: LOWER SEYMOUR CONSERVATION RESERVE

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1 Summary

Regional Greenways 2050 is the region's shared vision for a network of recreational multi-use paths for cycling and walking that connects residents to large parks, protected natural areas and communities to support regional livability. The plan was developed in consultation with local jurisdictions, agencies, First Nations, and key stakeholders and focuses on regional scale recreational greenways. This network is complementary to TransLink's Major Bikeway Network. Together the two networks contribute to active transportation infrastructure in the region.

The *Regional Greenways 2050* plan identifies current challenges and benefits, provides an updated vision for a gap-free system of regional greenways, and an implementation framework that focuses on actions that can be undertaken in the next five years that will enable measurable progress toward this long term vision.

2 Building a Resilient Region

Building the resilience of the region is at the heart of Metro Vancouver's work; each of Metro Vancouver's regional plans and strategies supports a more resilient, low carbon, and equitable future. This commitment to resilience has informed this update of the region's shared regional greenway vision.

Regional Greenways 2050 is the region's shared vision for a network of recreational multi-use paths for cycling and walking that connects residents to large parks, protected natural areas and communities to support regional livability.

3 Introduction

Greenways promote regional livability by supporting active living, connecting natural areas and communities, and providing opportunities to protect and restore ecosystems. In 1999 the Metro Vancouver Regional District Board adopted a regional vision for a network of recreational greenways for Metro Vancouver. Since then Metro Vancouver, its member municipalities, TransLink, First Nations, other government agencies, and stakeholders have made significant progress in realizing that vision.

Developing the Regional Greenway Network will provide residents with additional routes for walking, running, rolling, riding horses, and cycling. Recent research has found that developing new trails in neighborhoods will replace a proportion of short vehicle trips for work and shopping and avoid the emission of greenhouse gases associated with motor vehicles. Connecting the Regional Greenway Network with the Major Bikeway Network and municipal cycling infrastructure will support low carbon active transportation (e.g. cycling, ebikes, etc.) for medium distance commutes (5-10 km).

This plan is the result of a collaborative effort and describes an updated vision for the region's network of regional greenways as well as actions that will guide implementation.

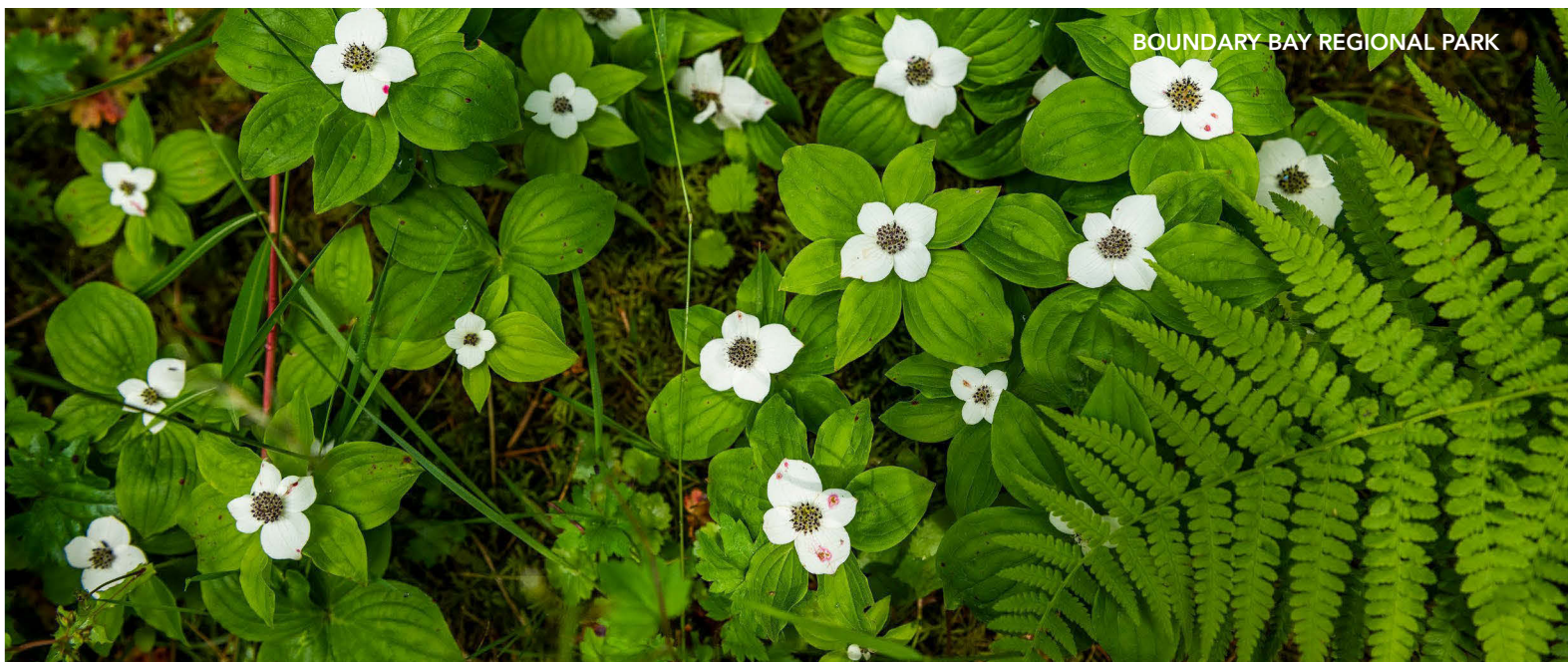
3.1 Greenways in Metro Vancouver

The history of regional greenway planning and development in Metro Vancouver began over a century ago when the City of Vancouver started construction on the Stanley Park Seawall. The next major milestone was the opening of the BC Parkway, Metro Vancouver's first multi-community connecting bikeway, for Expo 86. Broad support for a network of regional greenways emerged in the following decade when a flurry of greenway planning initiatives undertaken by local municipalities and the regional district culminated in the adoption of the *Greater Vancouver Regional Greenway Vision* in 1999. With the 2011 inclusion of a regional greenway network in *Metro 2040*, the regional growth strategy, the greenway concept was embedded in regional development plans.



Greenways in Metro Vancouver Timeline

1917	Construction of the Stanley Park Seawall commenced.
1929	A network of green corridors connecting the region for recreational driving was proposed in Vancouver's <i>Bartholomew Plan</i>
1969	Metro Vancouver identified a number of regional trail routes in its master plan for the new regional parks system (<i>A Regional Parks Plan for the Lower Mainland</i>).
1986	The BC Parkway was constructed as part of Expo 86 transportation infrastructure development.
1992	The City of Vancouver's Urban Landscape Task Force urged the establishment of a network of greenway corridors to link public open space in its <i>Greenways-Public Ways</i> report.
1995	Vancouver adopted its <i>City Greenways Plan</i> the first of its type in the region.
1996	The Metro Vancouver Board adopted the <i>Liveable Region Strategic Plan</i> —the region's first growth strategy—which included a plan for a network of recreational trails.
1999	The Metro Vancouver Board adopted the <i>Greater Vancouver Regional Greenway Vision</i> which more fully described the region's goal of a network of recreational greenways.
2004	The adoption of regional greenway sector plans concluded.
2011	The Metro Vancouver Board, 21 municipalities and TransLink adopted <i>Metro 2040</i> —the current regional growth strategy—which included a reference map of a regional recreational greenway network.
2012	The Experience the Fraser Concept Plan is completed.
2013	The Major Bikeway Network concept is created by TransLink as part of its Regional Cycling Strategy.
2017	The main cross country route of the Trans Canada Trail is declared complete.



3.2 Benefits & Opportunities

Regional leaders have recognized the importance of the Regional Greenway Network in ensuring the livability of Metro Vancouver since the 1990s. Expanding the network has become even more important as we better realize the significance of the climate emergency and the critical role of regional greenways in maintaining the physical and mental health of residents. The following section outlines some of the key benefits and opportunities regional greenways provide to the region.

- Physical and Mental Health** — Regional greenways provide residents opportunities to be active outdoors and connect with nature, which has been demonstrated to improve physical and mental health. According to the *Where Matters* (2019) research project people who live in neighborhoods with more parks are healthier than those in areas with fewer parks. They are 43% less likely to be obese, 37% less likely to have diabetes, 39% less likely to have heart disease, and 19% less likely to have stressful days. The significant increase in visitation to greenways during the COVID-19 pandemic has demonstrated how vital regional greenways are to supporting the physical and mental health of regional residents. The design of our communities and recreational facilities affects people's ability to reach recommended daily activity levels. Developing the Regional Greenway Network can help residents access these health benefits more equitably.
- Nature and Green Infrastructure** — The loss and fragmentation of natural areas threatens regional biodiversity, urban wildlife resiliency, and ecosystem services. While the Regional Greenway Network is primarily focused on identifying trail connections, expansion of the network provides opportunities to promote ecosystem connectivity and environmental cooling by protecting some of the region's remaining natural area, integrating green infrastructure and increasing regional tree canopy cover.
- Climate Change** — Climate change is affecting our region in profound ways. Specifically, it's making summers hotter and drier, winters warmer and wetter, and increasing the occurrence of extreme weather events. Over the past number of years, we have also seen the negative effects on regional air quality from large scale forest fires. Regional greenways support climate change mitigation and adaptation through greenhouse gas avoidance and environmental resiliency improvements such as natural area protection and ecosystem restoration. For example, greenways can contribute to lowering greenhouse gas emissions and improving air quality by replacing trips by fossil-fuel powered vehicles. Cars and trucks are one of the most significant producers

The individual must choose to exercise, but communities can make that choice easier (Rails to Trails Conservancy)

of greenhouse gas emissions (31%) in the region and a significant source of smog forming emissions (16%). A recent study in the City of Vancouver found that daily transportation greenhouse gas emissions decreased by just over 20% for residents living near a greenway compared to before the greenway's construction. This was associated with a reduction in vehicle kilometers traveled (Ngo et al. 2018). Implementation of *Regional Greenways 2050* provides an opportunity to incrementally achieve the goals of the region's *Clean Air Plan* and *Climate 2050* strategy.

- **Growing Demand for Comfortable Cycling Facilities** — The 2019 *Benchmarking the State of Cycling in Metro Vancouver* report, developed by HUB Cycling and Translink, shows that cycling trips in Metro Vancouver have grown in the last 10 years from 1.7 % to 2.3 % of all regional commute trips. While the cycling network has increased by 237% since 2010, much of that infrastructure is not comfortable for all people. The bicycle infrastructure that is safe, secure, and accessible for everyone is still fragmented and doesn't yet fully link key destinations with residential areas (HUB, 2019). As regional greenways are intended to be off street routes, they create opportunities for residents to choose more active modes of travel and avoid unintentional injury due to motor vehicle collisions. *Regional Greenways 2050* provides an opportunity for Metro Vancouver, TransLink, municipalities and other orders of government and their agencies operating in the region to focus their efforts on filling gaps in and improving the comfort of the recreation and transportation cycling networks.
- **Urban Growth & Maintaining Livability** — With an anticipated 1.2 million new residents moving to Metro Vancouver by 2050, maintaining or improving regional livability is a significant challenge for the region. *Regional Greenways 2050* offers an opportunity to expand the Regional Greenway Network to support active living, improve the active transportation network by providing affordable low carbon transportation options, and protect and restore natural areas.
- **Better Tourist Experiences and Opportunities For Business Development** — Regional greenways support economic development and can enhance property values by maintaining the livability of regional communities and providing recreational amenities that make the region a more desirable place to work, live, and visit. One study estimated the annual economic impact of cyclists to be almost nine times as much as the one-time expenditure of public funds to construct bicycle facilities in the region (Lawrie, G. 2004).
- **Social Equity** — Providing all Metro Vancouver residents with equitable access to regional greenways to walk and cycle is a challenge presently. The reasons for this are complex. They can include geographic differences in opportunity, variations in municipal priority and funding, infrastructure design approaches that may make use of regional greenways difficult for people with disabilities, financial barriers that can impact lower-income communities, as well as social and cultural factors such as race and gender that may hinder some people from using regional greenways fully. Facilitating equitable access to public services such as regional greenways should be a goal of regional service providers. Implementation of the Regional Greenway Network provides an opportunity to develop more equitable access to regional greenways. To do this a wide range of partners and stakeholders will need to be engaged.
- **Cultural Awareness** — Some existing and proposed regional greenways follow traditional Indigenous routes for traversing the region. The implementation of *Regional Greenways 2050* provides an opportunity to work with Indigenous people to increase the awareness of their culture and traditional use of land throughout the region.



3.3 Challenges

Metro Vancouver, TransLink, municipalities, other orders of government and their agencies operating in the region, First Nations and stakeholders have developed just over half of the Regional Greenway Network over the past two decades. During these two decades of implementation a number of factors have challenged regional progress on development of the network. The incomplete portions of the network include the corridors where these challenges manifest themselves most acutely. *Regional Greenways 2050* provides an opportunity to overcome these challenges and complete the vision through a fresh collaborative vision and implementation framework.

- Securing Land Tenure** — Acquiring greenway corridors is a significant challenge for many jurisdictions. High urban land prices, historic development patterns, and a reliance on the willing seller-willing buyer land acquisition principle has supported the development of the existing elements of the Regional Greenway Network. *Regional Greenways 2050* provides an opportunity to focus efforts on the acquisition of greenway tenure through improved regional policy, clarified stakeholder roles and a 5-year action plan.
- Competing land uses**—In a highly urbanized region, integrating greenways into existing development is challenging despite the benefits to the people who live and work in these areas. Industrial port lands and farm lands are two areas where this competition is highest. Metro Vancouver, TransLink, municipalities, First Nations and stakeholders will need to work with the Port of Vancouver and Agricultural Land Commission to facilitate implementation where required. Working together provides the opportunity to identify creative design and communication approaches that optimize the integration of regional greenways with other land uses while contributing to regional livability.
- Funding** — Funding for greenway development and operations is obtained from various sources such as: municipal engineering, transportation, and parks budgets, Regional Parks, TransLink, Provincial and Federal grants, and community amenity contributions from private developers. *Regional Greenways 2050* provides an opportunity to secure enhanced capital funding resources through its implementation framework. The plan also highlights the need for greenway service providers to ensure that operational funding levels maintain pace with greenway infrastructure development.

3.4 Metro Vancouver Context

Metro Vancouver is a federation of 21 municipalities, one electoral area and one treaty First Nation. It provides sustainable regional services that contribute to a livable and resilient region and a healthy natural environment. The regional district accomplishes this by serving as the regional federation, delivering core services, and planning for the region.

Regional Greenways 2050 supports several goals outlined in the 2019-2022 *Board Strategic Plan* including: strengthening our livable region, fostering collaboration and engagement, taking leadership on climate action, and advancing Regional Parks' mission and vision to protect natural areas and connect people with them.

Between 2001 and 2016, the regional population grew from 1.9 million to 2.5 million people and regional growth is expected to add another 1.2 million people by 2050. *Metro Vancouver 2040: Shaping Our Region (Metro 2040)*, the regional growth strategy, represents the collective vision for how the region is going to accommodate this growth. *Metro 2040* includes a recreational greenway network reference map and a number of policy statements that support the

realization of this greenway network vision. As a Bylaw adopted by the MVRD Board, *Metro 2040* is the key implementation tool for regional planning. Metro Vancouver is working with its members to update the regional growth strategy. *Regional Greenways 2050* will be consistent with the updated regional growth strategy.

Metro Vancouver's *Climate 2050* policy guides regional action on climate change for the next 30 years. The Metro Vancouver Regional District Board's goal is to become a carbon neutral region by 2050 and set an interim target of 45% reduction by 2030 (compared to 2010 levels).

Metro Vancouver's *Ecological Health Framework* has a vision to achieve "a beautiful, healthy, and resilient environment for current and future generations". *Regional Greenways 2050* supports *Ecological Health Framework* strategies that aim to enhance ecosystem connectivity, conserve habitat for species and ecosystems, promote green spaces within communities, and increase natural and built green infrastructure.

TYNEHEAD REGIONAL PARK



4 Inter-regional Trails & the Regional Cycling Network

A number of other trail and bikeway plans have been developed over the years by other agencies and jurisdictions. *Regional Greenways 2050* took these plans into consideration during its development and incorporates or responds to the existing and planned trails and bikeways identified in those plans to support recreational and touring trips outside of the region. This includes links to the BC Ferry system and international airport.

4.1 Major Bikeway Network

First described in *Cycling for Everyone – the Regional Cycling Strategy (2011)*, the Major Bikeway Network (MBN) is TransLink’s cohesive, well-connected network of major bikeways. It connects urban centres, reinforces important high-volume local routes and serves longer-distance commuting and recreational trips. At this time the MBN is conceptual in some locations and lines are meant to represent desire lines or corridors that connect regionally- significant destinations in a direct way. The MBN will:

- a. parallel the rapid transit network and provide high-quality connections to transit stations, urban centres and regional transportation gateways;
- b. consists primarily of Class 1 and 2 bikeways;
- c. be distinctly marked and identified through consistent design elements and a coordinated way finding system; and
- d. integrate with Metro Vancouver’s Regional Greenway Network and existing inter-regional trails and bikeways.

TransLink is the convener and main planner for the Major Bikeway Network and provides cost-share funding to support local governments in implementing the Major Bikeway Network. The Major Bikeway Network depicted in *Regional Greenways 2050* reflects the 2018 interim Major Bikeway Network as it is currently being updated.





The relationship between the Regional Greenway Network and Major Bikeway Network is an important part of supporting cycling for recreation and transportation. The alignment of the Regional Greenways Network and the Major Bikeway Network provides a comprehensive and far reaching cycling network, that connects key regional destinations and contributes to a reduction in single-occupancy vehicle trips.

4.2 Experience the Fraser

Experience the Fraser (ETF) is a recreational, cultural and heritage project that extends along the Lower Fraser River Corridor from Hope to the Salish Sea. It seeks to fill connectivity gaps and add to the experiences available along the river. The “Canyon to Coast Trail” portion of the project is 550 kilometres of trail linking communities and points of interest on both sides of the river. About 43% of this proposed trail is already in place with segments provided by regional districts, municipalities and others. The Canyon to Coast Trail is strongly aligned with the Regional Greenway Network and including it in the greenways plan will support recreational trips from Hope to the Salish Sea.

4.3 The Great Trail

The Great Trail, also known as the Trans Canada Trail, is over 24,000 kilometers of multi-use trails that links Canada and Canadians. The Great Trail traverses Metro Vancouver communities and portions of it align with regional greenway routes.

4.4 Lochside Regional Trail

Located a short ferry trip from Metro Vancouver on Vancouver Island and operated by the Capital Regional District, the Lochside Regional Trail is a 29 km long multi-use trail located predominantly on a former railway line that links Swartz Bay to Victoria. The trail intersects with the Galloping Goose Regional Trail, a 55 km former railway line from Victoria to Sooke. This comfortable and scenic trail has a gentle grade and is a popular destination for Metro Vancouver cyclists.

4.5 International Trail Networks

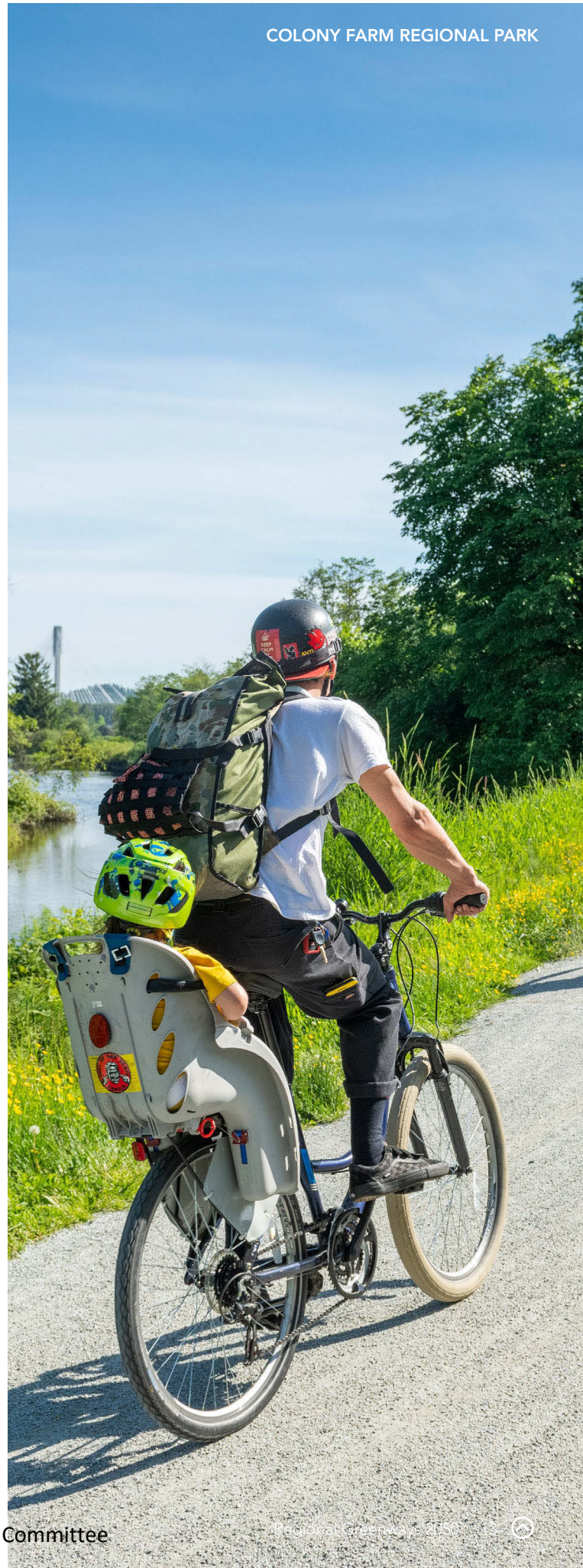
Metro Vancouver borders on Washington State along its south east edge where three crossings of the international boundary with the United States are located. The Peace Arch Crossing near Blaine, Washington provides opportunities for Metro Vancouver cyclists to link onto the Whatcom County trail network.

5 Definition & Character

Regional Greenway – Regional greenways are linear recreation corridors that contain multi-use trails which are for the most part physically separated from road traffic. They connect multiple regional parks, communities and other important natural areas and protect ecosystem services.

Regional greenways include multi-use pathways that are generally 3-4 meters wide. Where volumes of visitors are very high or the proportion of cyclists travelling regional greenways are significant, greenway designs need to consider providing separated pathways for different users.

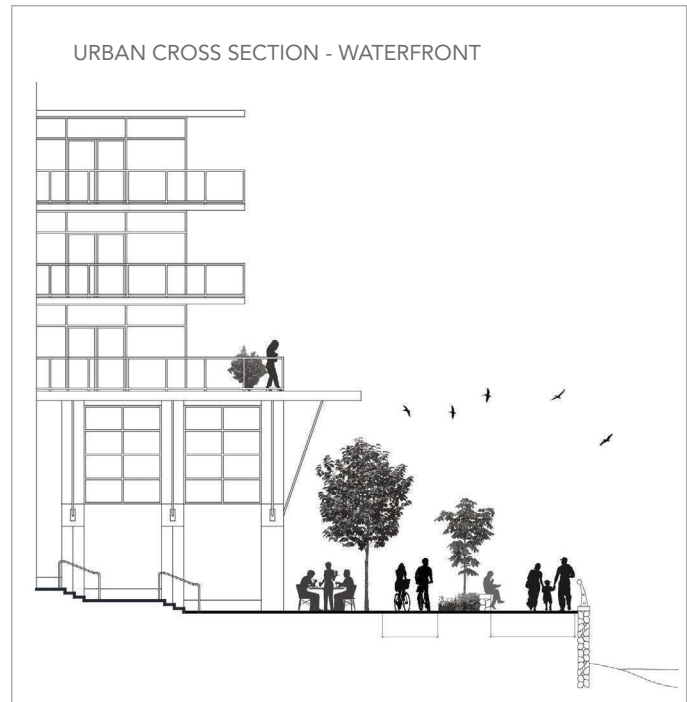
The character of greenways in Metro Vancouver varies as you travel from west to east and north to south. This reflects the region's complex topography, settlement patterns, and the evolution of local planning and engineering approaches. Because of this variation a one size fits all approach to the design and development of the Regional Greenway Network isn't practical. Greenway segments vary in character in response to a range of factors such as age, population density, adjacent land use, development model and terrain. The Regional Greenway Network in Metro Vancouver is composed of four main types of greenways. These are Urban, Sub-urban, Rural and Natural.



Urban:

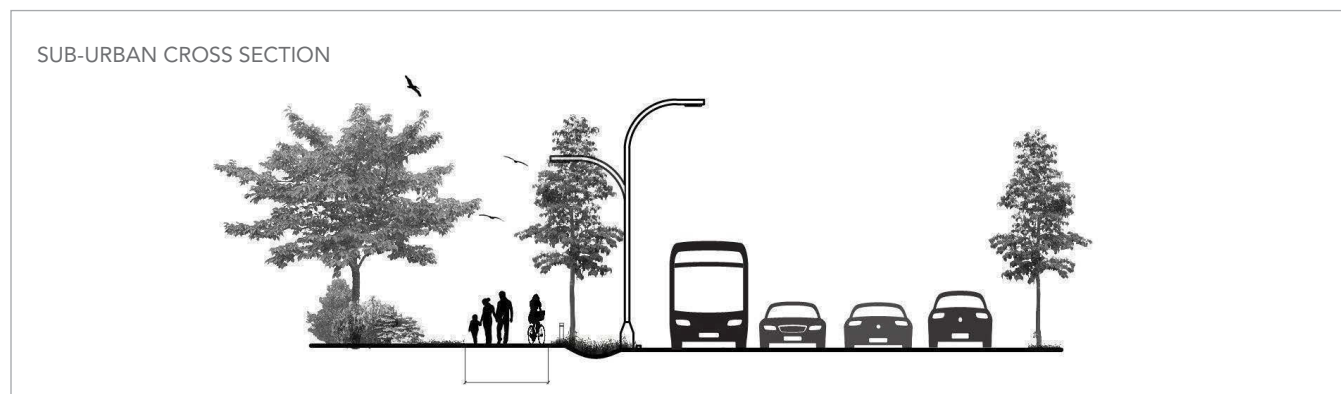
This type of greenway segment tends to be located in medium to high density commercial and residential portions of the region. They are characterized by a high proportion of pavement to landscaping.

The landscape component tends to be professionally designed and located within formal planting structures. Use is high and in some cases cyclists and pedestrians are physically separated to reduce conflict. An example of this type is the Stanley Park Sea Wall and Seaside Greenway in Vancouver.



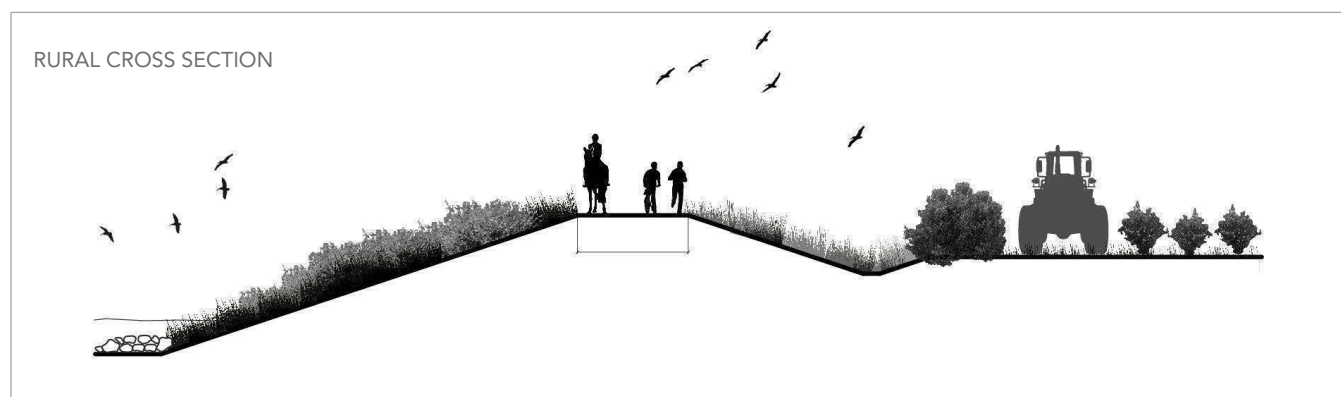
Sub-urban:

This type of greenway segment tends to be found in low to medium density urban areas. The proportion of pavement to landscaping is much more balanced, and the landscaped portions still tends to be professionally designed although the planting areas are usually less formally delineated. Use tends to be moderate and cyclists and pedestrians are commonly not physically separated. An example of this type is the Railway Avenue Greenway in Richmond or the BC Parkway in Burnaby.



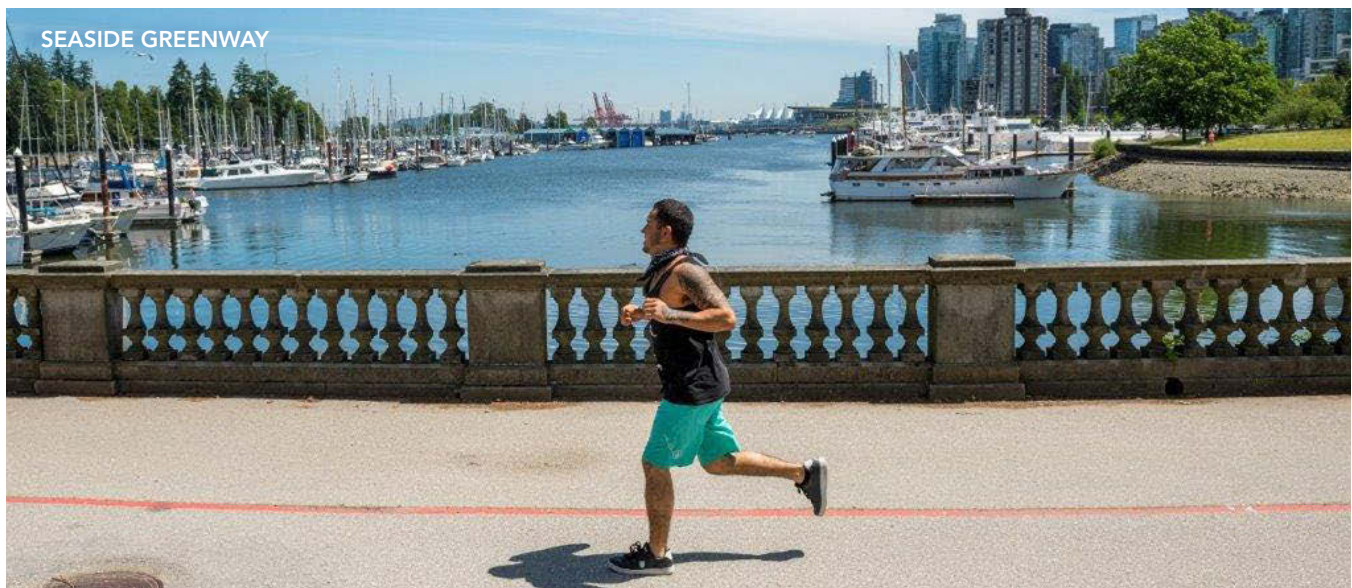
Rural:

This type of greenway segment tends to be located in Metro Vancouver's rural and agricultural communities. Often located on drainage structures like dikes the trails in these segments tend to be unpaved and the landscaped portion covers a higher proportion of the cross section and is commonly composed of a combination of rough turf and remnant natural ecosystem. Use is moderate to low and cyclists and pedestrians are not separated. Equestrian use may be permitted as well. An example of this type is the Pitt River Regional Greenway west of Harris Landing and the portion of the South Langley Regional Trail west of 232nd Street in the Township of Langley.



Natural:

This type of greenway segment tends to be located in Metro Vancouver's rural communities or protected natural areas. Often located in mature riparian or mid- elevation forested ecosystems along watercourses, the trails in these segments tend to be graveled and located within a landscape composed predominantly of mature natural plant communities. Use is moderate to low and cyclists and pedestrians are not separated. Equestrian use may be permitted as well. An example of this type is the Seymour River Regional Greenway within the Lower Seymour Conservation Reserve and the Coquitlam River Trail in Coquitlam.



In some cases, constraints may be present that prevents the filling of a gap in the network with a segment of greenway that meets the ideal described in the typologies above. Filling these gaps in the Regional Greenway Network in the short term may require routing that doesn't allow for the establishment

of the ideal greenway type. Interim routes may include low speed and low volume roads, protected bike lanes, etc. to connect the network. Where this occurs the greenway connection will be established to the highest standard possible.

6 Regional Greenways 2050

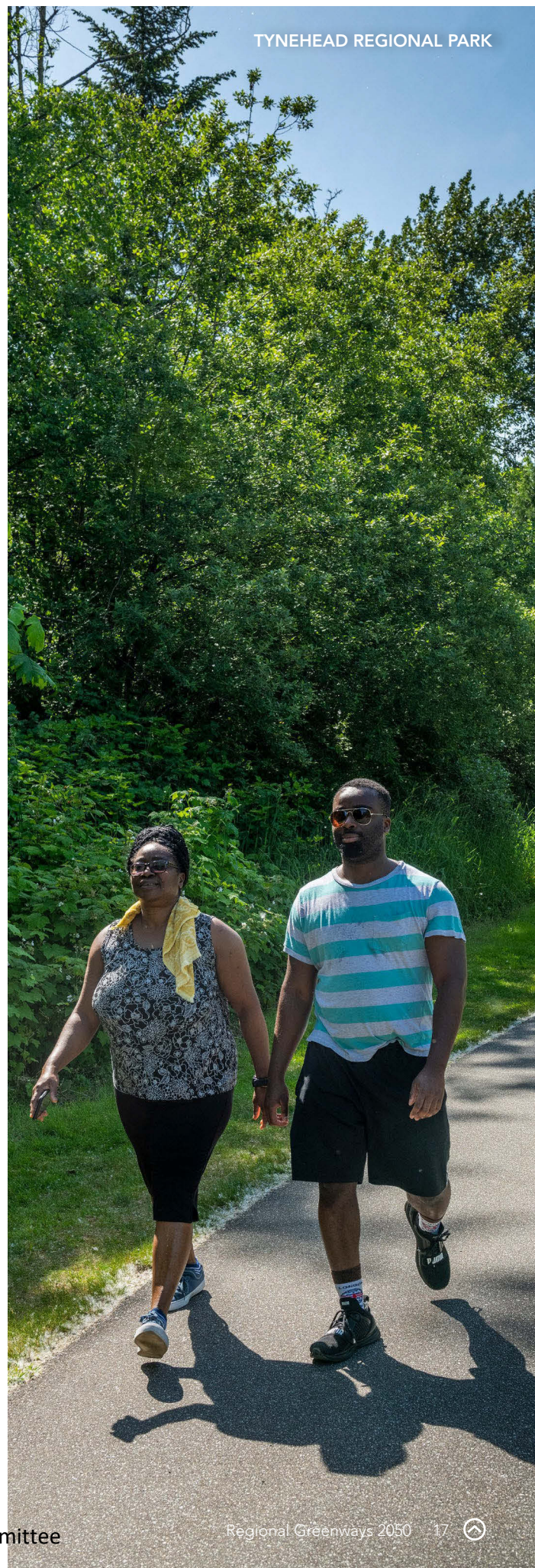
Regional Greenways 2050 is the region's shared 30- year vision for the development of a regional network of recreational greenways for walking, cycling, and, where appropriate, horse riding. The plan includes a vision statement, goals, a map of the Regional Greenways Network, a description of service provider and stakeholder roles, and a five-year action plan to guide implementation.

Six-in-ten (59%) of trail visitors say they use multi-use pathways without a particular destination in mind (just to get exercise, etc.). One-half (50% to 51%) cite scenic viewpoints or parks and cultural destinations as their destination. (Bird, G. 2019)

6.1 Vision

The region wide seamless network of recreational greenways and trails is the best way to experience the beauty of the region.

This vision statement guides Metro Vancouver, its member jurisdictions and other key regional stakeholders in the collaborative implementation of the Regional Greenway Network. It establishes a shared goal of a network of regional recreational routes for walking, cycling and, where appropriate, horse riding that is attractive, safe, secure, accessible for users and free of gaps. Some key regional greenways will support transportation cycling trips as well as recreational ones.



6.2 Plan Goals

This section describes the planning framework (goals and criteria) used to identify the greenway network through the collaborative planning process.

KEY WORD	PROPOSED GOAL
Collaborate	Develop and implement the plan collaboratively.
Connect nature	Connect people with regionally important natural areas and scenic views.
Connect communities	Connect communities and regionally important destinations.
Protect	Enhance regional ecosystem connectivity by protecting natural areas and enhancing green space along greenways and trails.
Experience	Provide a diversity of greenway experiences that are comfortable for most ages and abilities.
Prosperity	Support regional economic development and tourism.

Nearly half (47%) of Metro Vancouver residents selected scenic viewpoints and 34% chose large parks as their top two destinations for multi-use paths (Bird, G. 2019).

6.3 Regional Greenway Criteria

The Regional Greenway Network that forms the core of *Regional Greenways 2050* was identified using the following criteria. These criteria were informed by the regional greenway definition and goal statements described above and reflect the input of the representatives of Metro Vancouver, Translink, other orders of government and their agencies operating in the region, and stakeholders.

- **Criteria 1:** Connects regionally important natural areas, communities and destinations to each other with a trail separated from vehicle traffic.
- **Criteria 2:** Connects two or more adjacent municipalities/regions directly or via bridges, ferries and tunnels with a trail separated from vehicle traffic.
- **Criteria 3:** Located adjacent to regionally significant natural, cultural, & scenic values (e.g., marine headlands and beaches, Fraser River, mountains.)
- **Criteria 4:** Enables recreational trips of varying lengths and a diversity of experiences

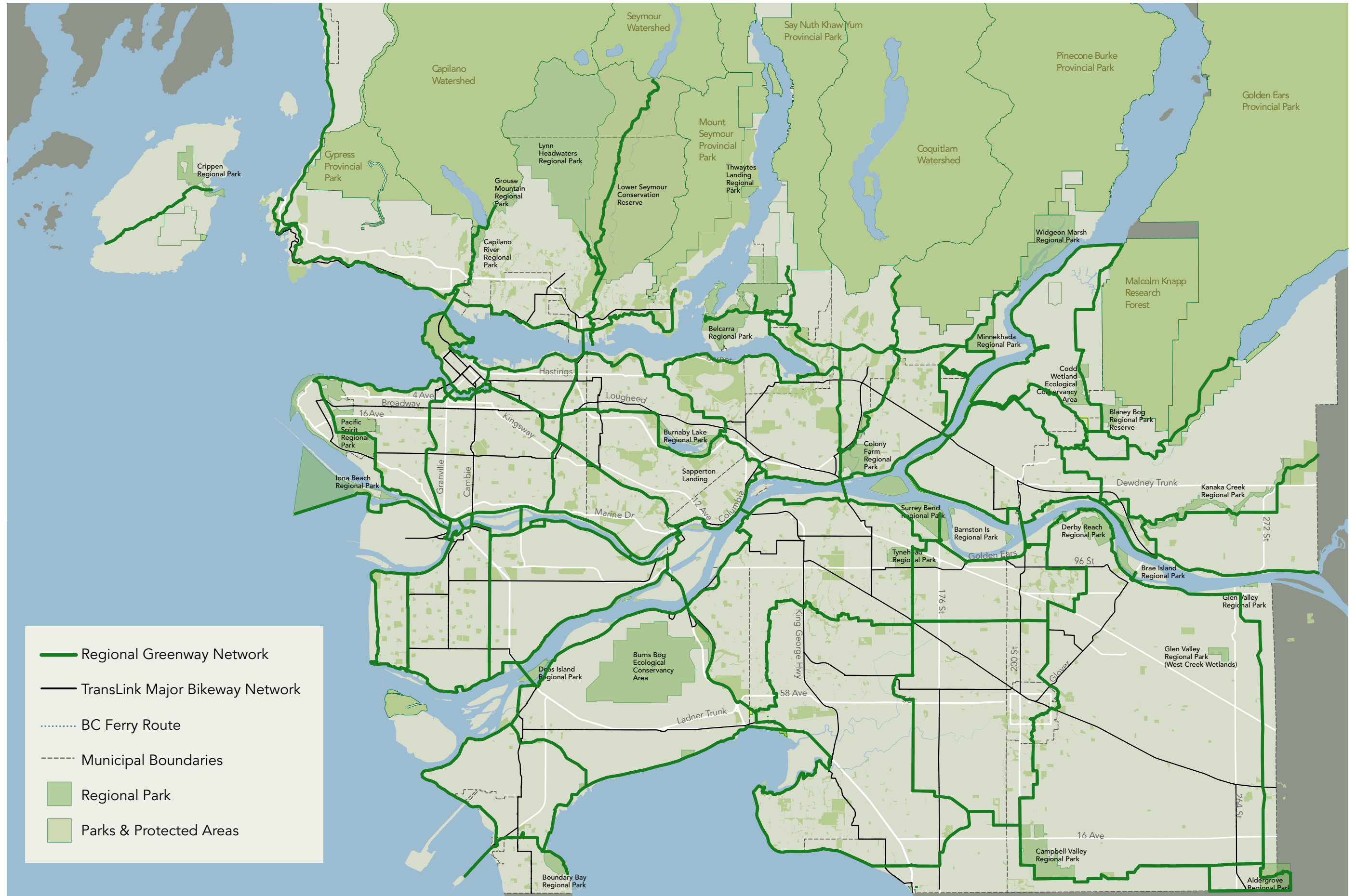
In order to achieve a seamless network, not every route meets all of the criteria. Additionally, a number of gaps were identified in the existing greenway route planning. The identified network includes proposed links to fill these gaps where required.

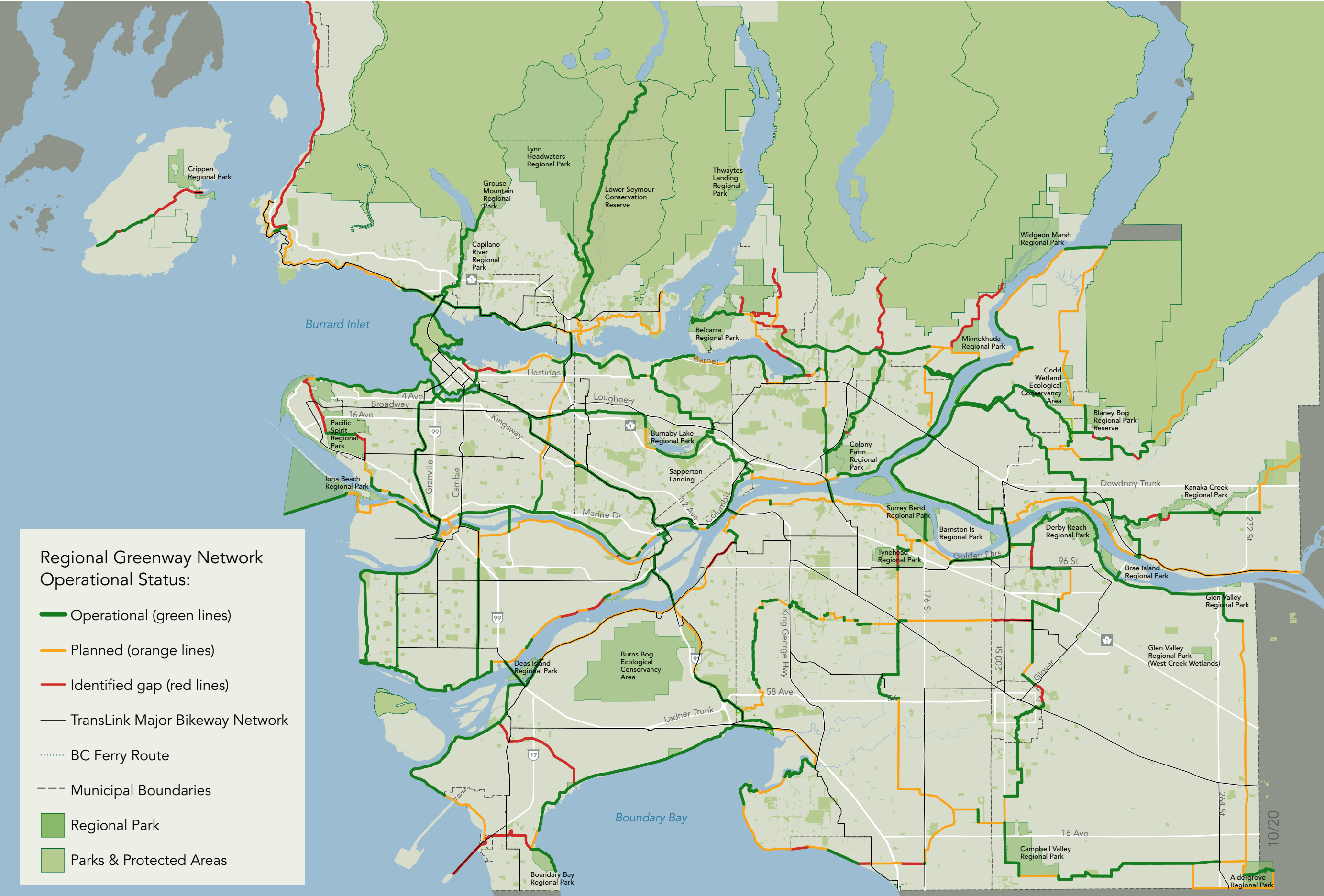
6.4 Regional Greenway Network

The Regional Greenway Network is a 30-year vision for recreational trails that support walking, cycling, and, where appropriate, horse riding (Map 1). The Major Bikeway Network is primarily targeted to transportation cycling. The two networks are complimentary and together increase the reach of both initiatives.

The trail routes contained in the Regional Greenway Network have been identified from a set of plans developed over two decades by municipal governments, Metro Vancouver and TransLink such as transportation plans, greenways plans, and Official Community Plans. For this reason, some of the identified greenways will require further review to confirm trail alignment. Other routes, such as those that follow operational rail corridors or natural features in developed areas will require long term changes in land use or infrastructure transitions to realize. Service providers may identify provisional routes to meet demand in the short to medium term. As the region responds to climate change impacts over the coming decades there will also be emerging opportunities to co-locate new greenways with new infrastructure such as dikes.

MAP 1 –
REGIONAL
GREENWAY
NETWORK





MAP 2 –
GREENWAY
NETWORK
OPERATIONAL
STATUS

6.5 Existing Conditions – Greenway Operational Status Map

Metro Vancouver, TransLink and other orders of government and their agencies operating in the region have made significant progress constructing the Regional Greenway Network since planning started in the 1990's. Map 2 identifies the portions of the greenway network which are operational (complete or interim), planned or new proposed segments to fill an identified gap.

The Regional Greenway Network is composed of approximately 860 kilometers of multi-use paths of which about 490 kilometers or 57% are currently operational. Of the remaining 43% of the network, about 82 kilometers have been proposed to fill gaps identified in current plans.

The operational status of trails in the Regional Greenway Network is classified using a three class system – Operational, Previously Planned and Identified Gap.

Operational: This classification includes routes that are considered complete or interim. These regional greenways are available to the public for walking and cycling. Some portions may be interim in nature as they do not meet the goal of being separated from traffic.

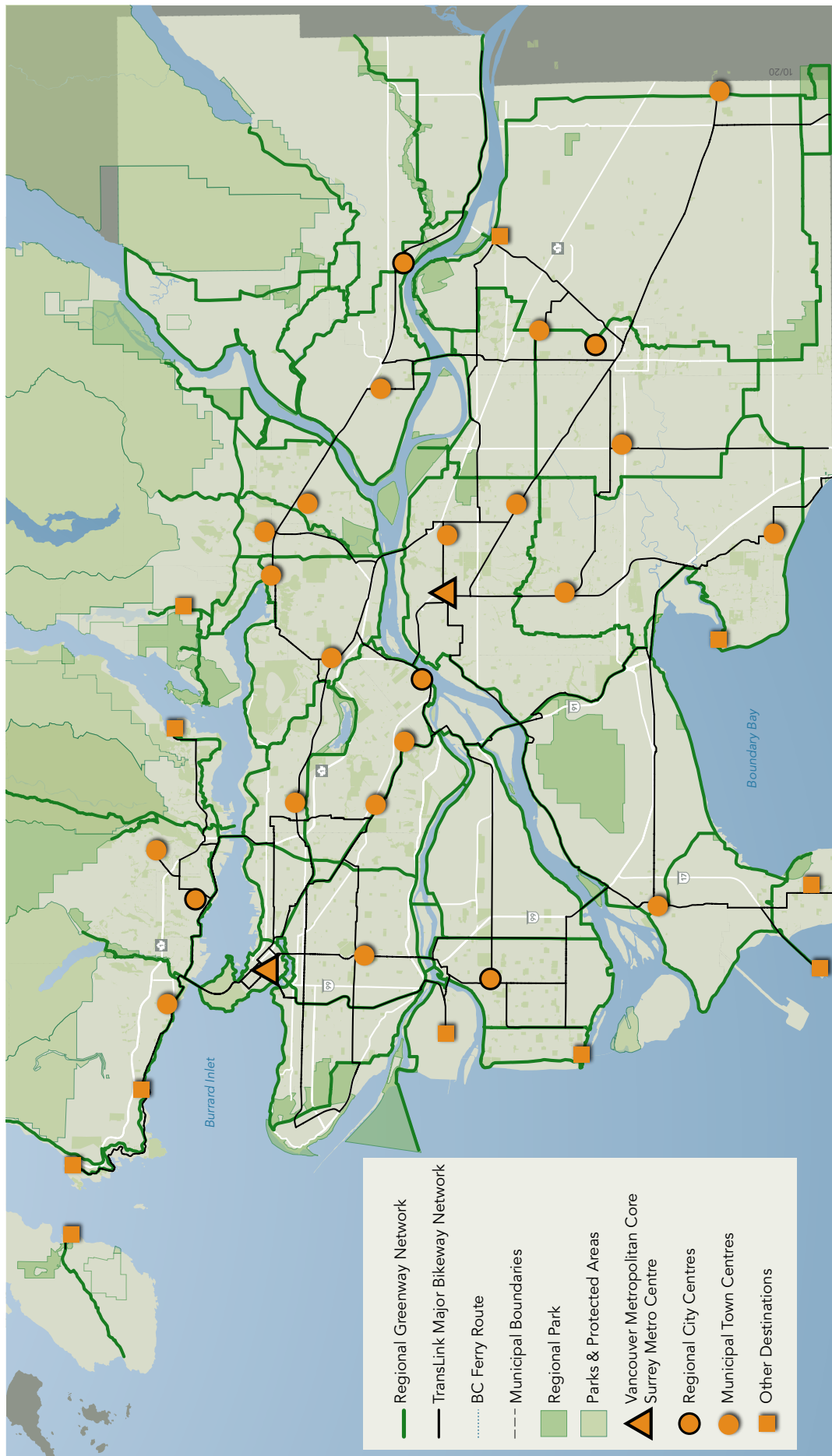
Planned: These regional greenways are proposed future routes identified in the existing plans of greenway and active transportation service providers. They require some combination of conceptual planning, land acquisition, detailed design, funding and construction to make them available to the public for walking and cycling.

Identified Gap: These regional greenways are new routes that are proposed through the *Regional Greenways 2050* development process to fill gaps in the network. These routes are conceptual and will require additional planning and consultation to confirm feasibility and alignment.

6.6 Regional Greenway & Major Bikeway Network Destinations

Together the Regional Greenway Network and Major Bikeway Network provide cycling and walking connections to many large parks and protected areas, city centers and other important destinations. The following map (Map 3) shows how the two networks act jointly to provide recreational and transportation cycling connections to many key regional destinations.

MAP 3 – REGIONAL GREENWAY NETWORK & MAJOR BIKEWAY NETWORK DESTINATIONS





7 Site Planning & Design

Because *Regional Greenways 2050* is a strategic plan, it focuses on the identification of a regional scale network of greenway routes. During the plan implementation process more detailed site planning and design processes will be required to make the vision a reality.

There are many excellent existing planning and design resources available to greenway planners and designers. These include the Transport Association of Canada's (TAC) *Geometric Design Guide for Canadian Roads* along with the BC Supplement, the *BC Active Transportation Design Guide* (2019) and *Get There by Bike* (2013) – TransLink's wayfinding guidelines for transportation cycling in Metro Vancouver.

While greenways offer important benefits to regional communities, care must be taken in site planning and design to mitigate potential conflicts with adjacent land uses. Potential land use conflicts need to be addressed through additional community engagement and the incorporation of appropriate mitigation measures by the responsible jurisdiction during the detailed planning and design phases.

Communities throughout the region have their own unique history, landscapes and features that can be recognized and celebrated through design to enhance user experience and connect them to place.

The *BC Active Transportation Design Guide's* (2019) states that multi-use paths should be 3 – 4 m wide and separated from vehicle traffic. It also encourages designers to consider site characteristics and anticipated use during the design process. This may lead to designs that separate users.

As noted earlier, some regional greenways follow historic Indigenous travel routes and may pass near known archaeological sites or areas with high archaeological potential. Consequently, planning, design and construction processes need to incorporate appropriate archaeological practices. This also means that there will be opportunities to work with local First Nations on routing and incorporating recognition of areas of cultural significance during greenway design and construction processes.

It should also be recognized that in some cases additional approval processes may be required as part of the site planning and design process. In particular proponents of transportation, and recreation corridors may require review by agencies such as the Agricultural Land Commission, the Port of Vancouver, and public utilities.

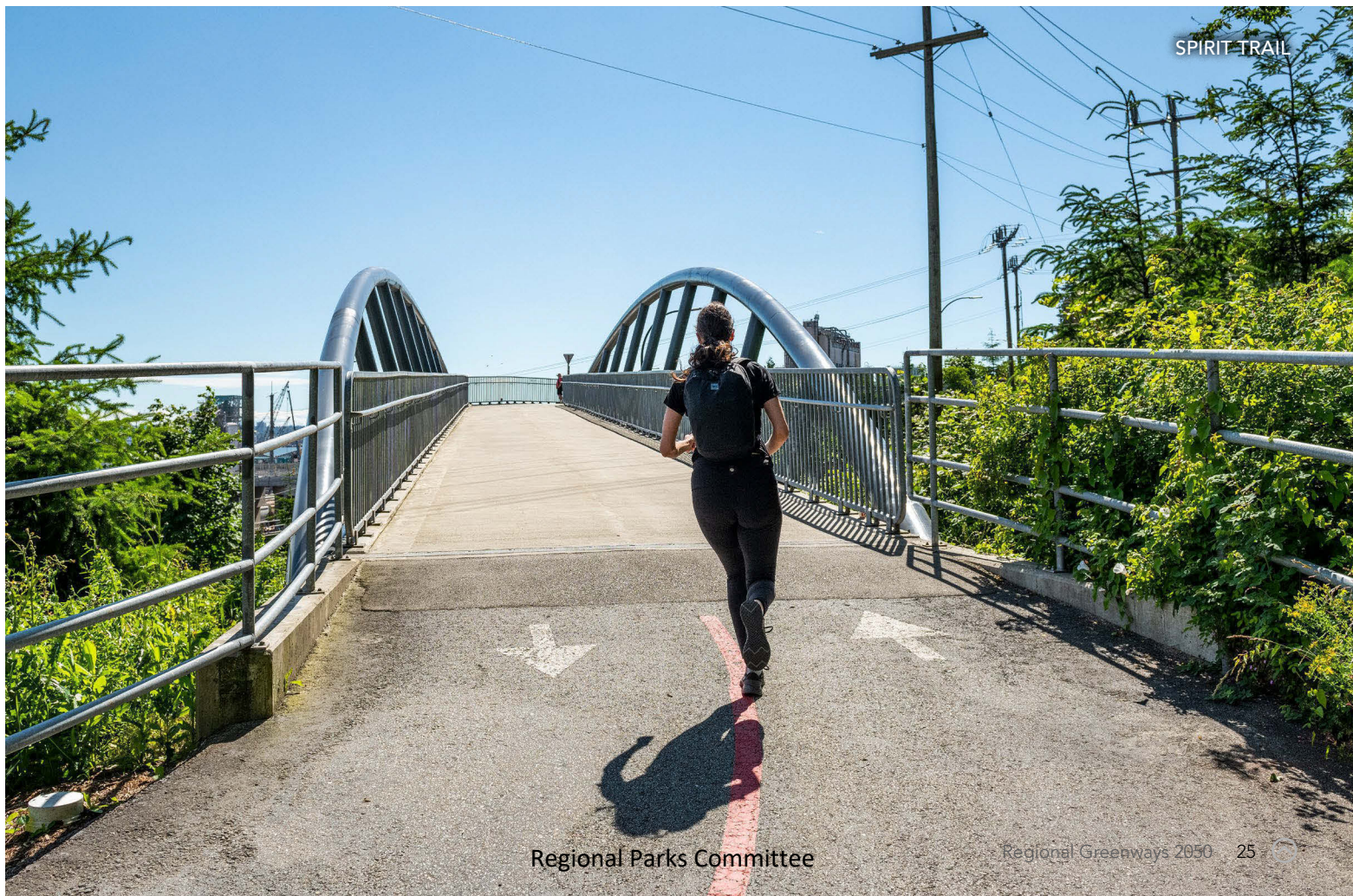
8 Governance & Funding

This section outlines the roles of responsible jurisdictions and advocates, and describes the collaborative governance and funding models for regional greenway development in Metro Vancouver.

Governance

The Regional Greenway Network is developed and managed using an informal collaborative governance system. Collaborative governance is a governing arrangement where one or more public agencies directly engage non-governmental stakeholders in a collective decision-making process that is formal, consensus-oriented, and deliberative and that aims to make or implement public policy or manage public programs or assets (Ansell & Gash, 2007).

In this model Metro Vancouver acts in its convener role to bring together other key public agencies such as TransLink, the Province, regional municipalities, First Nations, and other key stakeholders to update the shared plan for the Regional Greenway Network and track progress on plan implementation as appropriate. Implementation of the plan is achieved by municipalities, TransLink, the Ministry of Transportation and Infrastructure and Metro Vancouver through capital development and operations programs.



Stakeholder Roles

Over the years, Metro Vancouver's and TransLink's roles with respect to cycling infrastructure have evolved in a complementary manner. Metro Vancouver supports collaborative planning for the Regional Greenway Network and works to develop and operate a small number of Regional Parks greenways that support walking, cycling, and, where appropriate, horse riding in a natural setting. TransLink promotes and funds (through a cost share program with municipalities) the development of transportation bikeways that support commuting, shopping, and work. Municipalities develop portions of the Regional Greenway Network, the Major Bikeway Network as well as the neighborhood and community scale routes that link to the the broader

regional networks. Other orders of government and their agencies operating in the region, such as the Ministry of Transportation and Infrastructure, provide important bridge crossings, linkages to ferries and support cycling on highways when suitable.

This section outlines the roles of Metro Vancouver, agencies, and other key stakeholders within the collaborative governance model. The table identifies the general functions carried out by an agency or stakeholder, sets the context for the following implementation section, and promotes consistency of proposed actions with the roles of the various regional stakeholders.

AGENCY	REGIONAL GREENWAY NETWORK ROLES							
	Convener	Planner	Designer, Developer & Operator	Collaborator	Capital Grant Provider	Advocate	Policy Developer	Researcher
Metro Vancouver	X	X	X	X		X	X	X
Municipalities		X	X	X		X	X	X
TransLink			X	X	X	X	X	X
Provincial Government		X	X	X	X	X	X	X
Federal Government			X	X	X	X	X	X
NGOs				X	X	X		X

Funding

Reflecting the governance model described above, the allocation of capital and operational funding for the Regional Greenway Network is provided collaboratively without formal coordination. The majority of capital funding is provided by agencies with direct responsibility for offering greenway services for recreation and active transportation (e.g., municipalities, TransLink and Metro Vancouver Regional Parks). Funding levels reflect available resources, land use development activities, as well as the individual plans and priorities of each agency.

Senior levels of government with limited direct responsibility for providing greenway services may offer capital funding through grant programs designed to promote health, recreation, climate change mitigation and active transportation (i.e., Province of BC, and Government of Canada). Grant funding also includes the Greater Vancouver Regional Fund, which pools 95% of the region's federal gas tax allocation for TransLink to invest in regional transportation projects. Active transportation projects are an eligible expenditure under this program. Grant funding helps leverage local funding to promote capital development that furthers the policy goals of these senior levels of government.

Again, the operations of the Regional Greenway Network is wholly funded by those agencies with direct responsibility for offering greenway services for recreation and active transportation. As grant funding is not a factor in the operations of the Regional Greenway Network, each regional greenway service provider manages their assets using financial resources sourced through their core revenue streams such as property or income taxes. Service providers need to plan for operational funding increases with the development of new sections of the network.



9 Implementation Strategies and 5 Year Action Plan

This section identifies the roles required to support the implementation of this plan and a set of short term actions outlining the implementation efforts for each stakeholder group for the following 5 years.

ROLE	METRO VANCOUVER POTENTIAL FIVE YEAR ACTIONS
Convene & Collaborate	<ul style="list-style-type: none"> • Support <i>Climate 2050</i> development and implementation • Support <i>Transport 2050</i> development • Support City of Vancouver, Burnaby and New Westminster efforts on the False Creek to Fraser River Blueway • Collaborate with other jurisdictions and stakeholders to build greenway segments • Collaborate with TransLink on needed actions where the Regional Greenway Network and Major Bikeway Network overlap
Promote & Advocate	<ul style="list-style-type: none"> • Promote the collaborative implementation of <i>Regional Greenways 2050</i> • Promote the development and implementation of consistent greenway branding and way-finding standards



BOUNDARY BAY REGIONAL PARK

Plan & Policy	<ul style="list-style-type: none"> • Adopt a Regional Parks Greenway Network Plan • Commence conceptual and detailed planning for priority segments of current Regional Parks greenway routes (examples include Delta South-Surrey Regional Greenway and Brunette Fraser Regional Greenway) • Update Regional Parks design standards as required • Update <i>Regional Parks Land Acquisition 2050</i> strategy with greenway lands • Initiate planning for new potential Regional Parks greenway routes (for example the Burnaby Lake South connection) • Develop policies and plans for incorporation of green infrastructure in Metro Vancouver regional greenway segments • Include the Regional Greenway Network and supporting policies, as appropriate, in the update of the regional growth strategy, <i>Metro 2050</i>. • Identify opportunities for further developing regional greenways within Metro Vancouver utility corridors • Develop operating agreements for Regional Greenways located within Metro Vancouver utility corridors
Build	<ul style="list-style-type: none"> • Secure tenure to Regional Parks greenway routes • Design Regional Parks greenway routes • Construct priority regional greenway segments located in regional parks • Identify opportunities for incorporation of green infrastructure, restoration of ecosystems and unprotected natural areas in greenway segments during site planning and design process
Operate	<ul style="list-style-type: none"> • Operate and maintain Regional Parks' greenways
Educate & Inform	<ul style="list-style-type: none"> • Publish Board adopted greenways plan online • Collaborate with TransLink and others on educational campaigns to promote utility and recreational cycling • Collaborate with TransLink and others to track and report on Regional Greenway Network expansion
Fund	<ul style="list-style-type: none"> • Investigate a Regional Parks greenway program with tax requisition funding • Explore Regional Parks Development Cost Charges (DCC) program to expand support for Regional Parks greenway development • Explore options for obtaining a proportion of regional allocation of Federal Gas Tax funding for regional greenway development • Seek capital grants when available

ROLE	TRANSLINK POTENTIAL FIVE YEAR ACTIONS
Convene & Collaborate	<ul style="list-style-type: none"> • Collaborate with Metro Vancouver on implementation where the Regional Greenway Network and Major Bikeway Network overlap
Promote & Advocate	<ul style="list-style-type: none"> • Collaborate with Metro Vancouver and others on educational campaigns to promote transportation and recreational cycling
Plan & Policy	<ul style="list-style-type: none"> • Update TransLink's <i>Regional Transportation Strategy (Transport 2050)</i> and include reference to the Regional Greenway Network in Transport 2050 plan
Operate	<ul style="list-style-type: none"> • Operate and maintain TransLink's portions of the Regional Greenways Network
Educate & Inform	<ul style="list-style-type: none"> • Collaborate with Metro Vancouver and others to track and report on greenway network expansion
Fund	<ul style="list-style-type: none"> • Explore options for broadening active transportation grant program to include regional greenways and include Metro Vancouver in program when appropriate

ROLE	MUNICIPAL JURISDICTIONS POTENTIAL FIVE YEAR ACTIONS
Convene & Collaborate	<ul style="list-style-type: none"> • Provide a regional greenways representative to support ongoing communication, engagement and liaison • Explore partnerships with neighboring municipalities, Metro Vancouver, TransLink, the Province or others to facilitate planning, construction and operation of portions of the Regional Greenway Network • Collaborate with adjacent jurisdiction on planning and development of cross-boundary greenway connections • Collaborate on development of regional greenways design guidelines if a need for this is identified

Plan & Policy	<ul style="list-style-type: none"> • Update municipal land use, greenway, transportation or trail plans to reflect the network identified in the regional greenway plan as appropriate • Support inclusion of updated Regional Greenways Network and policy statements supporting network implementation in <i>Metro 2050</i> • Update capital plans to include municipal sections of the Regional Greenway Network • Incorporate greenways in all relevant bylaw updates and revisions • Update municipal greenway design standards to align with regional standards if appropriate • Develop policies and plans for incorporation of green infrastructure in regional greenway segments • Identify optimal greenway routes with private landowners through the development planning process where appropriate • Work with TransLink, municipalities, and other orders of government and their agencies operating in the region to develop regional greenways operations and maintenance agreement(s) that defines roles and responsibilities as appropriate
Build	<ul style="list-style-type: none"> • Identify short, medium and long term priorities from <i>Regional Greenways 2050</i> for implementation • Include greenway development in municipal capital projects where appropriate (for example, road widening, utility projects) • Protect or acquire greenway corridor lands to expand the network • Plan, design and build greenway segments that meet the goals and objectives of <i>Regional Greenways 2050</i> • Identify opportunities for incorporation of green infrastructure, restoration of ecosystems and unprotected natural areas in greenway segments during site planning and design process • Use land use change levers to support the development of regional greenways through setback acquisition, public amenity funding, etc. as appropriate • Implement development bylaw requirements for provision of greenways along identified Regional Greenway Network routes where appropriate
Operate	<ul style="list-style-type: none"> • Operate and manage municipal portions of the Regional Greenway Network • Liaise with municipal operations staff to ensure greenway construction is done in a manner that facilitates efficient and effective maintenance • Plan for increases in operational budgets to accommodate new greenways
Fund	<ul style="list-style-type: none"> • Incorporate greenway funding estimates in amenity fees and other appropriate fees to fund regional greenway construction and trees/replanting of open space along greenway corridors • Identify high priority portions of the regional and local greenway network for inclusion in future capital plans • Explore options for grant funding from TransLink, the Province and others to support development of municipal portions of the Regional Greenway Network
Educate and Inform	<ul style="list-style-type: none"> • Collaborate with Metro Vancouver, TransLink and others to track and report on Regional Greenway Network expansion

ROLE	ACTIONS REQUESTED OF OTHER GOVERNMENTS AND AGENCIES
Promote & Advocate	<ul style="list-style-type: none"> • Maintain and strengthen Provincial and Federal policy that supports improved public health through an active lifestyle and active transportation
Plan & Policy	<ul style="list-style-type: none"> • Support strategic planning as well as detailed planning and design of regional greenway corridors where appropriate • Province to update active transportation policy and active transportation design guidelines as necessary • Port of Vancouver to consider how active transportation and regional greenways can address greenhouse gas emissions in support of its leadership role in facilitating emission reductions.
Build	<ul style="list-style-type: none"> • Ministry of Transportation and Infrastructure and other Provincial and Federal transportation infrastructure owners and operators construct portions of Regional Greenway Network where aligned with regional transportation and infrastructure projects • BC Ferries to support the linkage of Tsawwassen and Horseshoe Bay terminals to the Regional Greenway Network • Vancouver International Airport to support the development of regional greenway segments identified in the Vancouver Airport Authority's <i>YVR 2037 Master Plan</i> and <i>Regional Greenways 2050</i> • Port of Vancouver to participate in site scale greenway planning to explore opportunities for safe integration with port oriented industrial lands
Operate	<ul style="list-style-type: none"> • Operate Provincial and Federal portions of the Regional Greenway Network where appropriate
Fund	<ul style="list-style-type: none"> • Maintain and strengthen Provincial and Federal capital grant programs that support the development of recreational greenways and transportation bikeways • Maintain and strengthen the Federal Gas Tax Fund

ROLE	ACTIONS REQUESTED OF FIRST NATIONS
Advocate	<ul style="list-style-type: none"> Promote and champion the concept and goals of the <i>Regional Greenways 2050</i> when it aligns with First Nations' trail initiatives
Collaborate	<ul style="list-style-type: none"> Work with Metro Vancouver, TransLink, municipalities, and other orders of government and their agencies operating in the region to increase the awareness of indigenous culture and traditional use of land throughout the region through greenway planning and construction

ROLE	ACTIONS REQUESTED OF NGOs AND OTHER STAKEHOLDERS
Advocate	<ul style="list-style-type: none"> Promote and champion the concept and goals of <i>Regional Greenways 2050</i>
Collaborate	<ul style="list-style-type: none"> Support strategic network planning as well as detailed planning and design of regional greenway corridors
Develop Policy	<ul style="list-style-type: none"> Release supportive policy statements related to regional greenways
Research	<ul style="list-style-type: none"> Contribute to original research that demonstrates the value and need for regional greenways Consider opportunities to support the tracking of plan implementation



COLONY FARM REGIONAL PARK

10 Tracking Performance

The primary goal of *Regional Greenway 2050* is to complete the network by 2050. Regional service providers recognize that this is ambitious and will require an increased focus on the resourcing of the detailed planning and development of the missing components of the network.

Tracking progress on the development of the missing portions of the network is an important part of the implementation process. Stakeholders will need to identify the database which best reflects the current extent and quality of the Regional Greenways Network and determine how best to resource and manage the database to form an effective Regional Greenway Network implementation tracking tool. It is anticipated that due to the level of effort to update this database that status reports will be provided every 5 years.

In addition to tracking the completion of the greenways network, Metro Vancouver will also track the completion of major implementation milestones such as the adoption of plans, policies, or standards documents at the end of each 5-year implementation plan.

BOUNDARY BAY REGIONAL PARK



11 Appendix A: Definitions

Ecosystem Services: These are the benefits people obtain from ecosystems.

Ecosystem Connectivity: The physical and functional links between ecosystems that support biodiversity by allowing movement of species across the region.

Social Equity: The promotion of justice and fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include the many dimensions of identity, such as socioeconomic status, ethnicity, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity related issues.

Green Infrastructure: The natural, enhanced, and engineered assets that collectively provide society with ecosystem services required for healthy living.

Regional Greenway: Regional greenways are linear recreation corridors that contain multi-use trails which are for the most part physically separated from road traffic. They connect multiple regional parks, communities and other important natural areas and protect ecosystem services.

Regionally Important Natural Area: The large natural areas protected primarily by government jurisdictions. They include regional parks, provincial parks, national parks, ecological reserves, wildlife management areas, private protected areas and large natural municipal parks.

Important Destinations: The regional facilities within communities that are highly sought after tourist or leisure destinations. They include museums, aquariums, national historic sites, cultural facilities or features, sports venues and scenic villages (e.g., Steveston).

The Major Bikeway Network (MBN): TransLink's cohesive, well-connected network of major bikeways. It connects urban centres, reinforces important high-volume local routes and serves longer-distance commuting and recreational trips. The MBN will:

- a. parallel the rapid transit network and provide high-quality connections to transit stations, urban centres and regional transportation gateways;
- b. consists primarily of Class 1 and 2 bikeways (see Table 7);
- c. be distinctly marked and identified through consistent design elements and a coordinated wayfinding system; and
- d. integrates with Metro Vancouver's Regional Greenway Network and existing inter-regional trails and bikeways.

Class 1 Bikeway: Is comfortable for all cyclists. These bikeways may be a neighborhood street bikeway with extensive traffic calming & crossings at every major street, an off-street path, or a cycle track (on-street lane separated from traffic).

Class 2 Bikeway: Is comfortable for most cyclists. These bikeways may be a neighborhood street bikeway with moderate traffic calming & crossings at most major streets, a bicycle lane, or a paved shoulder.

Regional Greenways Network (RGN): The region's network of recreational greenways which support recreational walking, cycling, and, where appropriate, horse riding.

Transportation cycling: Cycling on the regional greenway and bike networks to commute, shop, work, or for other specific purposes.

Recreational cycling: Cycling on the regional greenway and bike networks for fun or exercise often with no specific destination.

12 Appendix B: References

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Regional Greenways 2050

Phase 2 Engagement Results

October 22, 2020



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Appendix A: Webinar Feedback Summary

Appendix B: Questionnaire Results

1 SUMMARY

Metro Vancouver undertook phase 2 of the engagement process for *Regional Greenways 2050* between August 1st, and September 30th of 2020. Phase 2 of the engagement process included a project website which hosted an online questionnaire, a webinar targeted towards municipal representatives and other key stakeholders, presentations to multiple regional advisory committees, a public questionnaire, engagement with First Nations and referrals to key agencies and stakeholders.

This process found strong support for the plan and identified suggestions for improvements to the draft plan. This feedback was used to develop the final *Regional Greenways 2050* plan. This report summarizes the feedback received through these engagement tools.

2 ENGAGEMENT OPPORTUNITIES AND RESULTS

Metro Vancouver used a number of engagement tools to solicit feedback on the draft Regional Greenways 2050 plan from the public and representatives of municipalities, TransLink, other levels of government operating in the region, First Nations, and key stakeholders. Engagement events include an online questionnaire, a webinar, presentations to regional advisory committees, and planning referrals. In addition, feedback was solicited from representatives of Metro Vancouver's Liquid Waste Services, Water Services, Indigenous Relations, Regional Planning & Housing, and Air Quality and Climate Change departments. Their input was incorporated into the final plan. Since this report is focused on external feedback, the input received from Metro Vancouver staff is not documented here.

2.1 Regional Advisory Committee Presentations

Metro Vancouver presented *Regional Greenways 2050* at five regional advisory committee meetings (Regional Administrators Advisory Committee, Regional Engineers Advisory Committee, Regional Planning Advisory Committee, Regional Parks Advisory Committee, and the Agricultural Advisory Committee). Each advisory committee was established by Metro Vancouver to facilitate engagement with representatives from municipalities, agencies and other key stakeholders on issues of mutual interest on a regional service basis. Table 1 is a summary of the feedback received during the presentations.

Table 1: Regional Advisory Committee Presentation Responses

Advisory Committee	Date	Comments	MV Response
Regional Engineers (REAC)	September 11, 2020	Questions around funding, how to implement the plan faster, some specific technical questions on routing.	Specific questions were followed up with municipal staff. The interest in quicker implementation will be presented to the MVRD Board.

Advisory Committee	Date	Comments	MV Response
Regional Planning (RPAC)	September 18, 2020	Concern expressed on engagement process time line.	Initiated additional engagement with key municipalities to facilitate feedback. Timeline extended by 5 days.
Regional Administrators (RAAC)	September 17, 2020	General support voiced for the plan	No response required
		Inquiry into whether this plan incorporated Experience the Fraser trail routes.	Regional Greenway 2050 does incorporate the Experience the Fraser Canyon to Coast trail routes.
		Question regarding incorporation of blueways.	Blueways are out of scope for this project.
Regional Parks (RPA)	September 22, 2020	No comments	No response required
Agricultural (AAC)	September 25, 2020	No comments	No response required

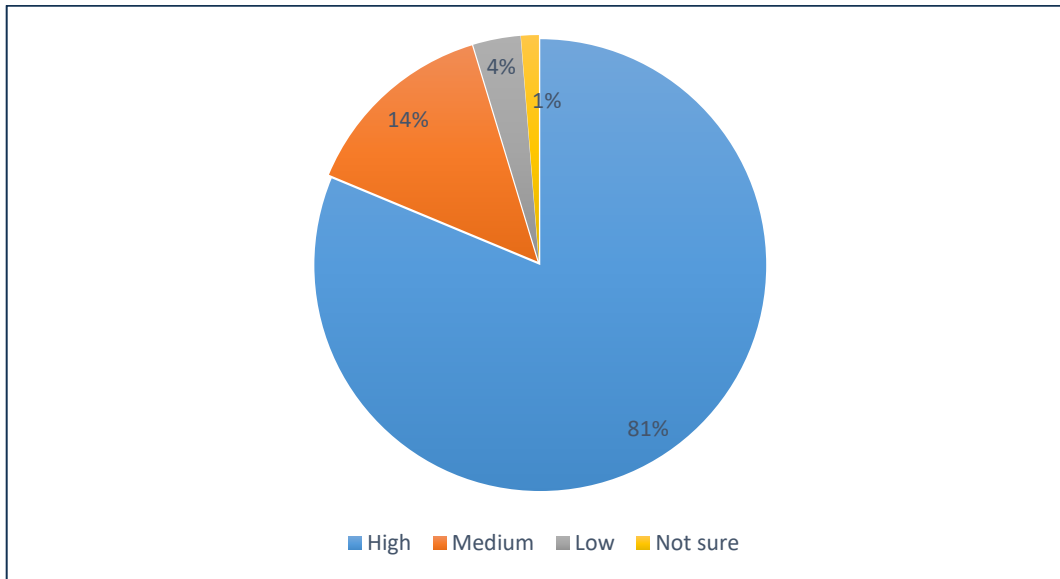
2.2 Public Questionnaire & Interactive Map

Metro Vancouver hosted a public online questionnaire on the *Regional Greenways 2050* plan to test public support. The questionnaire was active from August 28 to September 25th, 2020 and was promoted through social media (Twitter and Facebook), Regional Parks newsletter, and email blasts to planning, parks and regional greenways email lists.

The online questionnaire was composed of 8 questions and an interactive map of the region that permitted a respondent to provide geographically targeted feedback on the draft trail network. Two hundred and forty-two (242) responses to the questionnaire were received and twenty-seven (27) geographically targeted comments were received. The vast majority of the people who responded to the questionnaire had not been involved in any previous engagement events.

Eighty-one, (81%) of respondents indicated high support for the *Regional Greenways 2050* draft plan (81%).

Figure 1: Level of Support for Regional Greenways 2050 Plan from online questionnaire



For further details on the results of the *Regional Greenways 2050* public questionnaire see Appendix B below.

A relatively small number of comments (26 comments from 8 individuals) were received through the interactive regional greenway network map tool. In general, these were constructive and detailed suggestions on how to improve the regional greenway network for cycling and walking which will help refine greenway routing during subsequent detailed planning processes.

2.3 Municipal and Stakeholder Webinar

Metro Vancouver hosted a webinar reviewing the draft plan for representatives from municipal jurisdictions and key stakeholders on September 15th. Thirty-three (33) representatives of municipal jurisdictions, other government agencies, NGO's and Metro Vancouver participated in this engagement event.

Participants were asked to rate their level of support for the three main parts of the *Regional Greenways 2050* draft plan – the planning framework, the Regional Greenways Network and the implementation framework.

Table 2 – Summary of polls during Municipal and Stakeholder Webinar

Section of Regional Greenways 2050	Support indicated
Planning Framework (vision, goals, criteria)	100% support (65% strong, 35% moderate)
Regional Greenway Network	91% support (55% strong, 36% moderate)
Implementation Framework	79% support (63% strong, 16% moderate)

Participants were also offered the opportunity to ask questions and make comments on the draft plan. During those discussions there was interest in the details of plan implementation, such as trail design, ecological protection and measuring and tracking progress. For more details, see Appendix A below.

2.4 Agency Feedback

Port of Vancouver

In addition to staff attending engagement events such as the October 3, 2019 workshop and September 5th, 2020 webinar, the Port of Vancouver provided written response to the planning team.

Vancouver Coastal Health

In addition to staff attending engagement events, Vancouver Coastal Health provided written feedback to the planning team.

TransLink

In addition to staff attending engagement events such as the October 3, 2019 workshop and September 5th, 2020 webinar, TransLink provided written response to the planning team.

Agricultural Land Commission

In response to referral of the draft Regional Greenways 2050 plan, the Agricultural Land Commission provided written response to the planning team.

Table 3 is a summary of the feedback received from these government agencies

Table 3: Agency Feedback

Organization	Date	Stakeholder Comments	MV Response
Agricultural Land Commission	October 2, 2020	Pleased to see that the plan clearly states that ALC approval required for proposed greenways located within the ALR.	Noted

Organization	Date	Stakeholder Comments	MV Response
		Encourages service providers to apply to ALC via a Transportation, Utility and Recreation Application under the Agricultural Land Reserve General Regulation as early as possible.	Included in updated plan
		The Application process can be lengthy and given that the ALR is an agricultural priority zone, if the Application(s) were to be approved, it is likely that a number of design features would have to be taken into consideration.	Included in updated plan
Port of Vancouver	September 30, 2020	Noted the port authority's key mandate is to facilitate Canada's trade.	Noted information
		Suggested a greenway network may not be compatible with the port authority's Land Use Plan.	Updated plan to include planning role for Port
		Suggested the Regional Industrial Lands Strategy and the Greenways 2050 draft plan are at odds with each other and require a deeper review prior to adoption.	Updated plan to include planning role for Port
TransLink	October 2, 2020	Recognized that the Regional Greenways Network is an important contributor to regional cycling network, linking the region and supporting the needs of different cyclists.	Noted
		Provided suggestions to clarify the statement on funding on page 26 th of the draft plan.	Included in updated plan
		Provided a series of suggestions and comments for improvements to the Potential 5 Year Actions Table for TransLink contained in the draft plan.	Included in updated plan
		Suggested a series of minor text changes to the wording of the draft plan.	Included in updated plan
Vancouver Coastal Health	September 25, 2020	Expressed general support for plan.	Noted
		Encouraged further emphasis on alignment with TransLink's Major Bikeway Network.	Included in updated plan
		Encouraged inclusion of equity more prominently in plan.	Included in updated plan
		Encouraged adoption of an equity-based and health-based goal and targets to guide and track performance.	Identified for consideration in subsequent planning work

Organization	Date	Stakeholder Comments	MV Response
		Encourage consideration of inclusion of road safety throughout the plan.	Reviewed & concluded current language on comfortable routes sufficient.

2.5 Social Media

During the phase 2 engagement process, Metro Vancouver promoted its online questionnaire for *Regional Greenways 2050* using twitter and Facebook. Facebook post reached 686 people and received 23 engagements (all likes in this case). Our final tweet received 25 retweets, 1 quote tweet, 30 likes and 6 comments. The majority of these comments were supportive of the plan, but they unanimously expressed the view that the proposed 30-year implementation timeline was not sufficiently ambitious primarily due to concerns about climate change.

2.6 First Nations

During the phase 2 engagement process, Metro Vancouver provided a copy of the draft *Regional Greenways 2050* plan to 33 First Nations to request feedback on the plan. Additionally, Metro Vancouver's one Treaty First Nation – the Tsawwassen First Nation – was invited to the October 3, 2019 workshop and September 15, 2020 webinar.

First Nations responses were: to request additional information, provide information on their interests in their traditional territory within the region, request capacity support in order to provide feedback and request meetings with the planning team to better understand the draft plan.

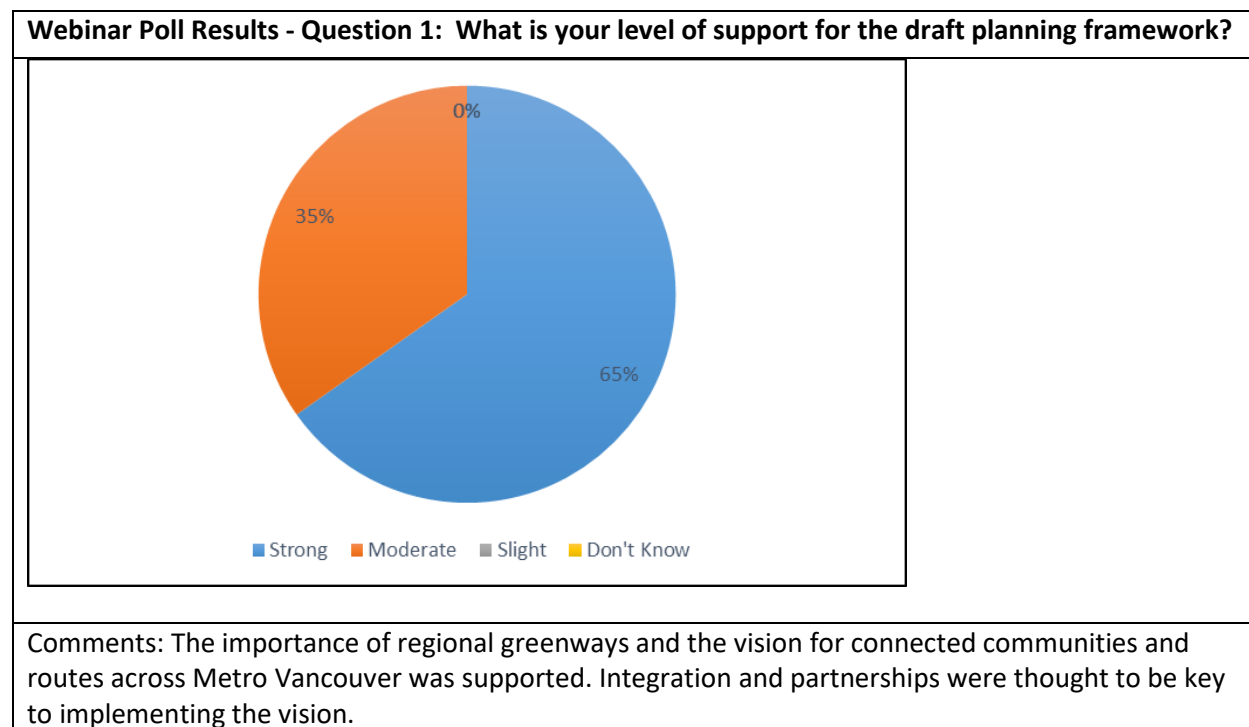
During the meetings staff provided a presentation on the *Regional Greenways 2050* draft plan and answered questions. In the discussions that followed Metro Vancouver learned that these First Nations felt the draft plan was laudable and aligned with some of their priorities. Both First Nations saw the Regional Greenway Network as an important opportunity to better recognize their cultures and the traditional lands that the network crosses. Both also saw it as an opportunity to advance their environmental stewardship goals and expressed an interest in ongoing meaningful engagement as part of the implementation process. Additional language was incorporated into *Regional Greenways 2050* to highlight these opportunities.

3 CONCLUSION

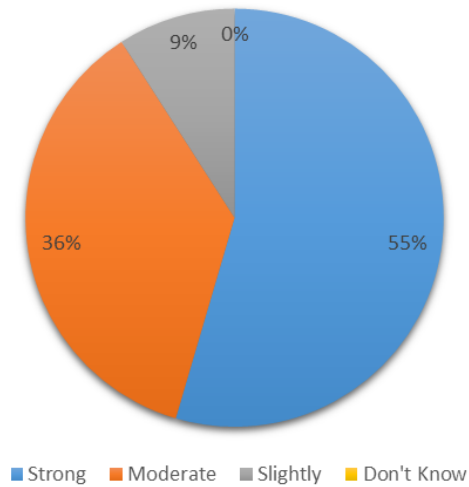
Metro Vancouver engaged with a range of audiences using a set of digital engagement tools to gauge regional support for the *Regional Greenways 2050* draft plan during the summer and fall of 2020. The feedback received from engagement participants was almost universally highly supportive the plan. A number of improvements to the draft plan were identified and implemented to better reflect the plans and priorities of local governments, better recognize the interests and role of First Nations and other agencies and improve implementation approaches.

APPENDIX A: WEBINAR FEEDBACK SUMMARY

This appendix contains more information on the results of the September 15, 2020 *Regional Greenways 2050* webinar delivered to representatives of local government, stakeholders, and other government agencies.

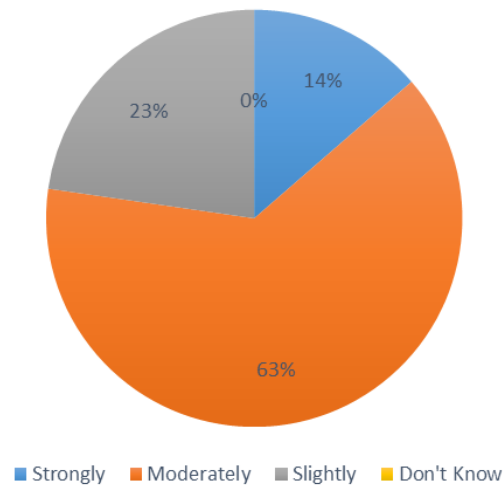


Webinar Poll Results - Question 2: What is your level of support for the draft Regional Greenway Network?



Comments: The plan needs to be flexible to allow for fact that this is a long term vision and development patterns will change over time. Tenure, historic encroachments and varying budgets are challenges to implementation. There is an interest in developing standards and moving to detailed design.

Webinar Poll Results - Question 3 – What is your level of support for the draft implementation framework?



Comments: Funding, land tenure, and climate adaptation were identified as implementation challenges. Support expressed for the regional collaboration needed to achieve this plan. It was suggested that a role for other land owners such as Port Metro Vancouver should be identified in the plan.

Webinar Chat Feedback
This table lists by subject the key questions asked by participants during the Question and Answer sessions during the Regional Greenways 2050 webinar. Duplicates have been removed and the remainder have been edited for clarity.
Ecosystem Protection
How will Regional Greenways 2050 work with the objective of "protect some of these remaining natural areas and promote ecosystem connectivity?"
Does the plan require all greenways to provide both community connectivity and wildlife/ecosystem connectivity?
How will potential conflicts between visitor safety elements (e.g. higher intensity lighting, vegetation maintenance for sightlines) and ecological sensitivity be reconciled?
Does the plan include (or allow for) greenways that are primarily recreational or ecological?
Greenway Use Volume and Detailed Design
Given the need to separate users once use rises, shouldn't this be included in greenways plan?
As volumes rise, the separation of cyclists and pedestrians will need to be considered.
In the survey, did we ask about what activity they were doing on multi-use pathways? Do we have an idea of the demand-by-use/activity for regional greenways?
How will Regional Greenway 2050 evaluate route comfort before greenway segments are included in the plan/map, to ensure routes are comfortable for most people, and accommodate a variety of modes?
How will current greenways be evaluated to determine if they meet the comfortable for most criteria?
Has thought been given to the threshold of when modes get separated?
Major bikeway network
How integrated will the Regional Greenway Network and Major Bikeway Network be?
What is the relationship between the Regional Greenway Network and Major Bikeway Network?
Municipal Role
What is the role of jurisdiction along the way and to what extent are municipal greenways integrated in this plan?
Greenway Alignment & Connections
Municipal role is clearer where alignments are entirely within a given municipality. What about connections across rivers, or between municipalities?
What was used to determine the routing of the greenways as they leave the Metro Vancouver area and continue into FVRD and other regional jurisdictions?
Tracking status
Does a greenway segment need to allow cycling in order to be considered operational? If cyclists would have to dismount could it still be included as operational?

APPENDIX B: QUESTIONNAIRE RESULTS

This appendix contains more information on the contents and feedback results for the *Regional Greenways 2050* public questionnaire.

Regional Greenways 2050 Questionnaire

Figure 2: How often do you use greenways?

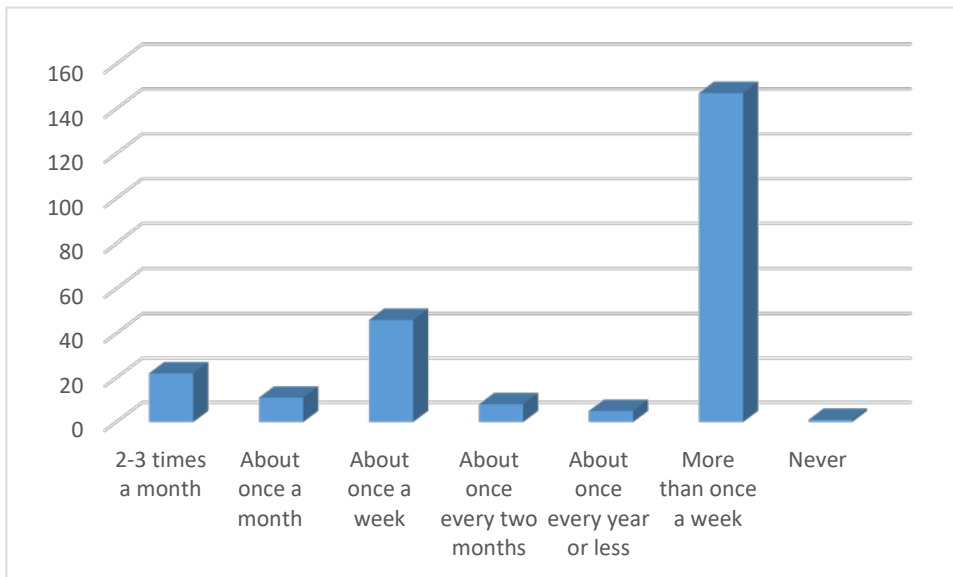


Figure 3: What is your level of support for this definition?

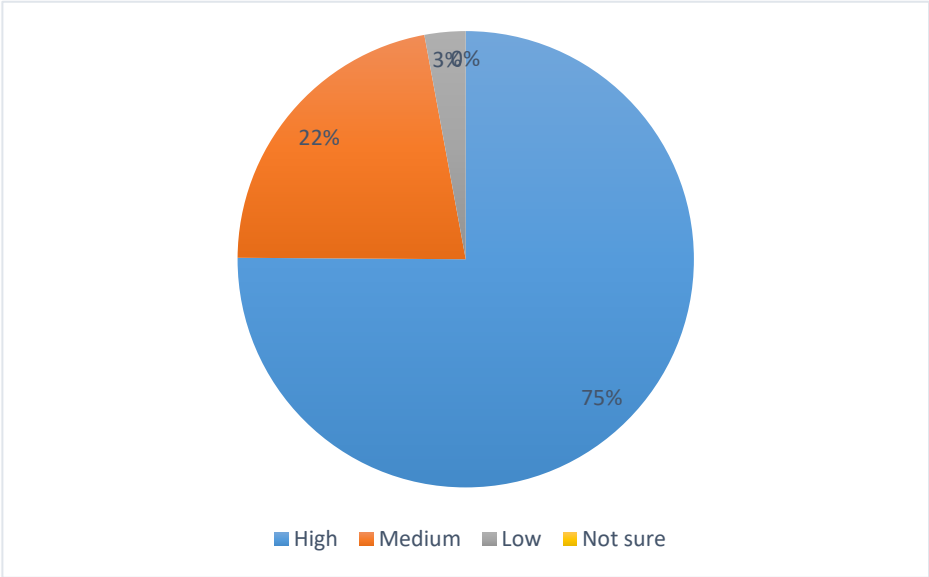


Figure 4: What is your level of support for this vision?

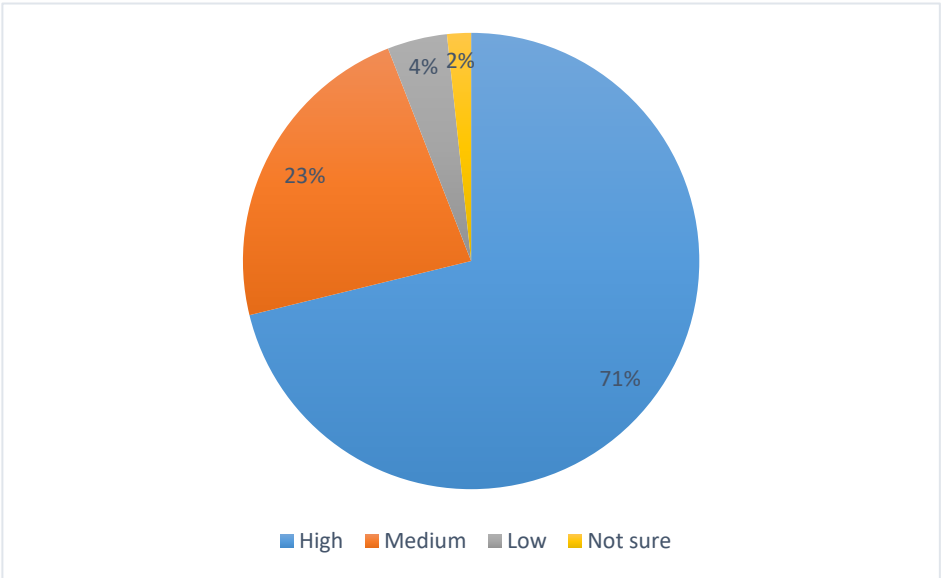


Figure 5: What is your level of support for the draft goals?

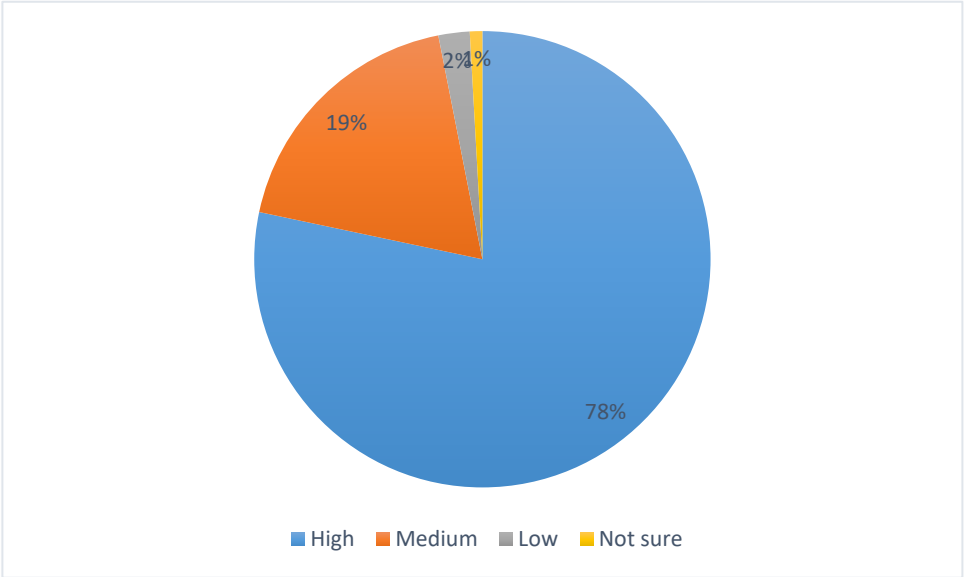


Figure 6: What is your level of support for the draft criteria?

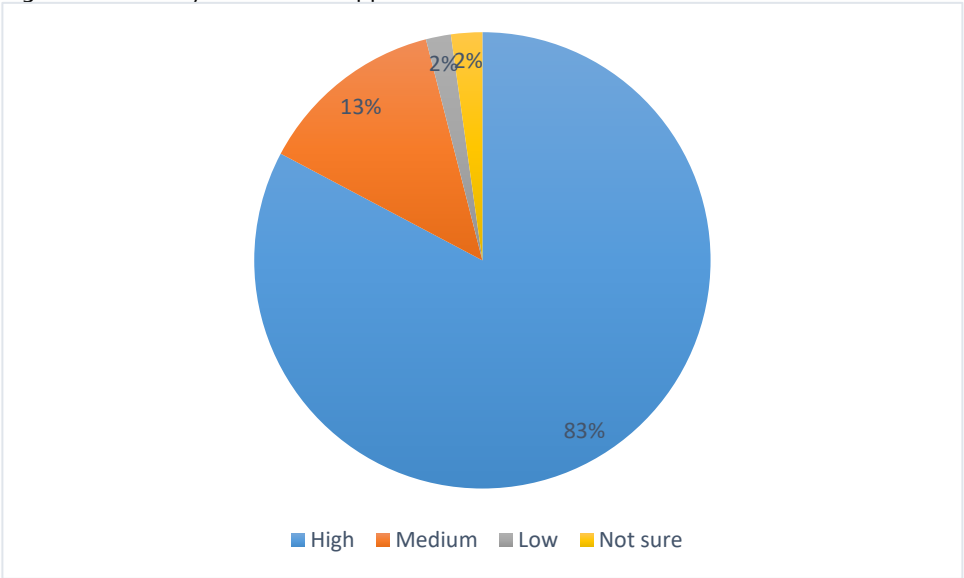


Figure 7: What is your support for the regional greenways network?

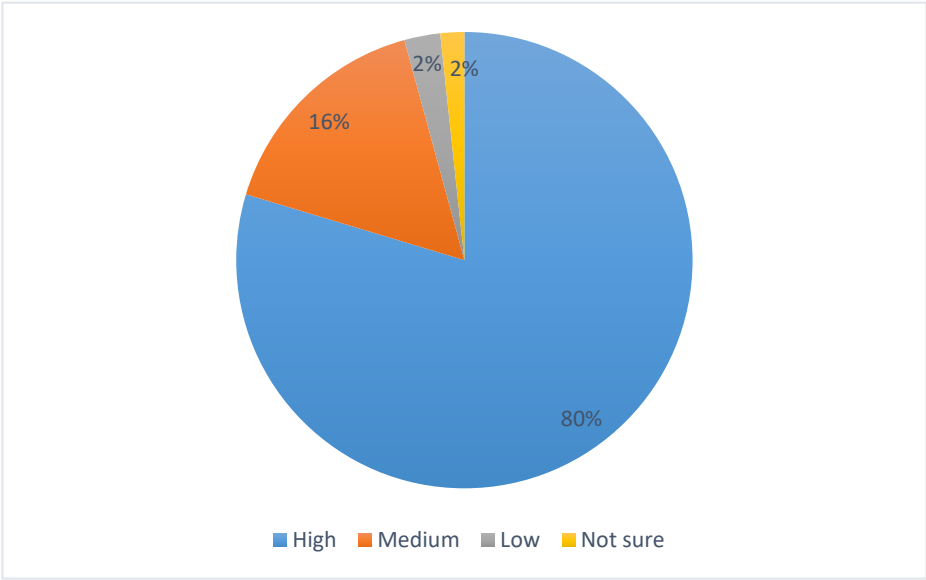


Figure 8: Rate your overall level of support for Regional Greenways 2050

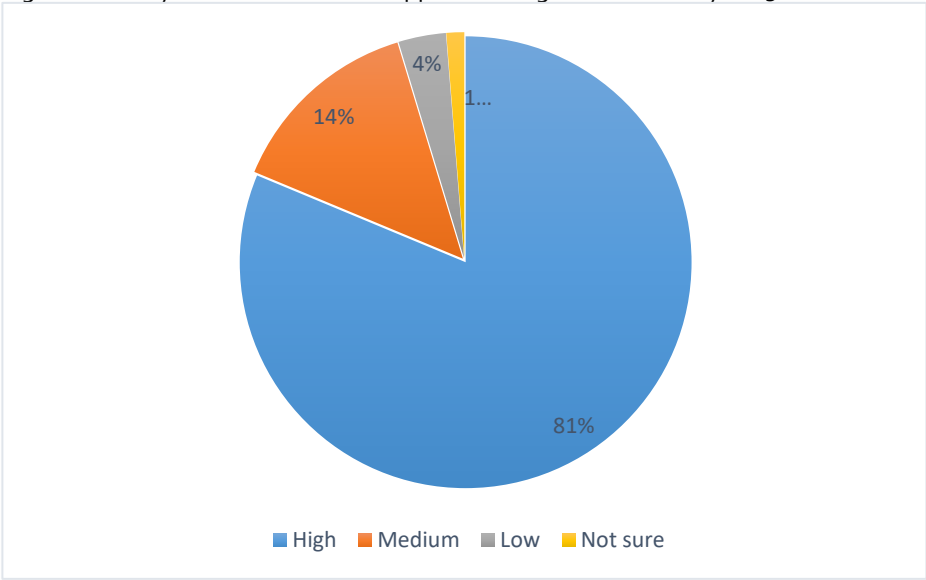
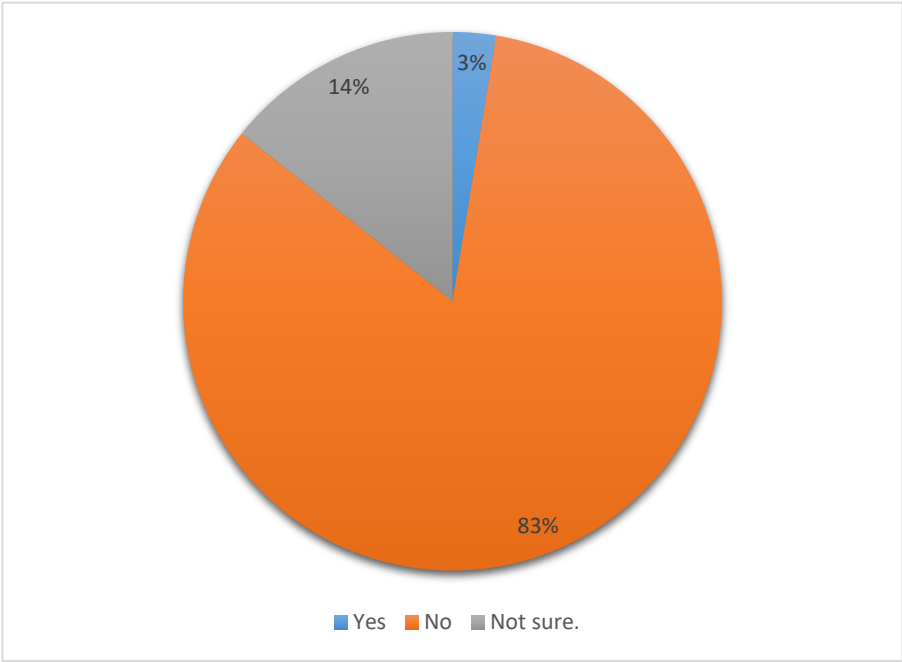


Figure 9: Did you participate in any other engagement events for the Regional Greenways 2050 plan?





To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor & Operations Services, Regional Parks

Date: October 10, 2020 Meeting Date: November 18, 2020

Subject: **MVRD Regional Parks Regulation Amending Bylaw No. 1314, 2020 – Amends Bylaw 1177, 2012**

RECOMMENDATION

That the MVRD Board:

- a) give first, second and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1314, 2020*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1314, 2020*.
-

EXECUTIVE SUMMARY

The Regional Parks Regulation Bylaw sets out prohibitions and a system for permitted use that taken together, are designed to regulate park visitor behaviour and activities. Included in the bylaw is the schedule of Regional Parks fees and charges.

Regulatory amendments are being proposed that address a number of definitions described in the report including a “*regional park*”, and age categories including “child”, “young person”, “adult” and “senior”, a “*youth group*”, and “youth”. An amendment is recommended that affirms that dogs, horses and other domestic animals will be prohibited at the new Widgeon Marsh Regional Park. And finally, an amendment is recommended that will provide clarification regarding the mooring of watercraft.

Recommended amendments to Schedule A – Fees and Charges are included in the report. These changes address parking permits, commercial use permitting, the rental of outdoor and indoor facilities, and special events. In addition, a change is recommended regarding cancellation fees.

PURPOSE

To consider amendments to the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* that propose regulatory changes and amended or new fees and charges (Attachment).

BACKGROUND

The Regional Parks Regulation Bylaw is typically amended annually to bring forward any recommended regulatory changes to regulate visitor behavior and activities and to amend existing, or establish new fees and charges. Proposed bylaw amendments will help improve public safety, further protect park natural assets, and better define acceptable public conduct and park officer enforcement powers. Proposed fees and charges changes will help ensure the appropriateness of the fees based on current market conditions.

Regional Parks Regulations

The Regional Parks Regulation Bylaw provides the authority for staff to manage the use of regional parks by the public. Metro Vancouver requires the ability to manage and enforce acceptable public use on regional park land to enhance public safety and experience. Annually, updates are needed to keep the bylaw current and address emerging issues.

Regional Parks Fees and Charges

Regional Parks fees and charges are established by comparing them with municipal parks systems across Metro Vancouver, the private sector and other government and non-profit agencies. The fee schedule is adjusted annually based on Regional Parks' approach to remain in the mid-range market of comparable fees, and avoid overly large, less frequent adjustments. Fees and charges generate revenues that help recover, or partially offset, operating and maintenance costs. Proposed regional park fees and charges are listed in Schedule A of the bylaw. The annual update of the bylaw ensures that fees and charges are appropriate and based upon current market conditions. Fee changes brought forward as part of the bylaw for MVRD Board approval are typically for implementation in the coming calendar year.

PROPOSED REGULATORY AMENDMENTS

Section 1.3 Definitions

a) Recommend replacing the definition of “*regional park*”.

This recommendation is meant to expand the definition of a “*regional park*” to include all managed regional park parcels.

A recent Provincial Court of British Columbia decision has provided Metro Vancouver with confidence that it can include ‘*water lot areas leased or otherwise held by MVRD*’ as part of this definition. The recommended expanded definition is as follows:

“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 MVRD, water lot areas leased or otherwise held by MVRD, 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 MVRD;

b) Recommend replacing the definition of “*adult*”, “*child*”, “*senior*” and “*young person*”.

This recommended amendment aligns the following definitions with Provincial definitions. The amendment lowers the defined age of an ‘*adult*’ from 19 years of age to 18 years of age. The amendment introduces a definition for a ‘*young person*’ that covers a larger age range.

“adult” means a person 18 years of age or older;

“child” means a person less than 12 years of age;

“senior” means a person who is an adult and is 65 years of age or older;

“young person” means a person 12 years of age or older but less than 18 years of age;

c) Recommend replacing the definition of “youth group”.

This recommendation will align the definitions of *youth group* with the new definition of *young person*.

“youth group” means a group of persons consisting of:

- (a) young persons or children; and*
- (b) a maximum of 1 adult for every 4 young persons or children.*

d) Recommend deleting the definition of “youth”

This recommendation is based on the updated definition of *“young person”* that makes the definition of *“youth”* redundant.

e) Section 8.7 Animal Where Not Allowed – Recommend amending Section 8.7 to reflect and act upon the public policy commitment to make the future Widgeon Marsh Regional Park free of domestic animals.

The Widgeon Marsh Regional Park Management Plan was board approved in October 2019. The board approved direction is to protect and enhance the park’s ecological values. The prohibition of dogs, horses and other domestic animals, but not including service animals is part of this protection strategy.

8.7 No owner shall cause, permit, or allow an animal to enter, be or remain in any of the following:

- (a) in any part of a regional park, or in or on any regional park property, including on a beach or in a waterbody, where animals are designated by posted notice as prohibited;*
- (b) within the boundaries of Widgeon Marsh Regional Park, including on a beach or in a waterbody.*

f) Section 9.3 Mooring Where Not Allowed – Recommend amending Section 9.3 to include a prohibition for overnight moorage where not allowed. The current language only speaks to *where* mooring is not allowed. Amendment includes provision for *when* mooring is not allowed.

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, and:

(a) not overnight or when the regional park is closed; and

(b) not at a time when such area or regional park property is closed according to hours of operation designated by posted notice for such area or regional park property.

PROPOSED FEES AND CHARGES AMENDMENTS (TO TAKE EFFECT JANUARY 1, 2021)

a) Parking Permits (Section 1.3)

The fee for parking at the Fraser Lot in Pacific Spirit Regional Park is proposed to increase from \$2.00/hr to \$2.50/hr and from \$10.00/day to \$12.50/day. This increase will bring the parking fees at this lot in closer alignment with those at nearby University of British Columbia parking lots. The fee at adjacent UBC lots is currently \$4.00/hr, and includes security and lighting, while the Fraser Lot does not, so a greater increase is not currently justifiable.

Metro Vancouver is currently seeking to secure a contractor to assist with parking demand management by providing parking management services including seasonal pay parking at Belcarra Regional Park and Lynn Headwaters Regional Park, as well as a parking reservation system at Boundary Bay Regional Park commencing in 2021. A new fee of \$2.00/hr for pay parking at Belcarra Regional Park and Lynn Headwaters Regional Park is being proposed as well as a new parking reservation fee for Boundary Bay Regional Park of \$5/four-hour reservation and \$10/full day reservation. The inclusion of these new fees in the bylaw is required in order to implement these new parking demand management strategies.

b) Commercial Use Permit Application and Annual Fees (Section 2.1)

The purpose of issuing a commercial use permit is to monitor and manage how specific activities impact park and public use, and to ensure commercial park users adhere to the bylaw as well as provincial and federal enactments. The fees associated with commercial use permits help offset administrative and operating costs. It is proposed to increase the commercial use permit and application fee from \$150 to \$175 to offset operating costs and more accurately reflect staff time involved in processing such applications.

The commercial use permit fee for dog walking, up to four dogs, is proposed to increase from \$460 to \$470, and for more than four dogs, from \$765 to \$780. This increase matches the Consumer Price Index of 2%.

The Regional Parks Regulation Bylaw (Section 13.7) prohibits any commercial activity without a valid commercial use permit. Equestrian tour operators offer guided trail rides and charge a fee to the public for the experience at a number of parks. While there are many other examples of commercial use activity in regional parks across the system that require commercial use permits including: commercial dog walking, concession operations, kayak rentals and nature schools, these commercial

equestrian activities have been allowed to operate without a permit. A new fee is proposed to address commercial equestrian activities in regional parks. The proposed fee is \$2,000 annually. As well, an ID tag will be required by all approved equestrian commercial permit holders, with a proposed fee of \$35 per ID tag.

Many factors were considered to determine this fee. This cost is similar to the fee that was charged to tour operators at Matsqui Trail Regional Park in Abbotsford when it was under Metro Vancouver Regional Parks' responsibility. Commercial equestrian tour operators have a high impact on the regional park trail system, parking lots and the visitor experience of regular park users. Fees will enable staff to recoup some of these associated costs.

c) Commercial Use Permit Specialized Fees (Section 2.2)

The daily fees for a park permit for busses and other motor vehicles that enter a regional park in connection with a commercial use are proposed to increase from \$17 to \$20 for vehicles with 11 seats or fewer; from \$27 to \$31 for vehicles with 12 – 24 seats, and; from \$45 to \$51 for vehicles with 25 seats or more. The new prices reflect market rates for similar bus parking.

d) Outdoor Facilities (Section 3.1)

Fees for picnic shelters, field rentals, group camping and other miscellaneous outdoor amenities such as the equestrian riding rings are proposed to increase by the Consumer Price Index of 2.0%.

There are three additional outdoor facilities at Pacific Spirit Regional Park that have been added to this list, with the fees matching other comparable outdoor facilities. These sites were added to manage their usage, as they have become popular for micro weddings and other small ceremonies.

e) Indoor Facilities (Section 3.2)

Fees for the use of Metro Vancouver indoor facilities including Cammidge House, Inverholme School House and Minnekhada Lodge, are proposed to be increased by the Consumer Price Index of 2%. At Cammidge House, the Tent or Over Occupancy Limit will increase by 30% to match the special event fees.

f) Special Event Permit Fees (Section 4.0)

The framework utilized to set core fees for special events was reviewed in detail against market rates and best practices. The associated fees are based on expected attendance numbers. A new tier has been added for special events of up to 50 persons. During the public health pandemic, this is the largest gathering permitted by the Provincial Health Authority. This price is proposed to be set at \$250. It is proposed to increase the other special event fees by 30% and round to the nearest \$5 to remain in the low to mid-range with member municipalities and other organizations. Fees collected are to help recover expenditures in support of each privately organized event including staff time, security, clean up, mitigation, special equipment and infrastructure.

g) Cancellation Fees (Section 5.0)

Cancellation fees for Edgewater Bar Camping have now been added to the fee schedule.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1314, 2020*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1314, 2020*.
2. That the MVRD Board receive for information the report dated October 10, 2020, titled “Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

If the MVRD Board approves Alternative 1, the financial implications of the proposed regulatory amendments are negligible. It is not expected that more than a few violations would be written on this offence in any given year.

The proposed regional park fees and charges are listed in Schedule A. These fees and charges are adjusted annually to reflect current market rates. Regional Parks approach is to review fees annually and adjust as required to remain in the mid-range of comparable fee schedules and to avoid overly large, less frequent adjustments. Research is completed on comparable rentals and permits in municipal park systems across Metro Vancouver. A median rate is targeted for Metro Vancouver’s Regional Parks’ fees to generally stay in line with comparable market rates and to not compete unfairly by subsidizing rentals with tax levy revenue.

Based on the 2020 level of rentals and permits, the proposed fees and charges increases will generate an additional \$5,000 in facility rental revenue. The proposed new fees and charges for pay parking / parking reservation system may generate up to \$600,000 in new revenues in 2021.

If the MVRD Board approves Alternative 2, Regional Parks would enter 2021 with the current (2020) fee schedule in place. The additional \$5,000 in facility rental revenue has been budgeted for the 2021 year, based on the recommended fee increases. The additional pay parking and parking reservation system revenues have been budgeted for the 2021 year.

SUMMARY / CONCLUSION

The Regional Parks Regulation Bylaw is typically amended annually in the fall to set new fees and charges for the coming calendar year. In addition, staff use this opportunity to bring forward any recommended regulatory changes to regulate visitor behavior and activities. The proposed bylaw amendments, subject to MVRD Board approval, will address emergent compliance issues, will keep the bylaw current, and will adjust existing fees and charges to better align them with current market conditions.

Staff recommends the MVRD Board adopt Alternative 1. The regulatory changes proposed will take effect immediately. Fees and charges changes will be implemented on January 1, 2021.

Attachment (41780834)

Metro Vancouver Regional District Bylaw No. 1314, 2020 – A Bylaw to Amend Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012

41142233

METRO VANCOUVER REGIONAL DISTRICT
BYLAW No. 1314, 2020
A Bylaw to Amend Metro Vancouver Regional District Regional Parks Regulation
Bylaw No. 1177, 2012

WHEREAS:

- A. the Board of Directors of the Metro Vancouver Regional District has adopted “Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”, a bylaw to establish rules and regulations for the management, maintenance, operation, enforcement, control, and use of regional parks and property in regional parks; and
- B. the Board of Directors of the Metro Vancouver Regional District wishes to amend “Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”;

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

Citation

- 1. This bylaw may be cited as “Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1314, 2020”.

Amendment of Bylaw

- 2. “Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012” is hereby amended as follows:

- a) In section 1.3, the following definitions are respectively deleted and replaced, as follows in alphabetical order:

“**adult**” means a person 18 years of age or older;

“**child**” means a person less than 12 years of age;

“**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 MVRD, water lot areas leased or otherwise held by MVRD, 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 MVRD;

“**senior**” means an adult person who is 65 years of age or older;

“**young person**” means a person 12 years of age or older but less than 18 years of age; and

“youth group” means a group of persons consisting of:

- (a) young persons or children; and
- (b) a maximum of 1 adult for every 4 young persons or children.

b) In Section 1.3, the following definitions are deleted:

“Youth” means a person between 15 and 18 years of age;

c) Section 8.7 is deleted and replaced as follows:

8.7 No owner shall cause, permit, or allow an animal to enter, be or remain in any of the following:

- (a) in any part of a regional park, or in or on any regional park property, including on a beach or in a waterbody, where animals are designated by posted notice as prohibited;
- (b) within the boundaries of Widgeon Marsh Regional Park, including on a beach or in a waterbody.

d) Section 9.3 is deleted and replaced as follows:

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, and:

- (a) not overnight or when the regional park is closed; and
- (b) not at a time when such area or regional park property is closed according to hours of operation designated by posted notice for such area or regional park property.

e) Effective January 1, 2021 Schedule A is deleted and replaced by the Schedule A which is attached to and forms part of this bylaw.

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

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

SCHEDULE A
(Effective January 1, 2021)

Section 1.0 GENERAL FEES				
1.1 Staff Assistance Fees				
	Staff Time			
	Staff time – regular hours			\$85/hour
	Staff time - overtime			\$170/hour
	Pre-event Site Visit			\$100/visit
1.2 Liquor Administration Fee				
	Number of Persons			Fee, per day
	1 to 199 persons			\$115
	200 - 299 persons			\$170
	300 - 999 persons			\$225
	1000 or more persons			\$335
1.3 Parking Permits / Reservation Fees				
	Regional Park	Location	Fee, per hour	Fee, per day
	Pacific Spirit	Fraser Lot	\$2.50	\$12.50
	Belcarra		\$2.00	N/A
	Lynn Headwaters		\$2.00	N/A
			Fee, per half day	Fee, per day
	Boundary Bay (Parking Reservation)	Centennial Beach	\$5.00	\$10.00
Section 2.0 COMMERCIAL USE PERMIT FEES				
2.1 Commercial Use Permit Application and Annual Fees				Fee
	Commercial use permit application fee			\$175
	Annual commercial use permit fee for general commercial activities			\$175
	Commercial use permit fee for dog walking, up to 4 dogs			\$470
	Commercial use permit fee for dog walking, more than 4 dogs			\$780
	Commercial use permit fee for equestrian usage			\$2,000
	Commercial use ID card for approved equestrian permittees			\$35/ID

SCHEDULE A (continued)
(Effective January 1, 2021)

Section 2.0 COMMERCIAL USE PERMIT FEES (Continued)		
2.2	Commercial Use Permit Specialized Fees	Fees
	Locker storage of commercial-use related equipment at Wreck Beach, where the maximum rental period permitted is April 1 to September 30 of each year	\$100 per small bin per rental period (non-refundable) \$200 per medium bin per rental period (non-refundable) \$300 per large bin per rental period (non-refundable)
	Replacement key for locker storage at Wreck Beach	\$15 per replacement
	Vest	\$35 per vest
	Daily or Annual Parking Permit for buses and other motor vehicles that enter a regional park in connection with a commercial use	11 or fewer seats: \$20 per vehicle per day or \$700 annually per vehicle
		12 to 24 seats: \$31 per vehicle per day or \$1,000 annually per vehicle
		25 seats or more: \$51 per vehicle per day or \$1,450 annually per vehicle

SCHEDULE A (continued)
(Effective January 1, 2021)

Section 3.0 REGIONAL PARK FACILITY PERMIT FEES				
3.1 Outdoor Facilities – Picnic Shelters				
	Regional Park	Facility	Fee on weekends and holidays, per day	Fee on weekdays, per day
	Aldergrove	Blacktail Picnic Shelter	\$154	\$75
	Belcarra	Belcarra 1 Picnic Shelter	\$154	\$75
	Belcarra	Belcarra 2 Picnic Shelter	\$154	\$75
	Boundary Bay	Cattail Picnic Shelter	\$154	\$75
	Boundary Bay	Sandpiper Picnic Shelter	\$154	\$75
	Campbell Valley	Old Orchard Picnic Shelter	\$154	\$75
	Crippen	Crippen 1 Picnic Shelter	\$154	\$75
	Crippen	Crippen 2 Picnic Shelter	\$154	\$75
	Crippen	Crippen 3 Picnic Shelter	\$154	\$75
	Deas Island	Deas Picnic Shelter	\$154	\$75
	Deas Island	Muskrat Meadows Picnic Shelter	\$154	\$75
	Derby Reach	Marpole Picnic Shelter	\$154	\$75
	Surrey Bend	Hawk Picnic Shelter	\$154	\$75
	Surrey Bend	Warbler Picnic Shelter	\$154	\$75
	Surrey Bend	Wren Picnic Shelter	\$154	\$75

SCHEDULE A (continued)
(Effective January 1, 2021)

Section 3.0 REGIONAL PARK FACILITY PERMIT FEES (Continued)				
3.1 Outdoor Facilities – Fields				
	Regional Park	Facility	Fee	
	Aldergrove	Aldergrove Bowl	\$117	
	Boundary Bay	Centennial Beach South End	\$96	
	Campbell Valley	Little River Bowl	\$96	
	Campbell Valley	Little River Field	\$96	
	Campbell Valley	Rowlatt Farm Field (with access to electrical power and washrooms)	\$294	
	Campbell Valley	Order of the Canada Grove	\$96	
	Capilano River	Cleveland Dam Field	\$96	
	Crippen	Middle Field	\$96	
	Crippen	Snug Cove Field (with access to electrical power and washrooms)	\$294	
	Deas Island	Fisher's Field	\$96	
	Pacific Spirit	Plains of Abraham	\$96	
	Pacific Spirit	Lily Site	\$96	
	Pacific Spirit	Heron Site	\$96	
	Pacific Spirit	Salish Site	\$96	
3.1 Outdoor Facilities - Miscellaneous				
	Campbell Valley	Campbell Downs Equestrian Riding Rings	\$154	
	Campbell Valley	Campbell Downs Overflow Parking Lot	\$96	
	Campbell Valley	McLean Pond	\$41	
3.1 Outdoor Facilities - Camping				
			Fee, per night	Youth group fee, per night
	Campbell Valley	Camp Coyote Group Camp	\$224	\$112
	Deas Island	Muskrat Meadows Group Camp	\$224	\$112
	Tynehead	Raven's Nest Group Camp	\$224	\$112
	Camping outside	\$6 per person	\$6 per person	\$6 per person
				Seniors/Persons with disabilities fee, per night
	Derby Reach	Edgewater Bar Campground Site	\$25	\$22
		Additional Vehicle	\$12	\$11

SCHEDULE A (continued)
(Effective January 1, 2021)

Section 3.0 REGIONAL PARK FACILITY PERMIT FEES (Continued)						
3.2 Indoor Facilities						
	Capilano River Camp Capilano			Overnight rental	\$1,120 per night	\$468 per night
				Day use, from 9am to 5pm	\$560 per day	\$246 per day
				Late checkout	\$200 per hour	\$200 per hour
				Lifeguarding service	\$40 per hour	\$40 per hour
				Security Deposit (0-2 nights)		\$250
				Security Deposit (3-6 nights)		\$500
	Boundary Bay Cambridge House		Facility rental	\$84 per hour	n/a	
			Tent or Over Occupancy Limit	\$335 per day	n/a	
			Late checkout	\$200 per hour	n/a	
			Security Deposit		\$500	
	Deas Island Inverholme Schoolhouse		Facility rental	\$62 per hour	n/a	
			Security Deposit		\$500	
	Minnekhada Minnekhada Lodge		Facility rental	\$143 per hour	n/a	
			Late checkout	\$200 per hour	n/a	
			Security Deposit		\$500	
	Section 4.0 SPECIAL USE AND SPECIAL EVENT PERMIT FEES					
Type of Permit				Fee per day		
Special Use Permit				NIL		
Special Event Permit				Fee per day		
Up to 50 persons				\$250		
51 to 300 persons				\$435		
301 to 500 persons				\$650		
501 - 1500 persons				\$865		
Over 1500 persons				\$1,930		

SCHEDULE A (continued)
(Effective January 1, 2021)

Section 5.0 CANCELLATION FEES		
Park Permit	Cancellation Notification Period	Fee
Outdoor Facilities, See Schedule A section 3.1	More than 2 months prior to the rental date	\$25
	2 months or less prior to the rental date	100% of fee paid
Indoor Facilities, See Schedule A section 3.2	More than 6 months prior to the rental date	50% of security deposit
	6 months or less prior to the rental date	100% of security deposit
Special Events, See Schedule A section 4.0	More than 2 months prior to the event date	\$25
	2 months or less prior to the event date	100% of fee paid
Private Group, See Part 14 section 14.3	At least 14 days prior to the program date	\$25
	Fewer than 14 days prior to the program date	100% of fee paid
Edgewater Bar Camping, See Schedule A section 3.1	At least 2 days prior to arrival date	No Fee
	Fewer than 2 days prior to the arrival date	1 night of camping fees
	During stay (after arrival)	100% of fee paid

SCHEDULE A (continued)
(Effective January 1, 2021)

Section 6.0 FILMING FEES	
Location	Fee
Application Fee	\$250
MVRD Staff: Regular / Management	\$85/hr
Parkland – Reserves & Greenways – Film Day	\$900
Parkland – Reserves & Greenways – Still shoot Day	\$450
Parkland – Reserves & Greenways – Prep/Wrap/Hold Day	\$450
Parkland – Reserves & Greenways - Crew/Circus Staging Area	\$375/day
Parkland – Reserves & Greenways – Minor Shoot (crews of 10 people or less)	\$450
BC Mills House Houston House / Karr Mercer Barn Inverholme Schoolhouse	\$1,000/film day
BC Mills House Houston House Inverholme School House	\$600 prep/wrap/hold day
Burvilla Cammidge House Camp Capilano Delta Heritage Airpark Kanaka Creek Stewardship Centre Louck's House Minnekhada Lodge	\$1,875/film day
Burvilla Cammidge House Camp Capilano Delta Heritage Airpark Kanaka Creek Stewardship Centre Louck's House Minnekhada Lodge	\$1,125/ prep/wrap/hold day
Security Deposit (Certified Cheque) Note: Security Deposits can be amended subject to impact, risk of the facilities and Regional Parks	\$12,500



To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor & Operations Services, Regional Parks

Date: October 17, 2020 Meeting Date: November 18, 2020

Subject: **MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw 1315, 2020 - Amends Bylaw 1117, 2010**

RECOMMENDATION

That the MVRD Board:

- a) give first, second and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1315, 2020*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1315, 2020*.
-

EXECUTIVE SUMMARY

A range of tools, including notices of bylaw violation and municipal tickets, can be used to promote compliance with Metro Vancouver's bylaws. The Greater Vancouver Regional District (GVRD) Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010 (Bylaw 1117) allows contraventions to be addressed through a Notice of Bylaw Violation where enforcement is needed, as an initial enforcement measure.

One amendment is recommended at this time, that Schedule A be replaced with a Schedule A that amends the wording under "Authorized Words or Expressions" for Section 9.3 from "*Mooring Where Not Allowed*" to "*Unauthorized Mooring*". This amendment would better align with the proposed amendment to the Regional Parks Regulation Bylaw No. 1177.

PURPOSE

To consider amendments to the *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010 (Bylaw No. 1117)* that will help further protect Regional Parks' natural resources and assets, and better define acceptable public conduct.

BACKGROUND

The bylaw is amended annually with changes that further regulate visitor behavior and activities. Proposed changes to the regulations will help improve public safety, further protect park natural resources and assets, and better define acceptable public conduct and park officer enforcement powers.

Metro Vancouver requires the ability to manage and enforce acceptable public use on regional park land to enhance public safety and enjoyment. *Bylaw No. 1117* sets Notice of Bylaw Violation penalty amounts for the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012 (Regional Parks Regulation Bylaw No. 1177)* as well as for a number of other MVRD regulatory bylaws

that have violations designated in Schedule A. These penalty amounts are set out in Schedule A of *Bylaw No. 1117*.

The proposed amendment to *Bylaw No. 1117, 2010* is described in this report and supports the proposed amendments contained in the proposed *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1315, 2020*. This consequential amendment pertains to the Schedule A entries for the following section:

- a) Section 9.3 – Unauthorized Mooring

REGULATORY CHANGES

The following proposed changes to Schedule A of *Bylaw No. 1117* will help further protect Regional Parks' natural resources and assets, and better define acceptable public conduct and park officer enforcement authorities.

a) Section 9.3

Recommend amending the wording in column 2 of schedule A from "*Mooring Where Not Allowed*" to "*Unauthorized Mooring*". This amendment would align with the proposed amendment to the Regional Parks Regulation Bylaw No. 1177.

The current proposed amendment for *Regional Parks Regulation Bylaw 1177*, Section 9.3 provides that:

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, and:*

(a) *not overnight or when the regional park is closed; and*

(b) *not at a time when such area or regional park property is closed according to hours of operation designated by posted notice for such area or regional park property.*

It is therefore proposed that for *Bylaw No. 1117* the Schedule A designated violation for Section 9.3 be amended to be *Unauthorized Mooring* (Column 2). With the corresponding penalties set out in Columns 3, 4 and 5 this would allow bylaw enforcement officers to issue a notice of bylaw violation for violations of Section 9.3 of the *Regional Parks Regulation Bylaw No. 1177*.

ALTERNATIVES

1. That the MVRD Board:

- a) give first, second and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1315, 2020*; and
- b) pass and finally adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1315, 2020*.

2. That the MVRD Board receive for information the report dated October 17, 2020, titled “MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw 1315, 2020 - Amends 1117, 2010” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

If the MVRD Board approves Alternative 1, there are no financial implications. Notice of Bylaw Violation and Municipal Ticket Information ticketing penalties associated with the *Regional Parks Regulation Bylaw No. 1177* are not intended to comprise a stable revenue stream but do help to offset costs for in-house Notice of Bylaw Violation disputes adjudication and Municipal Ticket Information court disputes.

If the MVRD Board approves Alternative 2, there are no financial implication. This would deny bylaw enforcement officers these additional tools to seek regulatory compliance.

SUMMARY / CONCLUSION

Metro Vancouver requires the ability to manage and enforce acceptable public use on regional park land to enhance public safety and enjoyment. *Bylaw No. 1117* sets Notice of Bylaw Violation penalty amounts for the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* as well as for a number of other MVRD regulatory bylaws that have violations designated in Schedule A.

The proposed bylaw amendment, subject to MVRD Board approval, will address emergent Regional Parks compliance issues (only) and will keep the bylaw current and will provide greater clarity and ease for officers carrying out enforcement duties. Amendments have only been made that reflect the amendments proposed for the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*.

No changes have been made that affect any of the other bylaws referred to in *Bylaw No. 1117* including:

- *GVRD Air Quality Management Bylaw No. 1082, 2008*
- *GVRD Concrete and Concrete Products Industries Emission Regulation Bylaw No. 1084, 2008*
- *GVRD Gasoline Distribution Emission Regulation Bylaw No. 1085, 2008*
- *GVRD Automotive Refinishing Emission Regulation Bylaw No. 1086, 2008*
- *GVRD Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008*
- *GVRD Agricultural Boilers Emission Regulation Bylaw No. 1098, 2008*
- *GVRD Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011*
- *GVRD Vancouver Regional District Electoral Area A Building Administration Bylaw No. 1043, 2006*
- *Greater Vancouver Regional District Electoral Area A Unsightly Premises and Nuisance Bylaw No. 1198, 2014*
- *Greater Vancouver Regional District Non-Road Diesel Emission Regulation Bylaw No. 1161, 2012*

Attachment (41782744)

*Metro Vancouver Regional District Bylaw No. 1315, 2020 - A Bylaw to Amend Greater Vancouver
Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117,
2010*

41662798

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1315, 2020**

**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 Metro Vancouver Regional District has adopted “Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010”, a bylaw to respect the enforcement of Notices of Bylaw Violation and establish a Bylaw Violation Dispute Adjudication System; and
- B. the Board of Directors of the Metro Vancouver Regional District wishes to 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 Metro Vancouver Regional District 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) Schedule A is deleted and replaced by the Schedule A which is attached to and forms part of this bylaw.
- 2. This bylaw may be cited as “Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1315, 2020”.

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

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

Schedule A
MVRD Regional Parks Regulation Bylaw No. 1177, 2012 (amended)

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	Authorized Words or Expressions	Discounted Penalty	Penalty	Late Payment Penalty	Compliance Agreement Available
2.5	Failure to Assist Park Officer	\$190	\$250	\$310	No
2.5(d)	Failure to Obey Order	\$190	\$250	\$310	No
2.6	Obstruction of Park Officer	\$375	\$500	\$500	No
2.7	Misleading Park Officer	\$190	\$250	\$310	No
3.1	Failure to Obey Bylaw	\$375	\$500	\$500	No
3.2	Failure to Obey Posted Notice	\$190	\$250	\$310	No
3.3	In Park When Closed	\$190	\$250	\$310	Yes
3.4	Destroying or Damaging Park Property	\$375	\$500	\$500	No
3.4(d)	Unauthorized Structure	\$95	\$125	\$155	No
3.4(f)	Removing Park Property	\$375	\$500	\$500	No
3.4(g)	Abandoning Non-Park Property	\$95	\$125	\$155	No
3.6	Interfering with Park Permit	\$190	\$250	\$310	No
3.7	Inadequate Supervision of Young Person	\$95	\$125	\$155	No
4.1(a)	Disorderly, Dangerous or Violent Conduct	\$375	\$500	\$500	No
4.1(b)	Lewd, Sexual or Offensive Conduct	\$375	\$500	\$500	No
4.2	Possessing Dangerous Device	\$375	\$500	\$500	No

Schedule A (continued)
MVRD Regional Parks Regulation Bylaw No. 1177, 2012 (amended)

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	Authorized Words or Expressions	Discounted Penalty	Penalty	Late Payment Penalty	Compliance Agreement Available
4.3	Defecating or Urinating Where Not Allowed	\$95	\$125	\$155	No
4.4	Undue Noise or Disturbance	\$190	\$250	\$310	No
5.1	Off Road or Trail	\$375	\$500	\$500	No
5.2	Obstructing Road or Trail	\$375	\$500	\$500	No
5.3	Unauthorized Group Gathering	\$95	\$125	\$155	No
5.4	Unauthorized Activity	\$95	\$125	\$155	No
5.4(f)	Unauthorized Drone Take-Off or Landing	\$95	\$125	\$155	No
5.4(g)	Slacklining or Highlining	\$95	\$125	\$155	No
6.1	Smoking	\$375	\$500	\$500	No
6.2	Discarding Burning Substance	\$375	\$500	\$500	No
6.3	Use of Flame-Producing Device Where Not Allowed	\$375	\$500	\$500	No
6.4	Open Fire	\$375	\$500	\$500	No
6.5	Fireworks	\$375	\$500	\$500	No
7.1	Waste in Non-Designated Receptacle	\$95	\$125	\$155	No
7.2	Depositing Waste	\$375	\$500	\$500	No
7.4	Littering	\$95	\$125	\$155	No
7.5(a)	Abandoning Dead or Living Vegetation	\$190	\$250	\$310	No

Schedule A (continued)
MVRD Regional Parks Regulation Bylaw No. 1177, 2012 (amended)

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	Authorized Words or Expressions	Discounted Penalty	Penalty	Late Payment Penalty	Compliance Agreement Available
7.6	Unattended or Accessible Garbage or Attractant	\$375	\$500	\$500	No
8.1	Animal Not Under Control	\$95	\$125	\$155	No
8.2	Disorderly Animal	\$95	\$125	\$155	No
8.3	Dangerous Animal	\$375	\$500	\$500	No
8.4	Unleashed Animal	\$190	\$250	\$310	Yes
8.6	Animal Feces Left	\$95	\$125	\$155	No
8.7	Animal Where Not Allowed	\$190	\$250	\$310	No
8.8	Animal Not Leashed Near Horse	\$190	\$250	\$310	No
8.10	Horse or Horse Drawn Vehicle Where Prohibited	\$190	\$250	\$310	No
8.11	Disturbing An Animal	\$190	\$250	\$310	No
8.12	Unauthorized Fishing	\$190	\$250	\$310	No
8.13	Feeding An Animal	\$95	\$125	\$155	No
8.14	Abandoning An Animal	\$95	\$125	\$155	No
8.15	Failure to Carry a Leash	\$95	\$125	\$155	No
9.1	Swimming Where Not Allowed	\$190	\$250	\$310	No
9.2	Tampering with Float or Lifesaving Device	\$375	\$500	\$500	No

Schedule A (continued)
MVRD Regional Parks Regulation Bylaw No. 1177, 2012 (amended)

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Section	Authorized Words or Expressions	Discounted Penalty	Penalty	Late Payment Penalty	Compliance Agreement Available
9.3	Unauthorized Mooring	\$375	\$500	\$500	No
9.4	Unauthorized Use of Watercraft	\$190	\$250	\$310	No
10.2	Unauthorized Use of Motor Vehicle	\$375	\$500	\$500	No
10.3	Unauthorized Use of Motor Assisted Cycle	\$95	\$125	\$155	No
10.4	All-Terrain Vehicle or Motorized Device	\$190	\$250	\$310	No
10.5	Parking Without Permit	\$95	\$125	\$155	No
10.6	Unauthorized Parking	\$95	\$125	\$155	No
10.8	Cleaning or Repairing Vehicle	\$95	\$125	\$155	No
11.1	Commercial Activity Without Permit	\$375	\$500	\$500	Yes
12.2	Failure to Pay Permit Fees or Charges	\$190	\$250	\$310	No
13.2	Failure to Comply With Permit	\$375	\$500	\$500	No

To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor & Operations Services, Regional Parks

Date: October 10, 2020 Meeting Date: November 18, 2020

Subject: **MVRD Ticket Information Utilization Amending Bylaw 1316, 2020 – Amends Bylaw 1050, 2006**

RECOMMENDATION

That the MVRD Board:

- a) give first, second and third reading to *Metro Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1316, 2020*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1316, 2020*.
-

EXECUTIVE SUMMARY

A range of tools, including municipal tickets and notices of bylaw violation, can be used to achieve compliance with Metro Vancouver Bylaws. The Greater Vancouver Regional District (GVRD) Ticket Information Utilization Bylaw No. 1050, 2006, as amended, (Bylaw 1050) allows offences to be addressed by issuing Municipal Ticket Information (MTI). Officers can consider the use of an MTI where the enforcement matter is serious but where the possibility of a more expedited prosecution is appropriate.

One amendment is recommended at this time, that Schedule B be replaced with a Schedule B that amends the wording under “Authorized Words or Expressions” for Section 9.3 from “*Mooring Where Not Allowed*” to “*Unauthorized Mooring*”. This amendment would better align with the proposed amendment to the Regional Parks Regulation Bylaw No. 1177.

PURPOSE

To consider amendments to *Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006 (Bylaw No. 1050)* that will help further protect Regional Parks’ natural resources, assets and better define acceptable public conduct (Attachment).

BACKGROUND

The bylaw is amended annually with regulatory changes that regulate visitor behavior and activities. Proposed changes to the regulations will help improve public safety, further protect park natural resources, assets, better define acceptable public conduct, and park officer enforcement powers.

Metro Vancouver requires the ability to manage and enforce acceptable public use on regional park land to enhance public safety and enjoyment. *Bylaw No. 1050* designates bylaw offences for municipal ticket information and sets municipal ticket information fine amounts for the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012 (Regional Parks*

Regulation Bylaw No. 1177), as well as a number of other MVRD regulatory bylaws that have violations designated in the schedules. The designations for the Regional Parks Regulation Bylaw and the corresponding fine amounts are set out in Schedule B of *Bylaw No. 1050*.

The proposed amendments to *Bylaw No. 1050, 2006* support the amendments contained in the proposed *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw, No. 1316, 2020*. The amendments to *Bylaw No. 1050* pertain to the Schedule B entries for the following sections:

- a) Section 9.3 Unauthorized Moorage

REGULATORY CHANGES

The following changes are being proposed to Schedule B to help further protect park natural resources and assets, and better define acceptable public conduct and park officer enforcement authorities.

a) Section 9.3

Recommend amending the wording in Column 1 of Schedule B from “*Mooring Where Not Allowed*” to “*Unauthorized Mooring*”.

The current proposed bylaw amendment for *Regional Parks Regulation Bylaw No. 1177* Section 9.3 provides.

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, and:*

(a) not overnight or when the regional park is closed; and

(b) not at a time when such area or regional park property is closed according to hours of operation designated by posted notice for such area or regional park property.

It is therefore proposed that for *Bylaw No. 1050* the Schedule B designated violation for Section 9.3 (Column 2) be amended to be *Unauthorized Mooring* (Column 1). With the corresponding penalty set out in Column 3 this would allow bylaw enforcement officers to issue a municipal ticket information for violations of Section 9.3 of the *Regional Parks Regulation Bylaw No. 1177*.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1316, 2020*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1316, 2020*.
2. That the MVRD Board receive for information the report dated October 10, 2020, titled “MVRD Ticket Information Utilization Amending Bylaw” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

If the MVRD Board approves Alternative 1, there are no financial implications. Notice of Bylaw Violation and Municipal Ticket Information ticketing penalties associated with the *Regional Parks Regulation Bylaw No. 1177* are not intended to comprise a stable revenue stream but do help to offset costs for in-house Notice of Bylaw Violation disputes adjudication and Municipal Ticket Information court disputes.

If the MVRD Board approves Alternative 2, there are no financial implications. This would deny bylaw enforcement officers these additional tools to seek regulatory compliance.

SUMMARY / CONCLUSION

Metro Vancouver requires the ability to manage and enforce acceptable public use on regional park land to enhance public safety and enjoyment. *Bylaw No. 1050* sets Ticket Information Utilization penalty amounts for the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* that have violations designated in Schedule B. The proposed bylaw amendments, subject to MVRD Board approval, will address emergent Regional Parks compliance issues and will keep the bylaw current while providing greater clarity and ease for officers carrying out enforcement duties.

Attachment (41781040)

Metro Vancouver Regional District Bylaw No. 1316, 2020 - A Bylaw to Amend Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006

41659018

METRO VANCOUVER REGIONAL DISTRICT
BYLAW No. 1316, 2020
A Bylaw to Amend Greater Vancouver Regional District Ticket Information Utilization
Bylaw No. 1050, 2006

WHEREAS:

- A. the Board of Directors of the Metro Vancouver Regional District has adopted “Greater Vancouver Regional District Ticket Utilization Bylaw No. 1050, 2006”, a bylaw 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; and
- B. the Board of Directors of the Metro Vancouver Regional District wishes to amend “Greater Vancouver Regional District Ticket Utilization Bylaw No. 1050, 2006”;

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

- 1. “Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006” is hereby amended as follows:
 - a) Schedule B is deleted and replaced by the Schedule B which is attached to and forms part of this bylaw.
- 2. This bylaw may be cited as “Metro Vancouver Regional District Ticket Utilization Amending Bylaw No. 1316, 2020”.

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

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

Schedule B

Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012 (amended)

Column 1 Authorized Words or Expressions	Column 2 Section	Column 3 Fine
Failure to Assist Park Officer	2.5	\$500
Failure to Obey Order	2.5(d)	\$500
Obstruction of Park Officer	2.6	\$1000
Misleading Park Officer	2.7	\$500
Failure to Obey Bylaw	3.1	\$1000
Failure to Obey Posted Notice	3.2	\$500
In Park When Closed	3.3	\$500
Destroying or Damaging Park Property	3.4	\$1000
Unauthorized Structure	3.4(d)	\$250
Removing Park Property	3.4(f)	\$500
Abandoning Non-Park Property	3.4(g)	\$250
Interfering with Park Permit	3.6	\$500
Inadequate Supervision of Young Person	3.7	\$250
Disorderly, Dangerous or Violent Conduct	4.1(a)	\$1000
Lewd, Sexual or Offensive Conduct	4.1(b)	\$1000
Possessing Dangerous Device	4.2	\$1000
Defecating or Urinating Where Not Allowed	4.3	\$250
Undue Noise or Disturbance	4.4	\$500
Off Road or Trail	5.1	\$1000
Obstructing Road or Trail	5.2	\$1000
Unauthorized Group Gathering	5.3	\$250
Unauthorized Activity	5.4	\$250
Unauthorized Drone Take-Off or Landing	5.4(f)	\$250
Slacklining or Highlining	5.4(g)	\$250
Smoking	6.1	\$1000
Discarding Burning Substance	6.2	\$1000
Use of Flame-Producing Device Where Not Allowed	6.3	\$1000
Open Fire	6.4	\$1000
Fireworks	6.5	\$1000
Waste in Non-Designated Receptacle	7.1	\$250
Depositing Waste	7.2	\$1000
Littering	7.4	\$250
Abandoning Dead or Living Vegetation	7.5(a)	\$500
Unattended or Accessible Garbage or Attractant	7.6	\$1000
Animal Not Under Control	8.1	\$250

Schedule B (continued)

Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012 (amended)

Column 1 Authorized Words or Expressions	Column 2 Section	Column 3 Fine
Disorderly Animal	8.2	\$250
Dangerous Animal	8.3	\$1000
Unleashed Animal	8.4	\$500
Animal Feces Left	8.6	\$250
Animal Where Not Allowed	8.7	\$500
Animal Not Leashed Near Horse	8.8	\$500
Horse or Horse-Drawn Vehicle Where Prohibited	8.10	\$500
Disturbing An Animal	8.11	\$500
Unauthorized Fishing	8.12	\$500
Feeding An Animal	8.13	\$250
Abandoning An Animal	8.14	\$250
Failure to Carry a Leash	8.15	\$250
Swimming Where Not Allowed	9.1	\$500
Tampering with Float or Lifesaving Device	9.2	\$1000
Unauthorized Mooring	9.3	\$1000
Unauthorized Use of a Watercraft	9.4	\$500
Unauthorized Use of Motor Vehicle	10.2	\$1000
Unauthorized Use of Motor Assisted Cycle	10.3	\$250
All-Terrain Vehicle or Motorized Device	10.4	\$500
Parking Without Permit	10.5	\$250
Unauthorized Parking	10.6	\$250
Cleaning or Repairing Vehicle	10.8	\$250
Commercial Activity Without Permit	11.1	\$1000
Failure to Pay Permit Fees or Charges	12.2	\$500
Failure to Comply With Permit	13.2	\$1000

To: Regional Parks Committee

From: Doug Petersen, Division Manager, East Area, Regional Parks
Lydia Mynott, Park Planner, East Area, Regional Parks

Date: October 5, 2020 Meeting Date: November 18, 2020

Subject: **Campbell Valley Regional Park – Engagement Results and Management Plan**

RECOMMENDATION

That the MVRD Board approve the *Campbell Valley Regional Park Management Plan*, as presented in the report dated October 5, 2020, titled “Campbell Valley Regional Park – Engagement Results and Management Plan”.

EXECUTIVE SUMMARY

In 2019, work commenced to update the 1989 Campbell Valley Regional Park Management Plan and the 1998 Management Plan Review. The management plan expresses a long term vision to guide the park over a 20-year horizon and is based on the existing park program and uses.

This report reviews the results of the phase two engagement on the draft management plan and recommends adoption of the management plan. Phase two engagement showed overall support for the areas of focus, vision and plan. Detailed feedback relating to trail-use resulted in refinements to the final Campbell Valley Regional Park Management Plan.

PURPOSE

To communicate the results of phase two engagement on the *Campbell Valley Regional Park Draft Management Plan*, and to seek MVRD Board approval of the revised *Campbell Valley Regional Park Management Plan*.

BACKGROUND

The *Campbell Valley Regional Park Management Plan* (Attachment 1) was identified as a key action item in the *2020 Regional Parks Committee Work Plan*. The management plan identifies park development, natural area protection, stewardship and management activities in the park.

At its March 29, 2019 meeting, the MVRD Board adopted the following recommendation:

That the MVRD Board authorize staff to proceed with the public engagement process as presented in the report dated March 6, 2019, titled “Campbell Valley Regional Park - Public Engagement and Management Plan Update”.

The first draft of the management plan was adopted on July 3, 2020 MVRD Board meeting:

That the MVRD Board approve the scope of the proposed Campbell Valley Regional Park Draft Management Plan and authorize staff to proceed with the engagement process as

presented in the report dated May 19, 2020 titled “Campbell Valley Regional Park – Draft Management Plan and Engagement Process”.

The engagement process has concluded. This report communicates the results of the second phase of engagement for the management plan and recommends a final management plan to the MVRD Board for adoption.

CAMPBELL VALLEY REGIONAL PARK

Campbell Valley Regional Park is located in the southwest of the Township of Langley and protects 548 hectares of natural and rural Fraser Valley landscapes. The park includes a section of the Little Campbell River Valley, an ecologically diverse landscape that supports many species at risk, including fish, amphibians and birds. Visitors can enjoy an extensive network of equestrian, cycling and pedestrian trails and a wide range of amenities, including picnic areas, a nature house, a group camp, equestrian facilities and heritage buildings.

MANAGEMENT PLAN

The *Campbell Valley Regional Park Management Plan* establishes a long-term framework for park resiliency and confirms guidance for park improvements, resource management, operation, and programming. Highlights include:

- a long-range vision for the park as a place where people can experience and appreciate the park's diverse cultural and natural landscapes through a range of visitor activity options;
- strategies to support protection of ecosystems, climate change impacts, cultural and natural heritage, trail safety, and to provide opportunities for public programming and nature interpretation; and
- opportunities for park development to increase and accommodate diverse activities through the provision of trails, visitor facilities, parking lots and day-use areas.

DRAFT MANAGEMENT PLAN ENGAGEMENT FEEDBACK

Staff engaged on the draft management plan in the summer of 2020. The engagement report (Attachment 2) provides a detailed summary of engagement results and highlights are provided in this report.

First Nation Engagement

Campbell Valley Regional Park falls within the consultative areas of Kwantlen First Nation, Matsqui First Nation, Semiahmoo First Nation, Tsawwassen First Nation, Tsleil-Waututh Nation, Stó:lō Tribal Council, Stó:lō Nation, Soowahlie First Nation, Seabird Island Band, Shxw'ow'hamel First Nation and Skawahlook First Nation. Letters were sent to these first nations/tribal council to understand how they would like to be further engaged.

Matsqui First Nation expressed interest in employment opportunities with Metro Vancouver Regional Parks as well as opportunities for resource gathering in the park. Metro Vancouver will continue to work with First Nations to identify ongoing opportunities for their participation at the park.

Agency and Stakeholder Engagement

Staff invited agencies and stakeholders for their feedback on the draft management plan. Online stakeholder meetings were hosted with a total of 11 participants. Stakeholders were encouraged to distribute project information and details on engagement opportunities to their networks. The Township of Langley, City of Surrey and the Agricultural Land Commission were also all contacted for feedback. Feedback was received from the Agricultural Land Commission requesting that Metro Vancouver provide more emphasis on agricultural activities within the Park.

Public Engagement

Public provided feedback on the draft management plan through a webinar and online feedback form. The webinar was advertised through social media, email invitations, physically-distant outreach and newspaper advertisements. The online feedback form was available between August, 4 and September 8, 2020 and received 348 responses. Respondents had high to medium support for the draft park vision. The majority of respondents (76%) indicated that the plan provided enough opportunities for trail variety, visitor facilities, and ecosystem protection, creation and enhancement. Overall respondents had high to medium support for the draft management plan. The online feedback form included a total of three open-ended questions which received a total of 171 comments, some of which contained multiple statements. The most common statement received was concern regarding shared use of the park's existing trail network, specifically introducing cycling on existing equestrian/pedestrian trails (33%). Other feedback included a desire to improve/retain equestrian facilities and trails (7%) and consideration for more focus on conservation and not development (6%).

Response to Engagement Results

The engagement results on the draft management plan informed adjustments to the management plan:

- additional strategies to ensure separation of cyclists and equestrians where possible; and
- reconfiguring trails in the south of the park to retain the equestrian water splash feature while making improvements to water quality.

ALTERNATIVES

1. That the MVRD Board approve the *Campbell Valley Regional Park Management Plan*, as presented in the report dated October 5, 2020, titled "Campbell Valley Regional Park – Engagement Results and Management Plan".
2. That the MVRD Board receive for information the report dated October 5, 2020, titled "Campbell Valley Regional Park – Engagement Results and Management Plan" and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

The scope of the *Campbell Valley Regional Park Management Plan* will establish a long-range vision for the park including incremental capital improvements to be phased in over the 20-year life of the plan subject to regular work planning and budget approval processes.

CONCLUSION

This report outlines phase two engagement results and seeks MVRD Board approval for the *Campbell Valley Regional Park Management Plan*. The management planning process included research, analysis, and engagement with the public, stakeholders, agencies, and First Nations. Engagement results informed refinements to the management plan.

The management plan balances opportunities for people to connect with nature and envisions of Campbell Valley Regional Park as a place where people can experience and appreciate the park's diverse cultural and natural landscapes through a range of visitor activity options.

Staff recommends Alternative 1, that the MVRD Board approve the Campbell Valley Regional Park Management Plan.

Attachments (41938561)

1. Campbell Valley Regional Park Management Plan 2020
2. Campbell Valley Regional Park Management Plan -Phase Two Engagement Summary

41597225

A photograph of a lush green landscape. In the foreground, there are tall, green grasses and reeds. In the middle ground, a small wooden bridge with a railing crosses a narrow stream. The background is a dense forest of evergreen trees under a cloudy sky.

Campbell Valley Regional Park

Management Plan 2020



Campbell Valley Regional Park Management Plan 2020

4730 Kingsway, Burnaby, BC, V5H 0C6
www.metrovancouver.org

October 2020

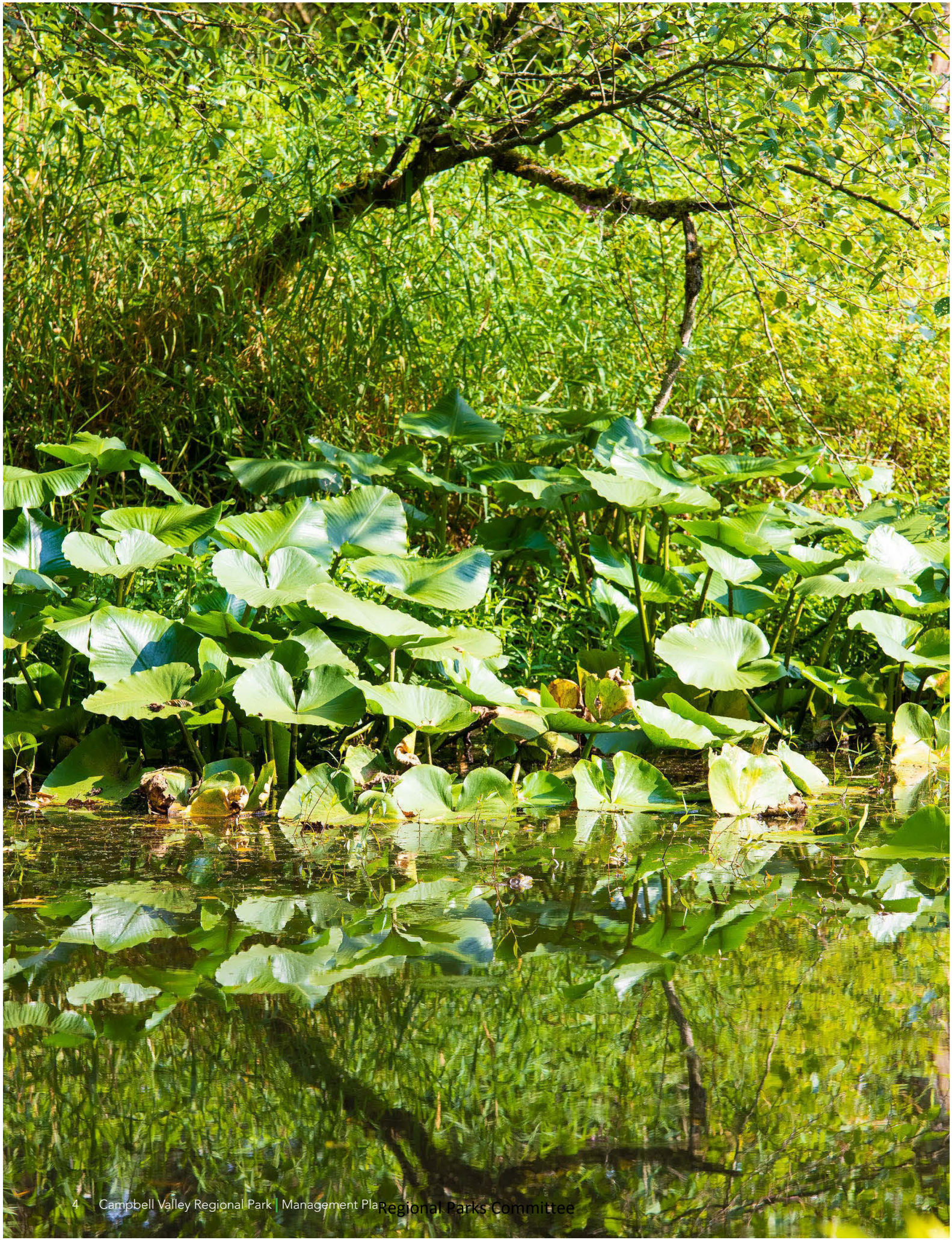
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Executive Summary

A management plan process for Campbell Valley Regional Park began in 2019. The plan updates the 1989 Management Plan and the 1998 Management Plan Review and expresses a long term vision to guide the park over a 20-year horizon. The process included research, analysis, and engagement with the public, stakeholders, agencies, and First Nations. This input led to the development of a vision of Campbell Valley Regional Park as a place where people can experience and appreciate the park's diverse cultural and natural landscapes through a range of visitor activity options.

The park's concept plan is based on existing uses and established facilities. It includes ecological and visitor goals and objectives to provide a range of recreational amenities, protect ecosystems, and enhance and interpret the park's cultural and natural heritage.





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1.0 Introduction



PERIMETER TRAIL, CAMPBELL VALLEY REGIONAL PARK

Campbell Valley Regional Park protects 548 hectares of natural and rural Fraser Valley landscapes. The park includes a section of the Little Campbell River valley, an ecologically diverse landscape that includes floodplain, wetlands, meadows, as well as young deciduous and mature conifer forests. This diversity of habitats supports

many species at risk, including fish, amphibians and birds. Visitors can enjoy an extensive network of equestrian, cycling and pedestrian trails and a wide range of amenities, including picnic areas, a nature house, a group camp, equestrian facilities and heritage buildings.



2.0 Process and Context



FIGURE 1 – REGIONAL PARKS AND GREENWAYS SYSTEM MAP

Campbell Valley Regional Park is part of the regional parks system managed by Metro Vancouver, including 23 regional parks, 5 regional greenways, 2 ecological conservancy areas and 2 regional park reserves (figure 1).

2.1 Management Plan Purpose

The purpose of this management plan is to state the program, services, development, and conservation priorities for Campbell Valley Regional Park. The plan expresses a long term vision for the park over a 20-year horizon. It provides management strategies for natural area protection and for the management and development of facilities for visitors to connect with, enjoy, be active in and learn about the environment

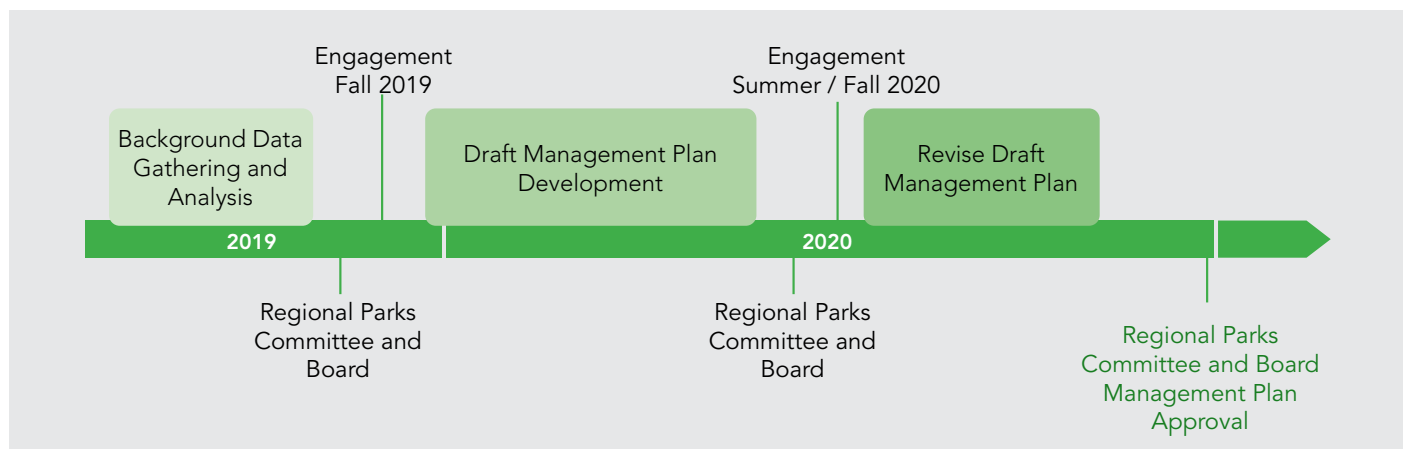


FIGURE 2 – MANAGEMENT PLAN PROCESS

2.2 Planning Process

The management plan process (figure 2) began by comparing the 1989 and 1998 Campbell Valley Regional Park Management Plans with current park conditions. Metro Vancouver gathered insight and feedback through engagement with First Nations, government agencies, stakeholders and the public. Engagement results informed the development of the draft management plan. The draft plan will be tested and refined through the second phase of outreach and engagement during 2020.

2.3 Metro Vancouver Policy Context

Metro Vancouver is a partnership of 21 municipalities, one electoral area and one Treaty First Nation that collaboratively plans for and delivers regional-scale services. Its core services are drinking water, wastewater treatment and solid waste management. Metro Vancouver also regulates air quality, plans for urban growth, manages a regional parks system and provides affordable housing.

Building the region's resilience is at the heart of Metro Vancouver's work. Through the protection of land, provision of facilities and the delivery of programs, the regional parks system contributes to a more resilient, low-carbon and equitable future. The regional parks system currently protects approximately 13,600 hectares of land.

The Metro Vancouver Regional Parks Plan (2016) describes the vision, mission, goals and strategies for the delivery of Regional Parks Service. It provides a framework for the development of management plans for individual parks. The vision of the regional parks system is to protect natural areas and connect people to nature.

2.4 First Nations Context

Campbell Valley Regional Park falls within the consultative areas of Kwantlen First Nation, Matsqui First Nation, Semiahmoo First Nation, Tsawwassen First Nation, Tsleil-Waututh Nation, Stó:lō Tribal Council, Stó:lō Nation, Soowahlie First Nation, Seabird Island Band, Shxw'ow'hamel First Nation and Skawahlook First Nation.

Metro Vancouver continues to build effective relationships with First Nations to ensure better alignment and achievement of common objectives. Metro Vancouver will continue to work with First Nations to understand traditional values and uses, and to strengthen relationships with First Nations. Where possible, Metro Vancouver will support actions to foster reconciliation between Indigenous and non-Indigenous peoples.

2.5 Park Formation

Campbell Valley Regional Park was formed through a series of land acquisitions in the 1960s. The park was established as a conservation area focused on the Little Campbell River valley and opened to the public in 1979.

2.6 Local Context

Campbell Valley Regional Park is located in the southwest of the Township of Langley, immediately east of the City of Surrey and City of White Rock, and south of the City of Langley. The park is entirely within the Agricultural Land Reserve.

Township of Langley

The Township of Langley is a major regional centre centrally located in the Fraser Valley on the eastern edge of the Metro Vancouver region. The Township has a unique rural and urban mix, and is one of the largest municipalities in British Columbia, with an

area of 316 square kilometres. Population growth has occurred quickly in recent years. The Township is anticipated to continue to grow, age and become more culturally diverse.



LOOKING TOWARDS CAMPBELL DOWNS, CAMPBELL VALLEY REGIONAL PARK

2.7 Landscape Context

A rural landscape comprising of farms, agri-businesses and homes on acreages characterizes the setting of Campbell Valley Regional Park. A network of roads almost entirely borders the park, which is bisected north-south by 16th Avenue. The majority of the park, 453 hectares, is situated south of 16th Avenue and the remaining 95 hectares located to the north.

Communities

Campbell Valley Regional Park is proximate to several communities and urban areas. Immediately north of the park is the neighbourhood of Brookwood-Fernridge; in 2017, Brookwood-Fernridge underwent a planning process to provide a framework for growth and densification. To the south of the park lies the rural community of Highpoint, a cluster of estate homes built on a former gravel extraction site. To the west of the park, existing and growing communities in the Cities of Surrey and White Rock, include Grandview Heights and Semiahmoo Town Centre.

Viewscape

Campbell Valley's rural setting provides close-up views of neighbouring rural homes and acreages from the park's uplands. The character of these acreages has changed from modest farmhouses of the last century to large modern estate homes. The park's uplands provide far-reaching and panoramic views north to the Coastal Mountain Range and east to the Cascade Range. These views provide a visual connection from Campbell Valley to the rest of the region.



Little Campbell River

The headwaters of the Little Campbell River originate in wetlands near 240th Street between 0 and 8th Avenue and drain to the Boundary/Semiahmoo Bay area just north of the Canada/US border. Relative to its size, the Little Campbell River is one of the most productive salmon rivers in the Lower Mainland. Five species of salmonids (coho, chinook, chum, steelhead and cutthroat) have self-sustaining wild populations in the watershed. The Semiahmoo Fish and Game Club operates a hatchery in the lower reach of the river and augments the salmonid populations.

The river's base flows are recharged from groundwater; this groundwater is subject to extraction throughout the watershed. Extraction usually reaches peak demand during the summer, a critical low-flow period. As a result, depleted flows cause stress on aquatic resources. These effects can be viewed in the park during the summer months when the river's main channel is virtually indistinguishable due to low water levels and dense stands of flood-tolerant shrubs and reed canary grass.



LITTLE CAMPBELL RIVER, CAMPBELL VALLEY REGIONAL PARK

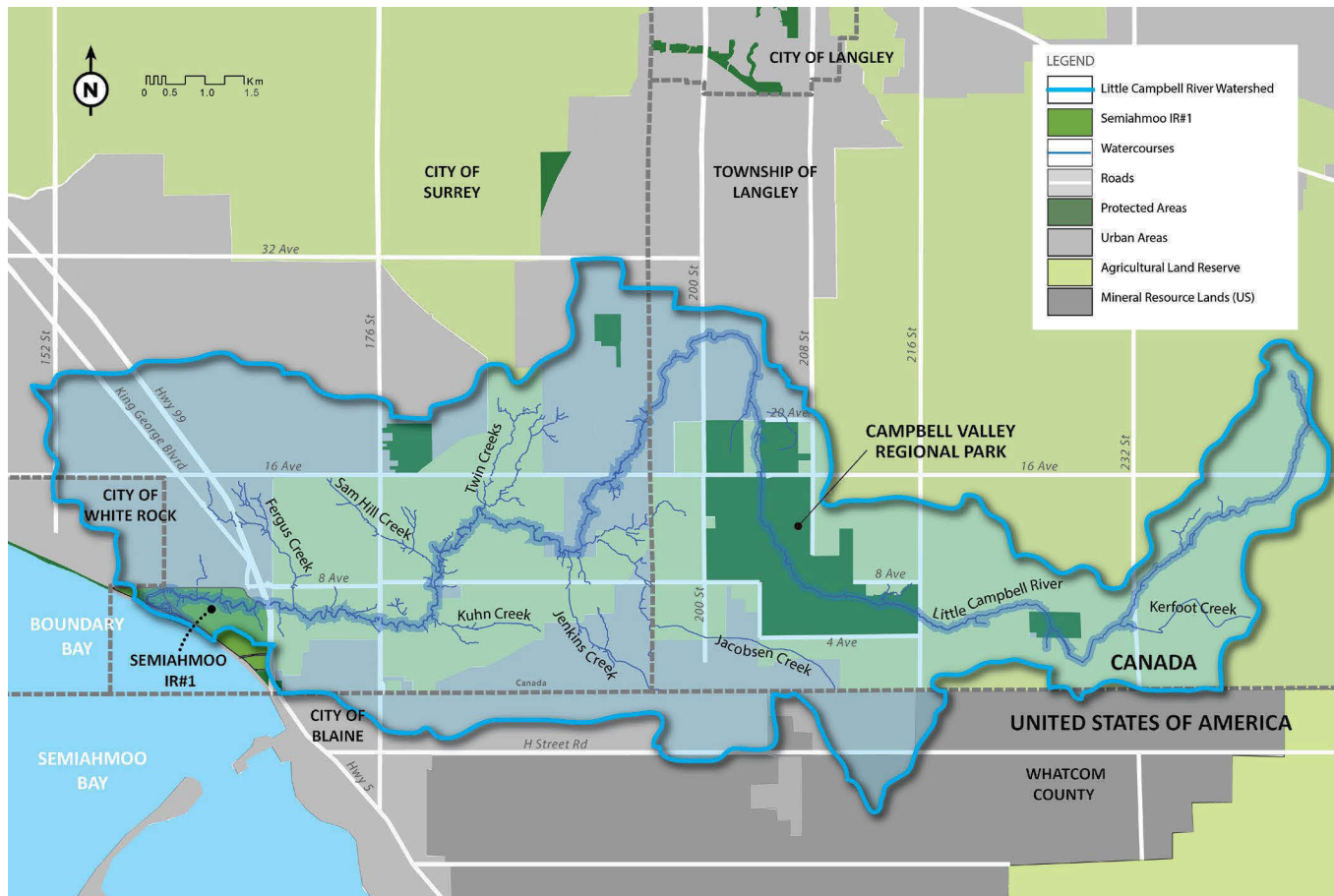


FIGURE 3: LITTLE CAMPBELL WATERSHED

Little Campbell Watershed

The park protects a significant portion of the Little Campbell River watershed (figure 3). The watershed is approximately 7,500 hectares in area and encompasses parts of the Township of Langley, the City of Surrey, the City of White Rock, the State of Washington, and Semiahmoo IR#1. Existing land use in the watershed is agricultural and urban; however, the watershed is facing pressure from development, including loss of wetland and forest habitats.

The watershed has significant environmental values, including deciduous and coniferous forests, wetlands, riparian and estuarine habitats. It provides habitat for several species at risk, such as the Oregon forest snail, Pacific water shrew, Western toad, red-legged frog, barn owls, and great blue heron. Once considered to be extirpated from the Little Campbell, several locations are habitat for the Salish sucker, a unique and endangered fish that survived continental glaciation. The centre of the watershed, which includes the riparian areas in Campbell Valley Regional Park, along with the marine foreshore on Semiahmoo Bay are regionally significant reservoirs for biodiversity.



2.8 Cultural Heritage

Campbell Valley Regional Park falls within the traditional territories of Coast Salish people who established seasonal camps, travel routes and natural resource procurement sites throughout the area.

European settlement of Langley and Surrey began in the 1860s, starting in the north by the Fraser River, where the most fertile soils were available. Campbell Valley, with its dense forest cover and poor soils was settled later, in the early 1880s. The first pioneers of Campbell Valley were tied closely to the logging.

By the turn of the twentieth century, the original pioneers had sold their land to the next generation of farmers and settlers. Farming practices slowly changed from subsistence agricultural to producing food for metropolitan Vancouver.



TOP TO BOTTOM:
ABANDONED CROSSBLADE SAW AND ORCHARD TREE,
CAMPBELL VALLEY REGIONAL PARK





CYCLISTS - PERIMETER TRAIL, CAMPBELL VALLEY REGIONAL PARK

2.9 Park Access and Connectivity

A grid system of arterial, collector and local roads surrounds the park. The major north-south arterial roads are 200th and 208th Streets, and the major east-west arterial road is 16th Avenue, which bisects the park. 200th Street and 216th Street north of 16th Avenue are designated truck routes as well as 16th Avenue itself (figure 4). The park can be accessed by transit, bike, foot, horse and personal vehicle.

The park is served by transit, which connects to Langley Centre from a bus stop at 200th Street and 20th Avenue. Vehicle parking is at four locations; the North Valley Activity Area, South Carvolth, South Valley Activity Area, and Campbell Downs Equestrian Centre. Campbell Downs is the park's only location for equestrian staging and horse trailer parking. Visitation estimates indicate that the majority of park visitors arrive by car and park at the North Valley Activity Area.

Several municipal trail networks connect into the park, including the South Langley Regional Trail, which begins at 216th Street and 3rd Avenue using the 8th Avenue road allowance as a multi-use trail corridor to connect with Aldergrove Regional Park. A multi-use trail at 8th Avenue and 200th Street connects to Highpoint Estates, and north of McLean Pond, the Fernridge trail provides an on and off-road link to Glenwood. In addition to these municipal trails, several neighbourhood connections link into the park's trail network.

Predicted regional growth and desired improvements to traffic safety will result in upgrades of the road system around the park. Anticipated improvements include widening 200th Street and 216th Street as far south as 16th Avenue as well as widening and safety improvements to the 16th Avenue corridor.

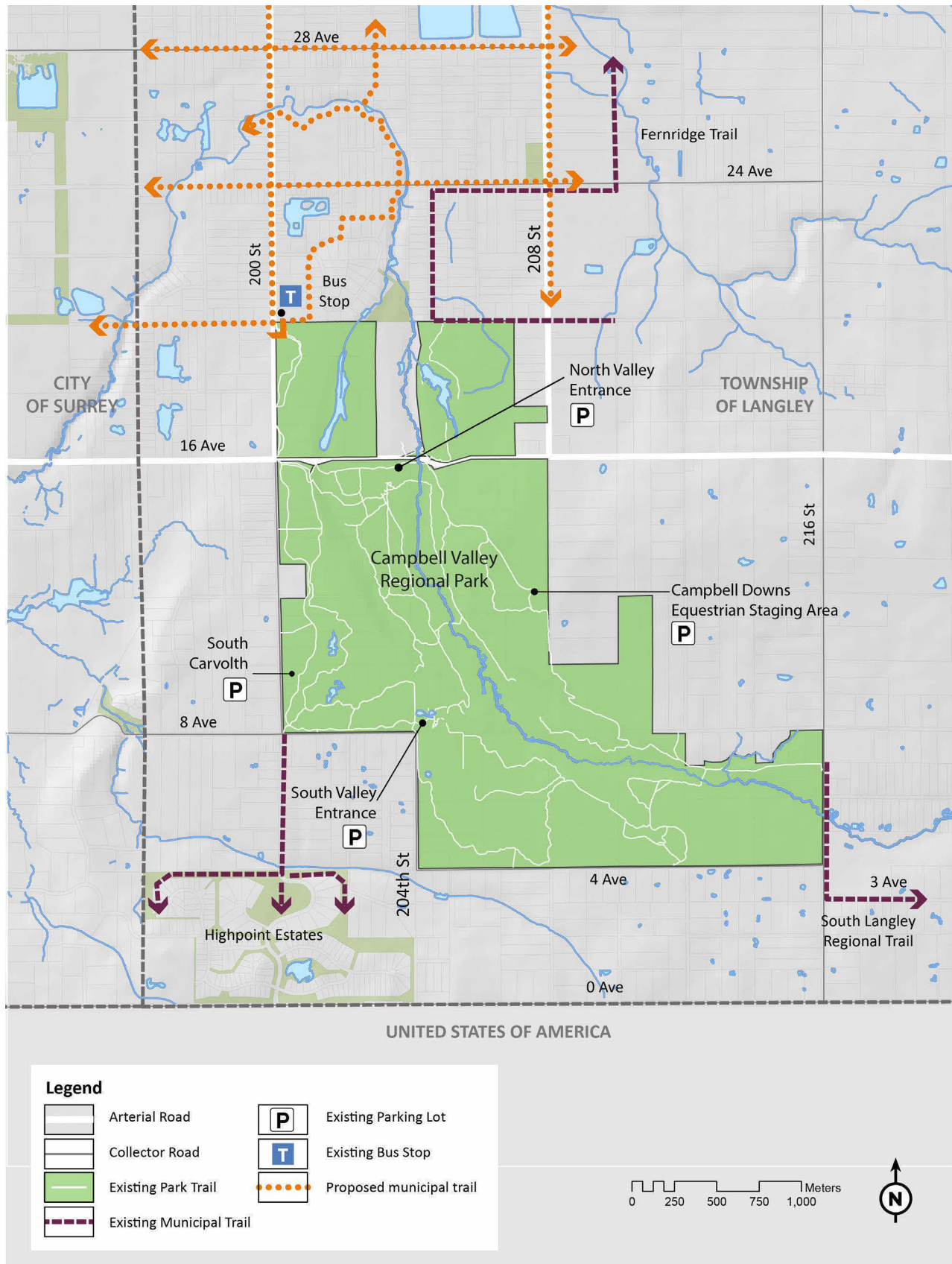


FIGURE 4: TRAILS AND CONNECTIVITY

3.0 Existing Conditions



FIELDS, CAMPBELL VALLEY REGIONAL PARK

3.1 Overview

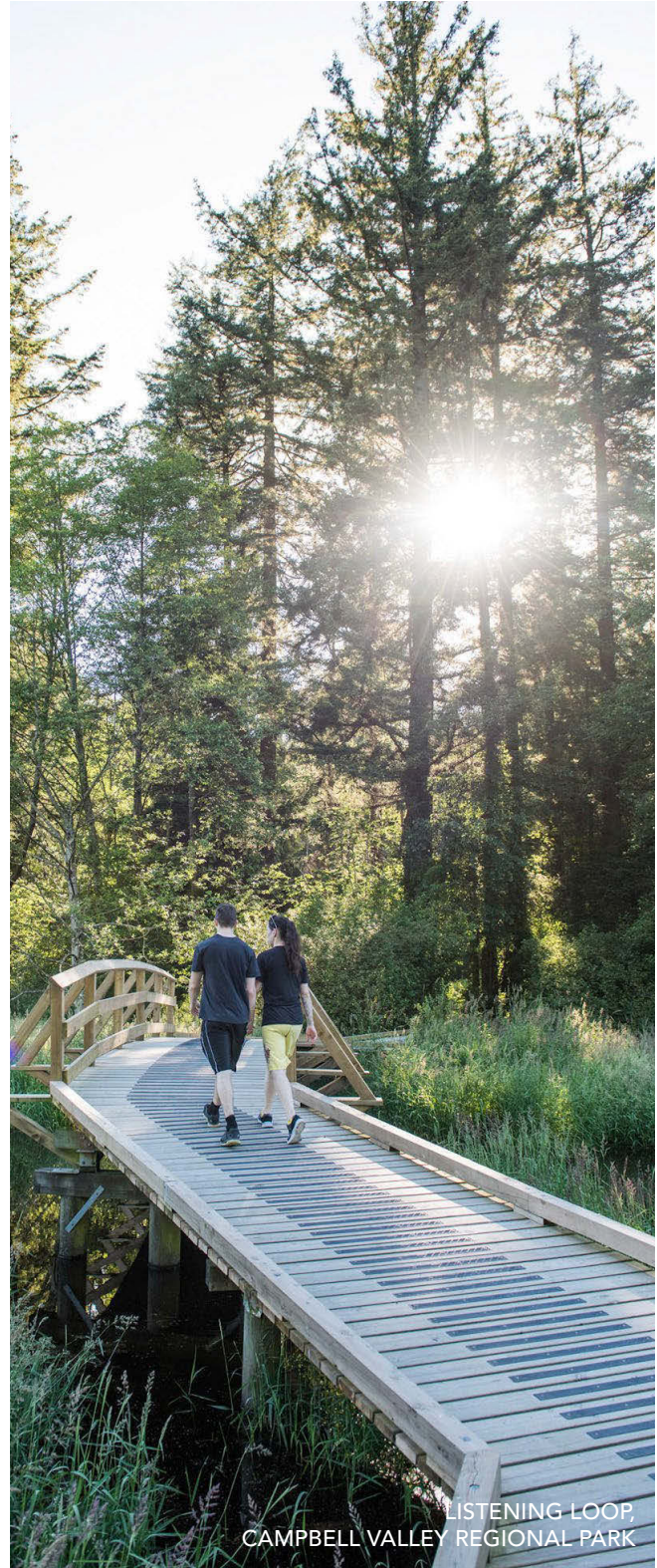
A variety of landscapes and vegetation types exist within the park's undulating topography. The valley, which contains part of the upper reaches of the Little Campbell River, has a flat bottom 300 to 700 metres wide and is enclosed by steep 30-metre-high terraces. In both upland and lowland areas, coniferous and deciduous forests are present in varying composition and successional stages. Open meadows and a variety of upland ponds and wetlands associated with the river contribute to a mixture of habitats. The entire park has been modified during its history, and many of the rural agricultural and other cultural patterns remain. Visitation estimates have risen since the park's opening, and in 2019 the annual visitation was estimated to be 613,000.

3.2 Park Purpose

Campbell Valley Regional Park protects natural and rural Fraser Valley landscapes. The park provides habitat for a variety of bird species, as well as amphibians, reptiles, mammals, and fish. Humans have modified the entire park. It is the diversity of cultural and natural features that contribute to the park's rural character, ecosystems and ability to accommodate a range of activities.

The purposes of Campbell Valley Regional Park are:

- provide opportunities for individuals and groups to connect with cultural and natural resources through trails, viewsapes, stewardship, and nature viewing;
- protect the Little Campbell River, its associated wetlands and the portion of the watershed within the park;
- conserve regional biodiversity by protecting and enhancing diverse sensitive ecosystems, including, ponds, riparian, forest and modified (old-field/grassland) habitats;
- accommodate public programming and organized events including large group activities; and
- enhance understanding and foster appreciation of the park's diverse ecosystems.



LISTENING LOOP,
CAMPBELL VALLEY REGIONAL PARK

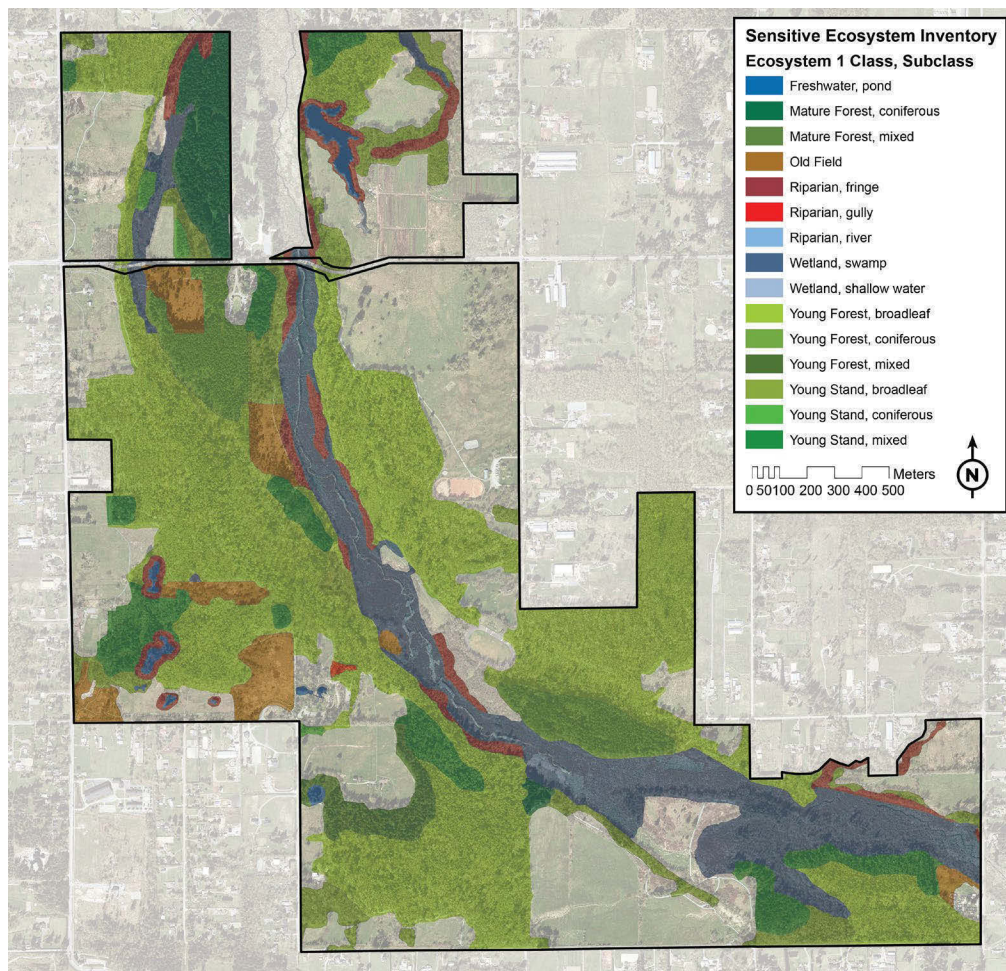


FIGURE 5: SENSITIVE ECOSYSTEM INVENTORY (2014), CAMPBELL VALLEY REGIONAL PARK

3.3 Ecosystems

The landscape and ecosystems of Campbell Valley are part of the Fraser Lowlands, a wedge-shaped tract of land hemmed in by the Coast and Cascade mountains on two sides, and Salish Sea on the third. South of the Fraser River, the gently undulating landscape was formed by the last period of glaciation. Eleven thousand years ago, the Little Campbell River was an arm of the sea. During deglaciation, this became a meltwater channel. This history has shaped the current landforms and contours of Campbell Valley Regional Park, leaving a wide valley bottom banded by steep slopes and gently rolling upland hills.

Sensitive and Modified Ecosystems

A sensitive ecosystem is one that is at-risk or ecologically fragile in the provincial landscape. A Sensitive Ecosystem Inventory (SEI) has been conducted for the entire region. The inventory contains ecosystems that are at-risk, rare, ecologically fragile or ecologically important because of the diversity of species they support (figure 5). Included in the inventory are sensitive ecosystems (e.g. wetlands,

mature forest) and modified ecosystems (i.e. human-modified but with significant ecological and biological value). Modified ecosystems are particularly important in landscapes where there has been a loss of sensitive ecosystems. Young forests and old fields are examples of modified ecosystems.

Wetlands, Riparian Areas and Pond Ecosystems

The Little Campbell River floodplain has changed over the past century as a result of land activities in the surrounding uplands. Removal of forest cover and field drainage have contributed to sedimentation throughout the valley, slowly filling in the river channel with dense stands of hardhack. Much of the valley bottom is wetland swamp with some fringe riparian areas. Beavers are active along the river creating habitat diversity and maintaining some open water pools. The floodplain attracts the highest amount of wildlife in the park, including marsh wrens, red-winged blackbirds, herons, waterfowl and muskrats. Low summer flows, high water temperatures and low dissolved oxygen levels contribute to poor habitat for salmonid rearing within the river segment that runs through the park.

There are various upland ponds throughout the park, formed mainly for agricultural purposes; these include Carvolth and Rowlatt ponds. The creation of additional ponds and seasonal wetlands has provided habitat as well as opportunities for interpretive programming. McLean Pond, the largest pond in the park, was formed by a previous landowner who built an earthen dam to compound water from a small tributary of the Little Campbell. McLean Pond is part of a recovery program for Western painted turtles, with turtles now living and breeding in the pond. McLean Pond, along with the park's other ponds, has attracted species-at-risk such as red-legged frogs and Western toads. They are also an important habitat for salamanders, Pacific tree frogs, tree swallows, and shorebirds.



THE VALLEY, CAMPBELL VALLEY REGIONAL PARK



Forest Ecosystems

Campbell Valley Regional Park is within the Coastal Western Hemlock very dry maritime (CWHxm1) biogeoclimatic zone. Historic logging and agricultural activities have resulted in young deciduous forests throughout most of the park with some pockets of mature coniferous stands near Camp Coyote, the Ravine trail and the valley bottom in the eastern part of the park.

There are four distinct forested ecosystems identified within the park (figure 6). Two of these ecosystems are of special concern (blue-listed provincially), and two are endangered (red-listed provincially). Most of the forested areas are second-growth and range from 25 to 115 years in age. Dominant conifer species include Douglas fir, Western hemlock, Western red cedar and Sitka spruce. The Douglas fir forests occur almost exclusively on well-drained outwash sand and gravels while the Western red cedar forests occur in the more poorly drained areas. The deciduous stands have significant amounts of red alder, black cottonwood and big leaf maple.



Older Douglas fir forests with understories of vine maple and sword fern attract the largest variety of forest wildlife, including pileated woodpeckers, screech, saw-whet and barred owls, wrens, thrushes, amphibians, deer, squirrels and shrews. In contrast, the dense young fir stands allow little light penetration and few wildlife species. Wildlife species found in the cedar forest include owls, hummingbirds, brown creeper, Swainson's thrush, northern flying squirrel, deer and red-legged and Pacific chorus frogs. The forest floor of the deciduous forests contains plants that bloom in early spring before being shaded by the dense canopy. Plants include vine maple, Indian plum, elderberry, salmonberry. These forests attract great horned owls, warblers, red-tailed hawks, woodpeckers, chickadees, bushtits, amphibians and deer.

TOP TO BOTTOM:
WESTERN RED CEDAR & BIG LEAF MAPLE,
CAMPBELL VALLEY REGIONAL PARK

Terrestrial Ecosystems

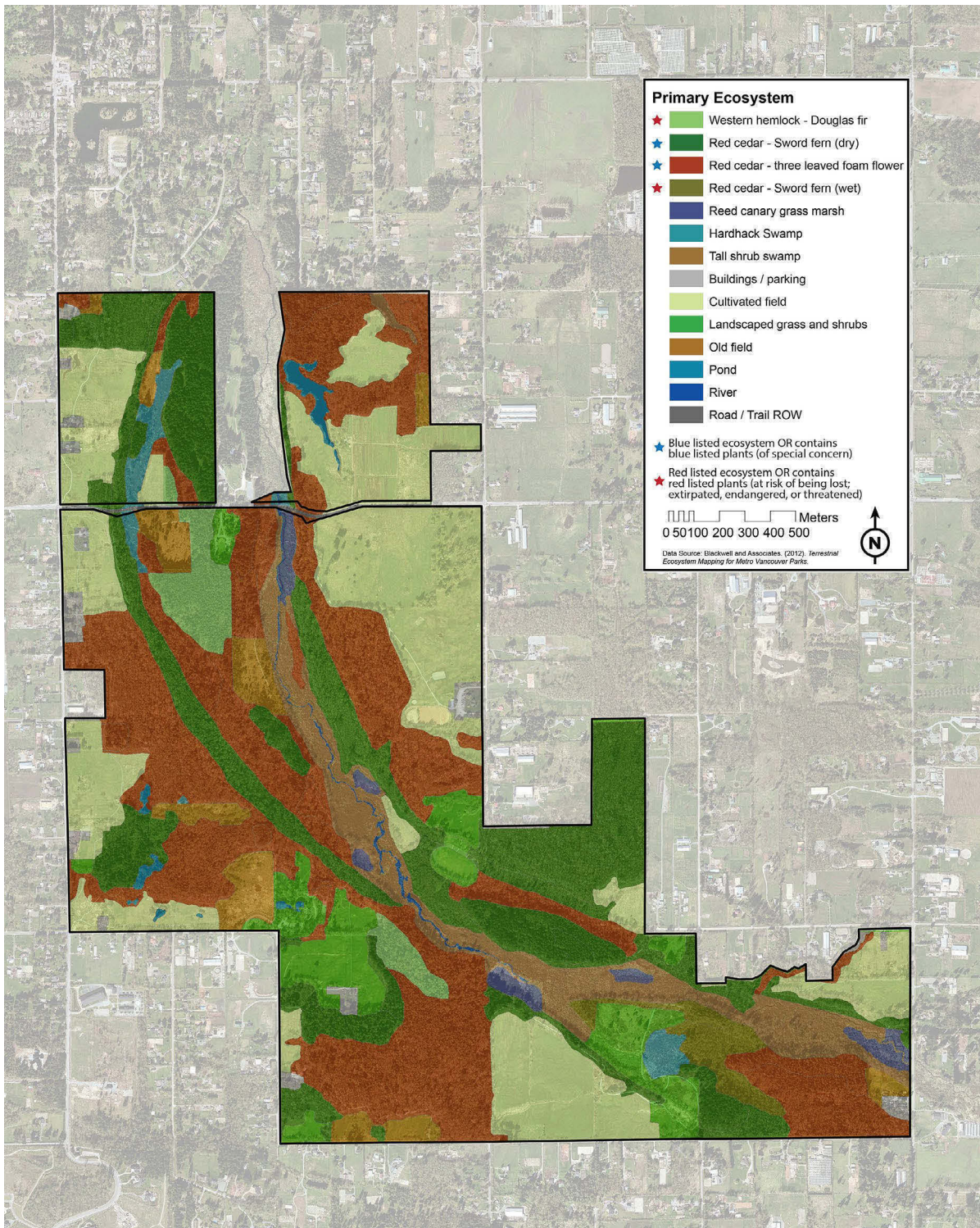


FIGURE 6: TERRESTRIAL ECOSYSTEM MAPPING (2012)

Agricultural Fields, Old Fields and Open Spaces

Campbell Valley Regional Park has thirty fields (figure 5), primarily in the uplands around the perimeter of the park. These are remnants from past agricultural activities and comprise approximately 21% of the park's total area. Over the years, most of these fields have been maintained through haying, intermittent cutting, and mowing to retain the parks' rural aesthetic, preserve open space for future programming and to provide old field habitat for wildlife. Some small fields have been allowed to succeed as young forests naturally.

Fallow fields, often call "old fields" provide valuable habitat for nesting, feeding and shelter. Raptors such as owls, hawks and eagles largely depend on the small mammals, birds, reptiles and amphibians to survive. Allowing a field to go fallow, not cut or cultivated for several years allows the grasses to form a thatch under new grasses, creating safe places for ground-nesting bird habitat and for voles and other rodents to thrive.



OLD FIELD HABITAT, CAMPBELL VALLEY REGIONAL PARK



LEFT TO RIGHT: COASTAL PAINTED TURTLE AND WESTERN TOAD, CAMPBELL VALLEY REGIONAL PARK

3.4 Biodiversity

Campbell Valley Regional Park contains a range of wetland, forest and field ecosystems, providing habitat for a wide variety of migratory and year-round resident wildlife.

Wildlife

The Little Campbell River supports five species of salmon and trout, as well as the endangered Salish sucker. The wetlands associated with the floodplain, as well as the many upland ponds, attract a variety of amphibians such as red-legged frogs, Pacific chorus frogs, Northwestern salamanders, and Western toads. The valley bottom also provides habitat for a variety of ducks such as mallards, wood, widgeon, as well as Canada geese, American bittern and great blue heron. Beaver and muskrat are also active in the valley along with the occasional mink and river otter. Shrub habitat within the floodplain supports many songbirds such as chickadees, spotted towhees, sparrows, wrens, juncos, swallows and blackbirds.

The mature and young forests provide biodiversity and high-value habitat for raptors such as barred and great horned owls, red-tailed hawks, and bald eagles who hunt over the nearby fields. Most amphibians move from ponds and wetlands to upland forested areas in the adult stage of their life. Squirrels, chipmunks,

raccoons, bats, and reptiles also call the forest home. Old and cultivated fields support wildlife species that use grass and shrub vegetation for feeding and nesting. These areas also provide habitat for voles, mice, shrews, moles, deer, coyote as well as many bird species.

Species and Ecosystems at Risk

The park's combination of habitats is suited to a variety of species at risk that include fish, amphibian, reptile, bird and small mammal species, several of which are classified as species-at-risk. Among these are Salish sucker, red-legged frog, Western painted turtle, great blue heron and Pacific water shrew.

3.5 Habitat Sensitivity Analysis

The majority of the park is classified as a sensitive ecosystem; Metro Vancouver has undertaken habitat sensitivity analysis to quantify conservation values of the park ecosystems. Sensitivity analysis (figure 7) outlines at-risk, fragile or ecological important ecosystems and incorporates the context of the surrounding area and habitat condition. This analysis indicates that river and associated wetlands in the valley bottom have the highest conservation values followed by pockets of mature coniferous and mixed

forests on valley slopes. Areas with lower conservation values include young forests recovering from past logging, farming or old fields that have not been subject to active management. Cultivated fields and programmed areas are not considered sensitive. Habitat restoration and enhancement can increase the conservation value of some of these disturbed ecosystems, while others provide the opportunity for park access and connecting to nature.

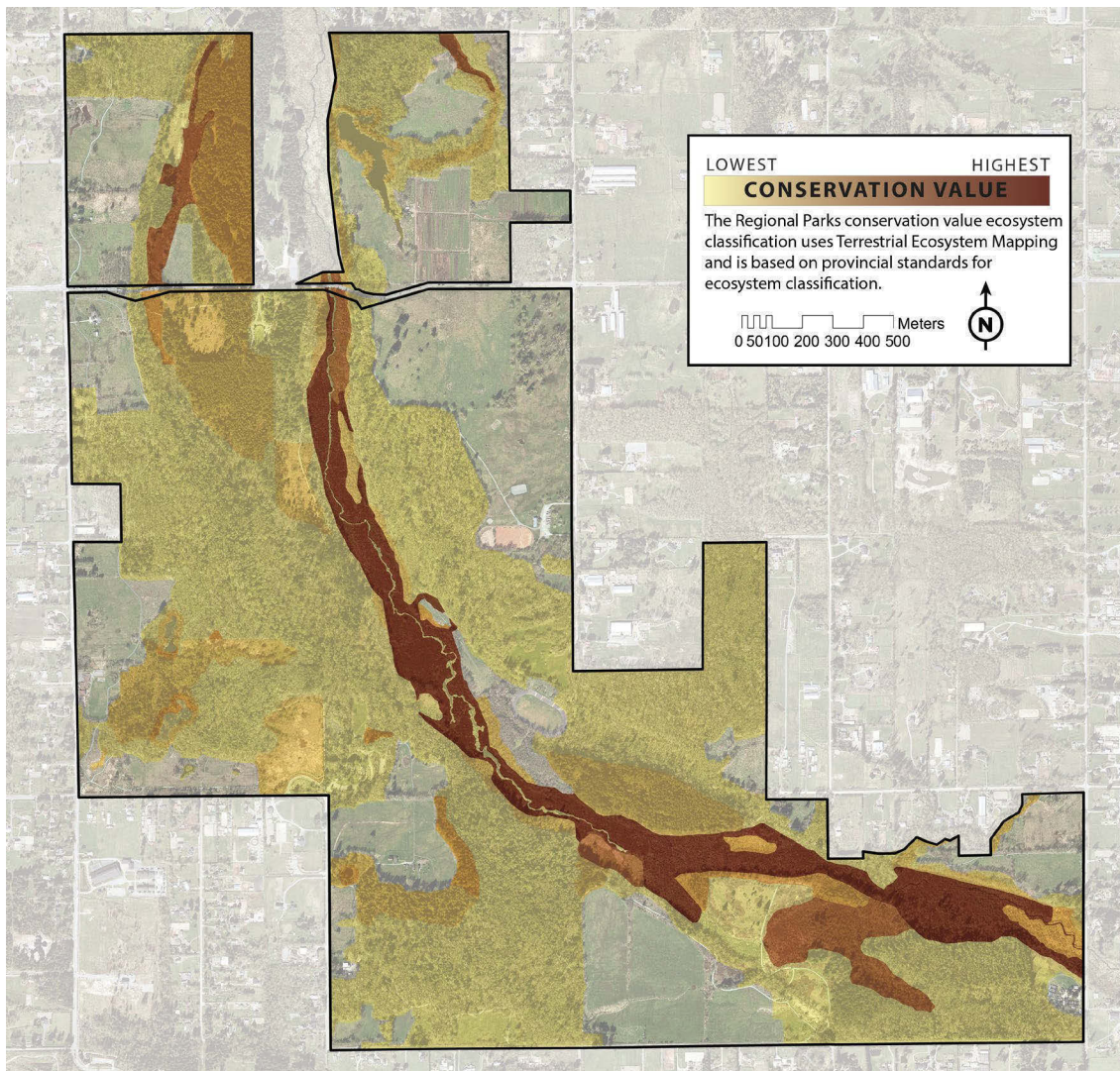


FIGURE 7: HABITAT SENSITIVITY ANALYSIS, CAMPBELL VALLEY REGIONAL PARK

3.6 Climate Change

Climate change will have implications for all aspects of park management at Campbell Valley Regional Park. Temperatures in Metro Vancouver are warming. Global climate models project an average increase of approximately 3°C by the 2050s, effects such as long-term changes in weather patterns, including temperature and precipitation, will be felt throughout the region. These changes will result in sea level rise, more rain in fall, winter, and spring leading to increased flooding, warmer summers and droughts and more frequent extreme weather events. The ecosystems within the park are complex and dynamic and provide ecosystem services that support climate change adaptation such as clean air and water, flood attenuation, pollinator habitat, carbon storage and sequestration.

1. Warmer summers and droughts

Warmer summers and droughts will increase wildfire risk and decrease stream flows, causing stress and impacts to park ecosystems and species. The Little Campbell watershed will see lowering stream flows and dissolved oxygen levels in the summer, impacting fish and amphibian species. A reduction in available habitat may occur with fish becoming stranded, or their passage into cooler and more stable headwaters becoming impeded. Water quality, quantity and flow timing may also affect wetlands. Climate change will lead to migration of species, and changes to plant species diversity and distribution will occur over time. Wildfire risk to the park's forests and grasslands will also be a consideration; this could dramatically affect the park's ecosystems.

2. Extreme weather events

Climate change will result in increased extreme weather events, including heavy rainstorms and high wind storms. Heavy rainstorms could lead to flooding and landslides, an increased potential for soil erosion in forests, as well as the expansion of wetlands into previously dry areas. Sections of existing trail systems in Little Campbell floodplain will subject to extended periods of seasonal flooding.

3. Invasive species

Climate change and biological invasions will continue to affect ecosystems. Changes could include the establishment of new invasive species, altered impacts of existing species, altered distribution of existing species or altered effectiveness of control strategies. Management of invasive species will require increased monitoring to adapt.

4. Impacts on park visitors

Summer droughts and high temperatures could lead to altered park visitation patterns and visitor impacts. Where, when, and how many people visit parks is likely to change with continued warming. Safety hazards from extreme weather events could result in trail and road erosion, hazardous trees, and wildfires, causing increased operating costs and temporary park closures for maintenance of affected areas.

3.7 Existing Park Uses

Walking/hiking and nature viewing are the most popular activities at Campbell Valley Regional Park. Equestrian activities, dog walking and running/jogging also rank highly. The extensive trail system has taken advantage of settlement patterns, human-made desire lines and old logging grades. The park has 11.5kms of pedestrian trails, 14 km of equestrian/pedestrian trails and 3.5 km of cyclist/pedestrian trails. Cycling presents a relatively small segment of use, attributable to a lack of cycling trails and destinations in the park.

The hierarchical trail system concentrates pedestrian uses in the most ecologically sensitive area, the valley. The trail system separates equestrian and cyclist user groups, helping to manage safety. Equestrians and pedestrians use the 11.5 km Shaggy Mane trail, which loops around the park. The most popular pedestrian trail is the Little River Loop; this accessible trail forms a scenic interpretive route next to the Little Campbell River.

Campbell Valley Regional Park is a significant site for public programming in the park system. The nature house and surrounding landscape are used by school and group programs, events and also host a drop-in program. The nature house connects people to nature, using interactive learning techniques, and enhances visitor experience and safety through on-site orientation.

Campbell Valley also has several reservable facilities, including Camp Coyote group camp and Old Orchard picnic shelter; both facilities experience high demand during peak periods. The park is well suited to hosting large scale public events; large groups frequently reserve Rowlett Farmstead, Little River Bowl/Historic Langley Speedway, the riding ring and equestrian facilities.



HORSE CORRALS AT CAMPBELL DOWNS, CAMPBELL VALLEY REGIONAL PARK



3.8 Cultural Heritage Resources

Logging and agriculture have changed the forests of Campbell Valley. The pattern of remnant forests, logging grades and open fields are unmistakable in many parts of the park. Springboard notches and evidence of fire char are visible in many of the park's conifer stumps.

The park has two recorded heritage sites, Annand/Rowlatt Farmstead and Lochiel Schoolhouse. Annand/Rowlatt Farmstead, a homestead established in 1886 consisting of several intact structures, including a wood frame farmhouse and two barns. Lochiel Schoolhouse is a single-storey wood frame schoolhouse constructed in 1924 and moved to its current location in Campbell Valley in the 1980s. Additionally, the Walworth family cemetery is situated north of 16th Avenue, west of

the Little Campbell. Established in 1888 following the sudden deaths of a road crew building 16th Avenue, the cemetery is unmarked.

Situated in the bottom of the valley is the former Langley Speedway. The speedway was opened in the early 1960s and operated up until the mid-1980s. During this time, the track hosted numerous classes of racing. The paved racing oval and concrete barrier walls are still distinct features in the park. The site does not have a formal heritage designation but is on the Township of Langley's official Listing of Heritage Resources due to its significance.

4.0 Park Sub-Areas

Within the park, nine park sub-areas have been identified based on biophysical resources, visual character and a range of existing and new opportunities for park visitors.

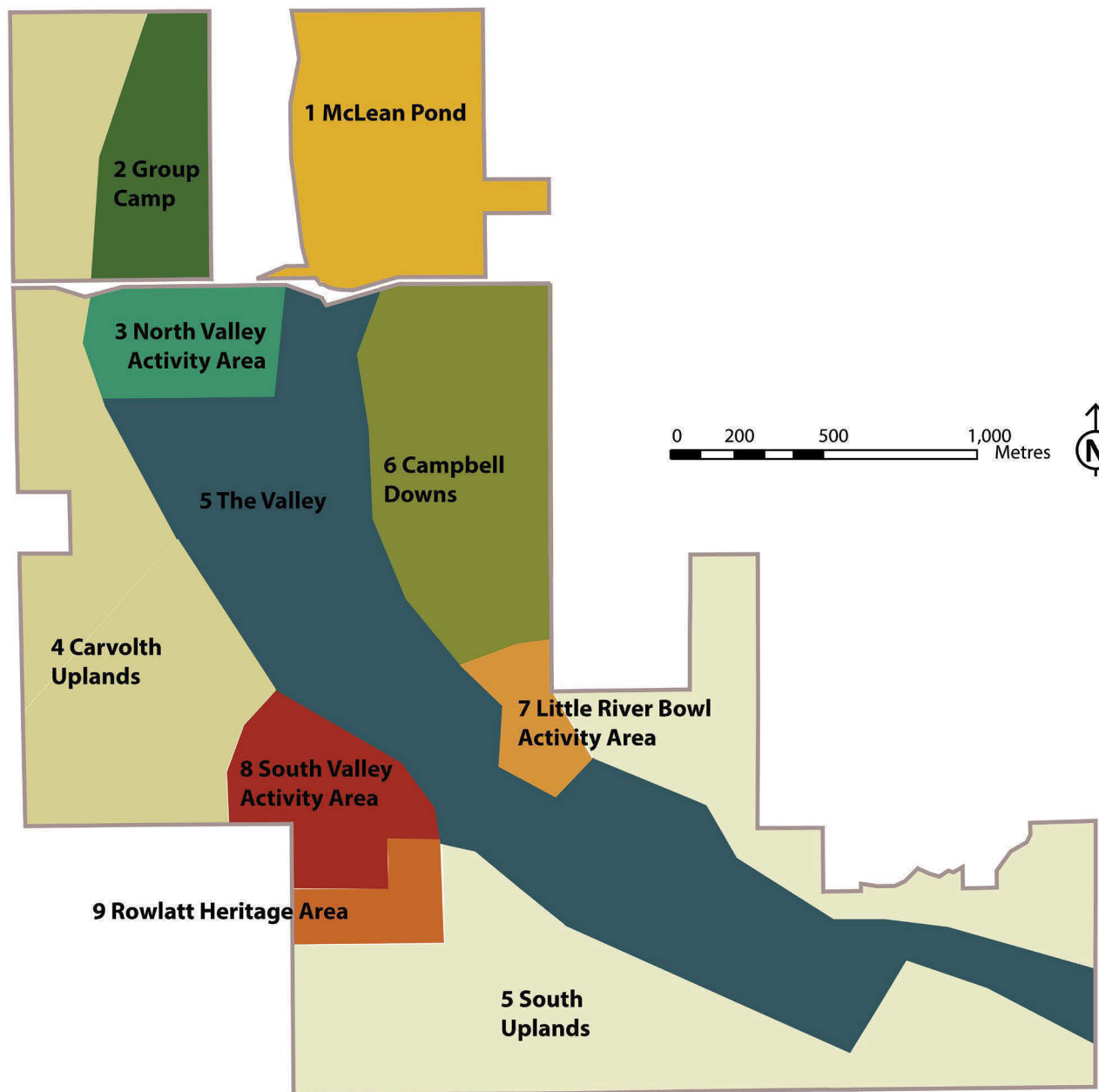


FIGURE 8: PARK SUB-AREAS, CAMPBELL VALLEY REGIONAL PARK

McLean Pond Activity Area

This sub-area forms the northeast corner to the park, characterized by rolling uplands with fields, forests and two ponds. Presently public use is limited to several low-use and undeveloped trails for hiking, equestrian use and nature viewing. Constructed in the 1960s, McLean pond is now used for occasional organized canoe instruction. This sub-area provides a suitable land base to develop an activity area, creating trail loops, viewpoints, parking, picnicking and group camping. There is also the potential to create additional wetlands and old field habitat in this sub-area. Opportunities to improve trail connections and linkages south across, and east-west along 16th Avenue for both people and wildlife to other park sub-areas are required.

Group Camp

This sub-area includes Camp Coyote, an outdoor group campsite and the surrounding valley bottom. The section of the Little Campbell River between 16th and 20th Avenue is on private land - Camp McLean, a youth camp owned and operated by Scouts Canada. Presently, both camps are heavily used during peak periods and accessed off 16th Avenue by separate driveways. The wetlands, floodplain and sensitive forest in this sub-area limit development potential; however opportunities to create connections across and along 16th Avenue and to the rest of the park are required.

North Valley Activity Area

Located in the valley of the Little Campbell River, the North Valley Activity Area is the northern staging area to the park and the main access point for the popular Little River Loop hiking trail. The significant needs for this activity area are access and connectivity to the northern sector of the park and safety improvements to the park entrance. The North Valley presents limitations for further significant development due to safety concerns related to increased traffic volume and

corridor improvements to 16th Avenue. Opportunities to expand parking as part of any significant upgrade or refurbishment should be explored. Connections and links across and along 16th Avenue for people and wildlife are required.

Carvolth Uplands

Characterized by a rural landscape of meadows, fields, mixed forests, wetlands and orchards, Carvolth uplands were once intensively settled and farmed. This sub-area now contains significant sections of the Shaggy Mane Trail, a hiking and equestrian trail, and also the Perimeter Trail, a hiking and cycling trail. This sub-area presents an opportunity to increase biodiversity while maintaining the park's rural character.

The Valley

The valley is a continuous natural corridor through the centre of the park composed of open river, floodplain wetlands and forested bottomlands with meadows and wooded slopes. The valley is a managed conservation area with popular pedestrian and wheelchair-accessible trails and viewing areas. Equestrian use is restricted to two river crossings. Several habitat enhancement projects are possible in the valley.

Campbell Downs

Rolling fields, tree clusters and expansive views characterize Campbell Downs. The equestrian centre staging area has trailer parking and facilities include cross-country courses, practice jumps, riding ring, barn, picnic area and trail connections. Equestrian facilities remain focused in this area, and consideration should be given to improving vehicle circulation, parking capacity and trail connections.

Little River Bowl Activity Area

Formerly the Langley Speedway, the Little River Bowl is comprised of a paved oval track and grassed in-field that can be accessed by vehicles. The area is used for group activities, special events and temporary overnight use. The paved oval forms a vital part of the park's trail network. The area presents an opportunity to provide day-use, special events and group activities

South Valley Activity Area

The South Valley Activity Area is the focal point for the park and a centre for public programming. Located here are nature gardens and ponds, group and family picnic areas, parking, flush washrooms and trails. The historic Rowlatt Farm is nearby. Characterized by fields and mixed forests, as well as lawns and naturalized landscaping, this activity area should remain the main visitor orientation centre. With the development of the nature/administration centre, public programming and education opportunities can expand.

Rowlatt Heritage Area

Rowlatt Heritage Area is historically and culturally significant. Annand/Rowlatt Farmstead is a 4 hectare municipal heritage site encompassing several buildings. Lochiel Schoolhouse is a single-storey schoolhouse also listed on the municipal heritage register. The heritage area is characterized not only by structures but also by the picturesque landscape of fields and forests which surround them. Group and special events take place around the farmstead; the barns are used seasonally for public programming.

South Uplands

Rolling fields and mixed forests characterize the South Uplands sub-area. Current facilities include dog off-leash areas; however, these lack formal provision of parking, washrooms and trails. The Shaggy Mane trail traverses the edge of this area, providing a route for equestrians and pedestrians. Connections across the south of the park for pedestrians, equestrians and cyclists are needed as part of the longer-term vision to develop a Perimeter Trail around the park. Facilities such as parking, washrooms and trails can service the park, trail network and dog off-leash area. There is a high potential for habitat restoration balancing the rural viewscape and biodiversity.



LOCHIEL SCHOOLHOUSE, CAMPBELL VALLEY REGIONAL PARK

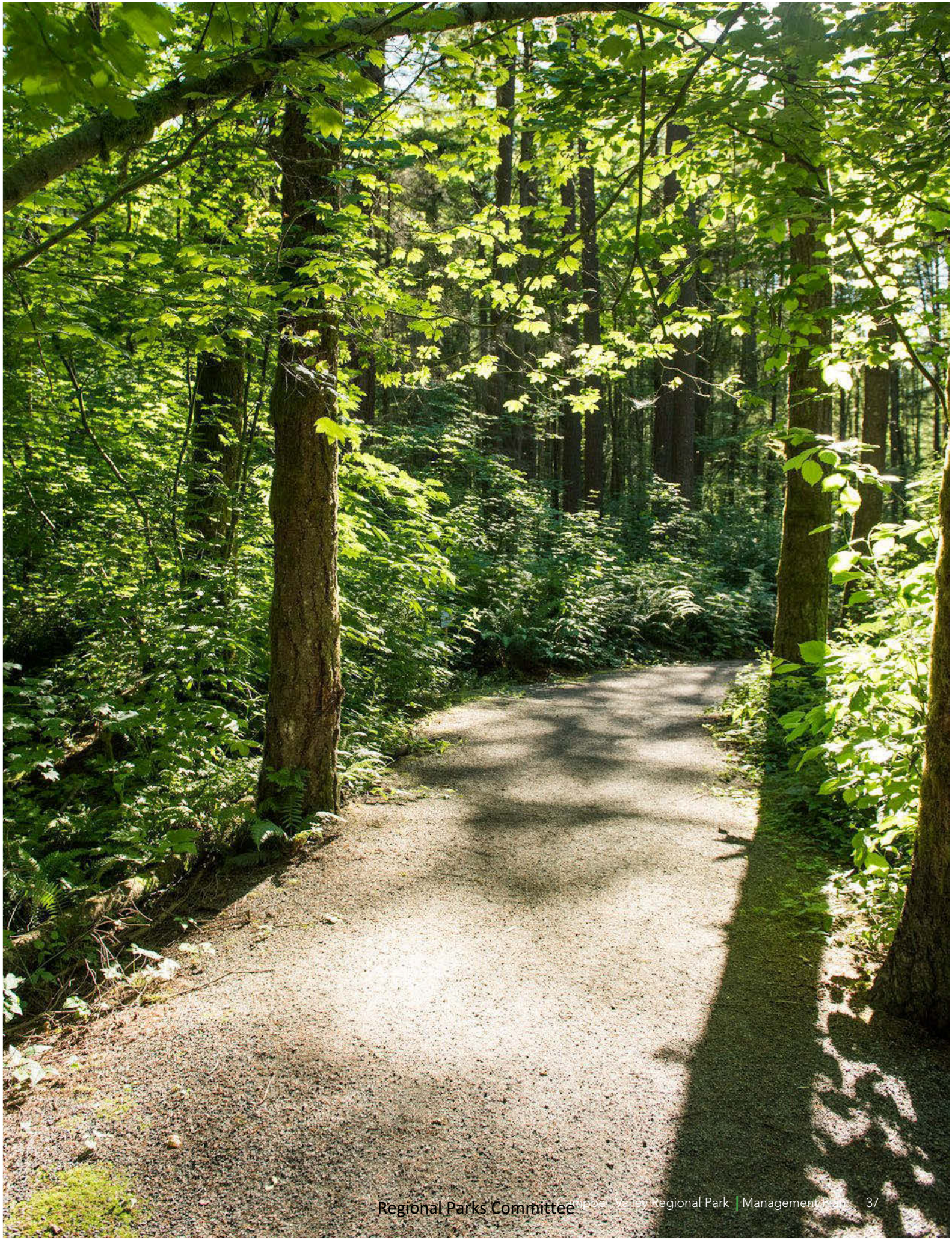
TABLE 1: PARK FEATURES & NATURAL RESOURCES

PARK SUB-AREA	ECOLOGICAL FEATURES	EXISTING FACILITIES/ PROGRAMS	CHALLENGES	OPPORTUNITIES
1. MCLEAN POND ACTIVITY AREA	<ul style="list-style-type: none"> • Riparian and wetland habitats • Blue-listed deciduous and mixed forest • Western painted turtle habitat • Fish habitat • Garry Oak plantation • Cultivated fields • Orchard trees 	<ul style="list-style-type: none"> • Bookable facility for private canoeing • Limited public access • Pit toilets • Pedestrian and pedestrian / equestrian trails • Pedestrian trail connector/old road crossing to Camp McLean 	<ul style="list-style-type: none"> • Interim use of parkland until development occurs • Park interface and connectivity across adjacent roads • Park interface with adjacent private lands • Existing and future soundscape and viewscape 	<ul style="list-style-type: none"> • Enhance connections with Group/ McLean Camp and Campbell Downs • Develop trails, seating, gathering, picnic area, parking and group camping • Create wetlands and restore old field habitat • Create water contact and salmon viewing opportunities • Enhance park interfaces
2. GROUP CAMP	<ul style="list-style-type: none"> • Little Campbell River • Blue-listed mature coniferous, young coniferous, mixed and deciduous forests • Red-listed young coniferous forest • Wetlands • Cultivated fields 	<ul style="list-style-type: none"> • Camp Coyote Outdoor Group Campsite 	<ul style="list-style-type: none"> • Vehicle access/ egress from 16th Avenue • Connectivity to park • Existing and future soundscape and viewscape • Demand for group camping during peak periods • Connections to municipal water and sewer 	<ul style="list-style-type: none"> • Improve vehicle access/egress • Enhance connections to park and trail network • Restore forest habitat
3. NORTH VALLEY ACTIVITY AREA	<ul style="list-style-type: none"> • Red-listed young Douglas fir forest • Blue-listed young coniferous and deciduous forests • Wetlands • Old field 	<ul style="list-style-type: none"> • Parking • Washrooms • Picnic tables • Open riding area • Little River Loop trailhead • Shaggy Mane Trail • Pedestrian trails 	<ul style="list-style-type: none"> • High park use/ visitation • Vehicle access/ egress from 16th Avenue • Connections to municipal water and sewer • Existing and future soundscape and viewscape 	<ul style="list-style-type: none"> • Improve vehicle access/egress • Ensure efficient use of parking lot space • Continue Perimeter Trail

PARK SUB-AREA	ECOLOGICAL FEATURES	EXISTING FACILITIES/ PROGRAMS	CHALLENGES	OPPORTUNITIES
4. THE VALLEY	<ul style="list-style-type: none"> • Little Campbell River • Floodplain wetlands • Riparian areas • Old fields • Red-listed young coniferous, mixed and swamp forests • Blue-listed mature, mixed and coniferous forests 	<ul style="list-style-type: none"> • Little River Loop accessible interpretive trail • Pedestrian trail network (Meadow Trail / Vine Maple Trail) • Little Campbell River Stewardship 	<ul style="list-style-type: none"> • High visitor use on Little River Loop • Low summer flows and low oxygen levels in the Little Campbell River • Invasive species infilling river and wetlands • Forest health issues • North Valley Activity Area functions as the primary trailhead to the Little River Loop • Existing and future soundscape and viewscape 	<ul style="list-style-type: none"> • Create dedicated nature interpretation trails • Restore and manage floodplain • Restore forests • Improve pedestrian access to valley from South Valley Entrance
5. CAMPBELL DOWNS	<ul style="list-style-type: none"> • Blue-listed young deciduous forest • Seasonal ponds 	<ul style="list-style-type: none"> • Equestrian centre with cross country jumping area, riding rings, barn and corrals • Seasonal overflow parking area • Spirit of the Horse memorial garden • Shaggy Mane Trail (equestrian/ pedestrian) 	<ul style="list-style-type: none"> • Parking capacity and signage • Existing and future soundscape and viewscape • Unsanctioned off-leash dog use • Trail safety 	<ul style="list-style-type: none"> • Create additional seasonal ponds • Improve drainage • Continue Perimeter Trail
6. LITTLE RIVER BOWL ACTIVITY AREA	<ul style="list-style-type: none"> • Succeeding alder forest • Open grass infield 	<ul style="list-style-type: none"> • Special-purpose group activity area and temporary overnight use • Paved oval track • Trail network • Heritage Resource 	<ul style="list-style-type: none"> • Management of cultural heritage resource 	<ul style="list-style-type: none"> • Day-use area • Special events/group activities • Create cycling opportunities • Commemoration of speedway • Improve facilities

PARK SUB-AREA	ECOLOGICAL FEATURES	EXISTING FACILITIES/ PROGRAMS	CHALLENGES	OPPORTUNITIES
7. CARVOLTH UPLANDS	<ul style="list-style-type: none"> Wetlands (permeant and seasonal) Orchard trees Old field and cultivated fields Blue-listed young deciduous forest 	<ul style="list-style-type: none"> Shaggy Mane Trail (equestrian/ pedestrian trail) Perimeter Trail (cycling/ pedestrian) Neighbourhood entrances South Carvolth parking lot Regional Parks East Area Office (administrative centre) Service yard 	<ul style="list-style-type: none"> Existing and future soundscape and viewscape Field drainage Lack of sun shading on the Perimeter Trail Interfaces with adjacent private lands Interfaces and connectivity with adjacent roads 	<ul style="list-style-type: none"> Restore old field habitat Create additional seasonal ponds Enhance park interfaces Connect to communities' and transit Continue Perimeter Trail Improve facilities at South Carvolth Connect to Camp Coyote
8. SOUTH VALLEY ACTIVITY AREA	<ul style="list-style-type: none"> Blue-listed young deciduous forests Old field habitat Constructed ponds (used for public programming) Wildlife gardens 	<ul style="list-style-type: none"> Main park entrance and activity area Flush washrooms Parking Hub for group public programming with gazebo and interpretive displays Old Orchard group picnic area Family picnic area Shaggy Mane Trail Perimeter Trail 	<ul style="list-style-type: none"> Access to Little River Loop Confusing site circulation with duplicated trails Poorly located family picnic area Demolition of former Nature House building Current terminus of Perimeter Trail 	<ul style="list-style-type: none"> Create a primary park destination Consolidate nature/administration centre Improve access to the Little River Loop Improve site circulation and space planning Improve aesthetics Develop linkages to Rowlatt Heritage Area Expand wetlands

PARK SUB-AREA	ECOLOGICAL FEATURES	EXISTING FACILITIES/ PROGRAMS	CHALLENGES	OPPORTUNITIES
9. ROWLATT HERITAGE AREA	<ul style="list-style-type: none"> • Rowlatt ponds • Bat habitat • Barn owl habitat 	<ul style="list-style-type: none"> • Annand/Rowlatt Heritage Site - Farmhouse (rental), and ancillary structures set in a 4 hectare heritage site • Lochiel Schoolhouse heritage building • Interim location for Nature House program • Event venue and group booking • Interpretive signage • Flush washrooms • Ravine trailhead 	<ul style="list-style-type: none"> • Cultural heritage resources and character must be protected • Drainage to fields • Restriction of public vehicle access 	<ul style="list-style-type: none"> • Improve field drainage • Protect historical integrity of heritage site and buildings • Continue the Perimeter Trail south • Maintain open field/view of the heritage site
10. SOUTH UPLANDS	<ul style="list-style-type: none"> • Blue-listed mature coniferous and young deciduous forests • Wetlands • Owl habitat • Cultivated fields 	<ul style="list-style-type: none"> • Park service yard • Licence agreement with Critter Care Wildlife Society • Dog off-leash area • Seasonal dog off-leash area • Farming/Haying program • Neighbourhood entrances • Shaggy Mane Trail 	<ul style="list-style-type: none"> • Support for improved dog off-leash amenities • Appropriate planning of neighbourhood entrances • Insufficient riparian buffer for the Little Campbell River 	<ul style="list-style-type: none"> • Improve and rationalize dog off-leash areas • Connect the Perimeter Trail to South Langley Regional Trail • Provide parking/washrooms • Restore habitats; old field and forest restoration



5.0 Park Vision and Goals



WATCHING TOADLETS, CAMPBELL VALLEY REGIONAL PARK

The vision describes the desired future for the regional park, including the protection of important natural areas, intended visitor experience and opportunities to connect with nature.

5.1 Park Vision

Campbell Valley Regional Park connects people to natural and cultural landscapes. Its river valley, forests, and grasslands contain a diversity of ecosystems and experiences where visitors recreate, discover, and experience nature.

5.2 Park Goals

The goals are informed by the vision and provide an overarching framework to guide this management plan. They were developed and refined through engagement with First Nations, government agencies, stakeholders and the public as well as research and analysis.

Recreate and Connect with the Park:

Provide high quality and safe facilities that offer a variety of opportunities for visitors to recreate and connect with nature while protecting the park's significant natural and cultural features.

Connect Visitors to the Park's Cultural and Natural Heritage:

Enhance visitor experience and understanding by providing opportunities to learn about the park's cultural and natural heritage.

Protect and Enhance the Park's Diverse Ecological Values:

Develop approaches for ongoing monitoring, protection, enhancement, and adaptive management of the park's diverse ecosystems and habitats.

Foster Relationships and Collaborate with the Park's Community:

Provide opportunities for community involvement through learning, stewardship and engagement.



HIKING, CAMPBELL VALLEY REGIONAL PARK

6.0 Areas of Focus

Through research, planning and engagement processes, areas of focus have been identified. Strategies, tied to park goals, were developed for each area of focus to guide park development, ongoing operations and resource management.

6.1 Visitor Facilities

Campbell Valley has a range of visitor facilities that support park use, including a significant trail network, group camp, picnic shelters, parking lots, and equestrian amenities. There are demand and capacity issues due to the popularity of these facilities. This area of focus provides strategies to support the development of new park facilities and improvements to existing facilities to accommodate existing and future park visitation.

GOALS	STRATEGIES
RECREATE AND CONNECT WITH THE PARK	<ul style="list-style-type: none"> • Focus park use on the South Valley Activity Area. • Plan and develop a nature/administration centre. • Ensure the trail system is inclusive for a range of users. • Continue development of the Perimeter Trail. • Implement improvements to the South Uplands and Little River Bowl. • Create an activity area at McLean Pond. • Optimize existing parking lots/developed areas to ensure the best use of parking space. • Ensure inclusive and barrier-free access where feasible.

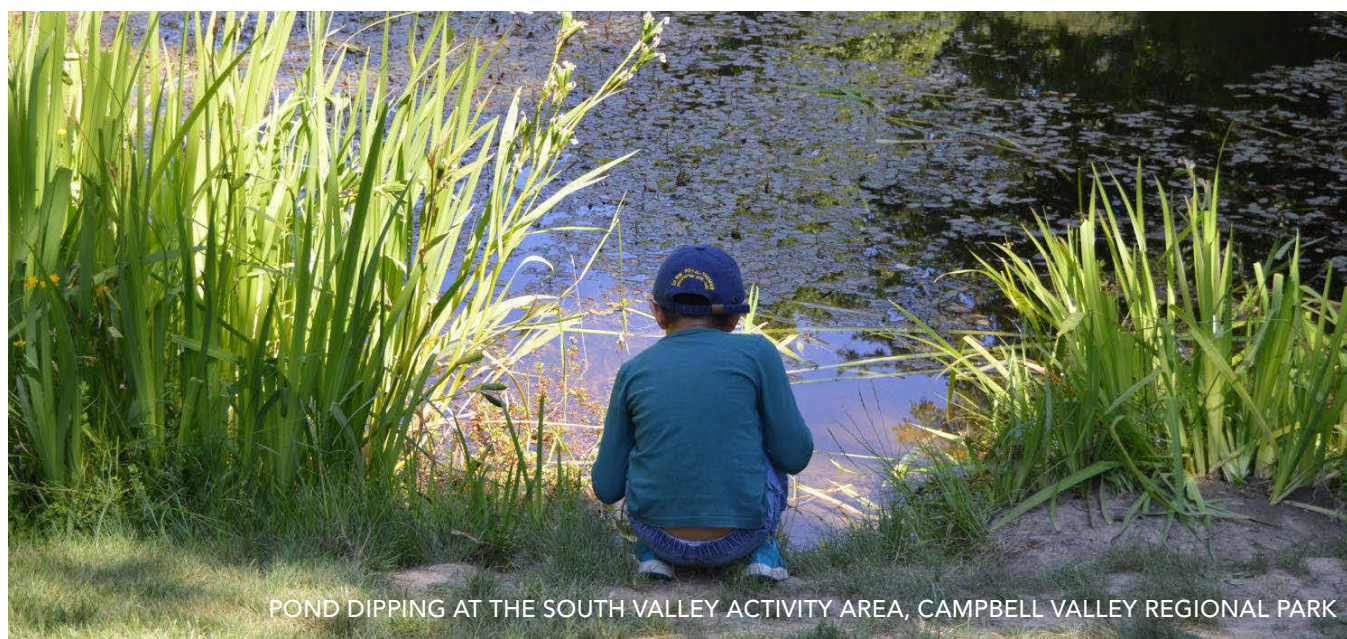


ROWLATT HERITAGE AREA, CAMPBELL VALLEY REGIONAL PARK

6.2 Cultural and Natural Heritage

Campbell Valley has a diversity of cultural and natural heritage. The surrounding area has been a cultural resource area for indigenous peoples for thousands of years. Early settlement, logging and motorsport history are all physically evident within the park. Additional defining elements of Campbell Valley Regional Park include stories connected with the park's past and present activities.

GOALS	STRATEGIES
CONNECT VISITORS TO THE PARK'S CULTURAL AND NATURAL HERITAGE	<ul style="list-style-type: none"> • Explore opportunities to collaborate with First Nations. • Preserve Rowlett Heritage Area as a significant heritage complex. • Locate and protect Walworth Cemetery. • Preserve critical views within and towards the park while balancing land stewardship and habitat restoration needs. • Maintain landscapes by implementing succession planting of orchards and specimen trees to maintain the park's character. • Ensure new facilities protect and enhance the park's natural and cultural heritage by using local and appropriate design language and form. • Protect and restore the park's natural soundscape. • Incorporate cultural and natural heritage themes into an interpretative plan for Campbell Valley Regional Park.
FOSTER RELATIONSHIPS AND COLLABORATE WITH THE PARK'S COMMUNITY	<ul style="list-style-type: none"> • Continue to engage community and partners. • Create new partnerships for cultural programming and natural resource management.

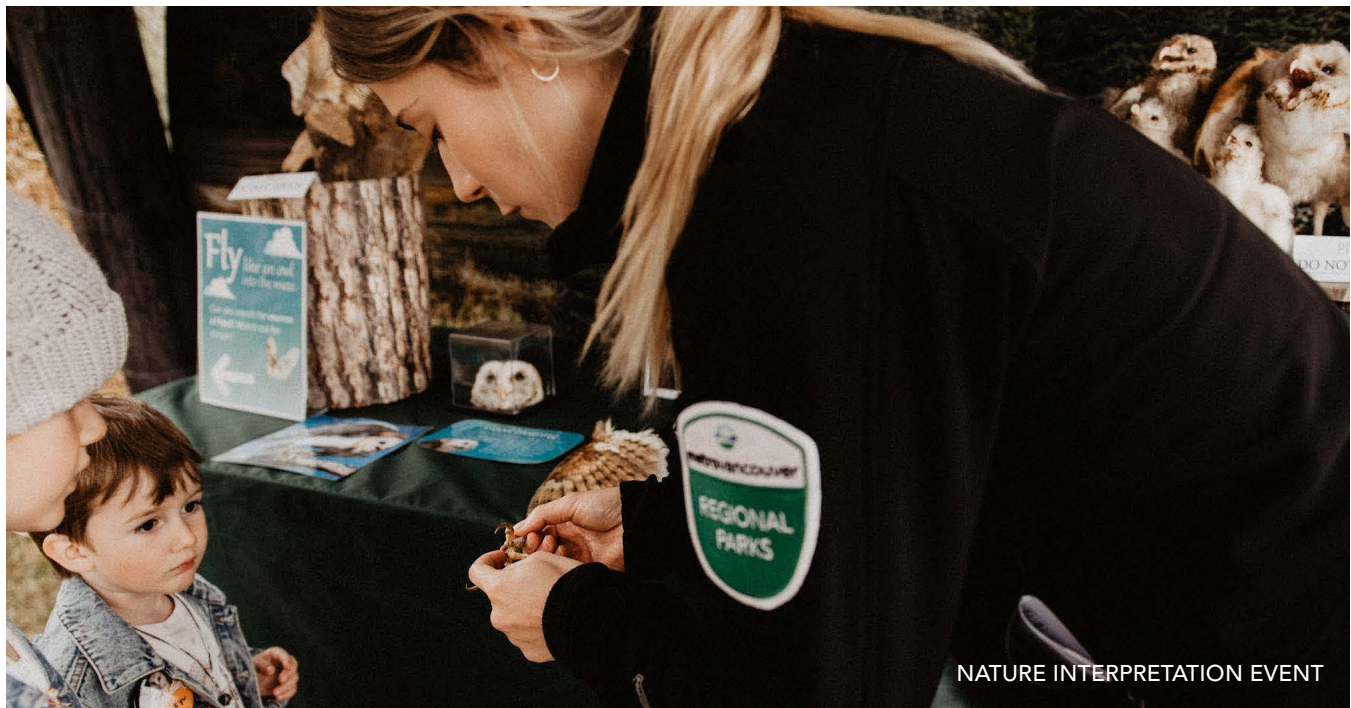


POND DIPPING AT THE SOUTH VALLEY ACTIVITY AREA, CAMPBELL VALLEY REGIONAL PARK

6.3 Public Programming

Public programming outlines management plan strategies to connect people to the park's cultural and natural history through facilities, group programs, events, displays and signage. Campbell Valley Regional Park is a hub for public programming and nature interpretation. The park has an established nature house program; it is also one of the busiest parks for group programs and events in the regional parks system.

GOALS	STRATEGIES
CONNECT VISITORS TO THE PARK'S CULTURAL AND NATURAL HERITAGE	<ul style="list-style-type: none"> • Develop a masterplan for nature/administration centre at the South Valley Activity Area. • Develop an interpretive plan specific to Campbell Valley Regional Park. • Create a dedicated nature interpretation trail on the Vine Maple Trail.
RECREATE AND CONNECT WITH THE PARK	<ul style="list-style-type: none"> • Assess and review existing trails used for programming to ensure the design and management of these trails meets ecological and public programming goals. • Provide design elements that facilitate programming such as trail pull-offs, bus access, group learning spaces, wetlands access to water and interpretive loops.
FOSTER RELATIONSHIPS AND COLLABORATE WITH THE PARK'S COMMUNITY	<ul style="list-style-type: none"> • Continue to support community-led nature house programming. • Continue to engage the community and partners on outdoor learning opportunities.



NATURE INTERPRETATION EVENT



6.4 Trail Safety

This area of focus provides strategies to manage trail safety. Campbell Valley Regional Park has an extensive trail network used for hiking, jogging, cycling, equestrian activities and dog walking. Trail users identified concerns relating to etiquette and safety.

Formalizing and improving facilities at the dog-off leash area will be balanced by excluding dogs from some trails to provide dedicated nature trails without the impacts of dogs on natural values and visitor experience. Expansion of the Perimeter Trail will increase opportunities for walking, cycling, and connection with nature, contributing to a safe trail system that can accommodate different users.

GOALS	STRATEGIES
RECREATE AND CONNECT WITH THE PARK	<ul style="list-style-type: none"> • Improve trail options for cyclists. • Ensure separation of cyclists and equestrians where possible • Prohibit dogs and other pets on Vine Maple Trail and selected trails as part of future development at McLean Pond. • Implement improvements to the dog-off leash area to provide parking and off-leash walking in a designated area.
PROTECT AND ENHANCE THE PARK'S DIVERSE ECOLOGICAL VALUES:	<ul style="list-style-type: none"> • Develop a trail user code of conduct and education program. • Continue to enforce on-leash dog walking in on-leash park areas.
FOSTER RELATIONSHIPS AND COLLABORATE WITH THE PARK'S COMMUNITY	<ul style="list-style-type: none"> • Engage park users on trail planning and design.

6.5 Ecosystem Protection and Enhancement

The ecosystem protection and enhancement area of focus provides strategies to create conditions for ecological diversity and resilience over the long-term. Key to this is the protection and enhancement of regionally significant forests, a portion of the Little Campbell River and its associated floodplain wetlands and riparian areas. Additionally, the park's potential to provide valuable ecological services and habitat for species at risk. This area of focus will inspire learning through citizen science and volunteer stewardship programs.

GOALS	STRATEGIES
RECREATE AND CONNECT WITH THE PARK	<ul style="list-style-type: none"> • Rationalize existing facilities to allow for habitat restoration. • Remediate ecologically compromised areas not identified for trails and facilities. • Plan new facilities that minimize habitat fragmentation and disturbance of sensitive ecosystems.
PROTECT AND ENHANCE THE PARK'S DIVERSE ECOLOGICAL VALUES	<ul style="list-style-type: none"> • Improve crossings of the Little Campbell River and tributaries to provide improvements to water quality and flow. • Review field management and transition to old field maintenance regimes to allow for improved biodiversity. • Map and manage invasive species. • Protect, restore and enhance forest, field and wetland ecosystems. • Protect, restore and enhance fish habitat and riparian areas.
FOSTER RELATIONSHIPS AND COLLABORATE WITH THE PARK'S COMMUNITY	<ul style="list-style-type: none"> • Work with volunteers on stewardship and citizen science projects. • Engage park users on the design and maintenance of facilities that impact sensitive ecosystems.



6.6 Climate Change

This area of focus provides approaches to support ecosystems and visitors while adapting to climate change. Mitigation and adaptation strategies will be used at Campbell Valley Regional Park to make ecosystems resilient and ensure visitor comfort.

GOALS	STRATEGIES
PROTECT AND ENHANCE THE PARK'S DIVERSE ECOLOGICAL VALUES	<ul style="list-style-type: none"> • Enhance or restore floodplain wetlands and riparian areas to improve water quality and quantity where possible. • Enhance or restore forest areas to increase forest resilience. • Conduct ongoing monitoring to measure regional ecological trends and impacts of climate change. • Manage invasive species within the park. • Maintain or improve habitat connectivity. • Conserve soil resources. • Incorporate pollinator habitat into restoration projects. • Protect or enhance ecosystems that store or sequester carbon.
RECREATE AND CONNECT WITH THE PARK	<ul style="list-style-type: none"> • Provide vegetation cover on upland trails to provide sun protection for park visitors. • Ensure field and forest management techniques address wildfire risk. • Develop wetlands on upland areas to provide visitor amenity, stormwater detention and habitat value. • Provide and seek opportunities to link the park to adjacent neighbourhoods and communities through improved trail networks and neighbourhood connections. • Conduct ongoing monitoring of park visitation patterns and impacts of climate change.



WETLAND CREATION, CAMPBELL VALLEY REGIONAL PARK

6.7 Ecological and Trail Connectivity

This area of focus outlines strategies to enhance and incorporate ecological and trail connectivity across the park and with adjacent communities and natural areas. Approaches to tie natural systems together, provide a safe and complete trail network and improve linkages between park facilities will enhance visitor safety and ecosystem connectivity.

GOALS	STRATEGIES
RECREATE AND CONNECT WITH THE PARK	<ul style="list-style-type: none"> • Develop a Perimeter Trail around the entire park to optimize cycling opportunities. • Maintain and improve pedestrian, cyclist and equestrian connectivity between north and south parts of the park. • Explore opportunities to connect to the municipal trail network. • Assess and review optimal neighbourhood connector trails.
PROTECT AND ENHANCE THE PARK'S DIVERSE ECOLOGICAL VALUES	<ul style="list-style-type: none"> • Maintain or restore ecological connectivity where possible throughout the park and with adjacent natural areas. • Enhance or restore forested areas to increase forest resilience. • Assess and review best management practices for road ecology (e.g., ecological connectivity, culverts, lighting). • Encourage external parties to incorporate connectivity improvements and mitigation in the planning, management and operation of peripheral roads. • Conduct ongoing monitoring to measure regional ecological trends and impacts of climate change.







MCLEAN POND CAMPBELL VALLEY REGIONAL PARK

7.0 Concept and Program

The regional park concept plan provides a long-range vision for the park, including a trails plan and conceptual designs for selected activity areas.

The park concept plan (figure 9) builds on the existing visitor experiences within the diverse cultural and natural landscapes of Campbell Valley Regional Park. The existing park program will be enhanced with new facilities, such as trails, parking lots, washrooms and a nature/administration centre. A new activity area at McLean Pond will provide additional opportunities to protect the park's natural areas and connect people with nature.

A robust trail system provides a variety of trail experiences for pedestrians, equestrians and cyclists. Around the park's periphery, the Perimeter Trail provides hiking/cycling opportunities and where appropriate equestrian connections. The Perimeter Trail will also define the park's edge and character

with plantings and fencing. Connections to municipal trail networks and feasibility to plan sections of the Perimeter Trail corridor along roadways will be explored.

The park's primary activity area at the South Valley entrance is supported by McLean pond, the North Valley entrance and the Little River Bowl. These activity areas provide entrances, recreation options and public programming areas within the park. Rowlatt Heritage area and the Little River Bowl provide locations for large-scale gatherings and public events. A series of entrance areas provide parking and access points into the park.



LITTLE CAMPBELL RIVER, CAMPBELL VALLEY REGIONAL PARK

The South Valley Activity Area (figure 10) is the primary activity area, a hub for park visitors and nature education with connections to Rowlett Heritage Area. A nature centre will consolidate park programming, facilities, and activities in addition to providing an administration centre within the park. Habitat enhancement opportunities such as wetlands will provide shared benefits for the park's ecosystems and public programming.

The South Uplands Entrance Area plan (figure 11) provides amenities for the south of the park, including parking for visitors to the dog-off leash area and a hiking /cycling parking lot. Facilities to support park access such as entrance kiosks, and washrooms (pit toilets) and family picnicking will be planned at both South Uplands and South Carvolth entrance areas.

The Little River Bowl Activity Area (figure 12) include the Historic Langley Speedway. The former paved oval track is accessible for pedestrians, cyclists and equestrians; the area will be enhanced to support day-use, special events and group activities with amenities such as water, parking and washrooms.

The McLean Pond Activity Area plan (figure 13), identifies trails and facilities for hiking, cycling, nature viewing, picnicking, organized canoeing and group camping while maintaining existing equestrian trails through the area. Development of this area will ease park capacity issues and provide opportunities for habitat enhancement projects, including old-field habitat and wetlands creation. These new features will be designed to support public programming

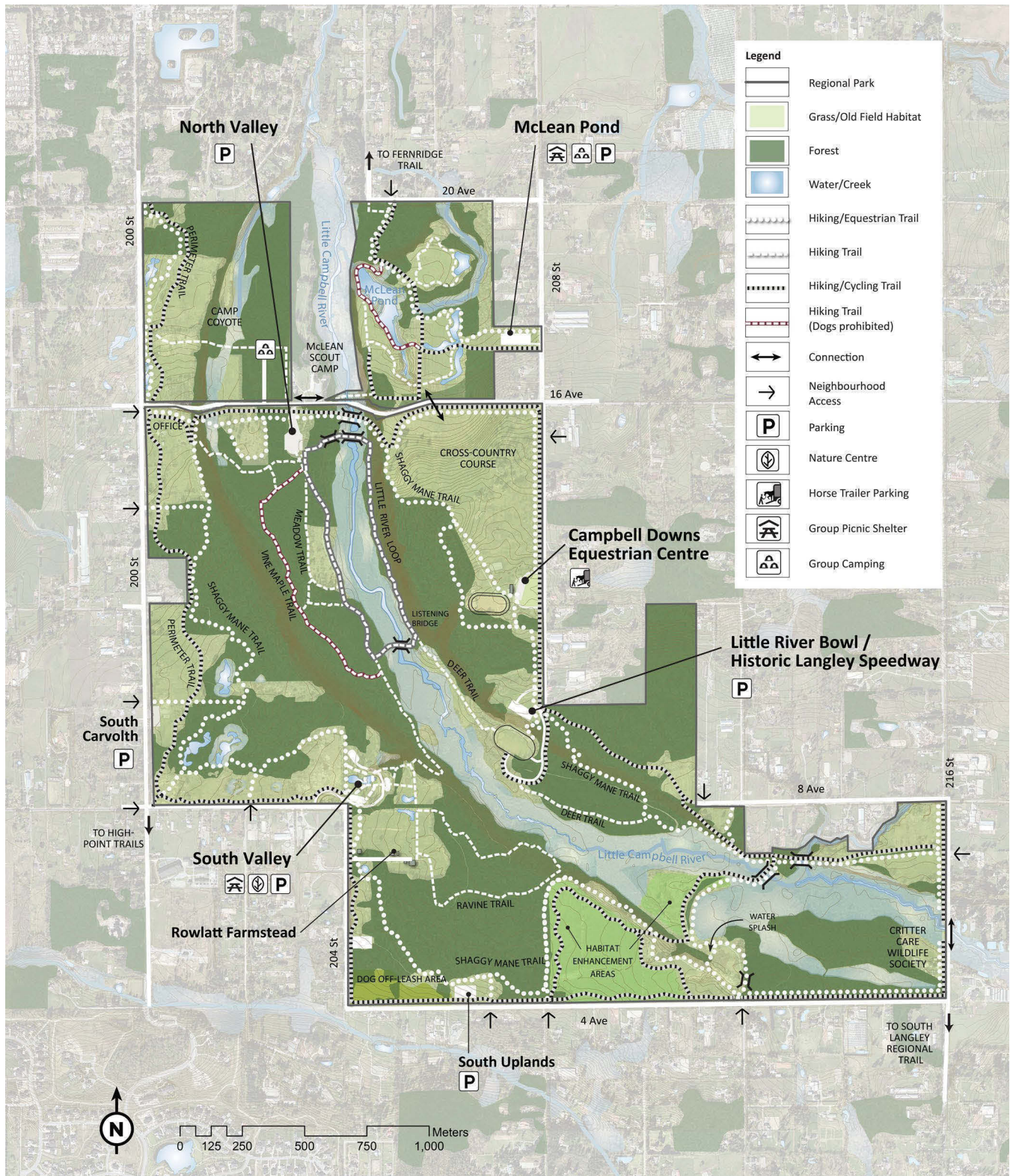


FIGURE 9: CONCEPT PLAN FOR CAMPBELL VALLEY REGIONAL PARK

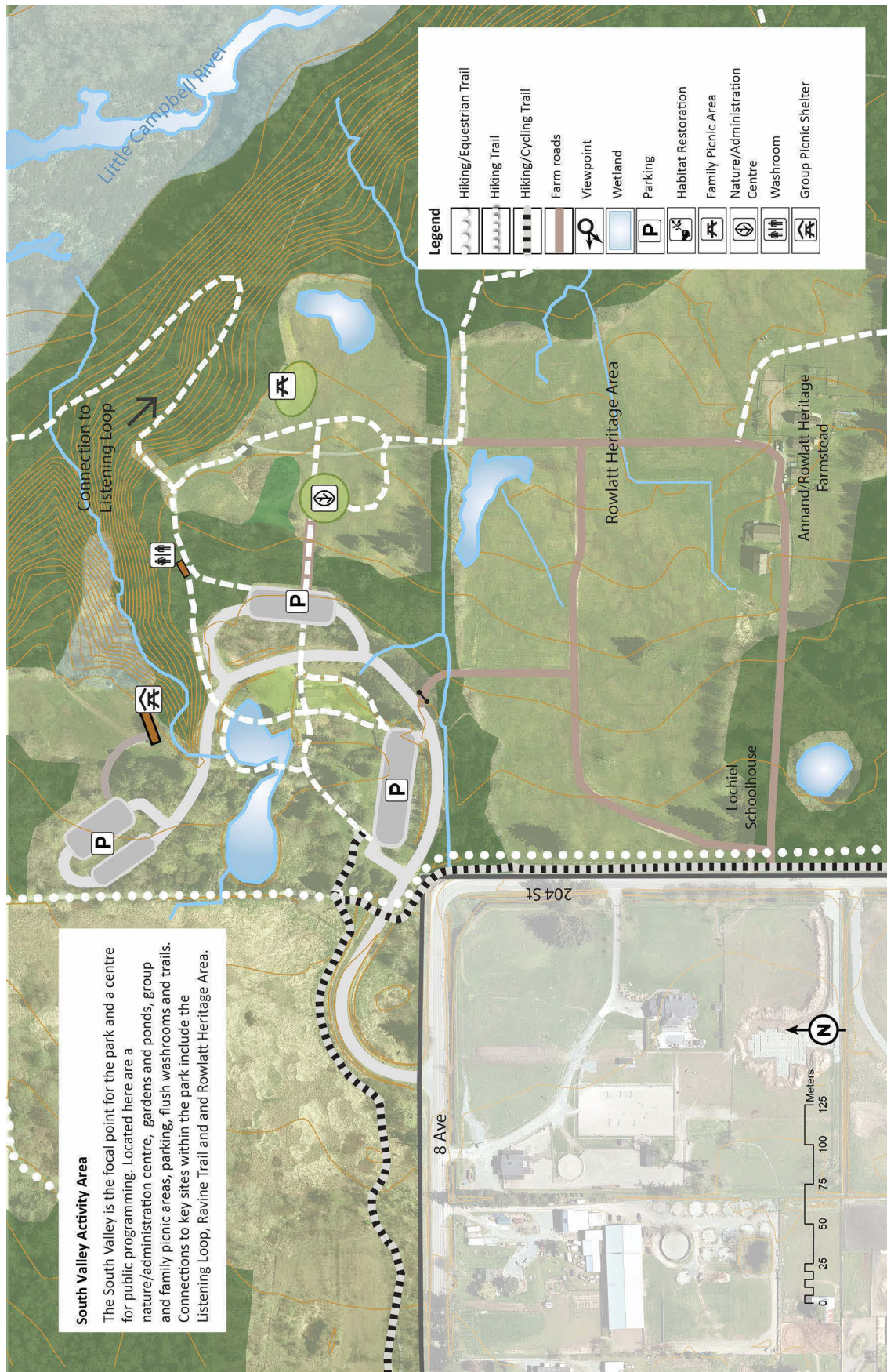


FIGURE 10: SOUTH VALLEY ACTIVITY AREA



FIGURE 11: MCLEAN POND ACTIVITY AREA

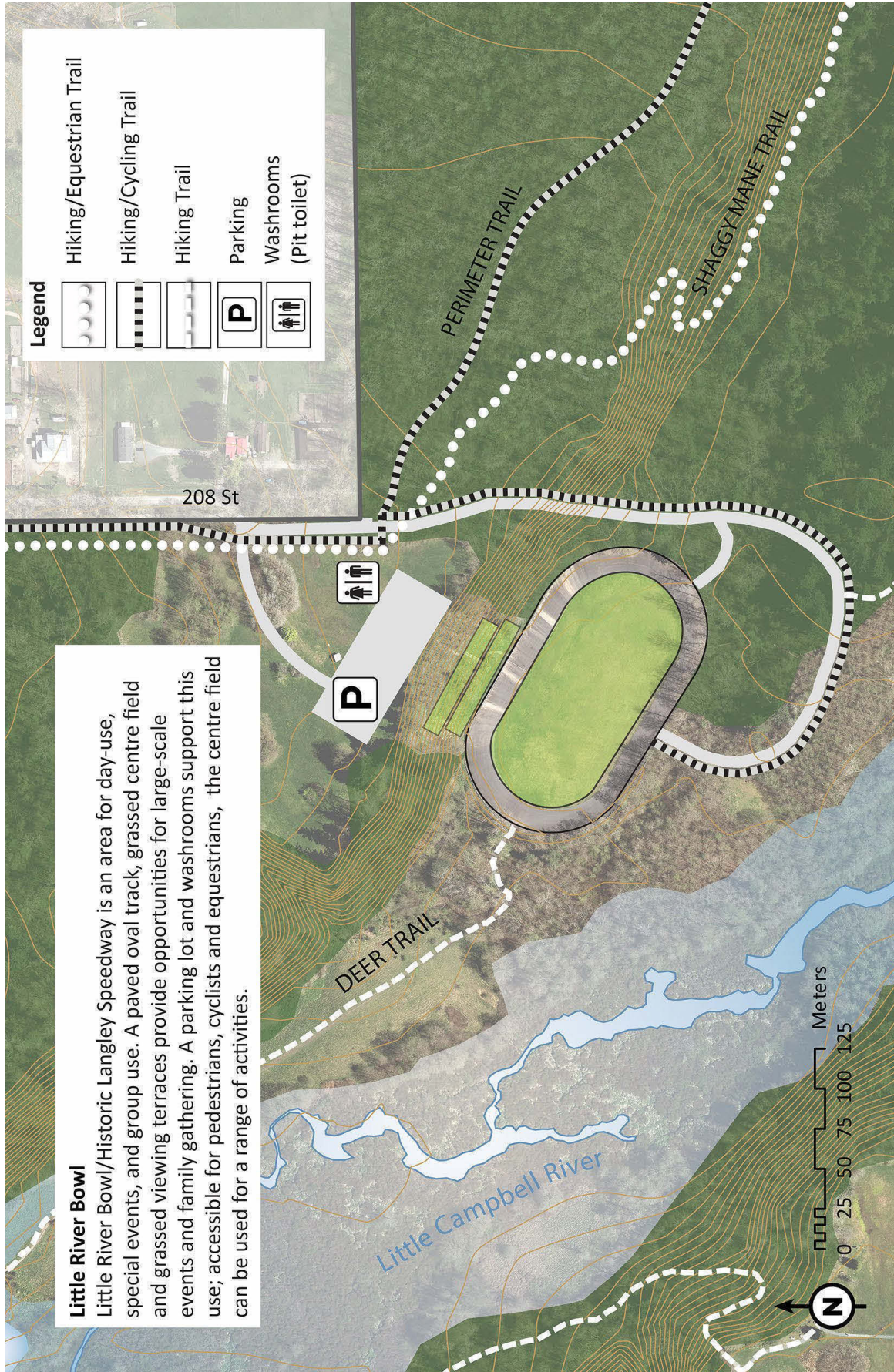


FIGURE 12: SOUTH UPLANDS STAGING AREA

PARK SUB-AREA	SITE OBJECTIVE	FACILITIES & ELEMENTS
1. MCLEAN POND	<ul style="list-style-type: none"> • Provide a new accessible nature-focused activity area • Create opportunities for water contact and salmon viewing • Create opportunities for organized group activities including canoeing • Improve trail connectivity and integration of sub-area with park • Enhance wildlife connectivity across 16th Ave 	<ul style="list-style-type: none"> • Access road and parking off 208th Street • +/- 100 parking stalls with bus turnaround – allow for expansion • Amenities (washroom, drinking water, kiosk, waste receptacles, picnic tables, seating) • Group picnicking • Group camping • Canoe dock • Wetlands • Prohibit dogs and other pets on the pond loop trail to create a dedicated nature trail experience • Pedestrian, equestrian and cycling trails • Buffer park from road corridors • Trail and wildlife connections to 16th Avenue
2. GROUP CAMP	<ul style="list-style-type: none"> • Provide group camp facilities • Improve trail connectivity and integration of sub-area with park • Improve vehicle access to group camp as part of 16th Avenue corridor improvements 	<ul style="list-style-type: none"> • Pedestrian trail from Camp Coyote to Carvolth Uplands and Camp McLean (Scout camp) • Restore open field adjacent to group camp and forest • Trail and wildlife connections to 16th Avenue
3. NORTH VALLEY ACTIVITY AREA	<ul style="list-style-type: none"> • Provide accessible parking and accessible pedestrian access area • Provide an accessible picnic area 	<ul style="list-style-type: none"> • Reconfigure parking lot to optimize space as part of any significant refurbishments • Perimeter Trail
4. THE VALLEY	<ul style="list-style-type: none"> • Provide conservation area with pedestrian trails • Create dedicated nature interpretation trails • Manage seasonal pedestrian use of 16th Avenue underpass • Restore and manage floodplain and forests 	<ul style="list-style-type: none"> • Restore valley floodplain (reed canary grass removal, wetland creation) • Prohibit dogs and other pets on the Vine Maple trail to create a dedicated nature interpretation experience • Realign trail access from the South Valley Entrance to the valley to improve accessibility • Underplant forests to enable succession • Install owl boxes
5. CAMPBELL DOWNS	<ul style="list-style-type: none"> • Provide equestrian facilities and equestrian staging area in the park • Continue to seek compatible habitat restoration projects in conjunction with equestrian activities • Cooperating agreement with Campbell Valley Equestrian Society 	<ul style="list-style-type: none"> • Improve parking circulation, expand parking and reconfigure picnic area • Enhance park interfaces • Provide Perimeter Trail • Continue to implement habitat creation projects

PARK SUB-AREA	SITE OBJECTIVE	FACILITIES & ELEMENTS
6. LITTLE RIVER BOWL ACTIVITY AREA	<ul style="list-style-type: none"> • Provide day-use and group activity area and event space with temporary overnight use • Commemorate heritage speedway • Provide cycling access • Provide entrance area including parking 	<ul style="list-style-type: none"> • Provide parking, pit toilets and family picnicking and event space • Extend Perimeter Trail • Enhance grass infield
7. CARVOLTH UPLANDS	<ul style="list-style-type: none"> • Provide cycling/pedestrian trail • Provide neighbourhood access to the park's trail system • Manage park aesthetics (orchards and old field) • Retain critical views 	<ul style="list-style-type: none"> • Buffer between park and road corridors • Plant shade trees • Create seating opportunities for the Perimeter Trail • Develop detailed park program for South Carvolth parking lot (kiosk, family picnicking, pit toilets) • Create additional seasonal ponds and transition cultivated fields into old fields where appropriate • Provide trail connectivity to Camp Coyote
8. SOUTH VALLEY ACTIVITY AREA	<ul style="list-style-type: none"> • Create main park entrance and activity area • Create a nature education hub and administration centre 	<ul style="list-style-type: none"> • Realign trail access to the valley from the South Valley Entrance to improve accessibility • Nature/Administration Centre • Drinking water • Expand/reconfigure group picnicking opportunities • Develop future Perimeter Trail south
9. ROWLATT HERITAGE AREA	<ul style="list-style-type: none"> • Protect historical integrity of heritage site and buildings • Provide group activity area and event space • Manage park aesthetics • Improve access 	<ul style="list-style-type: none"> • Create wetlands to provide habitat and programming opportunities and to improve drainage • Construct Perimeter Trail • Formalize farm roads and determine appropriate user groups and standard • Modify mowing program to field edges where appropriate • Implement succession tree planting to field
10. SOUTH UPLANDS	<ul style="list-style-type: none"> • Provide dog off-leash area with pedestrian trail loop • Provide entrance area including parking for pedestrians/cyclists • Continue Perimeter Trail • Provide neighbourhood access to the park's trail system 	<ul style="list-style-type: none"> • Formalize dog off-leash area • Provide parking, pit toilets and family picnicking • Decommission seasonal off-leash area • Transition cultivated fields into old field, forest and enhanced riparian areas • Construct Perimeter Trail south and pedestrian/cycling loop • Provide neighbourhood access to the park's trail system



8.0 Operational Statement

Campbell Valley Regional Park balances significant recreational opportunities with protection and enhancement of sensitive ecosystems. The regional park has a dedicated operations staff, supported by the larger Regional Parks team. Service levels will continue to target maintaining facilities to current levels and design standards, protection of sensitive ecosystems and visitor safety.

Operational priorities include:

- Continue to provide park operations from the existing service yard within the park to support daily operations, including bylaw compliance, risk management, vegetation management, maintenance, small-scale construction, way-finding signage and repairs.
- Maintain park facilities to current levels and design standards.
- Continue to support public programs, including bookings, events and natural resource management stewardship projects.
- Review and assess additional operational needs as park development occurs.

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Campbell Valley Regional Park Management Plan Phase Two Engagement Summary

30th September 2020



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Appendix B — Agency/Stakeholder Summary

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Appendix D — Other Feedback - Summary

1.0 EXECUTIVE SUMMARY

Metro Vancouver considers engagement a key element of successful projects. Phase two engagement sought feedback on the Campbell Valley Regional Park Draft Management Plan. The process began in August 2020, during which over 350 engagement contacts were recorded. Overall support for the areas of focus, vision and management plan was high to medium. The feedback from the second phase of engagement informed the Campbell Valley Regional Park Management Plan.

2.0 ENGAGEMENT METHODS

Metro Vancouver asked local First Nations, stakeholders, agencies and the public for feedback on the draft management plan. Newspaper advertisements, posters and physically-distant public outreach launched the engagement. The materials and methods were targeted to announce a public webinar and direct people to the project website where an online feedback form was available. Notification of the engagement events was also posted on social media.

2.1. First Nations Engagement

Metro Vancouver continues to build effective relationships with First Nations to ensure better alignment and achievement of common objectives. Campbell Valley Regional Park falls within the consultative areas of Kwantlen First Nation, Matsqui First Nation, Semiahmoo First Nation, Tsawwassen First Nation, Tsleil-Waututh Nation, Stó:lō Tribal Council, Stó:lō Nation, Soowahlie First Nation, Seabird Island Band, Shxw'ow'hamel First Nation and Skawahlook First Nation. Engagement letters were sent to these first nations/tribal council. (Appendix A.)

2.2. Agency and Stakeholder Engagement

Staff invited agencies and stakeholders for their feedback on the draft management plan. Two online stakeholder meetings were hosted with a total of 11 participants. Stakeholders were encouraged to distribute project information and details on engagement opportunities to their networks. The Township of Langley, City of Surrey and the Agricultural Land Commission were also all contacted for feedback. (Appendix B.)

2.3. Public Engagement

The public provided feedback on the draft management plan through a webinar and online feedback form. The webinar was advertised through social media, emails invitations, physically-distant public outreach and advertisements in the Aldergrove Star, Langley Advance, Peace Arch News and Surrey Now Leader. The online feedback form was available for 5 weeks between August, 4 and September 8, 2020 and received 348 responses. (Appendix C)

3.0 ENGAGEMENT RESULTS

3.1. Summary

A total of 348 online feedback forms were completed. The majority of respondents (51%) were regular park visitors visiting once a week or more. Walking and hiking was the most popular activity (79%), nature viewing, the second most popular activity (55%) and dog walking the third most popular activity (46%). It should be noted that the proportion of respondents who indicated that they used the park for horseback riding (42%) was higher than recent park visitor-use surveys undertaken, which placed this figure at between 22% (2019) and 25% (2013).

Respondents had high to medium support for the draft park vision. The majority of respondents (76%) returned that the plan provided enough opportunities for trail variety, visitor facilities, and ecosystem protection, creation and enhancement. Overall respondents had high to medium support for the draft management plan. The online feedback form included a total of three open-ended questions which received a total of 171 comments, some of which contained multiple statements. The most common statement received was concern regarding shared use of the parks existing trail network, specifically introducing cycling on existing equestrian/pedestrian trails (33%). A desire to improve/retain equestrian facilities and trails (7%) and consideration for more focus on conservation and not development (6%).

APPENDIX A — FIRST NATION ENGAGEMENT SUMMARY

Organization	Summary of comments	Response
Kwantlen First Nation	No comments received	
Matsqui First Nation	Email received - seeking employment /resource gathering opportunities	Staff to communicate future employment opportunities and continue to work with Matsqui First Nation on resource gathering opportunities.
Seabird Island Band	No comments received	
Semiahmoo First Nation	No comments received	
Shxw'ow'hamel First Nation	No comments received	
Skawahlook First Nation	Referral deferred to Kwantlen, Matsqui, and Tsleil-Waututh First Nations	Requests for Kwantlen, Matsqui, and Tsleil-Waututh First Nation engagement have been sent
Soowahlie First Nation	Referral deferred to Kwantlen, Matsqui, and Tsleil-Waututh First Nations	Requests for Kwantlen, Matsqui, and Tsleil-Waututh First Nation engagement have been sent
Sto:lo Nation	Referral deferred to Kwantlen, Matsqui, and Tsleil-Waututh First Nations	Requests for Kwantlen, Matsqui, and Tsleil-Waututh First Nation engagement have been sent
Sto:lo Tribal Council	Referral deferred to Kwantlen, Matsqui, and Tsleil-Waututh First Nations	Requests for Kwantlen, Matsqui, and Tsleil-Waututh First Nation engagement have been sent
Tsawwassen First Nation	No comments received	
Tsleil-Waututh Nation	No comments received	

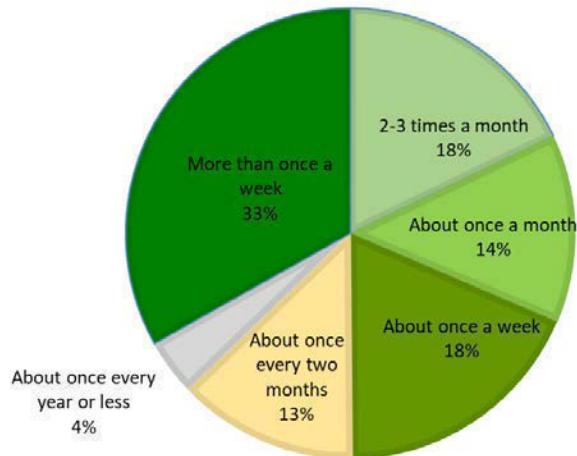
APPENDIX B — AGENCY/STAKEHOLDER SUMMARY

Organization	Method of Engagement	Summary of comments	Response
A Rocha	Online meeting	<ul style="list-style-type: none"> - Supportive of environmental improvements - Seeks future partnerships on projects 	<ul style="list-style-type: none"> - Noted for implementation
Agricultural Land Commission	Email	<ul style="list-style-type: none"> - Requested that Metro Vancouver explore opportunities to promote agricultural use in the park 	<ul style="list-style-type: none"> - Staff to inform ALC on the current program of activities that support agricultural in at the park
Backcountry Horsemen of BC	Online meeting	<ul style="list-style-type: none"> - Supportive of new shared (equestrian/cycling/pedestrian) trails - Expressed concerns shared use of trails 	<ul style="list-style-type: none"> - Strategies for limiting shared-use of trails has been strengthened in final plan
Barn Owls of BC	Email	<ul style="list-style-type: none"> - Generally supportive - Concerns regarding loss of potential barn owl habitat - Concerns park's habitat could become further fragmented 	<ul style="list-style-type: none"> - Field management objectives will provide new barn owl habitat
Campbell Valley Equestrian Society	Online meeting	<ul style="list-style-type: none"> - Generally supportive, does not support shared use, i.e.: (equestrian/cycling) on existing equestrian/pedestrian trails - Expressed concerns re. loss of water splash 	<ul style="list-style-type: none"> - Strategies for limiting shared-use of trails has been strengthened in final plan - Plan amended so that water splash retained
Campbell Valley Nature House Volunteers	Online meeting	<ul style="list-style-type: none"> - Generally supportive - Expressed desire for new nature centre 	Noted for implementation
City of Surrey	Email	<ul style="list-style-type: none"> - No comments received 	
Friends of Semiahmoo Bay Society	Online meeting	<ul style="list-style-type: none"> - Supportive of environmental improvements - Seeks future partnerships on projects 	Noted for implementation
Hike BC	Online meeting	<ul style="list-style-type: none"> - Generally supportive 	Noted for implementation
Horse Council of BC	Online meeting invite	<ul style="list-style-type: none"> - No comments received 	
Langley Field Naturalists	Online meeting/email	Comments received from multiple members <ul style="list-style-type: none"> - Supportive of environmental improvements - Seeks future partnerships on projects - Allow for provision of nest boxes 	Noted for implementation
Langley Heritage Society	Email	<ul style="list-style-type: none"> - No comments received 	

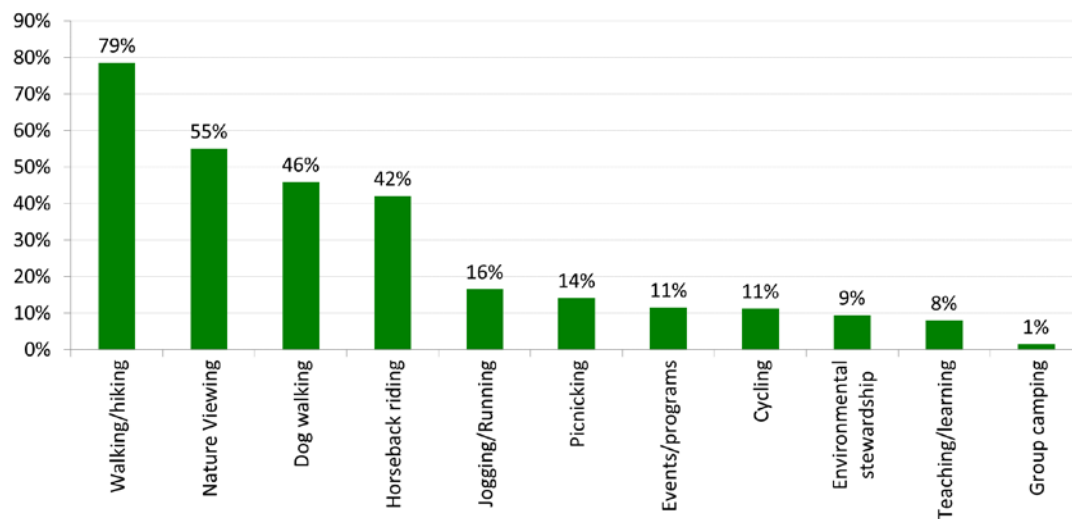
Organization	Method of Engagement	Summary of comments	Response
Langley Heritage Speedway Society	In-person meeting	- No comment received on plan	
LEPS	Online meeting	- Supportive of environmental improvements, seek future partnerships	Noted for implementation
Little Campbell Watershed Society	Online meeting	- Expressed support	No action
Otter Home Learners	Email	- No comment received	
Pacific Riders for Developing Abilities	Online meeting	- Generally supportive - Concerned about traffic impact on 216th Street	Noted for implementation
Scouts Canada	Email	- No comment received	
Spirit of the Horse Garden	Online meeting	- Generally supportive, does not support shared use on trails not designed for the purpose. - Expressed concerns re. loss of water splash	- Strategies for limiting shared-use of trails has been strengthened in final plan - Plan amended so that water splash retained
Surrey Environmental Partners	Online meeting	- Generally supportive, expressed concerns for potential for unsanctioned bike trails	Noted for operation
Township of Langley	Email	- No comments received	

APPENDIX C — ONLINE FEEDBACK FORM RESULTS

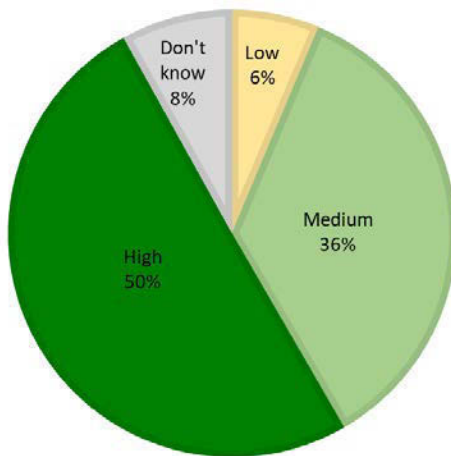
1. How frequently do you visit Campbell Valley Regional Park? (n=348)



2. Select the activities you enjoy at Campbell Valley Regional Park (n=340)



3. What is your level of support for the areas of focus? (n=348)



Areas of Focus

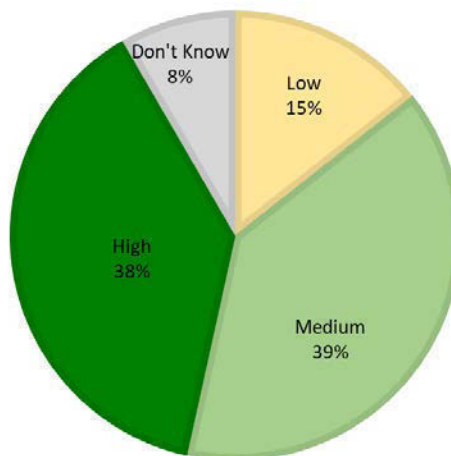
Visitor Facilities
Cultural & Natural Heritage
Public Programming & Nature Interpretation
Trail Safety
Ecosystem Protection & Enhancement
Climate Change
Ecological & Trail Connectivity

Did we miss anything (Areas of Focus)?

There were 40 comments received some of which contained multiple statements, the most common statement received were:

- Concerns regarding shared use of equestrian/cycling trails (6)
- Preferences that the parks existing character and facilities would remain (5)
- Concerns regarding existing trail etiquette (4)
- Desire to improve/increase equestrian trails (4)
- Desire to reopen Langley Speedway (3)
- Desire for more interpretive features (3)

4. Do you support the draft vision? (n=348)



Draft Park Vision

Campbell Valley Regional Park connects people to natural and cultural landscapes. Its river valley, forests, and grasslands contain a diversity of ecosystems and experiences where visitors recreate, discover, and experience nature.

Did we miss anything (Vision)?

There were 56 comments received some of which contained multiple statements, the most common statement received were:

- Concerns regarding shared use of equestrian/cycling trail (19)

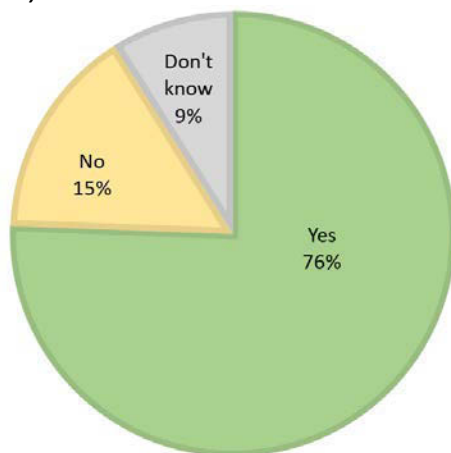
- General positive comment (5)
- Concern that vision is not conservation focused (4)
- Support for more cycling opportunities (4)
- General support to retain parks character/uses (3)
- Desire to reopen Langley Speedway (3)

5. Trails

The park concept plans provide a variety of trails for pedestrians, equestrians and cyclists. These contribute to a safe trail system that accommodate different users and connects with the community.

Does the plan provide enough opportunities for trail variety?

(n=348)

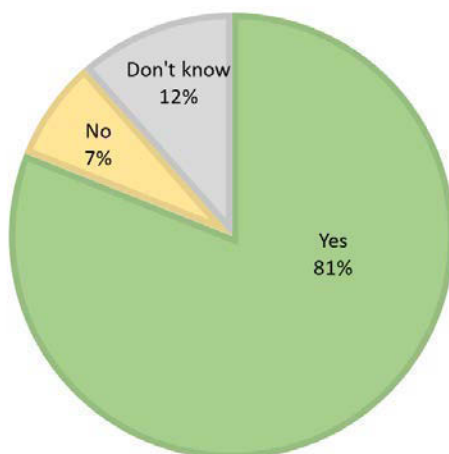


6. Visitor Facilities

The park concept plan shows additional facilities including trails, entrances, day-use areas, picnic shelters, parking lots, dog-off leash area amenities, group camp, a nature centre and washrooms.

Does the plan provide enough opportunities for visitor facilities?

(n=348)

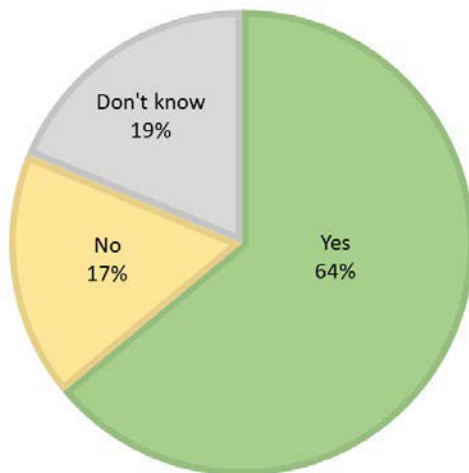


7. Ecosystem Protection, Creation and Enhancement?

Strategies in the draft management plan support the protection and enhancement of the park's diverse ecological values. It focusses on the protection of the existing river, wetlands and forests with opportunities to enhance forests, create wetlands and manage field habitats to benefit wildlife.

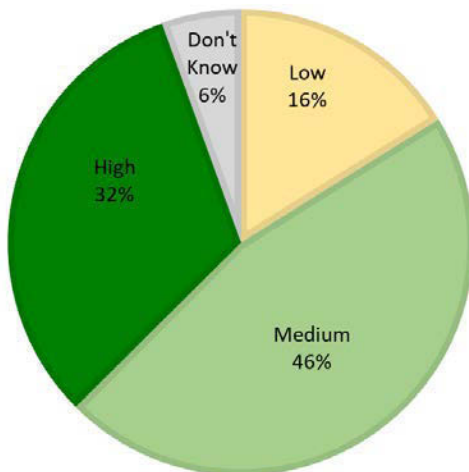
Does the plan provide enough opportunities for ecosystem protection, creation and enhancement?

(n=347)



8. Overall, please rate your level of support for the draft management plan?

(n=347)

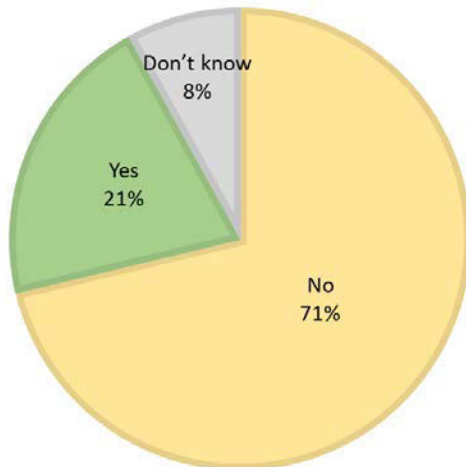


There were 75 comments received some of which contained multiple statements, the most common statement received were:

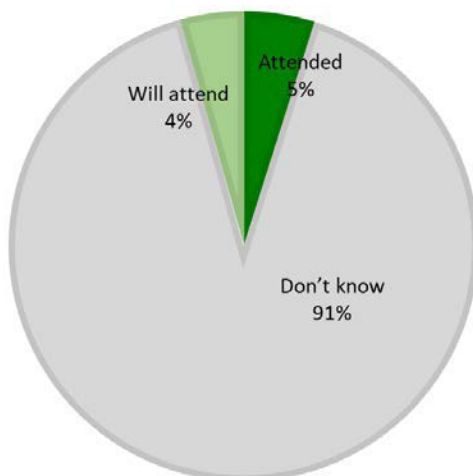
- Concerns regarding shared use of equestrian/cycling trail (32)
- Develop/Improve/Protect equestrian trails/facilities (8)

- More focus required on conservation and not development (7)
- Concerns regarding loss of water splash (7)
- Support for more cycling opportunities (3)
-

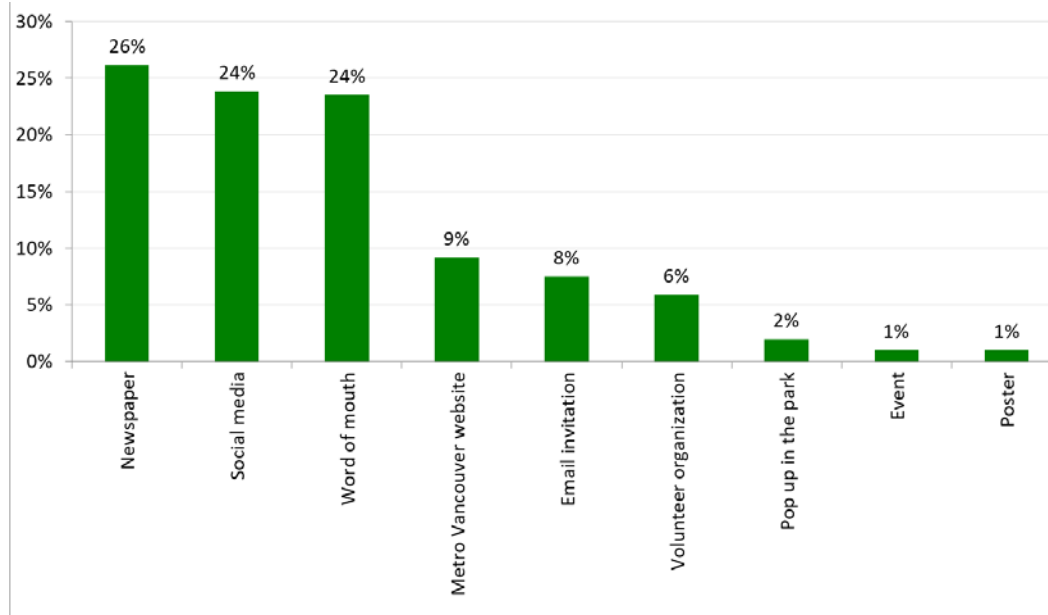
9. Did you provide feedback in 2019 on the management plan update, i.e. completing a questionnaire?
(n=348)



10. Have/will you attend the online webinar on August 18th?
(n=348)



11. Where did you hear about this engagement?
(n=306)



APPENDIX D — OTHER FEEDBACK SUMMARY

Comments on the park management plan were also received by phone and email.

Method of Engagement	Summary of email/phone comments
Email	- Request for overnight equestrian camping
Email	<ul style="list-style-type: none"> - Request to establish an ongoing citizen park committee - Request for indigenous interpretation - Request to undertake habitat restoration at the speedway - Request to fence McLean Pond to prohibit dogs/people - Concern regarding shared-use of cycling/equestrian trails - Concern regarding trail network at McLean Pond - Concern regarding shared-use of cycling/equestrian trails
Email	<ul style="list-style-type: none"> - Support for cycling, concern for shared-use and proximate use cycling/equestrian trails - Support for formalizing off-leash dog areas, comments on rationalizing garbage cans - Suggestion for trail user code-of-conduct especially in relation to off-leash dogs - Concerns regarding location of South Uplands parking lot
Email	<ul style="list-style-type: none"> - Safety concerns regarding off-leash dogs on equestrian trails - Safety concerns regarding joggers on equestrian trails
Email	- Concerns regarding shared use of cycling/equestrians
Email	<ul style="list-style-type: none"> - Support for cycling though concern for shared-use and proximate use cycling/equestrian trails - Concern regarding increased coyote population - Concern regarding wildfire risk and risk to neighboring property owners - Support for retention of equestrian facilities in the park
Email	- Suggestion to include carriage driving facilities and areas in the park
Phone call	- Concern for shared-use and proximate use cycling/equestrian trails
Phone call	- Concern for shared-use and proximate use cycling/equestrian trails



To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks

Date: October 21, 2020

Meeting Date: November 18, 2020

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

RECOMMENDATION

That the Regional Parks Committee receive for information report dated October 21, 2020 titled "Manager's Report - Regional Parks".

EXECUTIVE SUMMARY

The Regional Parks Committee Work Plan for 2020 is attached for information. The status of work program elements is indicated as pending, in progress or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee and changes in the schedule.

COVID-19 UPDATE - REGIONAL PARKS

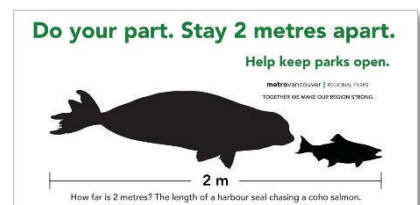
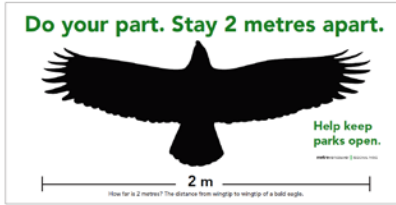
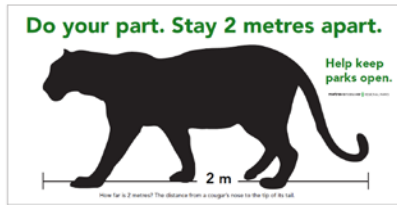
Regional Parks have remained open throughout the pandemic, and continues to implement a suite of signs that encourage visitor behavior to help stop the spread of COVID-19.

Over the past several years, regional parks attracted 11 to 12 million visits annually with an average increase of 4% per year, which is more than twice the rate of local population growth. Regional Parks visitation in 2020 is already well over 14.4 million visits recorded to date – an unprecedented 37% increase.



The general sign from the earliest days of the COVID-19 pandemic is being refreshed to reflect information relevant to Phase 3 of the provincial response. The animal silhouette sign series and signs at parking lots continue to encourage physical distancing across the system. Additional signs that address specific situations as needed in individual parks are in place. These include capacity signs at washrooms and other facilities, trail signs where use is temporarily adjusted to achieve better physical distancing, and playground signs.

Staff continue to monitor and manage visitor behavior, reassessing each regional park on an ongoing basis and adjusting signs as needed.



DELTA NATURE RESERVE AND DELTA SOUTH SURREY GREENWAY MANAGEMENT PLAN – INITIATION



In 2000, staff began planning for the Delta South Surrey Greenway (DSSG) along the existing service road for the South Surrey Inceptor (wastewater main). In 2010, the first section connecting Mud Bay Park in Surrey and the Boundary Bay Dyke Trail to 64th Avenue / Kittson Parkway in Delta, was established and opened to the public. The next phase of the DSSG is a greenway extension from 64th Avenue to the Alex Fraser Bridge. This section is currently a service road and used as a de facto public trail.

Regional Parks also began operating the Delta Nature Reserve (DNR) on November 1st 2020, including a section of the service road planned to be included in the Delta South Surrey Greenway extension. Adjacent to the DNR, there are previously disturbed lands in the Burns Bog Ecological Conservancy Area (BBECA) east of highway 91 that provide the potential for park staging and amenities. All three of these areas (the DNR, DSSG and portions of the BBCCA east of highway 91) require a management plan to guide conservation priorities, public access, park development, programming, and services over the long-term.

Regional Parks has begun pre-planning work to support the development of a management plan for these lands. Pre-planning will include background research, site analysis, field reviews, engagement planning, and early coordination with the City of Delta and the Greater Vancouver Sewerage and Drainage District. Staff will report back to Parks Committee in 2021 once pre-planning work is complete to seek approval to begin formal engagement for the park management plan. That report will include a process to engage First Nations, agencies and the public.

REGIONAL PARKS ECOBLITZ 2020

Metro Vancouver Regional Parks hosted its seventh annual EcoBlitz during October this year. Normally this event would take place over ten days towards the end of October, but Covid-19 safety protocols for stewardship events dictated the need to do things a little differently this year. Increased sanitizing of tools and touch points, smaller group sizes, and more spacious work sites helped participants maintain distance from one another and stay safe whilst working. The social media site Meetup.com was used to share information and coordinate the work parties as well as volunteers registered within Regional Parks' newly implemented volunteer tracking system (Better Impact).

Over the month, 449 volunteers contributed 1,202 hours to plant 5,015 native plants, remove 365kg of invasive plants, monitor amphibians and help check wildlife cameras at 36 small events in 12 Regional Parks and one Regional Greenway.

Tree Canada donated 500 trees for the event at Crippen Regional Park and the City of Vancouver donated 40 trees for an event in Pacific Spirit Regional Park.



Grouse Grind Volunteers at Grouse Mountain Regional Park



Otter Home Learner's Club Volunteers at Campbell Valley Regional Park



Burnaby Lake Park Association Volunteers at the Brunette-Fraser Regional Greenway

WIDGEON MARSH REGIONAL PARK DEVELOPMENT UPDATE

The process to design and develop Widgeon Marsh Regional Park is progressing. A multidisciplinary team is advancing technical studies, phasing plans and park design to guide development and ecological enhancements that will be phased from 2021 to 2023.

Regional parks staff are working with the City of Coquitlam staff to confirm re-zoning and permitting requirements and explore opportunities for collaboration. Regional parks staff continue to engage First Nations, sharing information, seeking input and exploring opportunities for collaboration through the design process and beyond.

An application to the *Investing in Canada Infrastructure Program – Community, Culture and Recreation Infrastructure* program for funding to advance park development in 2021/2022 was submitted in October 2020.

REGIONAL PARKS PROGRAMS

Campbell Valley Regional Park - Awesome Owls, October 17, 2020

Almost 75 participants attended this modified program to learn about owls and their amazing adaptations. Families needed to register beforehand in order to reduce numbers on site. Registered participants learned about owl adaptations, resident barn owls, and pellet dissections. The Northern Spotted Owl Breeding Program brought a Spotted Owl, one of Canada's most endangered species, which was a special highlight of this program.



Attachment

Regional Parks Committee 2020 Work Plan
41909144

2020 Regional Parks Committee Work Plan

Report Date: November 18, 2020

Priorities

1st Quarter	Status
Land Acquisition Annual Update	Completed
Natural Resource Management Framework	Completed
Pacific Parklands Foundation Agreement	Completed
Colony Farm Regional Park Sheep Paddocks Trail Opening	Completed
Regional Parks Visitor Satisfaction Survey Report	Completed
Regional Parks Naming, Renaming, and Dedications Policy	Completed
Catching the Spirit Youth Society Contribution Agreement	Completed
Land Acquisition Bylaw 735 Amendment	Completed
Aldergrove Regional Park Development Update	Completed
Widgeon Marsh Regional Park Development Update	Completed
2nd Quarter	
Regional Parks Public Programming Strategy	Completed
Delta Nature Reserve (At Burns Bog) Land Transfer	Completed
Regional Parks Annual Report for 2019	Completed
Tynehead Regional Park – Restoration/Compensation MOTI Agreement	Completed
External Agency Reporting – Delta Heritage Air Park & Pacific Parklands Foundation	Completed
Widgeon Marsh Regional Park Development Update	Completed
Regional Parks Capital Development Update	Completed
Climate 2050 Road Map – Nature & Ecosystems Update	Completed
Campbell Valley Regional Park Management Plan Update	Completed
3rd Quarter	
Brunette Fraser Greenway Sapperton Development	Completed
Regional Parks Buildings Asset Inventory & Analysis/Plan	Completed
Review/Renew Park Association Contribution Agreements	Completed
Regional Parks State of Assets Report	Completed
Regional Parks Committee Tour of Regional Parks	Completed
Grouse Mountain Regional Park Management Plan Implementation Update	Completed
Pacific Parklands Foundation Update	Completed
Review Transit & Active Transportation to Regional Parks	Completed
Widgeon Marsh Regional Park Development Update	Completed
4th Quarter	
Burnaby Lake Regional Park – Agreement with the City of Burnaby	In Progress
Regional Parks Permitting Framework	In Progress
Campbell Valley Regional Park Management Plan Update Adoption	In Progress
Delta Nature Reserve Management Plan Initiation	In Progress
External Agency Reporting – Delta Heritage Air Park & Pacific Parklands Foundation	Complete
Regional Greenways Strategy	In Progress
Regional Parks Annual Budget and 5-year Financial Plan	Complete
Regional Parks Regulation Amending Bylaw	In Progress
Widgeon Marsh Regional Park Development Update	In Progress

Status = Pending, In Progress or Completed

METRO VANCOUVER REGIONAL PARKS
Upcoming Events
November & December 2020

Approved Programs

10 NOV 2020	Piper Spit Bird Count BURNABY LAKE REGIONAL PARK
25 NOV 2020	Woodpeckers and Waterfowl on the Wing ALDERGROVE REGIONAL PARK
18 DEC 2020	Everything Made of Stars - Geminids CAMPBELL VALLEY REGIONAL PARK

**Note: For more information on Regional Parks Programs & Events, please visit <http://www.metrovanancouver.org/events/calendar>*