

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE**

MEETING

Wednesday, April 19, 2023

1:00 PM

**Meeting conducted in-person/electronically pursuant to the Procedure Bylaw
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia**

A G E N D A¹

1. ADOPTION OF THE AGENDA

1.1 April 19, 2023 Meeting Agenda

That the Regional Parks Committee adopt the agenda for its meeting scheduled for April 19, 2023 as circulated.

2. ADOPTION OF THE MINUTES

2.1 March 8, 2023 Meeting Minutes

That the Regional Parks Committee adopt the minutes of its meeting held March 8, 2023 as circulated.

3. DELEGATIONS

**3.1 Charles Ian McNeill, United Nations Environment Program
Park at Cape Roger Curtis on Bowen Island**

pg. 10

**3.2 Sue Ellen Fast, Bowen Island Municipality
Proposed Regional Park at Cape Roger Curtis on Bowen Island**

pg. 12

**3.3 Shari Ulrich
Proposed Regional Park at Cape Roger Curtis on Bowen Island**

pg. 14

**3.4 David Hocking
Metro Vancouver Proposed Park at Cape Roger Curtis**

pg. 15

**3.5 John Dowler
Proposed Regional Park at Cape Roger Curtis on Bowen Island**

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

- 3.6 Tim Wake, Bowen Island Municipality**
Proposed Regional Park at Cape Roger Curtis on Bowen Island
- 3.7 Judith Gedye**
Proposed Regional Park at Cape Roger Curtis on Bowen Island
- 4. INVITED PRESENTATIONS**
- 5. REPORTS FROM COMMITTEE OR STAFF**
- 5.1 Proposed Regional Park at Cape Roger Curtis – Phase One Engagement Summary** *pg. 17*
That the MVRD Board receive for information the report dated April 4, 2023 titled “Proposed Regional Park at Cape Roger Curtis – Phase One Engagement Summary”.
- 5.2 Contribution and Collaboration Agreement – Metro Vancouver Regional Parks Foundation** *pg. 120*
That the MVRD Board approve the Contribution and Collaboration Agreement between the Metro Vancouver Regional District and the Metro Vancouver Regional Parks Foundation for a four-year term commencing April 30, 2023 and ending March 31, 2027 with annual contributions of \$189,000 (2023), \$194,500 (2024), \$200,000 (2025) and \$205,500 (2026).
- 5.3 Status of Regional Parks Capital Expenditures to December 31, 2022** *pg. 153*
That the MVRD Board receive for information the report dated March 27, 2023 titled “Status of Regional Parks Capital Expenditures to December 31, 2022”.
- 5.4 Manager’s Report – Regional Parks** *pg. 162*
That the Regional Parks Committee receive for information the report dated April 3, 2023 titled “Manager’s Report – Regional Parks”.
- 6. INFORMATION ITEMS**
- 6.1 Correspondence dated April 12, 2023 from Bowen Island Municipality re: Proposed Regional Park at Cape Roger Curtis** *pg. 168*
- 6.2 Regional Parks Upcoming Events – April 2023** *pg. 170*
- 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 meeting scheduled for April 19, 2023 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

- 90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;
 - (g) litigation or potential litigation affecting the municipality;
 - (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

10. ADJOURNMENT/CONCLUSION

That the Regional Parks Committee adjourn/conclude its meeting of April 19, 2023.

Membership:

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

**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 am on Wednesday, March 8, 2023 in the 28th Floor Boardroom Room, 4515 Central Boulevard, Burnaby British Columbia.

MEMBERS PRESENT:

Chair, Mayor John McEwen, Anmore
 Councillor Pietro Calendino*, Burnaby
 Councillor Chak Au, Richmond
 Councillor Diana Dilworth*, Port Moody
 Councillor Tracy Elke, Pitt Meadows
 Councillor Craig Hodge, Coquitlam
 Mayor Patrick Johnstone, New Westminster
 Councillor Dylan Kruger, Delta
 Mayor Andrew Leonard, Bowen Island
 Councillor Barb Martens, Langley Township
 Councillor Lisa Muri, North Vancouver District
 Councillor Darrell Penner, Port Coquitlam
 Mayor Jamie Ross, Belcarra
 Councillor Rob Stutt, Surrey
 Councillor Jenny Tan, Maple Ridge
 Councillor Sharon Thompson, West Vancouver

MEMBERS ABSENT:

Vice Chair, Councillor Rebecca Bligh, Vancouver

STAFF PRESENT:

Jerry W. Dobrovoly, Chief Administrative Officer
 Mike Redpath, Director, Regional Parks
 Morgan Mackenzie, Legislative Services Coordinator, Board and Information Services

*denoted electronic meeting participation as authorized by section 3.6.2 of the *Procedure Bylaw*

1. ADOPTION OF THE AGENDA

1.1 March 8, 2023 Meeting Agenda

It was MOVED and SECONDED

That the Regional Parks Committee adopt the agenda for its meeting scheduled for March 8, 2023 as circulated.

CARRIED

RESOLUTION TO CLOSE

It was MOVED and SECONDED

That the Regional Parks Committee close its meeting scheduled for March 8, 2023 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions 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 council considers that disclosure could reasonably be expected to harm the interests of the municipality;
 - (g) litigation or potential litigation affecting the municipality;
 - (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and
 - (m) a matter that, under another enactment, is such that the public may be excluded from the meeting.

CARRIED

ADJOURNMENT

The Regional Parks Committee adjourned its regular meeting of March 8, 2023 at 9:01 am.

RECONVENE

The Regional Parks Committee reconvened at 9:16 am with the following members in attendance:

Chair, Mayor John McEwen, Anmore
Vice Chair, Councillor Rebecca Bligh*, Vancouver
Councillor Pietro Calendino*, Burnaby
Councillor Chak Au, Richmond
Councillor Diana Dilworth*, Port Moody
Councillor Tracy Elke, Pitt Meadows
Councillor Craig Hodge, Coquitlam
Mayor Patrick Johnstone, New Westminster
Councillor Dylan Kruger, Delta
Mayor Andrew Leonard, Bowen Island
Councillor Barb Martens, Langley Township
Councillor Lisa Muri, North Vancouver District
Councillor Darrell Penner, Port Coquitlam
Mayor Jamie Ross, Belcarra
Councillor Rob Stutt, Surrey
Councillor Jenny Tan, Maple Ridge
Councillor Sharon Thompson, West Vancouver

2. ADOPTION OF THE MINUTES

2.1 February 1, 2023 Meeting Minutes

Members were informed of an administrative error in the February 1, 2023 Regional Parks Committee minutes, with Councillor Penner's municipality listed as Coquitlam, and were advised that the minutes will be corrected.

It was MOVED and SECONDED

That the Regional Parks Committee adopt the minutes of its meeting held February 1, 2023 as revised.

CARRIED

3. DELEGATIONS

No items presented.

Conflict of Interest

9:18 am Mayor Johnstone declared a conflict of interest with respect to item 4.1 and departed the meeting.

4. INVITED PRESENTATIONS

4.1 Judy Dobrowolski and Antigone Dixon-Warren, BC Hydro

Judy Dobrowolski, Manager, Capital Projects Engagement, BC Hydro and Antigone Dixon-Warren, Manager, Capital Projects, BC Hydro, provided the Regional Parks Committee with a presentation on the George Massey Tunnel Transmission Relocation Project, highlighting the design concepts for the line relocation alternatives, the details of the alternatives, and the key activities of the project.

Presentation material titled "George Massey Tunnel Transmission Relocation Project" is retained with the March 8, 2023 Regional Parks Committee agenda.

9:33 am Mayor Johnstone returned to the meeting.

4.2 Adam Heffey, CTS Youth Society

Adam Heffey, Chair, CTS Youth Society, and Janet Antonio, Executive Director, Metro Vancouver Parks Foundation, provided the Regional Parks Committee with a presentation on the CTS Youth Society 2022 Annual Report, highlighting the history of the program, the 2022 program recap, the program goals and the upcoming events.

Presentation material titled "CTS Youth Society" is retained with the March 8, 2023 Regional Parks Committee agenda.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Contribution Agreement – CTS Youth Society

Report dated February 9, 2023, from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking MVRD Board approval to enter into a new Contribution Agreement with CTS Youth Society.

It was MOVED and SECONDED

That the MVRD Board approve the contribution agreement between Metro Vancouver Regional District and CTS Youth Society for a three-year term commencing on April 1, 2023 and ending December 31, 2025, with annual contributions of \$78,500 (2023), \$80,000 (2024) and \$82,500 (2025) totaling \$241,000.

CARRIED

5.2 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023

Report dated February 6, 2023, from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, Parks and Environment, seeking MVRD Board approval of *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023* for the dedication of land acquired for use as a regional park.

It was MOVED and SECONDED

That the MVRD Board:

- a) give first, second, and third reading to the *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023*; and
- b) pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023*.

CARRIED

5.3 Regional Parks Real-time Parking Availability Project Update

Report dated February 13, 2023, from David Leavers, Division Manager, Visitor & Operations Services, providing the Regional Parks Committee with an implementation update regarding the Metro Vancouver Regional Parks Real-time Parking Availability Pilot Project (2021-2023).

It was MOVED and SECONDED

That the Regional Parks Committee receive for information the report dated February 13, 2023, titled "Regional Parks Real-time Parking Availability Project Update."

CARRIED

5.4 t̄amt̄am̄ix̄wt̄ən/Belcarra Regional Park - Belcarra Regional Park Cultural Planning and Co-operation Agreement Update

Report dated February 7, 2023, from Steven Schaffrick, Division Manager, Regional Parks Central Area, providing the Regional Parks Committee with background information on Metro Vancouver and Tsleil-Waututh Nation's *Cultural Planning and Co-operation Agreement* at t̄amt̄am̄ix̄wt̄ən/Belcarra Regional Park, and with an update on the progress and successes of collaborative projects.

It was MOVED and SECONDED

That the Regional Parks Committee receive for information report dated February 7, 2023 titled "t̄amt̄am̄ix̄wt̄ən/Belcarra Regional Park - Belcarra Regional Park Cultural Planning and Co-operation Agreement Update."

CARRIED

5.5 Manager's Report – Regional Parks

Report dated February 13, 2023, from Mike Redpath, Director, Regional Parks, providing the Regional Parks Committee with updates on the *Regional Parks Plan* implementation, the Regional Greenways 2050 plan, the Metro Vancouver Regional Parks Foundation, and the hazard tree removals at Lynn Headwaters Regional Park.

It was MOVED and SECONDED

That the Regional Parks Committee receive for information the report dated February 13, 2022 titled "Manager's Report – Regional Parks."

CARRIED

6. INFORMATION ITEMS

6.1 Metro 2050 Climate Policy Enhancement Study – Project Initiation

6.2 Climate 2050 Land Use and Urban Form Roadmap – Scope of Work and Project Status

6.3 Metro Vancouver Regional Parks Upcoming Events – March 2023

7. OTHER BUSINESS

No items presented.

8. BUSINESS ARISING FROM DELEGATIONS

No items presented.

9. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED

That the Regional Parks Committee close its meeting scheduled for March 8, 2023 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

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 - (j) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and
 - (n) a matter that, under another enactment, is such that the public may be excluded from the meeting.

CARRIED

10. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the Regional Parks Committee adjourn its meeting of March 8, 2023.

CARRIED

(Time: 9:56 am)

Morgan Mackenzie,
Legislative Services Coordinator

John McEwen,
Chair

58570239 FINAL

DELEGATION EXECUTIVE SUMMARY

Name or Organization: Charles Ian McNeill
Subject: Park at Cape Roger Curtis on Bowen Island
Presenting to: Regional Parks Committee
Date of Meeting: April 19, 2023

Summary of Statement on the Park at Cape Roger Curtis on Bowen Island to the Metro Vancouver Regional Parks Committee, 19 April 2023

I urge the Committee to recommend to the Metro Vancouver Board to follow through with the plan to create a park at Cape Roger Curtis on Bowen Island which will be of great benefit to the region, the province, the nation and the world.

As a Canadian, a biologist, and a United Nations official for the past 30 years with responsibility for global forest, biodiversity and climate programs, I am aware of the ecological importance and sensitivity of the Cape's rare coastal dry ecosystem and the 15 plant communities listed as threatened or endangered in British Columbia. Cape Roger Curtis gives citizens of the greater Vancouver area access to this precious ecosystem that would otherwise not be possible.

The creation of this park also supports Canada's commitment to protect 30% of land and ocean by 2030 agreed by all nations thanks to Canada's leadership at the 15th United Nations Biodiversity Conference (COP 15) held in Montreal last December. The park allows us in the Vancouver area to 'do our part' to achieve this national and global goal.

At the 27th United Nations Climate Change Conference (COP27) last November, Canada fought hard to maintain the global resolve to limit the temperature increase to 1.5°Celsius, to mitigate the worst effects of climate change. At COP 27 Canada joined the Forest and Climate Leaders' Partnership to prioritize the role of forests and land use in addressing climate change by delivering on a commitment made by over 140 world leaders at COP 26 to halt and reverse forest loss and land degradation by 2030. This park also allows us in the Vancouver area to 'do our part' to achieve this national and global goal.

'Densification' is rightfully part of Metro Vancouver's 2050 Regional Growth Strategy for climate action. We need to build 'up and not out' and therefore our citizens need areas to connect with nature. The park at the Cape will help meet this urgent need.

Many of us on Bowen Island are in strong support of this park and the opportunity for committed individuals and families to connect with nature by camping and enjoying the extraordinary natural richness of the Cape. I know I owe my entire career with the United Nations in environmental protection to my experience throughout my childhood of Bowen Island's precious nature.

Given the seriousness of the dual crises of biodiversity loss and climate change, we must all do our part, and creating this park is a significant step that we can take now. The alternative of a significant

urban development and therefore degradation of these lands – and the inevitable and tragic total exclusion of the public in the Metro Vancouver region -- is not acceptable on any grounds.

Charles Ian McNeill, Ph.D.

Senior Advisor, Forests & Climate

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Delegation Summary

- Sue Ellen Fast, Councillor, Bowen Island Municipality for April 19, 2023

As a Bowen Island Councillor who continues from the previous term, and who has worked towards the protection of this site's amazing biodiversity for many years, as well as for public access,

I wish to encourage MVRP Committee members that support for a park at Cape Roger Curtis is strong among Bowen Islanders.

Probably stronger than it was 40 yrs ago when Crippen Park was purchased by the GVRD Parks Committee in 1983.

Today Crippen Park is a success, loved by both locals and residents of the region, most of whom do come as foot passengers on the ferry, as per the original plans. Outside of peaceful Crippen, ferry and traffic issues are becoming a challenge and have led to this new park proposal becoming a concern among Bowen residents.

Bowen enjoys a rich participatory culture. The volume of letters might feel surprising, but your predecessors also swam through big waves of controversy and public input when they purchased the lands for Crippen.

Unlike 40 yrs ago, this time you have a municipality to swim with into the future. Please swim with us through the waves of passionate input, and the process of amending our OCP and zoning bylaws, towards another wonderful successful park. Let's hold the course.

Together we share many objectives. Besides our municipal plans to create parks and protect biodiversity, for example, we now have an integrated transportation plan. This includes all sorts of alternative transportation including Bowen's cross-island multi-use path.

It's encouraging to read that "The Regional Greenways 2050 plan describes 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". Seeing its integration in Transport 2050 with Translink improvements is too. Bowen's cross-island path route is already indicated as "Regional Greenway Network". And the Spirit Trail along the north shore already runs down into Horseshoe Bay and continues to lengthen. Seeing Metro 2050 adopted last month; the whole regional growth strategy incorporating these and urgent biodiversity goals and more, is exciting.

How about designing and promoting the new park and journey as a car-light adventure? I see it and the connecting greenway as a climate action. This project can exemplify and invite region residents into a delightful low-carbon future.

I have seen residents respond to brand new safe paved bike paths. Also 40 yrs ago, I worked for Edmonton Parks and Recreation as a nature educator helping to open the new river valley park system, meeting families and school groups for programs and wildlife watching. Bicycling was how I got around - I had no vehicle then. I met people visiting nearby parks for nature and discovering the paved bike paths for the first time. Soon I was meeting more and more people enjoying the freedom of the bike paths, away from vehicles and close to nature, including a gentleman using a power wheelchair who I saw everywhere.

I've done lots of camping, including hiking with my family as a child to camp under the stars, and later by bicycle. Through my career of connecting people to nature I know people need nature for recreation and health and well-being, and learning about how human fit in as part of the living world. And people love taking excursions into it.

Citizens embracing a delightful low-carbon future seems perfectly feasible to me, especially if inspired by examples like the proposal before you.

E-bikes are becoming a game-changer. Hills are no longer a barrier. Bowen has an e-bike rental shop at the ferry and locals are adopting them too. Before Easter, Bowen Island Municipality added another bike rack to our covered bike parking shed used by commuters at the ferry, and a few weeks earlier I was surprised to see 7 or 8 e-bikes outside the library for a local conservation event. It's happening.

Bringing a car to Bowen often means longer wait times, higher costs, and then the problem of finding a place to park it. I know this from hard experience over the past few years, travelling for work to other islands. Walking, transit, foot passenger on ferries and a car-share co-op were my choices for swift low-cost journeys with no missed sailings. I suggest car-free journeys to Bowen would be best for people living in densifying urban areas. These are the folks who will most need this kind of access to nature; easier, faster, more affordable and more enjoyable than lining up to bring a vehicle onto the ferry. Citizens already visit Crippen this way. Metro Vancouver residents living further from urban centres have more and different options for getting around, and more options for parks to visit and to camp in.

With the process for amending Bowen's OCP and the rezoning underway, I hope we can trust this significant process and work through it together towards a wonderful carbon-friendly and nature-friendly 2050 future, including this site, for all Metro Vancouver residents.

Can the future be even better than today? I believe so.

DELEGATION EXECUTIVE SUMMARY

Name or Organization: Shari Ulrich
Subject: Proposed Regional Park at Cape Roger Curtis on Bowen Island
Presenting to: Regional Parks Committee
Date of Meeting: April 19, 2023

As a 30 year resident and homeowner on Bowen Island, and a 60 year resident of the area including Vancouver, Saltspring Island, and Gibsons, I feel qualified to share my view of the importance of looking beyond our individual Bowen Island community members' fears, to a more elevated conversation about the importance of the preservation of this profoundly special part of Bowen island and the west coast.

I have played a significant role in the music and arts community in Canada for 50 years and understand the undeniable importance access to nature plays in our health as a society, including our creative lives.

I am concerned the cacophony of fear and negativity in this era of social media, and the struggle of a new council navigating such a complex challenge is drowning out the critical conversation that inspired the acquisition in the first place. I would like to assure the committee that there is a majority of passionate interest on Bowen Island in taking the next steps towards making this acquisition a reality and a belief that we all share a responsibility to make sure the opportunity to make this special piece of land accessible for an immersive experience in nature is successful. I have complete faith in Metro Vancouver's integrity, skill and experience, as well as those in our community who understand the larger principles at stake, to navigate solutions to the betterment of all, and for generations in perpetuity.

My history on the island has taught me that every major initiative is met with skepticism and negativity but when the leadership has adhered to their higher principles and put both the local community and greater community of citizens at the forefront of considerations, the decisions have led to amenities that are treasured by all who live on Bowen.

Shari Ulrich

Metro Vancouver proposed park at Cape Roger Curtis

April 19, 2023

Good afternoon Mr. Chair and committee members

I am here to ask you to complete the acquisition of Cape Roger Curtis on Bowen Island for a regional park.

There are many sound reasons for this choice; I'll provide three.

First, a year ago I was the director from Bowen who argued successfully at the Board for purchasing this property.

My reason then, as now, is that this ecologically rich and astonishingly beautiful property is unique for the region. Unique, in that it provides an iconic west coast experience that one can usually find only by travelling to the Gulf Islands or Vancouver Island. But for our regional residents, Cape Roger Curtis is only a SkyTrain, bus or at worst a short drive and ferry trip away. There is no other place in Metro Vancouver that could provide this important, enriching experience.

Cape Roger Curtis needs to be protected for all future generations for its ecological value, and it needs to be shared across the region for its recreational, public health, and educational values. It will be a place to explore, learn about nature, camp overnight, or relax and enjoy the astonishing view. Metro Vancouver, with its goal to protect ecologically rich areas and connect people to nature is the perfect partner for Bowen Island to transform this potential housing development into a public destination for all to enjoy.

Second, also a year ago, when I spoke to the Board I was asked if Bowen's reputation for opposing change, even for parks, would get in the way. I said, "no".

I was wrong.

Bowen's history of raising concerns about changes is still there, like it was for the golf course, the soccer turf field and even for the establishment of Crippen Park. But it's important that all of these are now much used and treasured. This is a bump in the road, no question, and many legitimate worries and concerns need to be addressed. But with the collaboration of our regional and local leaders, we can make this a winner for all.

I want to make one more point about the opposition. It was led, and fiercely, by social media, where the algorithms deliberately favour anger and conflict. Metro Vancouver's phasing of its consultation, starting with a listening period, left an information vacuum that was filled with speculation, misinformation and conspiracy theories. Recently, the tenor is somewhat changing, as new information becomes available and a many brave souls pitch in positive voices.

The extreme views fostered on social media are a challenge faced by elected officials and public servants everywhere. I urge you to put that negativity aside and listen to another side of Bowen.

A few weeks ago I attended a presentation by a few islanders about the work they are doing to protect, enrich and chronicle the ecological status of Mannion Bay in Snug Cove. It was a fascinating talk, elaborating on information presented in the locally produced Bowen Island Marine Atlas, and describing the value of efforts to reestablish eel grass beds. As I listened, it occurred to me how a group of campers, perhaps youth from Burnaby or Coquitlam of New Westminster, would have been fascinated as they learned how juvenile salmon find protection and food as they make their way from eelgrass bed to eel grass bed and into deeper waters.

So my third and final point for supporting this acquisition is the rich expertise of environmental educators and public materials we have on Bowen. This Marine Atlas, Exploring Bowen's Marine World was locally produced with information, photography and copy by local environmental experts. A series of videos, many of them under water explorations of sea life, have been shot and produced by our former mayor, and are a public resource.

The atlas, the videos and the residents who produced them provide a wealth of material and educators for the place-based nature programming that Metro Vancouver Parks is so good at developing.

In summary, my sincere hope is that positive voices will prevail, that Metro Vancouver will complete the purchase of Cape Roger Curtis, and leave a legacy for generations of residents across our region to learn, relax and enjoy.

David Hocking

[REDACTED]

Bowen Island

[REDACTED]

To: Regional Parks Committee

From: Amanda McCuaig, Director of Communications, External Relations
Jeffrey Fitzpatrick, Division Manager, Regional Parks

Date: April 4, 2023 Meeting Date: April 19, 2023

Subject: **Proposed Regional Park at Cape Roger Curtis – Phase One Engagement Summary**

RECOMMENDATION

That the MVRD Board receive for information the report dated April 4, 2023 titled “Proposed Regional Park at Cape Roger Curtis – Phase One Engagement Summary.”

EXECUTIVE SUMMARY

The first phase of public engagement for the proposed regional park at Cape Roger Curtis on Bowen Island ran from February 10 to March 20, 2023, with an objective to gather feedback and input from the public. Engagement opportunities during this phase included two in-person open houses (375 attendees), two online webinars (60 attendees). Additionally, 2,364 people submitted comments through the online feedback form (54% were from Bowen Island and 46% from rest of Metro Vancouver).

Overall, there was more support for the project than not, with nearly half of survey respondents indicating that they support the project (45.85% of respondents). The level of support for the proposed regional park varied between regional (85% in support) and Bowen Island residents (19% in support, 14% felt they didn’t have enough information). Key themes from engagement include concern about transportation and an interest in protecting environmentally sensitive areas. There was a preference for the use of a park shuttle as an alternative mode of transportation to the park, and support for hiker/biker/paddle-in camping and providing opportunities for walking and hiking in the park.

PURPOSE

To provide engagement results of the first phase of engagement on the proposed regional park at Cape Roger Curtis on Bowen Island to the Board to inform decision making as per the Public Engagement Policy.

BACKGROUND

Metro Vancouver has an agreement to purchase 24 parcels of land on the southwest tip of Bowen Island at Cape Roger Curtis, totaling 97 hectares for the purpose of establishing a new regional park. The proposed regional park would preserve a large area of ecologically important and sensitive ecosystems, and provide opportunities for residents of the region, including the Bowen Island community, to connect with nature.

Engagement and the development of a concept plan for the park are designed to run concurrently to an application to Bowen Island Municipality to amend the Official Community Plan and rezone

the properties from rural residential to passive park with a variance to allow for supervised overnight tent camping of up to 100 sites.

Each project phase will include engagement with First Nations, the public, stakeholders, and government agencies.

ABOUT THE ENGAGEMENT PROGRAM

Following best practices in public engagement, three phases of engagement will support the development of a concept plan for the proposed park. The first phase of engagement ran from February 10 to March 20, 2023. The goal of this engagement phase was to listen and learn from Metro Vancouver residents about priorities, concerns, knowledge, and preferences to inform the development of a concept plan for a new regional park.

During the first phase of engagement, two in-person open houses were held (375 attendees), two online webinars were held (60 attendees). In addition, various stakeholder meetings were held, and a technical focus group was held (21 attendees).

Metro Vancouver uses Civil Space for online engagement which provides opportunities for qualitative and quantitative input through a range of preference ranking, open ended, and direct questions. While online engagement is an important component of a comprehensive engagement strategy, it does not provide statistically relevant data. Civil Space participation does not require registration or a password, and does not protect against multiple submissions. Online feedback form submissions included of 496 duplicate IP addresses which could indicate multiple submissions on one electronic device or network, from an individual, family, or group of people.

During the online engagement period 2,364 participants submitted 25,158 responses and comments through the online feedback form. Of people who responded, 54% were from Bowen Island and 46% represented the rest of the Metro Vancouver region.

The online engagement platform was opened for participation on February 10, 2023. 78% of feedback form responses from Bowen residents, and 63% from the rest of the region, were completed before the first public open house on March 4, 2023.

Engagement with First Nations

The proposed regional park is within the territories of the Skwxwú7mesh Úxwumixw/Squamish Nation, xʷməθkʷəy̓əm/Musqueam Indian Band, and səlílwətaʔɫ/Tsleil-Waututh Nation. Metro Vancouver is engaging directly with local First Nations on this project.

Promotions

The engagement opportunity was promoted to all Metro Vancouverites. Facebook, Instagram, Twitter, and LinkedIn were used to deliver information about the proposed regional park and to promote the public engagement opportunity. In addition to organic social media posts, paid ads were run on Facebook and Instagram, and print ads ran in the Bowen Island Undercurrent. Posters were displayed in all regional parks and in Bowen Island community hubs, and postcards with information on the engagement opportunities were mailed to all Bowen Island residents.

A project-specific newsletter was created, generating up to 603 subscribers since announcing the project in 2022. Six updates were sent to the project newsletter during the engagement period. The engagement period was also promoted in the Metro Vancouver Update and the Metro Vancouver Regional Parks newsletters.

In addition to Metro Vancouver’s promotion, several local news media outlets shared articles about the program and engagement opportunity. Promotion included a dedicated project page that highlighted information about the proposed regional park, and an engagement page with detailed information about the engagement approach and process, and how to provide feedback. It was also promoted on Metro Vancouver’s home page, the community engagement webpage, and the events calendar.

What We Heard

Promotions for the engagement began on February 10, with the first public presentation to Bowen Island Municipal Council taking place on February 27 and the first open house was held on March 4. Respondents to the survey prior to engagement taking place indicated they did not have enough information to support at this time.

Overall, there was support for a proposed regional park, with nearly half of feedback form respondents indicating that they support the project (45.85% of respondents). Of the 1029 respondents who indicated they live on Bowen Island, 198 supported (19%), 590 did not support (57%), 89 were neutral (9%), and 152 indicated that they did not have enough information to decide at this time (15%). Of the 696 respondents from the rest of Metro Vancouver, 592 supported the proposed park (85%), 71 did not support (10%), 18 were neutral (3%), and 15 (2%) didn’t have enough information to decide at this time. (Note, total numbers to this question were lower than total number of survey starts, due to drop offs through the survey).

Staff observed that as opportunities took place for residents to connect directly with Metro Vancouver staff, there was increasing understanding of potential solutions to concerns being raised about overnight use of the park and transportation. Additionally, support for the project, indicated in the feedback form responses, increased after the public open houses. For example, before the open houses Bowen Island residents indicated 16% support, 24% neutral/more information required, and 60% do not support. After engagement events were initiated, Bowen Island residents indicated 29% support, 22% neutral/more information required and 48% do not support.

Key themes through the first phase of engagement included:

- Concerns about transportation, particularly ferry capacity
- A preference for a park shuttle as the top choice for alternative transportation modes
- A priority to protect environmentally sensitive areas
- Concerns about overnight use and potential impacts on-island (such as wildfires, street use)
- Support for hiker/biker/paddle-in camping among the camping options
- A top activity choice to walk or hike at the proposed regional park
- A priority to improve public transit connections on Bowen Island

Transportation was the most significant concern raised by residents of Bowen Island during engagement, and interest was high in better understanding potential traffic impacts on-island as well as how Metro Vancouver would be working with BC Ferries. Options presented for alternative transportation modes were well received, with particular interest in how a park shuttle could alleviate transportation concerns.

On the topic of overnight use, differences between Bowen Island respondents and those from elsewhere in the region emerge. Regional respondents were interested in vehicle accessible (tent only) camping followed by night time nature programs. The overnight program with the most support was hiker/biker/paddle camping, and night time nature programs followed by learn to camp programs. However, the majority of Bowen Island respondents were not at all supportive of any overnight programs.

A full breakdown of what we heard and how we are responding can be found in “Proposed Regional Park at Cape Roger Curtis on Bowen Island – Public Engagement Summary” (Attachment 1).

ALTERNATIVES

This is an information report to the MVRD Board. No alternatives are presented.

FINANCIAL IMPLICATIONS

This is a report for information. There are no financial implications.

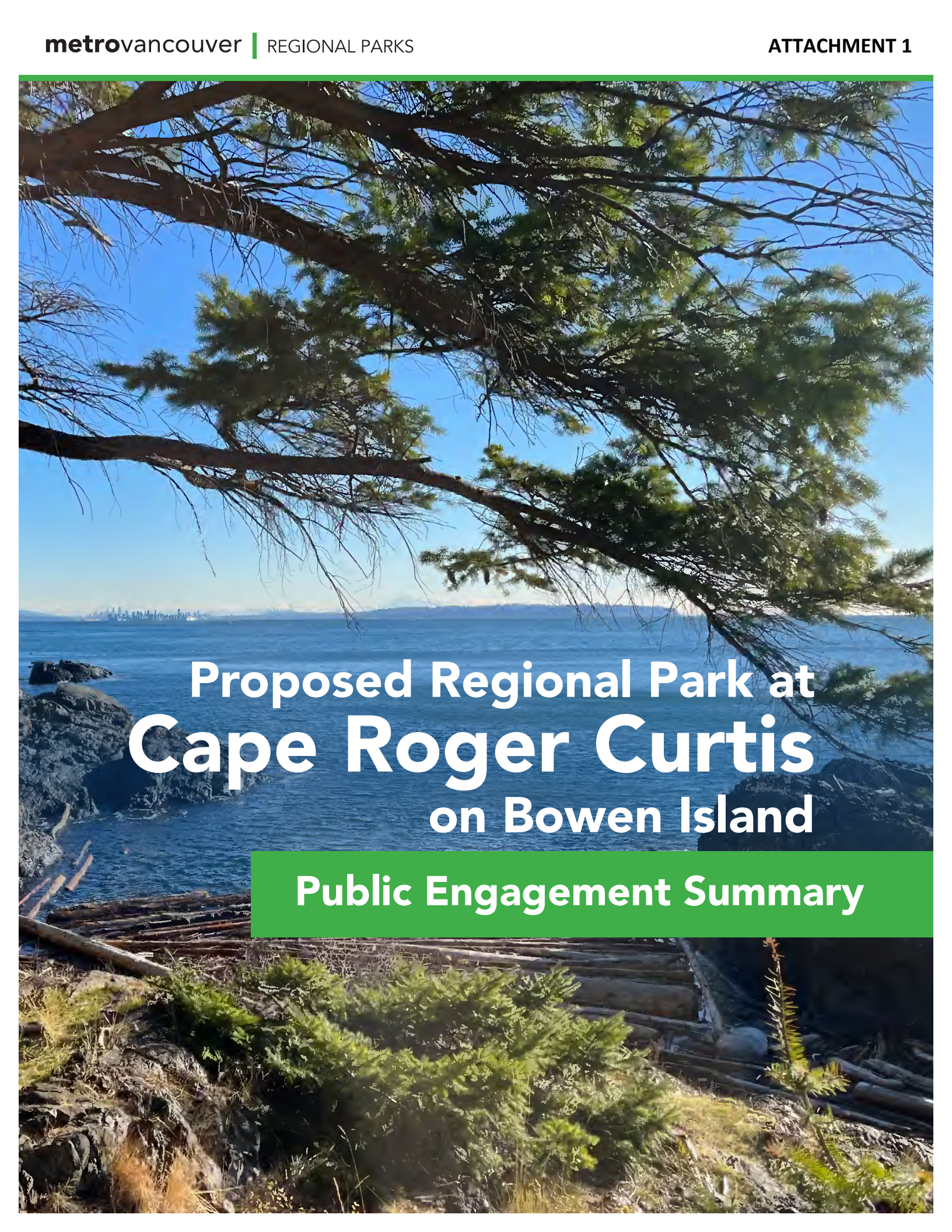
CONCLUSION

The first phase of engagement for the proposed park at Cape Roger Curtis on Bowen Island concluded on March 20 and had extensive and in-depth engagement both at a regional and local level. The biggest proportion of the 2,364 people who participated in the online feedback form supported the proposed park. The top themes during engagement included an interest in protecting sensitive ecological areas and concerns around transportation, with a preference for a shuttle as an alternative mode of transportation. Overall, there was support for hiker/biker/paddle-in camping and an interest in using the park for walking and hiking.

Attachments

1. “Proposed Regional Park at Cape Roger Curtis on Bowen Island – Public Engagement Summary”
2. Formal letters sent to Metro Vancouver during the first phase of the public engagement period

58795451



Proposed Regional Park at Cape Roger Curtis on Bowen Island

Public Engagement Summary

Acknowledgements

Thank you to everyone who provided input on the first phase of public engagement for the proposed regional park at Cape Roger Curtis on Bowen Island. Metro Vancouver embraces collaboration and innovation to provide sustainable regional services, contributing to a livable and resilient region, and a healthy natural environment for current and future generations. The purpose of the first phase of engagement was to listen and learn from the community, and staff will use this feedback to create guiding principles and draft concepts for the proposed regional park. We appreciate your time as well as the insights and comments you shared with us in the first phase. We invite you to participate in the second phase of engagement later in 2023.

About Metro Vancouver

Metro Vancouver is a federation of 21 municipalities, one electoral area, and one treaty First Nation that collaboratively plans for and delivers regional-scale services. It delivers regional-scale drinking water, wastewater treatment, and solid waste utility services. Metro Vancouver also regulates air quality, plans for urban growth, manages a regional parks system, and provides affordable housing. The regional district is governed by a Board of Directors of elected officials from each local authority.

Cover photo:
View to East from Cape Roger Curtis on Bowen Island

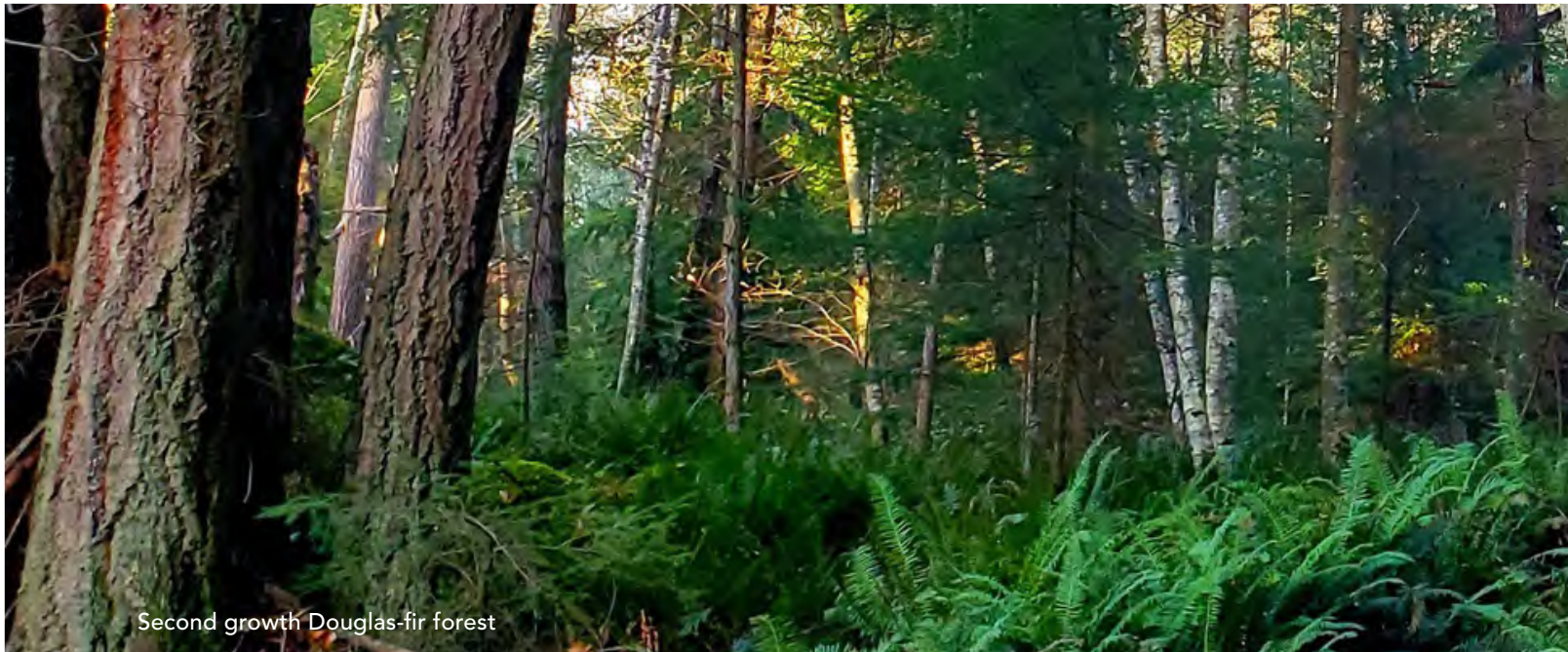
4515 Central Boulevard, Burnaby, BC, V5H 0C6

www.metrovancouver.org

April, 2023

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Second growth Douglas-fir forest

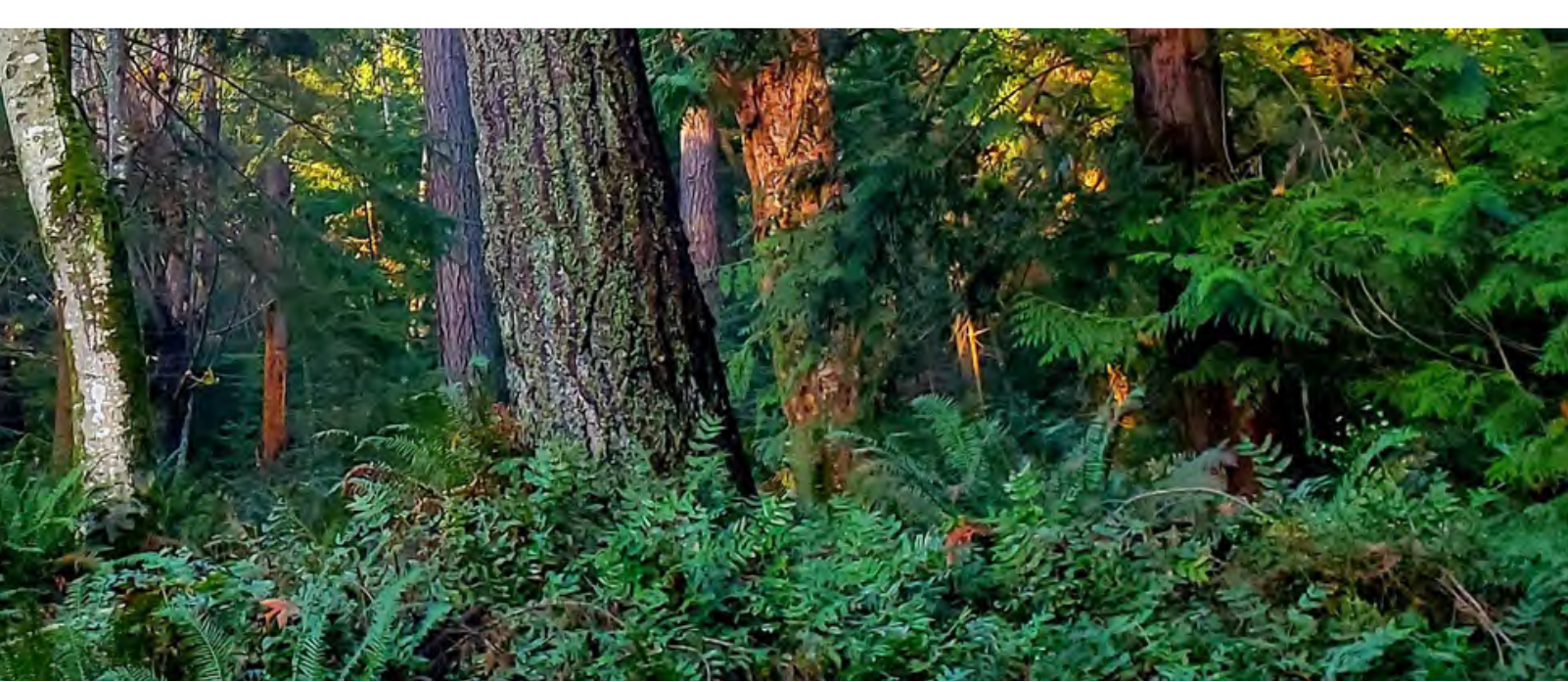
1. About the Proposed Regional Park at Cape Roger Curtis on Bowen Island

The proposed regional park at Cape Roger Curtis contains 15 plant communities listed as provincially threatened or endangered. The land encompasses about 700 metres of waterfront, ranging from high bluffs to low banks and access to the water's edge. Along the shore, the coastal bluff plant communities are dominated by arbutus, shore pine, Douglas fir, and some 400-year-old maritime juniper. Huszar Creek flows through the site. In recent years, there have been frequent sightings of both orcas and humpback whales from this site.

Metro Vancouver has an agreement to purchase 24 parcels of land on the southwest tip of Bowen Island at Cape Roger Curtis, totalling 97 hectares that Metro Vancouver aspires to turn into a new regional park. The proposed regional park would preserve a large area of ecologically important and sensitive ecosystems, and provide opportunities for residents of the region, including the Bowen Island community, to connect with nature.

Metro Vancouver has started the park planning process for the proposed regional park at Cape Roger Curtis. Developing a concept plan for the park will run concurrently with an application to Bowen Island Municipality to rezone the properties from rural residential to park, as well as an amendment to the Official Community Plan from residential to regional park use. The rezoning and OCP amendment would allow for supervised overnight tent camping.

The park planning process includes background research, inventory, and analysis. Each project phase will include engagement with First Nations, the public, stakeholders, and government agencies.



2. Executive Summary

The first phase of public engagement received significant attention and garnered a very high response rate for Metro Vancouver projects on the online engagement platform, with a large number of responses from the public who reside on Bowen Island and in the City of Vancouver. Engagement opportunities during this phase included two in-person open houses (375 attendees), two online webinars (60 attendees). Additionally, 2,364 people submitted comments through the online feedback form.

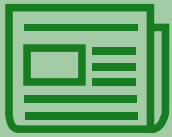
The objective of this public engagement phase was to listen and learn from the community. Metro Vancouver sought to gather feedback and input from the public to ensure that the park's design and implementation align with the community's needs and values.

Overall, there was more support for the project than not, with nearly half of feedback form respondents indicating that they support the project (45.85% of respondents). The level of support for the proposed regional park varied between regional (85% in support) and Bowen Island residents (19% in support, 14% felt they didn't have enough information).

Key themes respondents noted through the first phase of engagement included:

- Concerns about transportation, particularly ferry capacity
- A preference for a park shuttle as the top choice for alternative transportation modes
- A priority to protect environmentally sensitive areas
- Concerns about overnight use and potential impacts on-island (such as wildfires, street use)
- Support for hiker/biker/paddle-in camping among the camping options
- A top activity choice to walk or hike at the proposed regional park
- A priority to improve public transit connections on Bowen Island

The public's likes, dislikes, and priorities, alongside advice from technical experts, will be incorporated into the draft concepts, which will be shared in the second phase of public engagement for the proposed regional park.



37
media articles

Over **11 million** media reach



285,000
social media reach

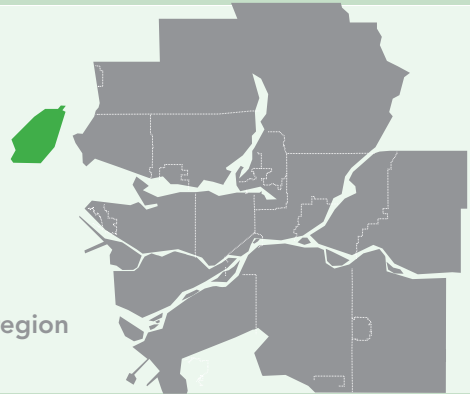


Over **2,000** social media likes, comments, and shares

Respondents from Metro Vancouver

54% Bowen Island Municipality

46% Elsewhere in the region



5,000+
Regional Parks
monthly newsletter
subscribers



25,158
feedback form questions answered



Over **350** attendees
at public open houses

2,364
feedback form starts



3. About the Engagement Program

From February 10 to March 20, 2023, Metro Vancouver invited the public to share their feedback about the proposed regional park for the first phase of engagement for the proposed regional park at Cape Roger Curtis. The goal of this engagement

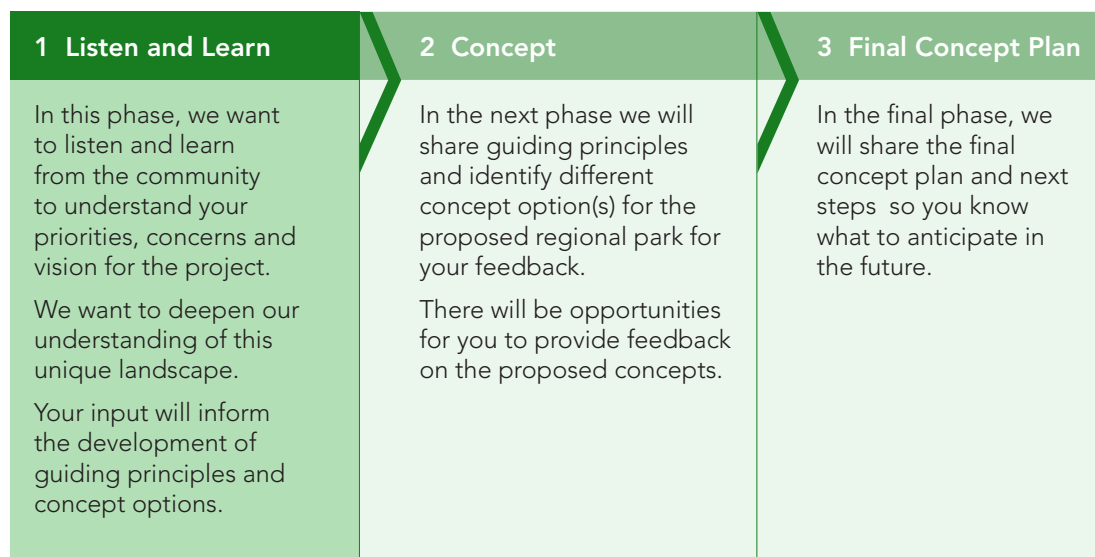
phase was to listen and learn from Metro Vancouver residents about priorities, concerns, knowledge, and preferences to inform the development of a concept plan for a new regional park.

The first phase of engagement included the following tactics:

TACTIC	DESCRIPTION	TIMING
Online Feedback Form	A public feedback form on Civil Space, an online engagement platform, to seek feedback on values, priorities, and preferences for the new proposed regional park on Bowen Island.	February 10 to March 20, 2023
Virtual Technical Focus Group	Feedback from organizations will complement the valuable input from individuals and the general public received during Phase One of the engagement on the proposed regional park.	March 1, 2023
Public Open Houses	Open house drop-in sessions with Metro Vancouver Regional Parks staff for residents of Bowen Island to learn about the proposed regional park, share their hopes and concerns, ask questions of staff, and provide place-based knowledge.	March 4 & 8, 2023
Public Webinars	Two-hour long virtual webinars to build awareness about the proposed regional park, and allow both local and regional stakeholders an opportunity to participate. Attendees had the chance to pose questions to Metro Vancouver staff and provide feedback about the proposed regional park.	March 9 & 10, 2023
Outreach at Regional Parks Events	Staff attended two events at Pacific Spirit Regional Park, Family Day Campfire and Night Quest, to raise awareness within the region about the proposed regional park on Bowen Island. Provided background information and share feedback opportunities.	February 20 & March 18, 2023
Stakeholder Meetings	Metro Vancouver meetings with stakeholders as an opportunity to hear input on the proposed regional park, and for stakeholders share their knowledge.	Ongoing

The proposed regional park at Cape Roger Curtis will have significance for interested and impacted parties and residents. The focus of Metro Vancouver’s engagement plan is to hear from a wide range of audiences, align their values with Metro Vancouver’s vision to protect natural areas while providing more opportunities for people to connect with nature, and to address their concerns and preferences in the proposed regional park design.

This was the first phase of an open, transparent, and collaborative three-phase engagement process to ensure the community is involved as the project progresses and has opportunities to provide feedback to the project team.



First Phase



4. First Nations Engagement

The proposed regional park at Cape Roger Curtis on Bowen Island is within the territories of the Skwxwú7mesh Úxwumixw/Squamish Nation, xʷməθkʷəy̓əm/Musqueam Indian Band and səlílwətaʔ/Tsleil-Waututh Nation. We respectfully acknowledge the significance of Bowen Island and the Howe Sound for all three Nations, particularly the Skwxwú7mesh Úxwumixw/Squamish Nation.

The proposed regional park presents an opportunity to advance collaboration and reconciliation with First Nations. Metro Vancouver is engaging local First Nations to explore opportunities to work collaboratively on this project.

5. Engagement Promotion

The public engagement opportunity was promoted to all Metro Vancouverites, which includes Bowen Island residents. In addition to Metro Vancouver’s promotion, several local news media outlets shared articles about the program and engagement opportunity.

Website

Two webpages were used during the engagement promotion: a dedicated **project page** that highlighted information about the proposed regional park, and an **engagement page** with detailed information about the engagement approach and process, and how to provide feedback. (While the project webpage was included on most of the communications materials, the main call to action drove people directly to the feedback form on Civil Space.) From February 9 to March 21, there was a total of 12,733 page views to both pages. Visitors spent an average of 1 minute 53 seconds on the project page and 3 minutes 10 seconds on the engagement page. Information about

the public engagement opportunity was also shared on Metro Vancouver’s **home page**, overall **community engagement webpage**, and **events calendar**.

The majority of website traffic came from within the Metro Vancouver region, with the top locations reflecting proximity to the project and population size: Vancouver, West Vancouver (including Bowen Island), North Vancouver, Surrey, Burnaby, and Coquitlam.

Social Media

We used Facebook, Instagram, Twitter, and LinkedIn to deliver information about the proposed regional park and to promote the public engagement opportunity. In addition to organic social media posts, we ran paid ads on Facebook and Instagram.

Social media performed strongly with over 285,000 reach, nearly 4,200 link clicks, and over 2,000 social media likes, comments, and shares.

Metro Vancouver E-newsletters

Six e-newsletters were sent to the project email list. Over the engagement period, the number of subscribers grew from 406 to 603.

DATE	SUBJECT	DELIVERED
February 10	Have Your Say – Phase One Public Engagement for the Proposed Regional Park at Cape Roger Curtis is Now Open	406
February 23	Attend a Public Open House – Proposed Regional Park at Cape Roger Curtis	520
March 2	Reminder! Attend a Public Open House – Proposed Regional Park at Cape Roger Curtis	547
March 10	Closing Soon + What We’ve Heard – Phase One Public Engagement for the Proposed Regional Park at Cape Roger Curtis	569
March 17	Share Your Feedback by March 20 – Phase One Public Engagement for the Proposed Regional Park at Cape Roger Curtis	581
March 21	Thank You for Your Feedback! – Phase One Public Engagement for the Proposed Regional Park at Cape Roger Curtis	603



Public Open House at Bowen Island Community School

The engagement was also featured in other Metro Vancouver newsletters, including the Metro Vancouver Update (1,104 subscribers) and the Metro Vancouver Regional Parks Newsletter (5,925 subscribers).

Mailouts to Bowen Island Residents

A postcard was mailed to all Bowen Island residents. A notification letter was mailed to residents within 500 metres of the property.

Signage

Posters were put up in Bowen Island community hubs, in Horseshoe Bay, and in all Metro Vancouver regional parks.

Print Ads

Three print ads ran in the Bowen Island Undercurrent when the engagement period launched and leading up to the public open houses on Bowen Island.

Earned Media

A media release was issued on February 9, the day before engagement opened. There were 37 media hits over the engagement period. Most were from mainstream news outlets and the Bowen Island Undercurrent, and there were also some articles in niche publications. There were a number of opinion pieces and letters to the editor from Chair McEwen, Bowen Island Councillor Gedye, and other prominent Bowen Island residents. The tone was overall balanced.

Video Presentation

A video presentation was created for open house events to provide an overview of the project, the engagement timeline, and opportunities to provide feedback. This video was available on the project webpage and had 177 views.

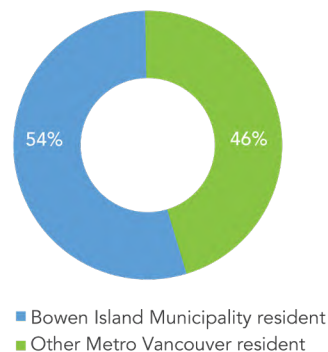
6. Engagement Participation – Feedback Form

We invited the public to provide feedback by completing a feedback form that was available online and in hard copy format. A discussion guide was created as a resource document to learn more about the history of the land, the project scope, and engagement timelines. Through the feedback form, we asked residents and visitors to share their hopes and concerns about the proposed regional park and transportation issues, in addition to knowledge on ecosystem values. During the online engagement period 2,364 participants provided feedback submitting over 25,000 responses and comments.

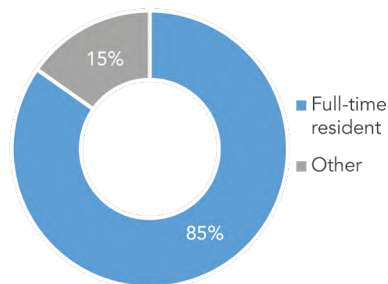
Metro Vancouver uses ZenCity for online engagement which provides opportunities for qualitative and quantitative input through a range of preference ranking, open ended and direct questions. While online engagement is an important component of a comprehensive engagement strategy, it does not provide statistically relevant data. ZenCity participation does not require registration or a password, and does not protect against multiple submissions. Online feedback form submissions included of 496 duplicate IP addresses which could indicate multiple submissions on one electronic device or network, from an individual, family, or group of people.

Of people who responded, 54% were from Bowen Island and 46% represented the rest of the Metro Vancouver region. Of the respondents from Bowen Island, 85% are full-time residents. The following graphs provide more information about respondent demographics.

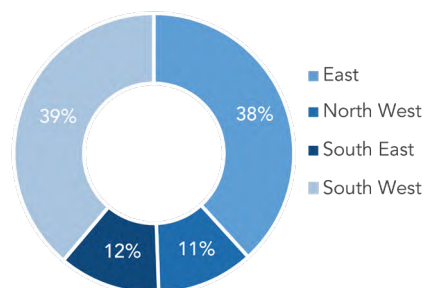
Proportion of Respondents Living on Bowen Island



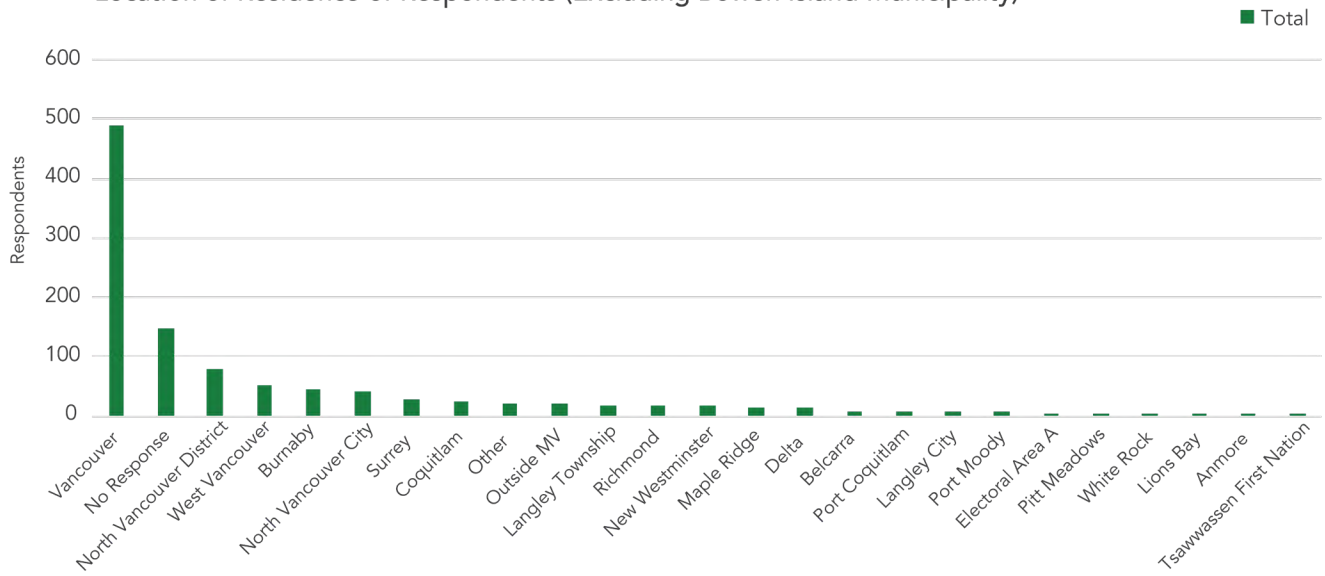
Bowen Island Residents – Status



Bowen Island Residents Where on Bowen Island do Respondents Live?



Location of Residence of Respondents (Excluding Bowen Island Municipality)

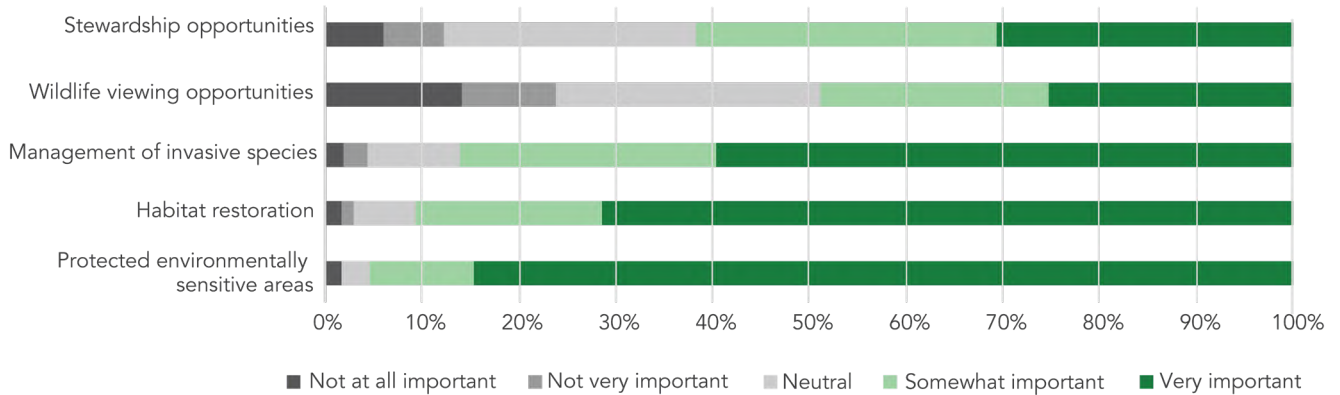


22% of regional respondents indicated they live in Vancouver, followed by 4% from District of North Vancouver.

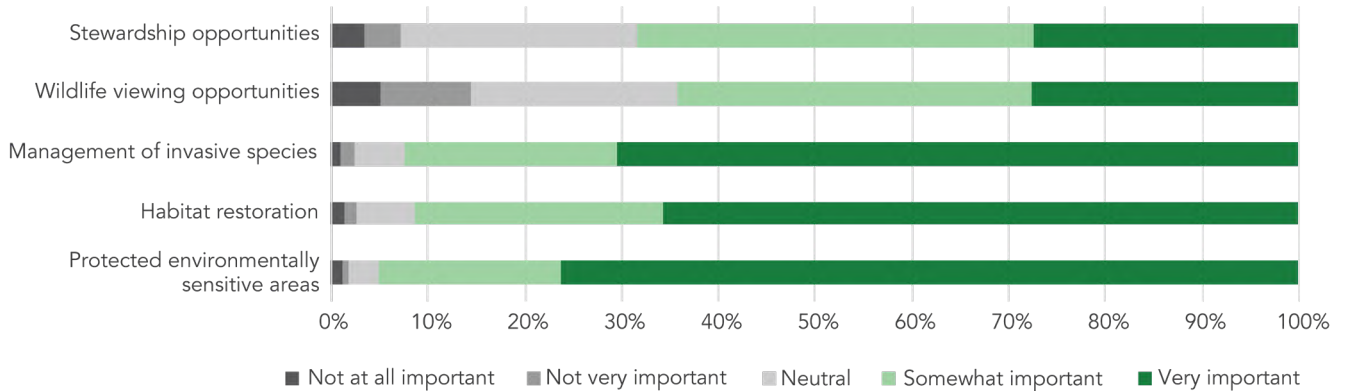


Participants at a Public Open House

Please rank the importance of the following elements to you in shaping the proposed regional park
Bowen Island Municipality residents

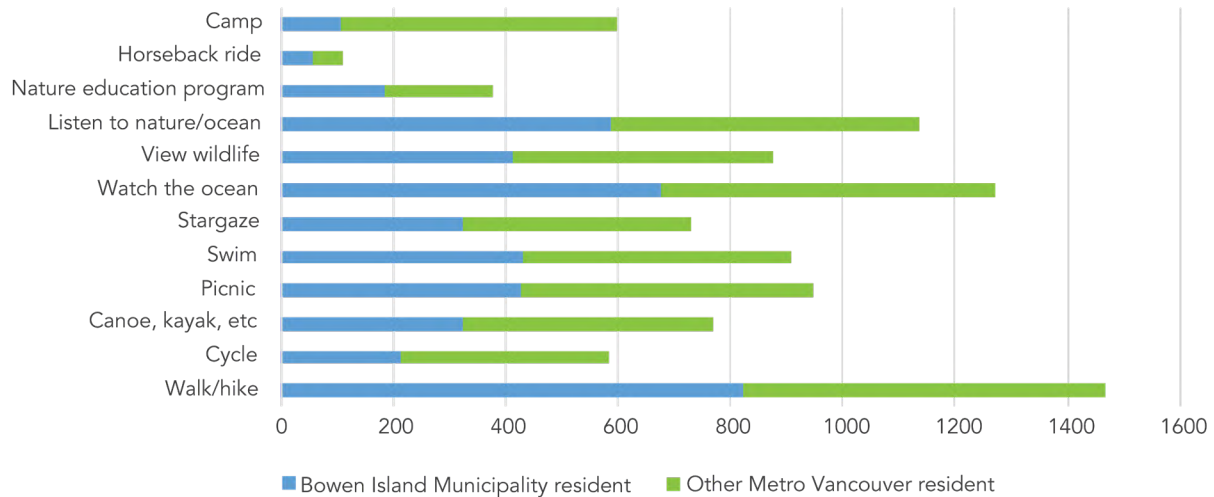


Please rank the importance of the following elements to you in shaping the proposed regional park
Other Metro Vancouver residents



The majority of respondents indicated that their top priority is the protection of environmentally sensitive areas. In terms of the next top two priorities, Bowen Island respondents indicated that habitat restoration and then management of invasive species were important. Responses from regional respondents were the same, except they switched the ranking of the second and third priorities.

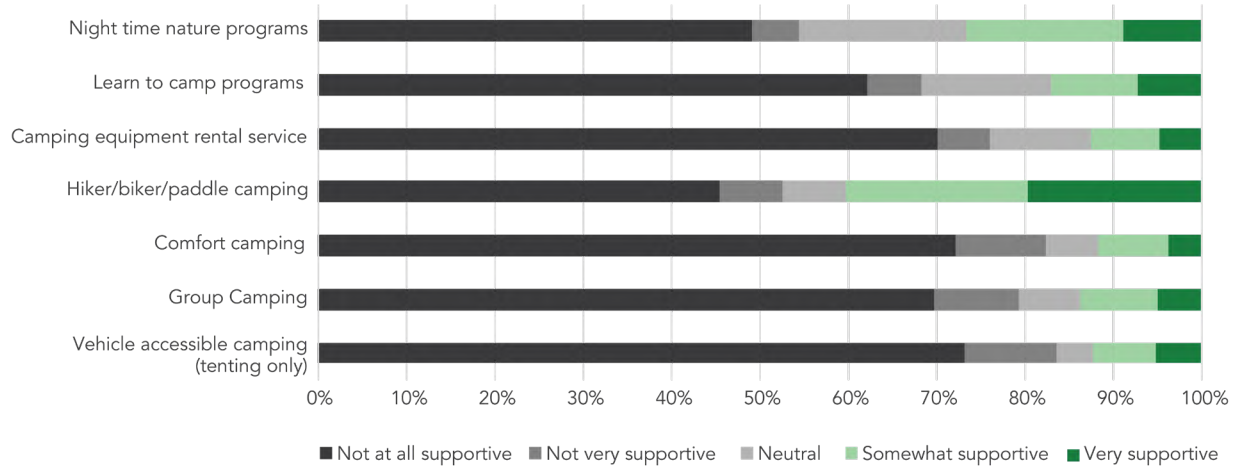
What activities would you like to do at the proposed regional park at Cape Roger Curtis?



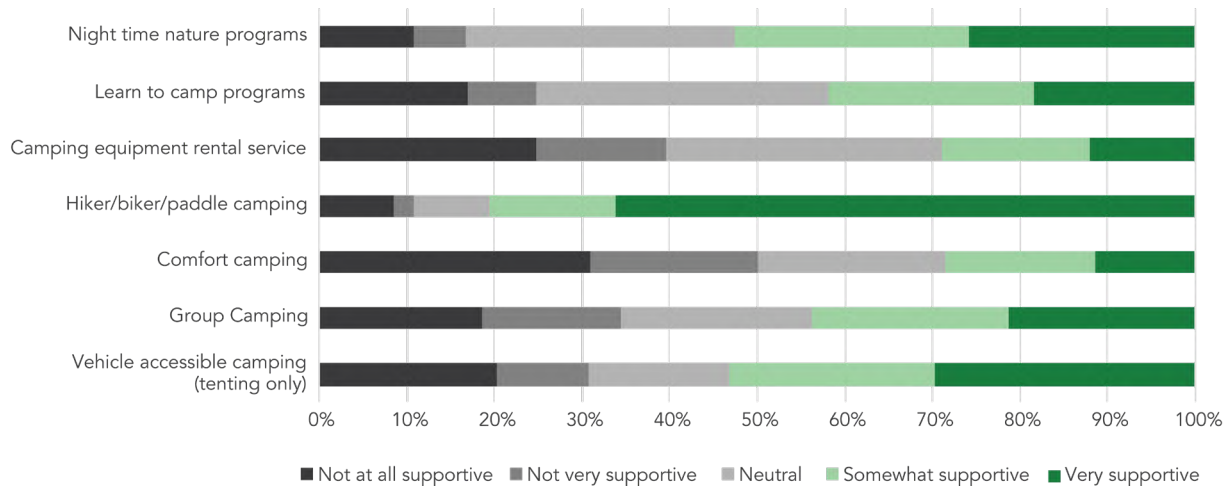
The top activity choice for all respondents is to walk or hike at the proposed regional park. Following that, the next highest activity options for respondents were to watch the ocean and listen to nature and the ocean. Many more regional respondents indicated they would like to camp at the proposed regional park than Bowen Island residents did.



What overnight use facilities and programs should be included in the proposed regional park?
Rate your level of support for each for the following.
Bowen Island Municipality residents



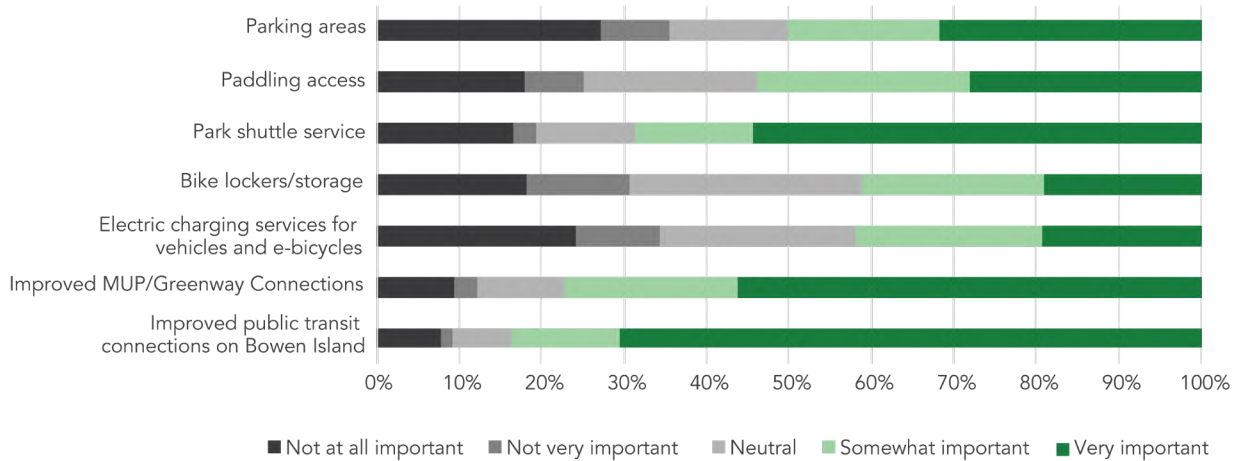
What overnight use facilities and programs should be included in the proposed regional park?
Rate your level of support for each for the following.
Other Metro Vancouver residents



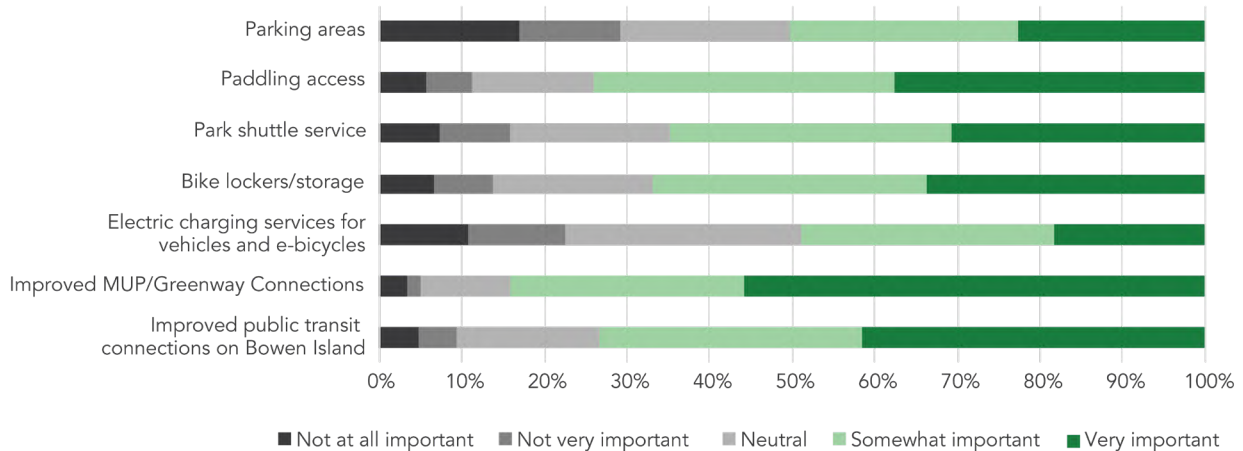
On the topic of overnight use, differences between Bowen Island respondents and those from elsewhere in the region emerge. The majority of Bowen Island respondents were not supportive of any overnight programs.

However, the overnight program with the most support from Bowen Island and regional respondents was hiker/biker/paddle camping. Subsequently, night time nature programs followed by learn to camp programs received the most support from Bowen Island respondents. Regional respondents were also interested in vehicle accessible (tent only) camping followed by night time nature programs.

Identify your priorities for accessing the proposed regional park
Bowen Island Municipality residents



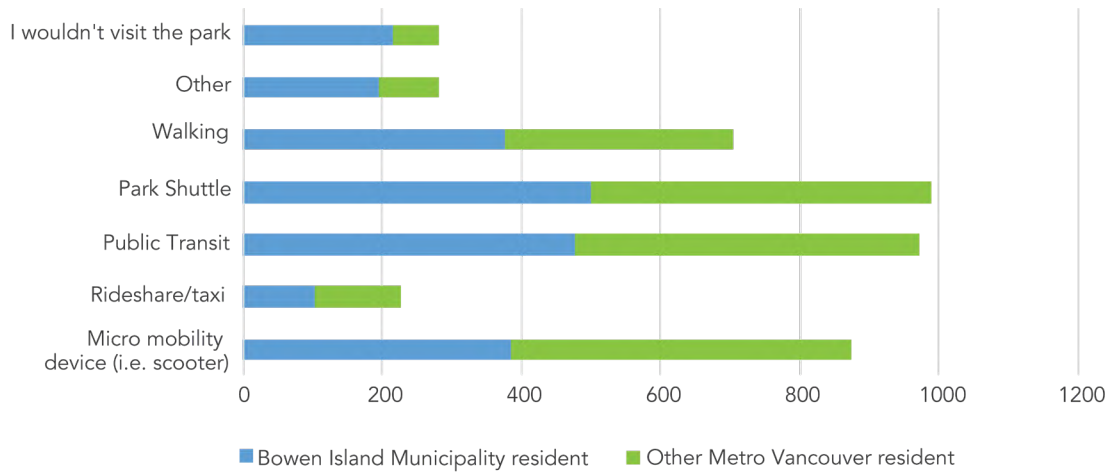
Identify your priorities for accessing the proposed regional park
Other Metro Vancouver residents



Bowen Island respondents indicated improved public transit connections on Bowen Island was their top priority. Their next two priorities were improved multi-use pathways/greenway connections followed by park shuttle service. Regional respondents indicated that improved multi-use pathways/greenway connections was their top priority. Their next two priorities were improved public transit connections on Bowen Island followed by paddling access.

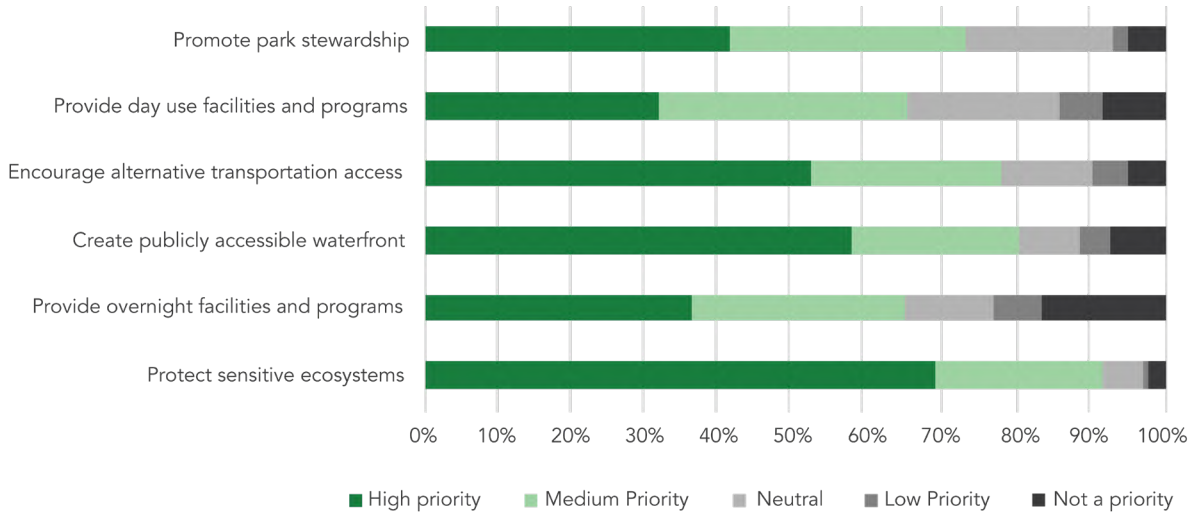


If private vehicle access was limited and alternative transportation modes were available, which of the following would you consider using to access the proposed regional park?

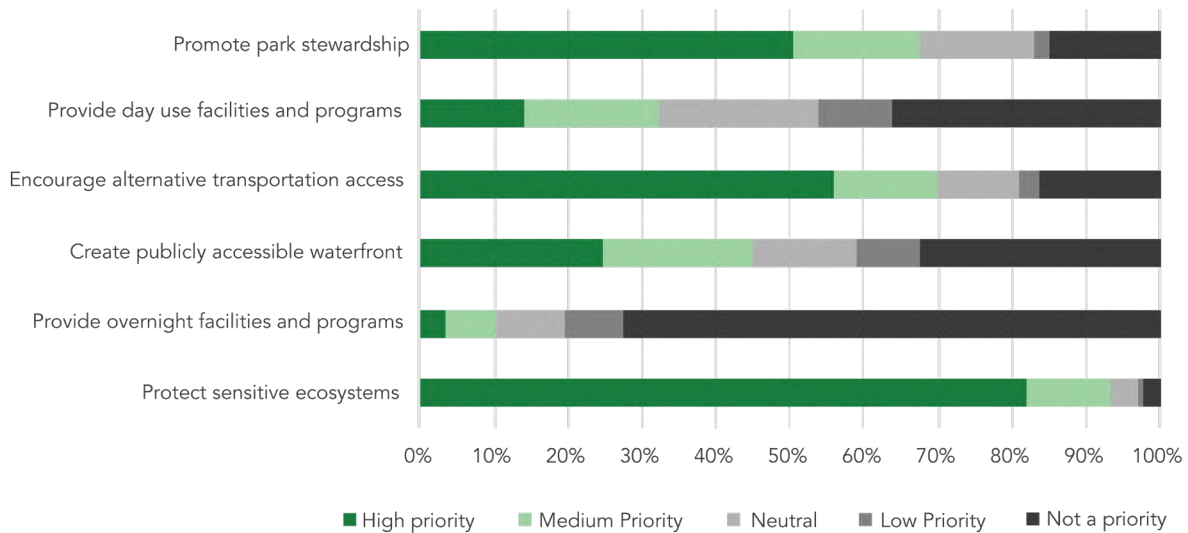


The majority of respondents indicated that a park shuttle is their top choice for alternative transportation modes followed by public transit and micro-mobility devices, such as bicycles and scooters. The top three choices for Bowen Island and regional respondents were the same.

What are your hopes for the proposed regional park?
Bowen Island Municipality residents

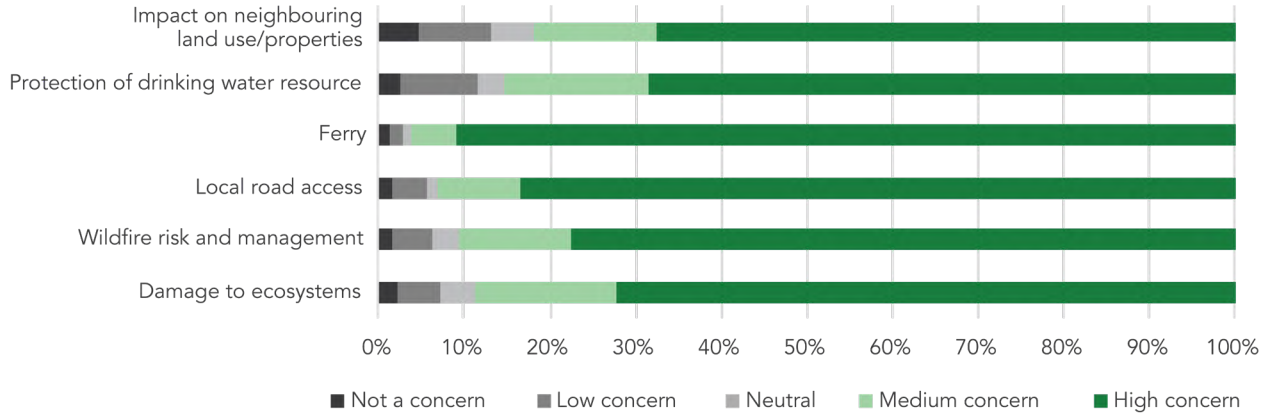


What are your hopes for the proposed regional park?
Other Metro Vancouver residents

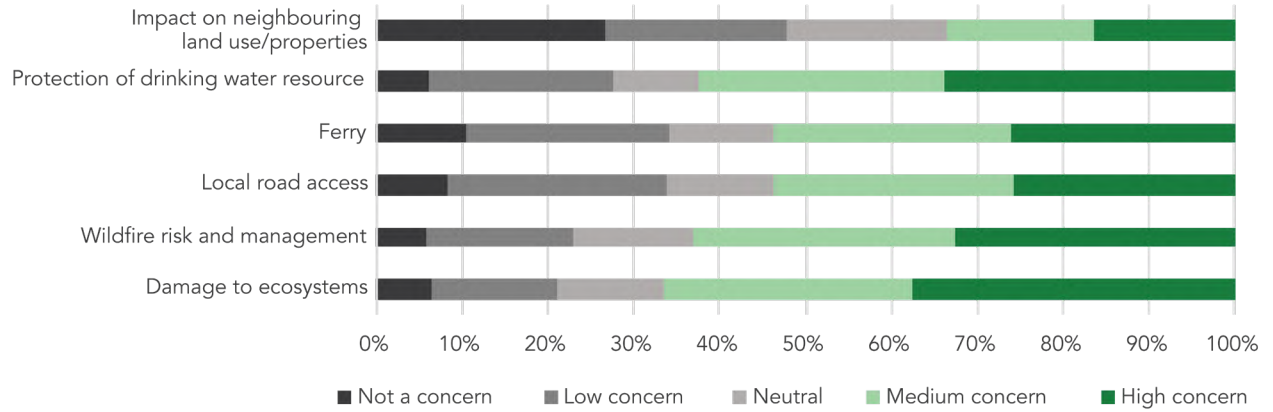


Bowen Island respondents indicated that their top three hopes for the proposed regional park were to protect sensitive ecosystems, create publicly accessible waterfront, and encourage alternative transportation access. The top three hopes of regional respondents were only slightly different; their hopes were to protect sensitive ecosystems, encourage alternative transportation access, and promote park stewardship.

What are your concerns for the proposed regional park?
Bowen Island Municipality residents

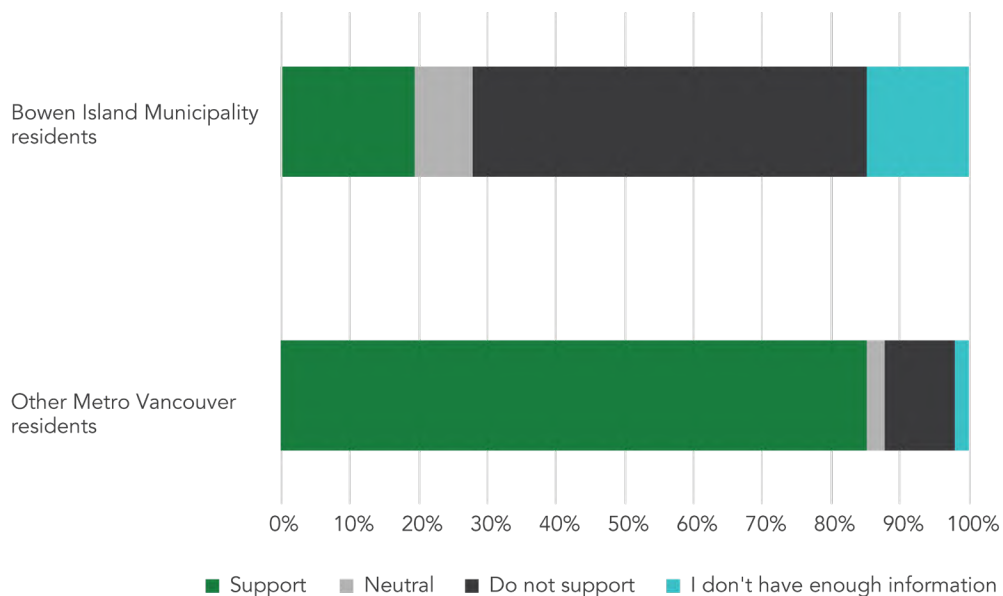


What are your concerns for the proposed regional park?
Other Metro Vancouver residents



Bowen Island respondents indicated their top three concerns for the proposed regional park is the ferry, local road access, and wildfire risk and management. Regional respondents indicated their top three concerns are damage to ecosystems, protection of drinking water resource, and wildfire risk and management.

Level of Support For Proposed Regional Park at Cape Roger Curtis



Overall, there was support for a proposed regional park, with nearly half of feedback form respondents indicating that they support the project (45.85% of respondents). Of the 1029 respondents who indicated they live on Bowen Island, 198 supported (19%), 590 did not support (57%), 89 were neutral (9%), and 152 indicated that they did not have enough information to decide at this time (15%). Of the 696 respondents from the rest of Metro Vancouver, 592 supported the proposed park (85%), 71 did not support (10%), 18 were neutral (3%), and 15 (2%) didn't have enough information to decide at this time. (Note, total numbers to this question were lower than total number of feedback form starts, due to drop offs through the feedback form).

However, the level of support for the park varied between regional and Bowen Island residents. Regional respondents overwhelmingly were supportive of the proposed regional park. For Bowen Island respondents, 19% support the proposed regional park and 14% felt they didn't have enough information.

7. Engagement Participation – Public Events

During the engagement period we held four events open to the public and one technical focus group with representatives from organizations with expertise and technical knowledge important to the planning of the proposed regional park. The public events were held in-person and virtually to provide options to allow as many people to attend as possible.

These events were well attended, with the majority of participants coming from Bowen Island.

- 2 Public Open Houses (combined): 375 attendees
- 2 Public Webinars (combined): 60 attendees
- 1 Virtual Technical Focus Group: 21 attendees

Metro Vancouver staff also conducted outreach at two Regional Parks events at Pacific Spirit Regional Park: Family Day Campfire and Night Quest. Approximately 699 people attended the Family Day Campfire, and 1,699 attended Saturday night at Night Quest.

Ongoing meetings are being held with First Nations, government agencies, and interested and affected parties.



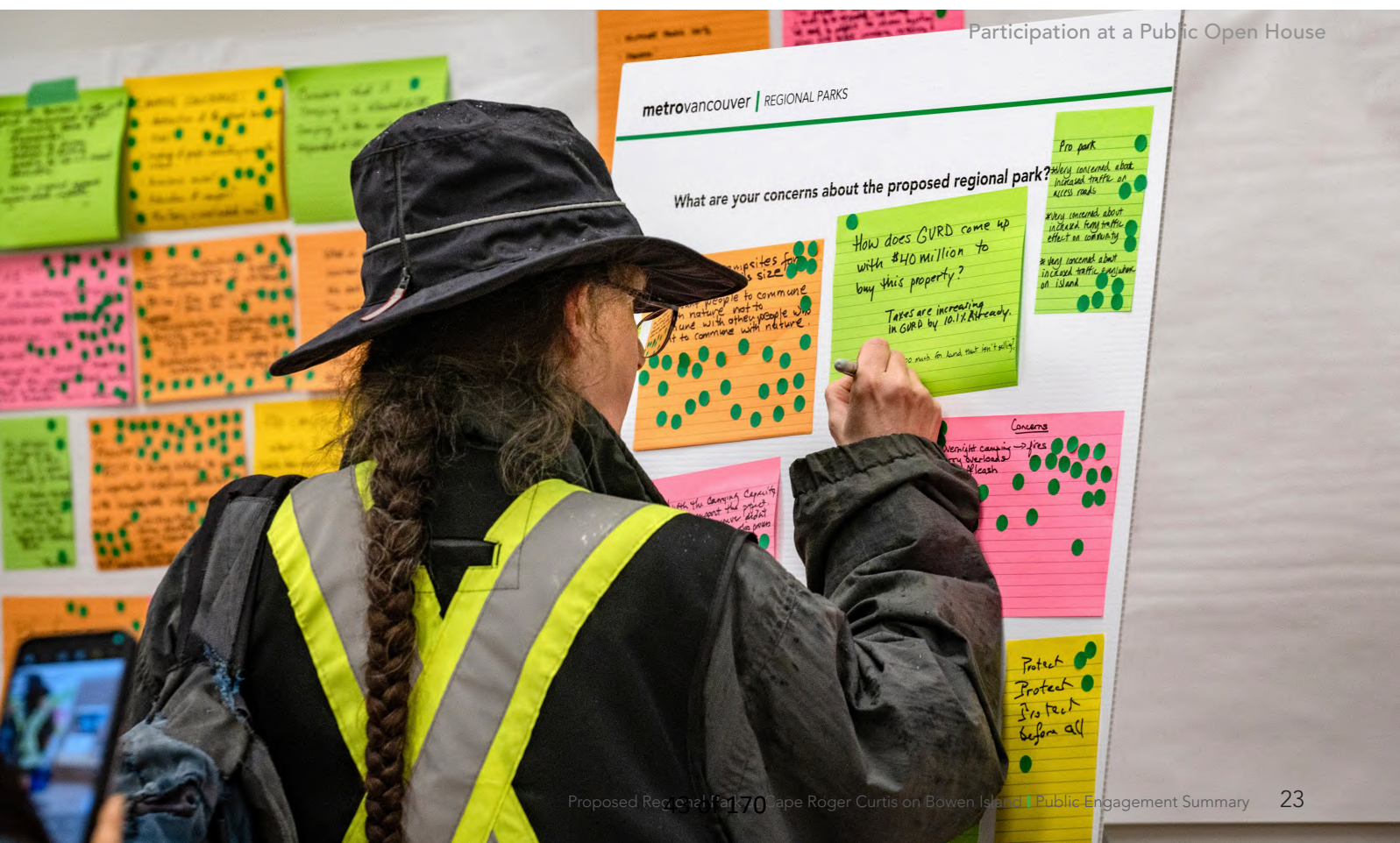
8. Engagement Participation – Letters

Throughout the engagement period, the project team received letters to the project email inbox BowenIslandParkPlanning@metrovancover.org and at Open Houses. A total of 20 letters were received.

The overall themes of these letters aligned with what we heard at public engagement events and through the online feedback form.

Overarching themes of these letters included:

- Concerns about transportation, particularly ferry capacity
- Support for the proposed regional park, and the associated ecological preservation
- Concerns about overnight use and potential impacts on-island (such as wildfires, street use)



9. What We Heard and How We're Responding

Throughout the first phase of engagement, input through events, conversations, email communication, and the public feedback form was considered by Metro Vancouver. The below table provides a high level overview of the common themes that were heard throughout the first phase of engagement. Additionally, we have provided a column of the work we are undertaking to try to address what we heard. This work will continue as the project progresses, and additional conversations and engagement will inform how we respond.

INTEREST	WHAT WE HEARD:	HOW WE'RE RESPONDING:
<p>Transportation</p>	<ul style="list-style-type: none"> Concerns regarding ferry capacity, especially during summer and peak hours: <ul style="list-style-type: none"> Vehicle and pedestrian/cyclist capacity Vehicle impacts at Snug Cove and Horseshoe Bay Comments that Bowen Island residents rely on the ferry system for medical appointments, school, and work: "The ferry system is our lifeline." Support for implementing the cross-island multi-use pathway (MUP). Concerns about cycling safety on the current route to the park, including the route, elevation, and impacts on existing travel patterns. Support for improving public transportation for the park as this would benefit the whole Island's transportation network; requests to see Transit On-Demand Pilot service reinstated. Requests to explore a passenger-only ferry or water taxi service. Request for a comprehensive transportation plan to be presented. 	<ul style="list-style-type: none"> Plans for the park will prioritize non-vehicular access. Integrated and sustainable transportation options to the park include a park shuttle, multi-use pathway, and other means of regional connections. Metro Vancouver will continue to engage with BC Ferries, TransLink, and other transportation service providers to understand the issues and potential for utilizing existing capacity and adding service where feasible. Metro Vancouver will work with Bowen Island Municipality to implement the cross-island multi-use path (MUP). Metro Vancouver completed a traffic trip generation analysis during the first phase of engagement, and confirmed that road traffic associated with the overnight camping program is less than what would be expected from potential development associated with the existing approved land use. A detailed traffic study is underway, which will provide specific recommendations for implementation of the park shuttle service, and demand management tools.
<p>Park Access</p>	<ul style="list-style-type: none"> Concerns about local traffic impact (Whitesails Drive). Requests to explore alternative access and connections to the proposed regional park. Concerns that visitors will not use alternative transportation modes, especially if they are camping. Support for kayak and marine access to the park. Caution on the nature of the water (can be rough) on the marine access side of the park. Support for Bowen Island residents to have vehicle access and requests to limit the impact of non-residents driving to the proposed park Requests for some parking provision primarily for seniors, young families, or people with mobility challenges. Concerns are that if parking is reduced, people will park on neighbouring streets. Concerns that accessing parkland without a personal vehicle is challenging for people: <ul style="list-style-type: none"> To bring pet/s; To bring equipment (i.e. kayak, tents); or Experiencing mobility challenges. Comments that a park shuttle service from Snug Cove limits on-island residents accessing the park easily. 	<ul style="list-style-type: none"> Metro Vancouver would establish a park shuttle service. In addition to service from Snug Cove to the proposed regional park, consideration will be given to connections and stops in the Metro Vancouver region. Metro Vancouver has completed an access analysis that identifies options for alternative access to the park. Preferred routing will be confirmed with further feasibility testing and engagement with Bowen Island Municipality, First Nations, impacted and affected parties, and the public. Some parking would be developed at the proposed park primarily for accessibility and local day-use access. Parking capacity would be designed as part of a holistic transportation and visitor management program. Metro Vancouver is considering implementing visitor demand strategies such as a reservation system to manage traffic and park visitation. Any day-use reservation system would be developed in consultation with the community. Metro Vancouver has considerable experience managing parking across jurisdictions in complex situations.

INTEREST	WHAT WE HEARD:	HOW WE'RE RESPONDING:
Park Capacity and Visitor Management	<ul style="list-style-type: none"> • Questions on the projected day-use and overnight-use visitation. • Questions on how overnight uses will be made available. • Concerns that Bowen Island residents will be excluded from the park if a day-use reservation system is implemented. • Concern that park visitors will attend local beaches, which are already at capacity and subject to peak season over-crowding. 	<ul style="list-style-type: none"> • Metro Vancouver has produced a park visitation estimate to better understand estimated levels of visitation. The estimation will be publicly available. • Metro Vancouver would implement a reservation system for all types of overnight use. No first-come-first-served campsites are proposed. Existing reservation systems used by Metro Vancouver allow the public to book facilities by phone or online. • Metro Vancouver is exploring strategies to manage day use so that visitor numbers aren't too high. One tool is a day-use reservation system. Similar systems require people using a vehicle to make a simple online reservation. Reservation systems could be used when demand is high (summer weekends). • Metro Vancouver will work with Bowen Island Municipality to understand existing capacity and issues at municipal beaches and ensure that this impact is considered as part of broader park planning and management.
Land-Use/ Regional Park Creation	<ul style="list-style-type: none"> • Comments that people are already visiting the area to rock climb, hike, and dog walk. • Support for the protection of the area. • Suggestions that the land should "stay the same as it currently is." • Comments in support of sharing this unique area and making it public permanently for future generations. 	<ul style="list-style-type: none"> • Metro Vancouver would create a regional park out of what is currently private property this would protect 97 hectares of land in perpetuity. • Metro Vancouver proposes changing the land use from rural residential to park, with a variance to allow for supervised tent camping. • Only 16% of the site area is currently protected through conservation covenants—monitored and enforced by the Municipality. The remaining area can be logged and developed. Dedication as a regional park would allow for enhanced protection and management of the whole area.
Overnight Use	<ul style="list-style-type: none"> • Concerns about overnight use and potential impacts such as noise, transportation, safety, and methods of management. • Suggestions for a lower-impact camping program include: <ul style="list-style-type: none"> • Reduced quantity of campsites • Reduced provision of vehicle-accessible campsites • Marine access campsites, bike/walk-in campsites only • Request to phase in camping use. • Support for affordable options for people to visit and stay on Bowen Island. • Support for camping for young families and opportunity for youth to experience nature. • Concern about how walk-in/bike-in/paddle-in sites would be enforced to prevent people from driving in and then accessing these sites. 	<ul style="list-style-type: none"> • If approved, park development will occur in two to three distinct phases, each taking two to three years. Full park development would happen over seven years. • Metro Vancouver will take an adaptive approach to detailed planning, design, implementation, and operation, learning and evaluating before adjusting and proceeding with the next phase. Programs such as the park shuttle and visitor reservation system will also take an adaptive approach. • Overnight uses would be supervised, additional information on potential impacts such as transportation, noise, and safety will be mitigated through planning, design and operational programs. • Camping fees would be affordable and in line with existing regional and provincial camping options. In other regional park campgrounds, discounts are available for youth groups, people with disabilities and seniors. • Metro Vancouver would undertake monitoring and ensure that overnight facilities are being used as intended, through a continuous approach of adjustment and adaptation.

INTEREST	WHAT WE HEARD:	HOW WE'RE RESPONDING:
Day-use	<ul style="list-style-type: none"> • Specific requests for activities and programs include: <ul style="list-style-type: none"> • Educational and stewardship programming • Trails (including suggestions on design and location) • Ocean watching, solitude, wildlife viewing • "More trails to enjoy the land" • Comments that waterfront and beach access is unsafe and not desired. 	<ul style="list-style-type: none"> • A day-use program is planned. Input from engagement will inform a program including conservation areas, hiking trails, viewpoints, and picnic areas. • Detailed suggestions from engagement will be considered during the concept development phase. • During the subsequent planning phases, issues around waterfront access and management will be explored.
Wildfire Risk	<ul style="list-style-type: none"> • Concerns that the dry coastal landscape makes the area particularly vulnerable to wildfires. • Concerns that overnight uses encourage fire use (even if prohibited). • Concerns that Bowen Island has limited capacity to deal with wildfires. 	<ul style="list-style-type: none"> • Metro Vancouver would prohibit open campfires at the proposed regional park. • A proposed regional park would provide increased surveillance, stewardship, and maintenance of the area through dedicated onsite staff and full-time site supervision for the overnight program. • Metro Vancouver will develop a park-specific response to wildfire management grounded in an understanding of the unique wildfire risk of the land and location. • Responsibility for wildfire preparedness and response would not be placed exclusively with Bowen Island Fire Rescue. Metro Vancouver manages wildfire risk in regional parks through the Wildfire Preparedness and Response Program: <ul style="list-style-type: none"> • Every regional park has a Fire Preparedness and Response Plan and wildfire suppression equipment. • Metro Vancouver's bylaw is enforced, and risk is actively managed throughout the wildfire season. • Metro Vancouver staff are trained in fire suppression and supported by our watershed fire protection program. Together these teams include some of the most skilled crews in the Province.

View looking south at Cape Roger Curtis on Bowen Island



INTEREST	WHAT WE HEARD:	HOW WE'RE RESPONDING:
Ecosystem Protection	<ul style="list-style-type: none"> • Protect the land for future generations. "I support the park's conservation, preservation, and ecological management." • Queries related to how Metro Vancouver will manage potential environmental damage caused by significant increases in the number of visitors (i.e. trampling of vegetation). • Concerns about damage to the bluffs, and the moss/ lichen on the bluffs. • Concern that visitors won't follow the rules put in place to protect the environment (i.e. staying on trails). • Concern about the environmental impact of other elements of human activities on wildlife (noise, light pollution, dogs). • Concerns about impact on the riparian areas connected to the site including Fairy Fen, Huszar Creek, and the Huszar Creek watershed. • Concern about the environmental impact of roads, driving, and parking. • Concern about impact of developing park amenities such as roads and washrooms. 	<ul style="list-style-type: none"> • Metro Vancouver will protect the site's most sensitive ecosystems and resources. Careful planning will ensure that people and facilities are directed away from fragile ecosystems. Designed and engineered solutions such as viewpoints or boardwalks give visitors an experience, but limit the disturbed footprint. Enforcement of the Regional Parks Bylaw, which states that people should remain on trails, will be supported through education and signage. • Metro Vancouver will ensure that vegetated buffers are retained between the proposed park and the existing surrounding land-uses. Trails and roads will not be lit, any lighting that may be associated with a key park facility such as a washroom will be minimal and designed in accordance with best practices related to maintaining dark skies. Additionally, Metro Vancouver will ensure that the park bylaw in relation to quiet times and noise is enforced. • Creation of the regional park will protect a significant portion of the Huszar Creek watershed that could be cleared. • Approximately 15% of the total area has been cleared and prepared for residential subdivision. Park development would focus on the cleared area with other areas being restored. Unused logging grades present an opportunity for creating a trail network. Across the whole regional park's system 1% of 13,500 Ha is developed.
Potential Impacts on Island Services and Resources	<ul style="list-style-type: none"> • Concerns about impacts on water supply on Bowen Island. • Concerns about potential effects on Bowen Island's emergency response services, including: <ul style="list-style-type: none"> • RCMP (policing) • BC Ambulance Service • Consideration should be given to evacuation planning. 	<ul style="list-style-type: none"> • The proposed park has over 20 drilled and registered wells. A study is underway on water supply and demands anticipated with the proposed park program. • Metro Vancouver will engage with RCMP, Bowen Fire Department, and BC Ambulance Service. • Metro Vancouver will work with Bowen Island Municipality to review, amend, and enhance the Bowen Island Municipality Evacuation Plan (2020) to provide information on how the proposed park can be evacuated.
Project Process and Engagement	<ul style="list-style-type: none"> • Concerns regarding engagement, especially failure to engage Bowen Island Residents earlier and before making commitments to the camping. • Requests for more transparency. 	<ul style="list-style-type: none"> • Metro Vancouver remains committed to an open and transparent engagement process. • Future phases of engagement will build upon lessons learned and provide opportunities for on-island community workshops and regional-scale engagement tactics.

10. Engagement Feedback

In terms of overall feedback on the engagement process, 53% of respondents said they received enough information to participate in this engagement in a meaningful way followed by 20% who indicated that they received sufficient information to “mostly” engage in a meaningful way. Over 70% of respondents would like to receive project updates and indicated that they would like to be involved in the next engagement phases.



11. FAQ

Is camping at Cape Roger Curtis the best location for camping in a regional park? Are there better locations in other parks, such as Crippen Regional Park?

There is camping offered at other sites in the regional parks system. The site for the proposed regional park has existing infrastructure such as cleared and levelled homesites, paved roads, driveways, underground electricity, and drilled wells. This infrastructure can be easily adapted for overnight uses.

What habitat and species at risk studies do you currently have? What additional studies on natural features will you be doing? How would Metro Vancouver plan to manage the increased pressure on natural landscapes due to increased visitorship?

Because the site has been on the naturalists' radar for more than 100 years, there is a wealth of background information available. Additionally, because the site was being prepared for development, there are studies and surveys that were required by law, e.g., ecosystem and forest cover mapping, amphibian mapping, species at risk.

Now that the landscape is being considered as a park, we have an opportunity to bring all of the existing research together and explore in greater detail the potential to improve and enhance the unique ecological values of the site. This site includes important and locally rare ecological features. This important work will be advanced through active collaboration with community groups, and through citizen engagement, research partnerships, and stewardships.

Bowen Island is a year-round destination. Will campsites be monitored year-round?

Metro Vancouver is exploring a May to October camping season, modeled on other campgrounds we operate. The campground would be supervised. All parks are controlled and managed on a year-round basis, with a dedicated park operator. The intention is for the proposed regional park to have dedicated staff to manage the park year-round.

What legal protection is the park going to have to make sure it will never be used for any other kind of development?

All Metro Vancouver parks have a purpose to protect the area in perpetuity. Through municipal rezoning, this park will be zoned appropriately, then owned and managed by Metro Vancouver as a park that will be protected moving forward.

Metro Vancouver undertakes an annual process to dedicate land acquired for regional parks purposes. Typically this is an annual process, where a dedication bylaw is approved by the Metro Vancouver Regional District Board. The dedication bylaw protects the land for regional parks purposes.

What are the expected overnight fees for reserving a campsite at the proposed regional park?

Camping fees will be nominal and in line with other regional and provincial camping options. Campsite fees in other Metro Vancouver Regional Parks currently vary from approximately \$25 per night for an individual site to \$120 - \$230 per night for a group camp site. Discounts are available for youth groups, people with disabilities, and seniors.

Metro Vancouver has an agreement to purchase the land for the proposed regional park. Will Bowen Island Municipality be required to pay the costs for the additional park infrastructure?

Metro Vancouver would be responsible for all servicing, land management, and oversight of the park including waste management, park bylaw enforcement, water servicing, development and maintenance of park facilities and infrastructure, conservation, and all other related work.

Metro Vancouver would provide an investment in the proposed regional park to transition the land from its current state to parkland. These funds will go towards the development of park amenities – trails, boardwalks, open space, washroom facilities, interpretive displays and learning areas, camping amenities, the restoration, enhancement and protection of ecologically sensitive landscapes, and safety improvements. This investment will ensure the park is safe, ecologically resilient, and accessible in perpetuity. As the park planning process moves forward, a detailed cost estimate will be developed.

The park will be staffed with full time employees who oversee park operations and maintenance. Engineers, biologist, interpreters, rangers, and other regional staff will support the management of land, natural and built infrastructure. Metro Vancouver will fund the proposed park shuttle and other improvements required to ensure sustainable access to the park. In addition, Metro Vancouver is working with Bowen Island Municipality through the rezoning process, to determine what upgrades to municipal infrastructure outside the park, are required.



12. How Feedback Will Be Used

The feedback, suggestions, and additional analysis and research in this phase of the engagement will inform the development of draft concept for the proposed regional park. It will also inform and support decision making by the Metro Vancouver Board of Directors, and will be provided to the Bowen Island Municipality for consideration.

13. Next Steps

The next phase will be concept development. During this phase we will share guiding principles and identify different concept option(s) for the proposed regional park. The second phase of engagement will focus on sharing the principles and concept plans for feedback. Feedback received in this phase of engagement will inform the final concept for the proposed park.



Janet M. Stavinga

February 13, 2023

Chair, Regional Parks Committee
 Mayor John McEwen, Anmore
 Metro Vancouver Regional District

Vice-Chair, Regional Parks Committee
 Councillor Rebecca Bligh, Vancouver
 Metro Vancouver Regional District

Metro Vancouver Regional Parks, West Area Office
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Good morning Chair and Vice Chair of the Regional Parks Committee, Metro Vancouver Regional District and Mayor and Council of Bowen Island,

Subject Roll Out of the Public Engagement Process for the Proposed Plans to Create a New Regional Park at Cape Roger Curtis on Bowen Island

I am writing to inquire about the rollout of the public engagement process by Metro Vancouver and the Municipality of Bowen Island with regards to the proposed Official Community Plan amendment and rezoning application to create a new regional park at Cape Roger Curtis in Bowen Island Municipality. I understand the proposed park would include day-use activities such as picnicking, trails, viewpoints, nature viewing, and water access in addition to a supervised camping program

Although I am not currently a resident of Bowen Island, I have visited the island on a number of occasions over the last two decades and have come away each time renewed by the landscape and the surrounding ocean waters. Over this period of time, I have taken a great interest in the preservation of the cultural heritage landscape and the ecological integrity of Cape Roger Curtis, particularly given its close proximity to the City of Vancouver.

The announcement by Metro Vancouver of a conditional agreement to acquire 97 hectares of Cape Roger Curtis and propose a change to the existing zoning from residential to a Regional Park was welcome news in the summer of 2022. However, the proposal to permit supervised overnight use of up to 100 campsites, with the additional accessory uses of land, buildings, and

structures to support park visitor services, operations and supervision appears to be short sighted. It is unclear as to why consideration has not been given to designate this area with a lighter foot print, such as a park reserve or ecological conservancy. Regrettably, this appears to be a significant oversight by Metro Vancouver as these alternative visions for Cape Roger Curtis should be considered as part of the public deliberations.

As recently as yesterday, I became aware of a meeting to be held on February 15, 2022 from a resident of the Bowen Island Community, but regrettably, no information was available on its location, or who would be attending. Rather the only information provided was that it was to commence at 5 PM. Unfortunately, details of this meeting are not available on either the [Project Specific website of Metro Vancouver](#), the most recent [media release dated February 9, 2023](#) or the website of the [Bowen Island Municipality](#). The only reference to a meeting on February 15, 2023 is found on the Bowen Island Municipal website, under the title "Community engagement timeline with BIM rezoning process timeline" and noted as a "Special Interest Group engagement" – but no further details are provided.

This resident also provided me with a copy of Metro Vancouver's February 2023 Newsletter on the Regional Parks, including reference to the Proposed Regional Park at Cape Roger Curtis. However, again there is no mention of this upcoming meeting. There also appears to be no reference to this February 2023 Newsletter on Metro Vancouver's Project Specific website as the latest issue available is dated December 6, 2022.

Given the importance of the proposed project to the Bowen Island Community and the shared interest to preserve the cultural heritage landscape and the ecological integrity of Cape Roger Curtis it is unfortunate that as of the date of this correspondence the details of this upcoming meeting – and the first session of the scheduled public engagement process – have not yet been made public.

There also appears to be inconsistencies about the Public Engagement Process between the [Project Specific website of Metro Vancouver](#) and the website of the [Bowen Island Municipality](#). The former states a three-phase process, whereas the latter appears to end on March 20, 2023. This inconsistency needs to be addressed as soon as possible otherwise Metro Vancouver and the Municipality of Bowen Island will be questioned on process and challenged on the absence of transparency.

Moreover, given the complexity of this project and the volume of reports to be reviewed by the community, it is unrealistic for Metro Vancouver to have established a deadline of March 20, 2023 as the end of the First Phase of Engagement. Further these reports, including appendices do not appear to be available on the Project Specific website of Metro Vancouver, but within the website of the Municipality of Bowen Island. Again, this is a significant oversight by Metro Vancouver as it creates confusion and deepens distrust within the public domain as the project documentation is not readily available on the Project Specific website.

Furthermore, despite the commendable decision by the Council of Bowen Island on [December 5, 2022](#) to disclose all of the information from Closed meetings related to Metro Vancouver's proposal for a Regional Park at Cape Roger Curtis from February 28, 2022 to the present, the decisions made by the previous Council will adversely colour the public engagement process. Specifically, the in-camera decision on May 9, 2022 to contribute the Cape Roger Curtis park lands managed by the Municipality, including Pebble Beach (Roger Curtis Beach), the

waterfront trail connecting the lighthouse and the point adjacent to Collingwood Lane, and the interconnection trails across the Cape Roger Curtis lands to the proposed Regional Park – without any previous public discussion was deeply flawed. To regain public trust, the merits of this decision should be tested again within the current public engagement process.

If there is not a quick course correction these missteps, by Metro Vancouver and those of the previous Council of Bowen Island, will adversely impact the successful launch of the public engagement process and the credibility of overall planning process.

These perspectives are grounded in nearly thirty years of experiences serving in multiple roles requiring public trust. First as a municipal elected official for twelve years, beginning as a Councillor for the former Township of Goulbourn then as Mayor and, for six years, as an Ottawa City Councillor. I then had the honour to serve as Chair of the Mississippi-Rideau Source Protection Committee from 2007 to 2016 – an appointment by Ontario's Minister of the Environment. You may be aware that the authority of this initiative is the *Ontario Clean Water Act, 2006*, a new piece of provincial legislation at that time, which required communities to protect current and future sources of municipal drinking water from overuse and contamination. This Act came about following the public inquiry into the E. Coli contamination of the water supply in Walkerton, Ontario and into the safety of Ontario's drinking water, established by the Government of Ontario. Lastly, for the past decade I had the privilege of serving as the Executive Director for the Algonquins of Ontario (AOO) in their continuing efforts to advance negotiations with the Governments of Ontario and Canada towards a modern-day treaty. Interestingly, one of my trips to Bowen Island in May 2007 set the course in my life that would have me eventually working with the Algonquins of Ontario. And for that, I am deeply grateful.

Through these experiences and the successes achieved, upholding public trust, and building partnerships were paramount. Regrettably, the unintentional consequences related to the scope of the proposed Regional Park, the roll out of the public engagement process, including the unreasonable timelines, will contribute to the growing cynicism amongst residents of Bowen Island.

Be assured Metro Vancouver, the Municipality of Bowen Island, the local residents, and future generations will be better served, if the two levels of government address these oversights immediately by focusing on the implementation of a more robust and integrated public engagement process. Public trust will also be rebuilt if the process is more collaborative and includes the development of a shared vision to preserve the cultural heritage landscape and the ecological integrity of Cape Roger Curtis.

I look forward to a favourable reply.

Respectfully,



Janet Stavinga

c.c. Morgan Mackenzie, Legislative Services Coordinator, Board and Information
Servicesdelegations@metrovancouver.org

My name is Rodney Neys. I am a lawyer and, along with my wife Marie, we are the owners of [REDACTED] in the Cape on Bowen subdivision. We were the first purchasers of a lot in the subdivision and first to build and move into our home as full time residents and have lived as full time residents for in excess of 9 years. We purchased in this subdivision for many reasons, including based on the representations of the Developer as set forth in their marketing material, brochures, website and published design guidelines. To this day the developer continues to represent that the Cape on Bowen encompasses 618 acres and represents the entire southwest tip of Bowen Island, wherein lies **a limited number of 10-acre nature estates**, *"within an idyllic, tight-knit island of friendly, caring neighbors who form truly intimate human connection based on shared lifestyle, passions and values."*

In the many materials the Developer provided to each potential buyer of a lot, the Developer represented (amongst other things):

- *You will feel deeply proud of being resident stewards of the environment, where there are environmental covenants to actively preserve mature growth".*
- *Truly special locations like this are what family memories are built on. The value of passing on such memories will be rivalled only by the ability to pass on such an exclusive waterfront estate to future generations."*
- *Living here, you'll be immersed in **exceptional quietude and tranquility** - at one with nature, inspired, nourished, anchored and empowered by it every day.*
- *To live at the Cape is an absolute privilege. Here is a precious ecological system, rare and diverse. This is a role model development that honors natural heritage. And here, we invite and welcome a community of **conscious residents** who cherish Mother Earth, and would be proud, proactive stewards of this unique area that is part of the Howe Sound Biosphere.*
- ***We envision a community** where the collective treads lightly on the land and its natural resources, where built structures are exemplary in green building systems and technologies, and where horticultural and agricultural practices are regenerative and organic.*
- *All of the Estates have a Forest Management Zone that ensures the natural state and balance of the ecological system is protected in perpetuity. We believe we have an absolute responsibility to act as stewards of these precious lands. We are determined to spark a paradigm shift through our conscious decisions in how we develop this property, **and how we build an intentional community by attracting and selecting those who share our values for protecting our planet.***

All of these aspirations/representations are codified in a particularly detailed, Design and Resource Guide that every purchaser of a property is obligated to comply with, as well as complying with the Statutory Building Scheme registered by the municipality against all of the residential lots in the subdivision. The Design and Resource Guide can be summarized as the Developers requirement that *"these premier set of properties retain and celebrate their distinct sense of place, from the outset of development. With nature and built form taken together, the spirit is one of sustaining and enhancing what is the 'best of Bowen.'* The Design Guidelines are intended to inspire creative development to

enhance The Cape on Bowen's sense of retreat, unspoiled nature, and close-knit community. This legacy is yours, with these guidelines as support.”

Based on all of these numerous representations of the Developer and the approvals for the development by the Municipality, as further evidenced by the imposition of detailed statutory building covenants impacting all of the lots in the Cape on Bowen, Marie and I made an informed decision to buy our lot and invest millions in constructing our home, all the while safe in the knowledge that our neighborhood would be similarly regulated and protected by virtue of the Developers assurances and the Municipalities approvals. We relied on the integrity of the Developer and Municipality and proceeded to invest in a “unique subdivision that had been created with a limited number of estate homes, all sharing the common goal of sustaining and enhancing what is the “best of Bowen”.

To now learn that the Developer is prepared to breach its representations to the owners of the existing lots and that the Metro Vancouver Park Board is actively facilitating or inducing the Developer to breach its representations is beyond reprehensible and not without legal consequence. The situation is further exacerbated by Bowen’s past municipal council acting in a capricious and arbitrary manner to contemplate changing the “rules” of development within the Cape of Bowen subdivision by changing the zoning of the lands and presumably removing the statutory building scheme covenants without any consultation with, or consideration of, the existing owners and the significant monetary investments and investment of time they have each made to date all to comply with the Municipalities requirements and the Developers requirements. These actions of the Developer, the Municipality and the Metro Vancouver Park Board paint a picture of complicity in undermining the rights and entitlements of the existing owners within the Cape of Bowen by encouraging the inducement of breach of contract with the existing owners.

While I would hope common sense will prevail with the new municipal council with the result that the rezoning request of the Metro Vancouver Park Board is definitively rejected, should it not be, this matter will be moving for resolution through the courts given the history I have outlined.

And just in case Marie and my position is not abundantly clear, we are 100% opposed to any camping being permitted, of any nature whatsoever, within the Cape on Bowen and certainly not on the lands that are the subject matter of the Metro Vancouver Park Board’s pursuit. In so far as the acquisition of the lands for a park use, until we see a definitive plan from Metro Vancouver Park Board ensuring that it will comply with all of the same development covenants (both imposed by the developer and by the Municipality) as exist for all existing owners of lots in the Cape on Bowen, along with a satisfactory transportation plan, fire management plan, water use plan, security plan and municipal infrastructure improvement plan (to Bowen’s existing roadwork), we cannot support the proposed park use.

Respectfully submitted for your consideration and common sense.


Rodney Neys, KC


Marie Neys

Dear fellow Bowen residents, Bowen Mayor and Council, and Metro Vancouver Park Board.

I am one of the owners of a 10 acre lot at Cape Roger Curtis.

I believe that having 240 acres of Cape Roger Curtis become a park is a blessing -- a wonderful gift to the island.

I understand people's concerns about having 90 campsites in the park. However, please, let's negotiate. Let us talk. Let's not throw the baby out with the bathwater. Let's have a win-win.

If done well, I think this is a wonderful opportunity to bring the Bowen Island's many communities together, rather than be polarized.

Thanks for listening. Paul Zysman.

Bobbi Parker

Bowen Island, BC

February 20, 2023

Mayor and Council
Bowen Island Municipality
981 Artisan Lane
Bowen Island, BC V0N 1G2

Dear Mayor Leonard and Council,

I am writing to express my concerns about the request for rezoning and the proposed camping at Cape Roger Curtis by Metro Vancouver. Though I believe a park is in the best interest of Bowen Island residents, I am very concerned about the idea of camping and the increase of visitorship a Regional Park could bring to the already precarious nature of tourism on Bowen Island. At this time, I do not believe the Municipality should approve any rezoning of The Cape until Metro Vancouver addresses all concerns raised by residents and our infrastructure issues are addressed.

As a full-time Bowen Island resident with a family of 5 I am concerned about the following:

- 1) **Ferry capacity:** The ferry is at capacity and in the last three months we have had several cancellations due to lack of staff.
- 2) **Ferry marshaling on Bowen Island:** Marshaling the ferry lineup down the center of our town has reached its limit. With no staff supplied by BC ferries to run the lineup it is regularly a mess with loading and unloading.
- 3) **Medical services:** We are already lacking in ambulance services. The new Health Centre was built by a non-profit organization with support from private citizens. I am concerned their resources will be directed towards increase visitorship and impact locals ability to access medical services
- 4) **Impact on Bowen's environment:** The increase of tourists in the last three years has noticeably impacted Bowen Island. There are too few toilets on Bowen for the amount of visitors with human waste regularly seen near trails. Xenia also had to stop public access due to the impact visitors have had in the last two years including peeling bark off Opa, climbing Opa and simply the amount of walking on its root system.
- 5) **Tourism in residential neighbourhoods and the impact on residents:** Visitors are everywhere on Bowen in the last two years including in residential neighbourhoods. Between having visitors in our residential neighbourhoods and local spots being overrun, Bowen residents' ability to enjoy their own community is being limited.
- 6) **Metro Vancouver history of management on Bowen:** Metro Vancouver has let Davies Orchard crumble and it still sits there years after a rejuvenation project was announced with no improvements. The reason given was inability to find a contractor. If they can't find staff for this project how do they propose to staff a new Park at the Cape?

- 7) **Increased workload for council and staff:** Our new mayor and council have very large issues to deal with. This is taking away valuable time from already overworked council and staff that need to focus on Bowen's crumbling infrastructure.
- 8) **Road access to The Cape:** The amount of road bikers, scooters, construction trucks, and speeding cars along Adams Road in the summer is already an accident waiting to happen.
- 9) **Reduced amenities for Residents:** The General Store and The Ruddy are ransacked of supplies on many weekends in the summer. How many campers/park visitors will come over expecting to get provisions on-island only to find empty shelves? What about the gas station that is closed on Sundays and has trouble finding staff? And the waits to get into restaurants can be hours.
- 10) **Reduced profit and increased expenses:** Is there a concern about losing the \$4000+ (waterfront lots being double that) in annual property taxes from each of the 24 lots at The Cape? Will the Municipality miss the \$100,000+/year in its budget? With the increase in visitorship, will there be an increase in wear on our infrastructure resulting in an increase in maintenance costs?

As a full-time resident that lives on [REDACTED] and backs onto DeeCee Road I am concerned about the following:

- 1) **Road access to the Cape in Tunstall Bay:** This is an ongoing issue that was never adequately addressed by the Municipality. There is inadequate access (namely emergency access) in and out of the Cape. DeeCee Road being the required secondary access road is still laughable.
- 2) **Speeding on Whitesails Drive and Tunstall:** The Whitesails community has raised the alarm on this issue for years with little assistance. This includes cars, bikes and scooters.
- 3) **Wear and tear on Whitesails:** Whitesails Drive is in terrible condition and the Municipality has said it was going to be repaved since 2019.

Lastly, as a property owner in the Cape I am concerned about the following:

- 1) **Noise and change to the neighbourhood:** Metro Vancouver included a map of where the proposed car accessible campsites would be in their recent online survey. I was very surprised to see that the largest site is just meters from the back of residential lots, including mine. We purchased our lot at The Cape from the developer to build our dream home with the promise of being "immersed in exceptional quietude and tranquility" (their website still reads this). Residents moved to The Cape for its serenity, privacy and closeness to nature. 100+ people camping will disrupt residents and the animals that currently live there. The deer and bald eagles that we currently enjoy as neighbours and visitors on our lot will surely move away from the noise of a car campsite drastically changing our enjoyment of our property.
- 2) **Changes to The Cape landscape/environment:** The current map with the large car accessible campsite will drastically change the landscape. Will Metro Vancouver be held to the same (rightfully) strict development covenants that Cape residents are? Will they be clearing large swaths of land and blasting bedrock to make gravel sites for cars and

hundreds of campers? This does not benefit Bowen residents or The Cape's natural landscape.

- 3) **Trespassing on private property:** How will Metro Vancouver keep campers and visitors out of residential lots? I do not want to have to fence my lot and restrict the movement of deer in The Cape. How will Metro Vancouver stop another Xenia situation at the Cape?
- 4) **Metro Vancouver's ability to manage the park:** Given the state of Davies Orchard I don't have much confidence in Metro Vancouver's ability to manage any new buildings at the Cape let alone a 90+ person campsite. Given that they could not find a contractor for the Davies Orchard improvements (not to mention how it was left to decay for so long) how will they find staff for this? And how would they be able to influence BC Ferries inability to find staff for all Bowen run shifts?
- 5) **Policing unruly campers:** We have three RCMP officers on island and no jail. How are an additional 100+ people a night doing an activity (car camping) that typically includes drinking and partying going to be managed nightly by three RCMP officers from the other side of the island?
- 6) **Parking in The Cape:** Cape Drive is narrow. The parking lot at the beach is already full most days in the summer with cars lining the side of Roger Curtis Lane making it nearly impassable. Even without camping, where are all the visitors going to park? This will directly impact the "quietude and tranquility" that residents have invested in.

I would hope that Metro Vancouver has solutions in place before the Municipality considers changing any zoning at The Cape. I believe we need the following:

- 1) Extension of the cross island trail
- 2) Completed plan to increase reliable ferry/water access to Bowen
- 3) Improve Ferry marshaling
- 4) Increased medical services on Bowen
- 5) New road into the Cape
- 6) Increased RCMP presence/funding on island
- 7) No increased costs to Bowen Island Municipality
- 8) No camping near residential lots
- 9) No car camping
- 10) Visitors processed before they get on island
- 11) encourage an alternate transportation to driving
- 12) Increased bathroom facilities in all Metro Vancouver Bowen Island parks
- 13) Metro Vancouver to work with Bowen Island Tourism on a tourism strategy that keeps tourists in the Cove and dedicated tourist spaces on island

I know I am not alone in saying that I am so relieved that we have the Mayor and council that we do right now. I have full faith that you will do what is best for Bowen Island and its residents.

Sincerely,

Bobbi Parker

February 20, 2023

To Metro Vancouver: Bowen Island Park Planning
Cc. Mayor and Council

My comments refer to the CRC Campground Development Proposal

According to press accounts, Metro Vancouver staff say the ballooning popularity of its parks over the past few years is leading to increased emergencies and public safety incidents that are stretching resources thin. Metro parks is not alone in the need to find solutions to overcrowding at popular recreation destinations. Bowen also receives increasing numbers of visitors, that weigh on ferry capacity and a limited taxpayer base to shoulder services and infrastructure. Recently, Bowen's Xenia sanctuary lamented that "... it has become a TikTok and Instagram tourist attraction bringing people every day and on weekends, by the droves...." To weigh the benefits and drawbacks of Metro's proposed camping development, it is critical that Metro to acknowledge that an island is unlike the mainland in its unique ecology and conditions for water, transportation, and access to services.

Bowen residents juggle multiple identities as a municipality within the unceded territory of the Skwxwú7mesh and within the Islands Trust, and collaborative partners in the UNESCO Átl'ka7sem/Howe Sound Biosphere and Metro Vancouver Regional District. What unites us is the common theme of "*Preserve and Protect*" - but how?

As residents on unceded territories, we have a duty to learn from Indigenous knowledges historically marginalized by Western processes. Skwxwú7mesh values described by the Xay Temíxw /Land Use Plan prescribe natural places to "heal, recover and re-connect with the land; clean air, clean water, and healthy rivers and streams; wildlife and wildlife habitat ...". Beyond place naming, early and authentic Skwxwú7mesh consultation can ensure that preservation and spiritual values are embedded in the plan.

Metro Vancouver's inspirational *2050 Vision* to "plan for compact, complete communities that are foundational to enabling low carbon solutions, " emphasizes preservation, however a campground development proposal is counter-indicative. New Metro campgrounds should logically be located within its fastest growing areas in order to promote equity and reduce climate impacts.

The Islands Trust mandate to "preserve and protect" aligns with Bowen's UNESCO Biosphere status and the Municipality's Official Community Plan. Bowen's supporting Bylaw 299 identifies coastal bluff, inland bluff, mature forest, old forest, wetland and freshwater ecosystems, and critical wildlife habitat as environmentally sensitive areas. In this regard, a park affords opportunity for protection of the Cape or potential to damage unique ecology by introducing invasive species, trampling fragile organisms and disrupting wildlife. It will be important to residents to see that vision encompassed in the plan as it is fleshed out.


Recent history of the Cape can be told as a series of real estate development proposals for land that deserves to be preserved met by opposition to density and logging. Unfortunately, the proposed campground development assumes densification that prompts the question: What could possibly go wrong? Devastating fire? Water drawdown? Untenable demand on stressed

infrastructure and services? These questions need to be addressed early with viable strategies in order to foster local support as the plan unfolds.

Should there be camping? There could be, but the two strands, park and camping would be met with less of a “Say NO!” response if they were pursued flexibly. Preservation and protection are core values. Camping is an idea that should be re-envisioned for: What purpose? What type? and Where? And then field-tested until the footprint is right for the island.

I hope we give a fair hearing to plans for a new Metro park on Bowen Island. But the plan needs to be rigorously tested against Bowen’s capacity and preservation responsibilities with robust ecological impact studies and firm commitments from essential partners like BC Ferries and Translink. As currently presented, this campground development is one more in a series of proposals that represent “big ideas coloured by a ‘mainland’ context.”

Respectfully,
Betty Morton


Bowen Island

February 21, 2023

To: Bowen Island Council & Bowen Island Park Planning

With this letter I want to declare my strong support for the proposed development of the new **Regional Park at Cape Roger Curtis** on Bowen Island. Our family has had property on Bowen for about 60 years – we first used it as a summer place and then my parents moved here permanently over 40 years ago. It has been a paradise for those of us who have been lucky enough to know about Bowen. The development of trails and accessible parks like Crippen Park over the more recent decades has been wonderful to allow Bowen Islanders and non-islanders to truly appreciate this magical natural space only 20 minutes from the mainland.

My own children (born in central Canada, far from rainforests!) have also had the immense privilege to explore Cape Roger Curtis with their grandparents – and we all think it is an amazing space that **must** be preserved in the regional park system. What an opportunity Bowen Island now has to preserve this area for the present and future generations to experience the amazing forest and coastline and to connect with real nature so close to major metropolitan areas!

The rezoning plans to permit some campgrounds on the site have been extremely well laid out to control the use and access. The misinformation circulating about those plans should not deter the Bowen Island Council from moving forward with the application so that the park development can proceed.

Sincerely,

Sylvia (Duffek) Yada



February 24, 2023

Dear *Mayor and Council of Bowen Island;*
Mike Redpath and Jeffrey Fitzpatrick, Division Manager of Regional Parks,
Design and Development
John McEwen, Chair of Metro Vancouver's Regional Parks Committee

By this point a number of people have written to you with concerns about the park, most of which I share—there are over 40 letters that I could have happily co-signed. I won't reiterate all the points here because, as you know, they are many.

It's a weird situation to be in: "fighting against a park." But what I want you to understand very clearly is that *none of us* are fighting against a park—we are fighting to preserve the viability of our community as a place to live, raise children and, for those who need to, commute to the city for work. We are fighting for both a natural ecosystem and a human one.

This is an island, with only one way in and one way out, funnelled by the triple-bottleneck of Horseshoe Bay, the Ferry, and our small cove. Everything that happens on this island affects us all, and we exist in extreme dependence on that little bottleneck. If it doesn't function, we don't function.

I have been reading, with interest, "Measuring and Managing Park Carrying Capacity," the UBC Report prepared for Deanne Manzer of Metro Parks in August 2020. A number of people have quoted from it in reference to problems surrounding parks. But what I took from it was quite different. It is a guidance document; one that perhaps you have adopted in its recommendations for how to proceed in park development. And I noticed something very odd: it talks a lot about visitor experience and the three "core capacities" of Environmental, Social (visitor experience) and Managerial, with a nod to "Cultural capacity" which specifically references indigenous peoples, but *nowhere* does it mention impact on the community of people who live in the area of a proposed park.

I urge you to take the many concerns you have heard very seriously and make them an integral part of your plan to save an ecosystem at the Cape, because while most of us are not indigenous, we are part of that ecosystem. Under your current plan, our way of life, our livelihoods and possibly even our lives are at stake.

Marian Bantjes
1478 Tunstall Boulevard
Bowen Island, BC
V0N 1G2 Canada

Bowen Island's ecosystem includes humans.

Sincerely,



Marian Bantjes

PH [REDACTED]

[REDACTED]
www.bantjes.com

Zoe Christina Solaris

February 26th 2023
Evergreen Hall, Bowen Island, VON 1G1

To the Esteemed Board and Staff of Metro Vancouver Regional Parks

Re: Proposed camping at Cape Roger Curtis:

My name is Zoe Christina Solaris, and I am forwarding to you here the contents of the letter I have just sent to the Bowen Island Municipal Council stating my **staunch support of a regional park at the Cape, as well as camping at the park**. I wish further to emphasize that I know that Metro Vancouver Regional Parks has been on the receiving end of a substantial amount of harsh and ungracious negative feedback. As an Islander having conversations with fellow islanders all day, I can assure you that the bitterly vocal minority who are staunchly opposed do not represent the majority who are far more deeply considered, moderate and in support of a park. There are concerns, to be sure. That does not warrant acrimony.

The moderated and considered support of the park does not, however, lend itself to quick responses and is less likely to show up in surveys canvassing those whose opinions are strong enough to warrant a rapid response. I urge you to sustain your public engagement and to reach below the reactive turbulence at the surface to the substantial genius, professional experience and collaborative spirit of the Island that largely has no time for Facebook.

As written to Bowen Island Municipal Council:

My name is Zoe Christina Solaris and I am a resident of Nexwlelexm (Bowen Island), and I am, with my family, **under contract to purchase one of the lots at Cape Roger Curtis**, just outside the boundaries of the proposed Regional Park. Having lived on islands my entire life, including in the developing world where the pace of change is breathtaking (and unregulated), **I am intimately familiar with the dynamics of small island living and their ecosystems.**

In my professional capacity as a **Spiritual Mentor**, a substantial amount of my work is to assist people in positions of leadership to succeed in their missions when they, at some point, invariably, hit a "wall" and find they can go no further. In my experience, that "wall" usually has a name. The name of that wall is "root loss."

As a colonized (and colonizer) society, we have at some point in our history lost our connection to our own ancestral land, and settled on this gem of an island in the Salish Sea. **Many of us feel very strongly about protecting this island. But there is a stark difference between the strong overtones of "keeping it for ourselves" (when it is stolen land in the first place), versus "working to be good stewards and guests, working in a good way with our Indigenous hosts."**

The world is on the verge of large scale and irreparable ecological collapse. This is due in a large part to our disconnection from nature. And social science tells us one thing for sure: that human beings protect what they LOVE. **How can we protect nature if we have lost our connection with her?** If the sum totality of our immersion is a 20 minute walk with the dog or an hour long hike a few times a year?

What we fail to consider is that the Land itself has personhood. Has a voice. Has a dream for itself. We are so busy volleying opinions, convinced of our own accuracy and that we "know best" that we fail to *actually listen to the land*.

In the last 8 months of consistent ceremony and listening to the Land at Cape Roger Curtis, both on my own and with groups of other ceremonially inclined island residents and students, **the one thing we have *consistently* and *VERY LOUDLY* heard from the spirit of the Land is that its will for its own destiny is to be *IN COMMUNION* with its people.** It wants people to come back to the land, back to the forest, and specifically, to ***SLEEP ON THE EARTH*** to become reconnected to the Spirit of Nature.

To the best of my listening ability, with 20,000 hours of professional experience working with Spirit, and 10 years as a ceremonialist teaching people to hear the earth, it is my best and clear understanding that the Spirit of the Land deeply desires people to be CAMPING.

Our connection with nature is in crisis and is in need of immediate repair. And there is nothing more effective for repairing our connection with the Earth than *sleeping on the earth*. Sleeping on the Earth synchronizes our bodies (finally outside of wifi fields and digital smog) back to organic rhythms, natural tides, and the deep dreaming of the Land itself. Humans are *animals* that belong *in nature*. Our separation from nature is what makes it conceivable that we destroy her.

What an utter catastrophe of disconnection that we have so far vilified this most essential, humanizing and reconnecting activity (sleeping on the earth) on Bowen Island. Have we so fully internalized our epigenetic trauma and root loss that sleeping on the earth is "dangerous", "dirty", and cannot be "controlled"? Are we so invested in keeping this stolen land to ourselves that we vilify city folk desperate for reconnection to nature? This reactive narrative, which I have heard from too many islanders, is a repetition of internalized trauma. The trauma of dislocation from our own ancestral lands.

I would never attempt to speak for, or to say that I represent any Indigenous Nation or group of people. I will however share what I have heard from my Indigenous Friends, Ceremonial Colleagues, and Mentors from multiple Nations, including host nation, seeing as they are so omitted from these critical spaces:

When I have asked for their feedback on *camping* at Cape Roger Curtis, they have asked the following questions:

- 1) Will there be a fire ban
- 2) Will vehicle access be limited
- 3) Will artificial light be limited

If these criteria are met, then Full blessings: human beings reconnecting to the earth is an essential part of our collective healing. Coming back into connection with the land is how we become safe to each other again.

- In light of the colossal potential we have before us to create a Regional Park at the Cape (an opportunity once lost with this same land).
- In light of the possibility not just to conserve 240 acres, but to create a contiguous zone of protection that bridges the Conservancy, the Cape, Fairy Fen and opens up the possibility of further protecting 500 acres of crown land in danger of logging. (All within a UNESCO Biosphere Reserve)

Zoe Christina Solaris

- In light of the Voice of the Land herself (and not our opinions of what is right)
- In light of the endorsement of our host nation, the Squamish Nation, supporting the Park
- And in light of the opportunity to reconnect people nature in a moment when the Earth desperately needs us to fall back in love with her, and to create a new future based on sustainable systems ...

In the strongest possible terms, with clear awareness of the logistical challenges it implies, I ask Bowen Island's Municipal Council to please approve camping at the Cape.

There are indeed logistical challenges and a need to proceed in a phased manner, with great care and attention to the impacts on our island's infrastructure and carrying capacity. But these considerations pale in comparison both to our **shared ingenuity and ability to find win-win solutions**, and in comparison, to **the colossal promise of a Legacy that can truly make a difference in a moment of critical tipping points on this Earth.**

Please, Approve camping at the Cape.

Zoe Christina Solaris

Rev. Zoe Christina Solaris,
Master of Divinity, Fellow, Harvard University (2011)
Doctor of Ministry (IP)

[REDACTED]
Bowen Island BC [REDACTED]
February 28, 2023

Recipients: Metro Public Engagement, Bowen Island Council, Charles McNeill, Undercurrent

“Getting to Yes”

I listened to Metro Vancouver’s February 27th presentation to Council. There was nothing new or expansive in the presentation despite assurances that Metro is reading the responses from their online survey. To the contrary, the presentation demonstrated that Metro’s interpretation of “Listen and Learn” is a term that applies to Bowen residents, not to be construed to mean that Metro will *actively* listen or learn from the engagement process.

I was, as always, impressed by the depth of knowledge, vision, passion, engagement, concern, and care expressed by friends and neighbours. We are a generous and wise community with diverse interests, talents and needs but we also share a common interest in ensuring that Bowen’s natural and human ecosystem remains sustainable. Islanders know intimately that our small island is an ecosystem shaped by its weather systems, the seas that surround the rock, the plant and animal life that thrives on it and the humans that coexist with nature.

Many residents demonstrated desire to preserve the natural habitat of the Cape in perpetuity but they also identified the many ways in which this intention can go sideways if not sensitively implemented. Metro stood inflexibly. Any negotiation assumes reciprocity – Islanders give up some things and the proponents give up some things in order to get to yes. So far, that isn’t happening. Metro has not demonstrated a willingness to sit at the negotiating table.

Yes, this can be construed as a “Once in a Lifetime Opportunity to save nature!” But Islanders cautioned that the current plan could also cause irreparable damage. What about a “Yes And” approach? Could we make this a “**First** in a Lifetime Opportunity” to craft a plan that respects nature by attuning it to our Ecological Footprint?

Best Regards
Betty Morton

To Bowen Island Municipal Council & Metro Parks re: Cape Roger Curtis Regional Park Application

Metro Vancouver's proposed Regional Park at Cape Roger Curtis (CRC) on Bowen Island would undoubtedly be an invaluable and unique "great place" within the Metro Regional Park system! It would also very likely be one of the most challenging additions to the park system, primarily due to the requirement for development of extensive infrastructure traversing our Island community and indigenous heritage, in order to support and sustain this "great place". Indeed, development of a Cape Roger Curtis Regional Park must achieve a complex balance of 4 main purposes. Yes, Nature Conservation + Nature Recreation! And Equally, First Nations Reconciliation + Bowen Island Community Well-Being!

IMHO, the 'opportunity' of a "great place" at Cape Roger Curtis (CRC) outweighs the 'challenge'. However, the COMPLEXITY of the 'challenge' of this project necessitates a different planning process than currently proposed by Metro Parks who seek fairly rapid approval for a "Concept", that will be refined in a matter of months into a "Final Concept" plan, with a whole number of components likely highly uncertain in their final detail until phased implementation.

Given the complexity of achieving the park project's 4 main purposes, the more prudent and effective approach would be to 'prototype'/test-out specific park use opportunities (e.g. habitat protection, picnic areas, indigenous and other interpretation sites, waterfront access, etc.), as well as potential aspects of park infrastructure (e.g. various aspects of non-vehicular access, ferry service, vehicle traffic control, parking management, etc.). This iterative approach is based on 'discovery' of 'what works', rather than on "phased implementation" of a "final concept". It is a successful and increasingly common practice in today's world of new product development or organizational change, when dealing with high levels of uncertainty and complexity.

Over time as 'prototype' components of park use and infrastructure are evaluated and either refined or curtailed, all of the park stakeholders could together learn what an *achievable* multi-purpose Cape Roger Curtis Park would look like! Another advantage of this approach is that most park components could likely be prototyped *within* the provisions of the existing OCP and Zoning, reducing some of the current project complexity. (Note: Day-use predominates in other regional parks, and a requirement of an OCP amendment and Re-Zoning for CRC would only pertain to one possible additional park use, namely, overnight camping.)

Therefore, depending upon community feedback, BIM could very well "confirm support" and willingness to collaborate in the gradual development of a CRC Regional Park, while choosing to DEFER (i.e. neither approve nor reject) any possible OCP Amendment and Re-Zoning for overnight camping use. A deferment could exist for any length of time, until it is much clearer to all stakeholders what an *achievable* multi-purpose Cape Roger Curtis Regional Park would *actually* look like, with its initial tried-tested-tuned activities and support infrastructure.

Finally, such an agile (learn by doing) approach is likely to encourage longer-term and continuously meaningful involvement and collaboration among the key Cape Roger Curtis park stakeholders--Metro Parks, First Nations, and the Bowen Island Community! We could thus effectively work towards, and together share Metro Vancouver's "Vision" that "Regional parks are protected and resilient, connecting people to nature, with benefits for all"!

Signed: Bert Painter, [REDACTED] Bowen Island, BC

March 4, 2023.

Comments arising from the CRC Open House (March 4th, 2023)

Considering that Metro Vancouver Parks has plans to establish a park with camping at Cape Roger Curtis, on Bowen Island, I have a number of questions and concerns.

I write as a full-time resident of Bowen Island to express my thoughts about the proposal for a park and campground at Cape Roger Curtis (CRC). I suspect many of my points have been raised previously by others but I believe you have an interest in understanding many individual views.

Preservation and rehabilitation - are they a priority?

At the outset, I was pleasantly surprised when park and camping plans were announced. My initial thoughts were hopeful because I believe it would be wonderful to “preserve and protect in perpetuity” at least a part of the unique environment of the Cape. My fundamental hope is that the concept of protection is uppermost in the minds of all involved as the plans are developed. I understand that “access” is also a priority but this should not come at the expense of preservation.

Related to preservation, I would like to know if consideration has been or will be given to habitat restoration. I have not seen or heard any such consideration yet; forgive me if I have missed those comments. Metro Van Parks states that they will be able to take advantage of the fact that sites have already been cleared for construction of houses. As we all well know, a great deal of the natural form of the Cape has indeed already been lost in the development to date. Will the new proposed Park serve to rehabilitate any areas and if so, how much? On the converse, does the creation of the camping areas and other park infrastructure demand the removal of even MORE natural features of the landscape at CRC? In viewing the overhead maps, it seems to me that at least some of the proposed camping areas will be placed in areas that have not yet been cleared.

What scale of camping is sustainable?

How has the proposed scale of camping been decided? The current level of visitation to CRC seems to be sustainable, but what is that current level? How will the proposed camping affect the level of visitation?

Metro Van Parks has provided estimates of the numbers of visitors who would likely come to the Cape. Those estimates do NOT fit well with my own experience of BC Parks, especially at holiday times. In my experience, drive-in sites typically are occupied by at least two visitors and often as many as six or eight. If the plan is for up to 35 drive-in sites, that could easily translate to 200 visitors in the drive-in sites alone. I am unsure if the estimates of visitors applies only to those who are camping, or if any allowance is made for day-use activities. Please explain how you come up with your estimates and why we can be confident they are reasonable.

Visitors to CRC will be “constrained” by the park boundaries

Arguably my greatest concern relates to the intensity of foot traffic over the proposed park area. To begin, has any analysis been done to gauge the impact of different levels

of visitation on the quality of such a fragile landscape? I wonder if Alpine areas of the National parks provide any guidelines - I'm sure Parks Canada staff have that kind of insight. I think we can all imagine that excessive foot traffic on delicate surfaces is potentially destructive, so how much is tolerable? Logically, the numbers of visitors allowed should be dictated by the ability of the landscape to tolerate the load.

I think it is important to keep in mind that the proposed CRC park has "hard" boundaries, including steep slopes, private housing and potentially dangerous steep cliffs to the south, with virtually no beach access. These hard boundaries mean that visitors to the park will be unusually "constrained" and I suspect this will enhance the wear and tear on the area within the park boundaries.

To try to get some idea of potential "visitor density" in other parks, it might be instructive to consider two examples. First, the MVP staff at the open house suggested I take a look at Derby Reach as another MVP facility, so I did. Derby Reach offers 38 unserviced campsites (about a third of the number proposed for CRC) and in that case, the visitors can be "diluted" away from the campground along a 9 Km loop trail system with riverside beach access for about half that linear distance.

Another example, although admittedly in a very different context, might be Green Point Campground in Pacific Rim National Park. Green Point offers a larger capacity camping with 94 drive-in sites and 20 walk-in sites. That campground, however, is located in a relatively huge area with more than 5 miles of beach access and a number of other attractions within a short driving distance. The human impact of camping at Green is therefore greatly diluted in such a large area. No comparable "dilution" of human impact is imaginable at Cape Roger Curtis and in my view means that the camping capacity at CRC must be much lower to be sustainable without irreversible damage to the ecosystems of the Cape.

Finally, it is worth considering that the effort taken to get to CRC means that it is likely the visitors will be reluctant to travel back and forth to the Cove. This will add another element to the "containment" of visitors within the park boundaries.

Please explain how camping will be "phased in" and assessed

Please define the proposed starting level of camping - 5 sites, 25 sites, 50 sites? How long do you propose it will take to reach the presumed maximum camping capacity?

Importantly, how will the impact of camping be assessed and by whom? If, in a worst case scenario, camping is found to lead to extensive damage to the natural environment, will the targets for the number of campsites be re-evaluated? My fear is that the political (and economic) pressure will make it impossible to reduce or eliminate camping in favour of more controlled visitation. Is this fear justified or not?

What area is required for camping, trails and other structures?

You provide maps to indicate the location of the camping facilities at the Cape. Please provide accurate estimates of the areas covered by the camping facilities and what percentage of the total area of the proposed park.

Similarly, how extensive will be the planned network of trails, boardwalks and other facilities to enable movement over what is, by most measures, "tricky" terrain.

The potential carbon footprint of a CRC park

What might be the impact of a Bowen Park on carbon emissions across the Lower Mainland? It seems that a primary rationale for overnight camping is that many area residents would be unable to experience the Cape because the journey time is too long and therefore not feasible in a single day. This argument can also be used to demonstrate that visitors must be generating considerable carbon emissions to get to CRC. I think it is overly idealistic to believe that most visitors would carry all their supplies on bicycles or transit and walk on the ferry.

As an aside, I would mention that as a bike rider myself, I typically record 1,000 to 1,200 feet of elevation gain when riding from the Cove across to Tunstall or the Golf Course. This means that cyclists will have, to say the least, a moderate challenge in hauling gear and food supplies across Bowen. E-bikes are a different matter, of course!

Roger Brownsey
Bowen Island


TRANSPORTATION / ACCESS

Bowen Island is currently only publicly accessible by ferry from Horseshoe Bay to Snug Cove (known on Bowen as “the Cove”).

The ferry line-up in Horseshoe Bay in the summertime is a bottleneck.

All traffic funnels from the highway into multiple lanes before the payment booth. Most of these lanes are for Nanaimo and Langdale; **one lane is for Bowen Island.** The situation has become so packed that the Bowen Island lane has been moved over to the right shoulder (not even a lane), and wait times in peak hours of the summer are usually two ferry sailings (2 hours). Because Bowen traffic loads from underneath the upper ramps (an area known as “the cave,” “the grotto,” or “the bunker,” and because only approximately one sailing’s-worth fits in the grotto, the rest of the waiting traffic backs up before the booth, sometimes right onto the highway.

The ferry terminal itself is a bottleneck.

The ferry terminal has three docks which serve three destinations. Because ferries are often late (due to overloads of passengers etc.) they often have to wait in the Bay for another ferry to come in or leave—and there seems to be a hierarchy in which the Bowen Island Ferry has the least priority. The terminal is bordered to the south by a full marina, parks and shops, and to the north by a giant rock. **There is no room to add another ferry, even a passenger one,** beyond a small boat that can go to the marina dock.

The ferry (The Queen of Capilano) is a bottleneck.

She carries approx. 100 vehicles and 462 passengers, providing she is fully staffed—if not, that number of passengers drops, which has recently been a frequent occurrence—and in the past two summers the ferry is sometimes **overloaded due to foot passengers alone.**

Snug Cove is a bottleneck.

The Cove long ago outgrew its functional use as a ferry-loading terminal, but it would take many millions—possibly a billion—dollars to fix it. So we struggle with it and with the visitors who use it, because it is confusing.

The ferry unloads onto the main road, taking the two right lanes. Pedestrians often cross in front of the ferry, halting the traffic, and busses and cars drop off and pick up people to the right (when coming off), with various cars circling, looking for spots to stop or park or friends to meet. **Note: there is no room down there for a shuttle; it’s already mayhem.** There’s also a dock to the right of the ferry which **is** accessible to cars (but not to drop off passengers), **but only if you really know what you’re doing.**

At the top of the hill, the main road points straight ahead, but is for traffic turning left, while the right-hand lane turns right and is meant to go straight, which involves veering left and hoping that the person in the left lane really is going left like they're supposed to. Visitors who want to visit the shops need to think fast and turn left to find a non-existent parking space. Shortly after the intersection, more cars will turn left into Village Square, crossing the lane for loading ferry traffic!

The traffic going on to the ferry, meanwhile, is occupying the right hand lane (but not the parking lane) with only one middle lane left for cove traffic. The ferry lane is marked, and crosshatched for areas where one is not allowed to sit and wait for the ferry, but with cars sitting on top of it it's hard to see the markings. **Every single sailing in the summer results in arguments and fights** over people butting in line, sitting in cross-hatched areas, and driving up and down, hopelessly confused.

But wait, there's more! The loading traffic goes up the hill, and then splits into two lanes, which are meant to **merge**, one from each lane regardless of who arrived first—**this always leads to more arguments**. When the ferry is overloaded by about 50 cars, the double lane and the ferry loading area runs out and gives way to the road. Anyone who comes to get on the ferry and finds the lane full must **go away somewhere**, come back later and hope to get in line. Backing up onto the road will involve more arguments and **the police**.

So it may seem no biggie to bring a few hundred extra people onto the island each day, but in addition to what we've got going on already, IT VERY MUCH IS.

Why/HOW Metro has not yet talked to BC Ferries is beyond comprehension.

CYCLING

Meanwhile, cycling in this madness and on the roads is horrible. A year or so ago Bowen was written up on a cycling website as the worst place to cycle. Many idiots evidently took this as a challenge, rather than its intended message of **extremely unpleasant**:

- ☹️ No road shoulder, let alone a cycling lane
- ☹️ Bumpy roads and gravel
- ☹️ hills
- ☹️ cars backed up behind you waiting to pass on hills and curves
- ☹️ cars often passing into oncoming traffic where **the person most likely to get killed is the cyclist**.

QUESTIONS REGARDING ACCESS

- 1) When you get around to talking to BC Ferries, be sure to ask about the management of [x-thousands] of additional people through the summer, re:
 - a) ferry overloads (even walk-ons cause ferry overloads)
 - b) Horseshoe Bay Terminal overloads (traffic)
 - c) a potential passenger ferry from HSBay

- 2) What other methods of transportation to the island that do not go through the triple-bottleneck of Horseshoe Bay, BC Ferries and The Cove has MVRP researched?
 - a) and how much money have you got?

- 3) What are the details of the proposed shuttle(s) to the park?
 - a) How big? i.e. how many people per shuttle?
 - b) How many?
 - c) How often?
 - d) Picking up where?
 - e) Who will run and maintain these shuttles?

- 4) The “Proposed Land Use Plan” posted on Feb 10, 2023 as part of the Public Engagement pages all show a access through Whitesails Blvd. The families who live in this area (a 30kph zone) vehemently oppose passage through a neighbourhood with a strong sense of community, where children, dogs, people with strollers, and others are regularly walking and playing on the road, chatting etc. There is also a school at the end of Whitesails, before Cape Drive.
 - a) Is MVRP exploring other routes?
 - b) Which routes?
 - c) How viable are the routes?

QUESTIONS ABOUT VISITORS

- 1) At the Feb. 27 BIM Committee of the Whole meeting MVRP has indicated the following about proposed camping sites:

PRELIMINARY VISITATION ESTIMATE

Camping season May 1 – Oct 31

	Number of sites		Average Visitors per site	Expected booking frequency
Walk / Bike in tent camping	40 - 50	Bike / hike / shuttle	2	<ul style="list-style-type: none"> • 50% weekdays • 100% weekends
Group Camping	3 - 5	Bus / van	12	<ul style="list-style-type: none"> • 20% weekdays • 50% weekends
Tent Cabin	10	5 - Bike / hike / shuttle 5 - vehicle access	2	<ul style="list-style-type: none"> • 50% weekdays • 100% weekends
Car Accessible Sites	25-35	1 vehicle per site	2.5	<ul style="list-style-type: none"> • 100% weekdays • 100% weekends

- Average weekday: 122 – 162 people, 29 – 39 vehicles
- Average weekend: 186 – 243 people, 32 – 43 vehicles

metrovancouver

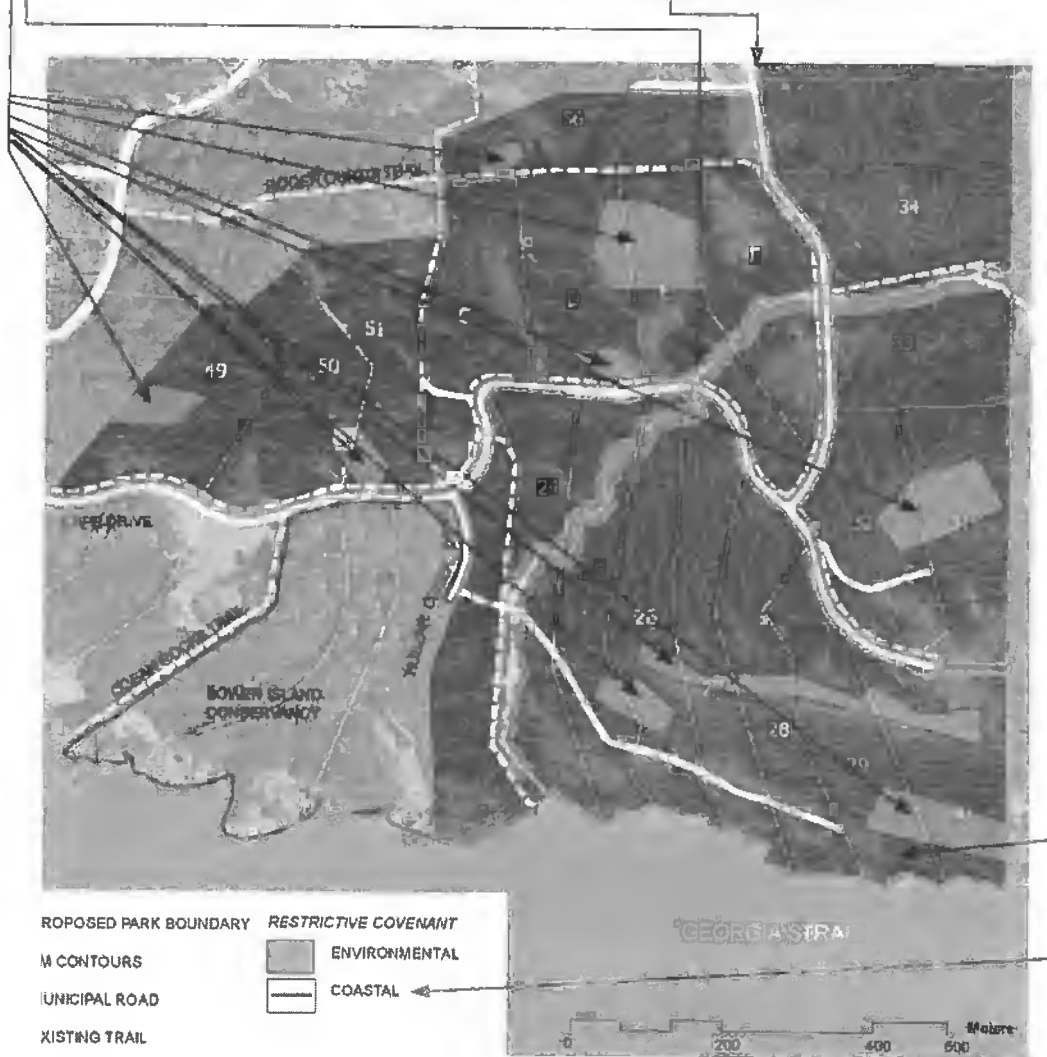
- a) What is the max # of people per Walk/bike in site?
 - b) What is the max # of people per car-accessible site?
 - c) What is the max # of people per Group site?
 - i) Does it need to be an organized "Group" e.g. Girl Scouts, or can 8 friends band together and use a group site?
 - d) What is the max # of people per Tent Cabin site?
 - i) You snuck an extra 5 car-access sites here?
- 2) How many individual people are anticipated (up to max) to
- a) camp per day in the summer/winter
 - b) visit (day use) per day in the summer/winter
 - c) will there be a maximum number of people allowed in the park? How will this be managed?.

QUESTIONS ABOUT ECOLOGY

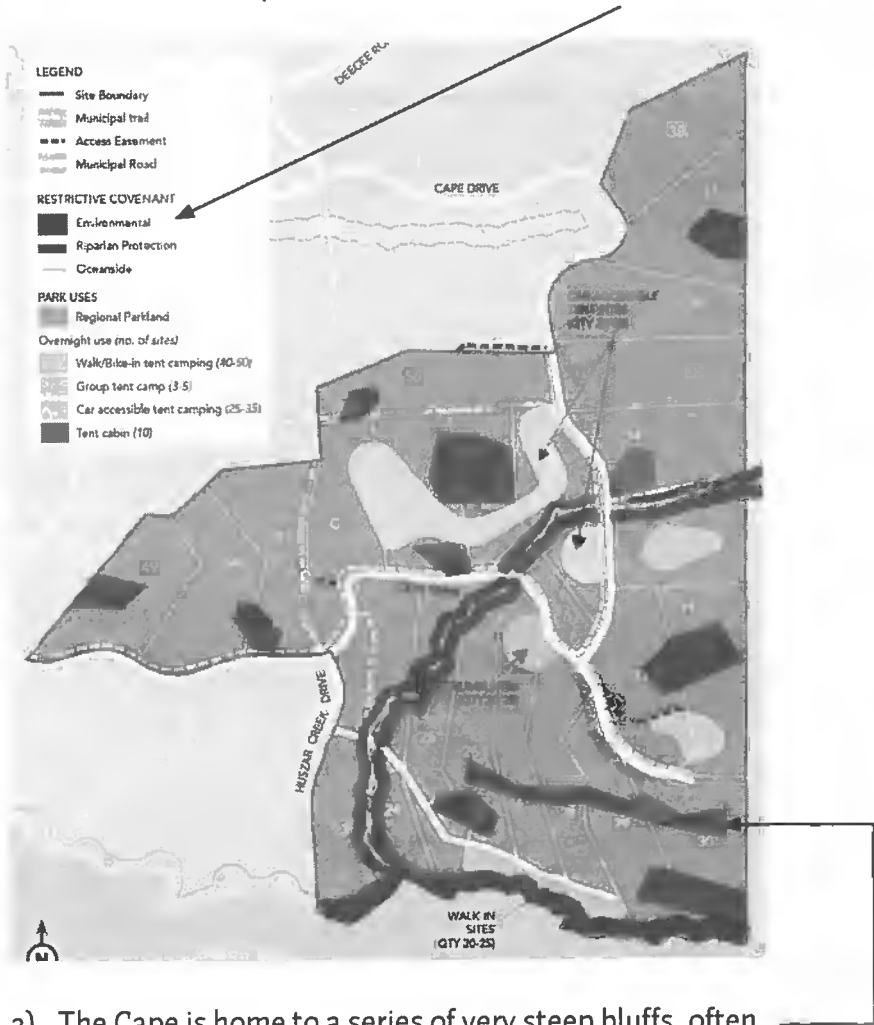
MVRP has repeatedly noted areas of environmental sensitivity in its materials, including protected covenants scattered throughout the area, and has said "The park will preserve a large area of ecologically important and sensitive dry coastal bluff ecosystem and provide opportunities for residents of the region and the Bowen Island community to connect with nature."

Restrictive Covenants

A series of restrictive covenants have been placed on the properties to protect critical natural attributes. The covenants place a series of general restrictions relating to using herbicides and pesticides together with parameters or conditions for vegetation removal. The Ocean Fronting Lands covenant places restrictions within 30m of the natural ocean boundary; this covenant allows trail clearing up to 2m wide but does not permit building structures. The Environmental Protection covenant protects threatened and endangered plant communities, primarily found on the bedrock bluffs. This covenant also restricts building structures and requires that only native vegetation is planted in these zones. The Riparian Protection covenant applies to a 15m setback from the natural boundary of the Huzsar Creek watercourse and also restricts building structures. The Forest Management Zone (Direct protection covenant) is a 50m corridor adjacent to some parts of Cape Drive. This covenant aims to maintain a forested road buffer and places requirements on the amount and density of forest cover.



1) How does MVRP plan to protect these areas from the visitors and campers located in an around them:



2) The Cape is home to a series of very steep bluffs, often covered in precious, but slippery mosses. Given that said cliffs are also very inviting, natural viewing points and picnic spots,
a) How does MVRP intend to handle this? Fences?
b) Does MVRP plan to keep people off the bluffs, cliffs and mossy rocks? If so, how?



A steep drop!



Beautiful, delicate, dangerous cliffs AKA "High Bluffs"

3) As well there are many dry trees, some alive, some returning to earth, all with eye-pokey bits that scratch. How does MVRP plan to balance the preservation of a living/dying/recycling ecosystem and the safety of humans?



Living, dying forest: not human-friendly

- 4) Much of the ground (eg., at the end of Georgia Strait Drive, and in the proposed tent camping area near the water) is covered in ground that is made up of dead wood and approx. brick-sized chunks of loose stone: perfect for twisting ankles on. How does Parks plan to resolve this?



- 5) What is MVRP's waste management plan?

- 6) The "Proposed Land Use Plan" map seems to show areas of camping sites that are not on the existing cleared sites.
 - a) How much additional clearing of trees, etc. does MVRP anticipate?
 - b) How much trail-making etc. does MVRP anticipate?



QUESTIONS ABOUT WATER

- 1) Based on the testing of the Cape wells, do the wells have the capacity to
 - a) shower the number of people per day expected to camp;
 - b) provide drinking and washing water for all campers plus day trippers
 - c) provide water for watering green-spaces
 - d) and have enough left over to fight fires?
- 2) If there is not enough well-water for fire-fighting, where does Parks plan to get more?

QUESTIONS ABOUT EMERGENCIES

- 1) Thanks to Metro for the fire plan, submitted Feb 27, 2023 to the BIM Committee of the Whole
 - a) Will there be fire hydrants?
(Water from where and hydrants under whose control?)
 - b) Have they consulted with Bowen Island's volunteer fire department?
- 2) What is MVRP's plan to manage medical emergencies, given that Bowen Island only has 2(?) ambulances and the ambulance service was not manned 24/7 in 2021 and 2022?
- 3) Will MVRP build a helicopter evacuation point for serious injuries?

QUESTIONS ABOUT MANAGEMENT

- 1) How many employees to manage the camp will MVRP hire?
- 2) Where does MVRP intend to house these employees?
- 3) What authority will these employees have to stop belligerent, irresponsible or illegal behaviour?
- 4) Has MVRP consulted with the RCMP about policing of campers on and off site?
- 5) Has MVRP consulted with First Nations? (at the Feb 27, 2023 BIM Committee of the Whole, Metro Parks said yes; but apparently at the next days' "Technical Meeting" they said they had not yet contacted First Nations. So which is it?)
 - a) If so, what was the result?

QUESTIONS ABOUT ADDITIONAL LANDS AND SERVICES

- 1) Is MVRP prepared not to take the existing, municipally controlled path to the beach and the lighthouse (as reported in the BIMBC May 9, 2022 Closed Council Meeting, Res. #22-331)
- 2) Does MVRP still want to “explore the opportunity to extend the park into the adjacent Crown Lands and the Fairy Fen Nature Reserve?” (as per May 9, 2022 Closed Council Meeting, Res. #22-331)
 - a) Have they made any enquiries with the appropriate government bodies so far?
 - b) Are they still expecting Bowen municipality’s help with this?
- 3) Will MVRP take over the responsibility from BIM for the financing and construction of a cross-island multi-use-path (MUP), contrary to what the former Council agreed on May 9, 2022
- 4) On Aug 10, 2022 MVRP indicated that they are seeking funding to buy the park.
 - a) Are they still seeking funding?
 - b) And if they have it, where did they get it?
 - c) How much in addition do they have, or will they seek, to solve the problems of island access and park access (water transport, new roads, etc.)

FINALLY

Why has MVRP chosen an island for it’s most extensive camping program to date?

From a climate change perspective, shouldn’t Metro be focusing its parks in the regional areas with highest growth (that would be in Area 6 South of Fraser — East: Surrey, Langley City, Langley Township, and White Rock). Since transportation is one of our highest contributors of CO₂ emissions one would imagine that parks should be accessible to population-dense locations and easily accessible by public transit?



Michelle Marie Pentz

Bowen Island, BC

Metro Vancouver Board
bowenlandparkplanning@metrovancover.org

RE: YES to the Cape Roger Curtis Bowen Island park proposal

March 10, 2023

Dear Metro Vancouver Board:

Thank you so much for all your efforts to-date to make a deal with the private land holders of Cape Roger Curtis. It is essential that you continue with the planned purchase of the 240-acre Cape Roger Curtis parkland on Bowen Island.

Why? Because it is a precious waterfront jewel and ecosystem, and by purchasing the property as public land, Metro Vancouver would be preserving it for future generations of Bowen Islanders and Metro Vancouver residents to enjoy forever. I believe—as do many, many other Bowen Islanders—that Metro Vancouver can collaboratively work through any concerns or sticking points surrounding the proposed park and its format with the Bowen Island community. Though valid, these are truly minor in comparison to the immense positive gains.

Please do not let the vocal minority dissuade you from completing this worthy project that will benefit all and preserve the land in perpetuity. A resident for nearly 20 years, I am a working mother who raised her children here, and regular ferry commuter, and my family is very much in favour of the park. We are grateful for your support and trust you will make the best decision for our broader community.

Thank you, sincerely,

Michelle Pentz

Why we all fight so hard for Bowen

Sheree Johnson & Edward Wachtman

In the fall of 2015, working with the BIM Economic Development Committee, we designed and analyzed a Bowen Island resident survey. The purpose of the survey was to discover insights about our residents: the most memorable experiences they have had on Bowen, and the emotional benefits they receive from living here. A representative number of residents responded to the survey, providing opinions and stories rich in imagery and emotion.

From the findings we were able to construct a common narrative that captures the heart of Bowen residents' experiences:

The Bowen Resident Story: The real moments in life

From the very first time we set eyes on the natural beauty of our island, we knew Bowen is where we belong. It is a special place we can truly call home; a place that provides purposeful and meaningful connections to the things that matter most in our lives. The peace and quiet of our island are valued and soothing respites from the stress and cares of everyday life. Here we can still feel the serenity of being completely alone with our thoughts, amid the joys of the natural world.

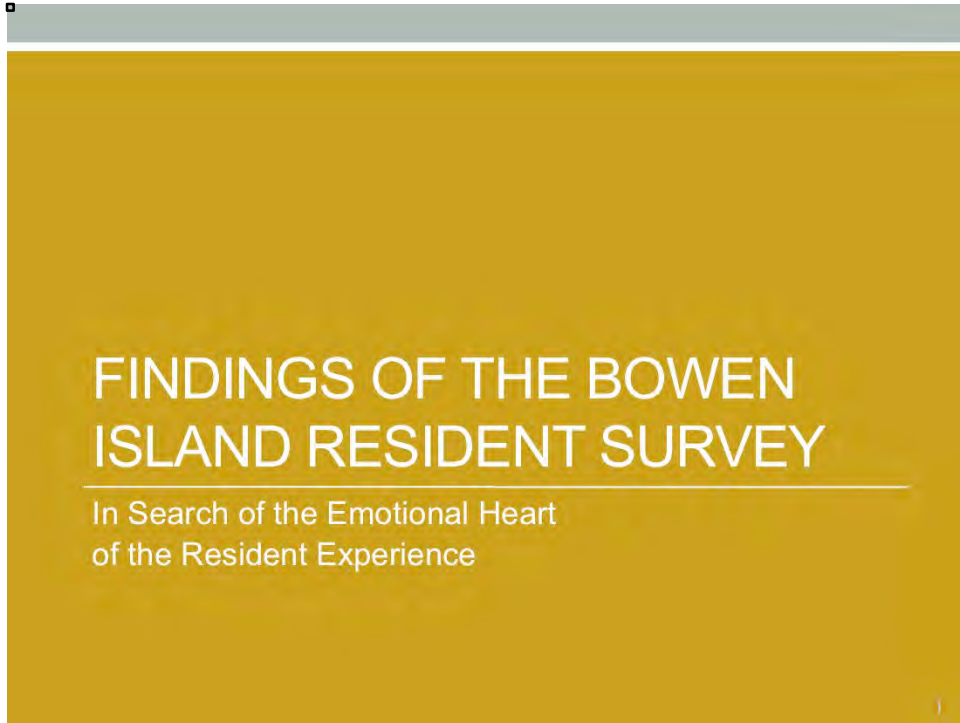
We know that choosing to live on a small island can be challenging. But we also know there is a vibrant and caring community willing to pitch in and help if we are ever in need. It is a community that gives us so much: lasting friendships, wonderful festivities, the arts, learning. We are grateful to live in this island paradise so close to a major city and we take our responsibility for its stewardship very seriously.

Bowen Island is where the real moments in life happen.

Is it any wonder when our island and our quality of life faces potential great change, we fight so hard to protect it? Islands need special care. They are unique and fragile ecosystems. Their stewardship cannot be approached using standard, cookie cutter methods that endanger the island uniqueness. We must be creative and far-sighted in our decision-making.

We encourage BIM and MVRP to envision more than a mere recreational park for the CRC lands. Partner with Howe Sound Biosphere Region Initiative Society, the Suzuki Foundation, the Bowen Island Conservancy, and other environmental and conservation organizations to restore and conserve the ecosystem at CRC.

Our Bowen Island story will surely be compromised if the currently proposed plans as a tourism destination move forward.



Background

- Purpose: To discover residents' feelings about living on Bowen
 - Memorable experiences on Bowen
 - Emotional benefits they receive from living here
- Full-time and part-time residents; 15 years of age and older
- On-line survey; printed copy on request
- Conducted: October 1 – November 2, 2015
- Communications through **Undercurrent** articles and ads, mail-drop, Facebook, Forum banner, personal invitations, ferry line-up
- 339 residents started, 214 provided stories, 197 completed entire survey
- Vast majority of the stories are positive
 - Rich in imagery and emotion

The purpose of the survey was to discover insights about our residents: the most memorable experiences they have had on Bowen, and the emotional benefits they receive from living here. The survey was conducted with full-time and part-time resident, aged 15 years or older through an on-line survey. A printed copy was available upon request for those unable to access the survey on-line. The survey was conducted from October 1-November 2. Communications and awareness of the survey was made through articles and ads in the Undercurrent, social media, personal invitations and canvassing ferry line-ups. 339 residents started the survey, 214 provided useable stories and 197 completed the entire survey including the demographics. The vast majority of the stories where positive and rich in imagery and emotion. They were very insightful.

Survey questions

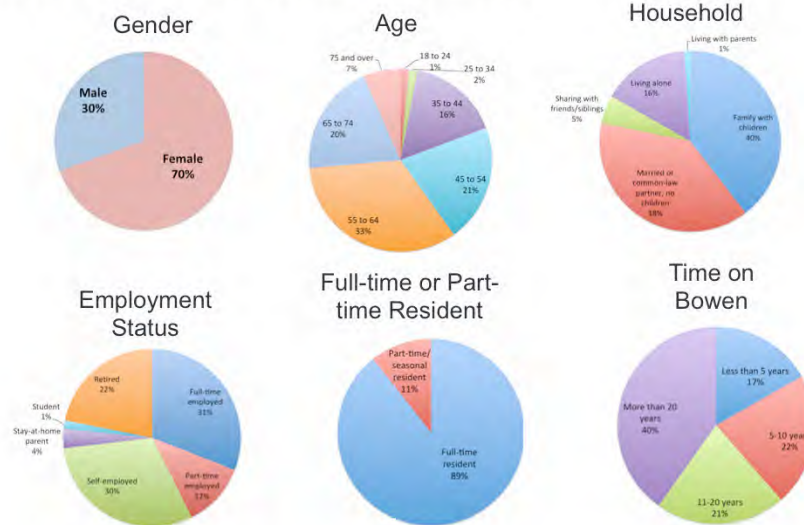
- What three words come to mind when you think of Bowen Island?
- Tell us about your most memorable experience on Bowen?
- How did that memorable experience make you feel?
- Imagine you are writing a personal story about Bowen Island. What would be the title of your story?
- What makes Bowen Island unique and truly sets the island apart from any other place in this area?

The survey consisted of five open-ended questions:

- What three words come to mind when you think of Bowen Island?
- Tell us about your most memorable experience on Bowen?
- How did that experience make you feel?
- Imagine you are writing a personal story about Bowen Island. What would be the title of your story?
- What makes Bowen Island unique; different from any other place in this area and truly sets the island apart?

These questions mirrored the visitor survey from the summer of 2014.

Respondent Demographics



For qualitative research, i.e., open-ended questions, we want to be sure that we have a cross-section of residents who are responding. We captured the demographics of respondents: gender, age, household, employment status, full-time or part-time resident, and time living on Bowen. The only demographic that is not represented is the 15-17 age group. All other demographics are represented.

- Our survey respondents were 70% female and 30% male. This is over-representative of the 2011 census which was 52/48. However, in reading the male vs. female responses we saw no substantial differences and since this is a qualitative survey, representation is more meaningful than statistics.
- We had no responses in the 15-17 age group. 1% from 18-24 year olds. 2% from 25 to 34 year olds. 16% from 35 to 44 year olds. 21% from 45 to 54 year olds. About a third of the responses from the 55-64 year-olds. 20% from 65-74. And 7% from the 75 and over category.
- We have a good representation of various household makeups: families with children, married or common-law with no children at home, living alone, etc.
- As well as from employment status: full-time employed, part-time employed, self-employed, retired, etc.
- 89% of the respondents are full-time Bowen residents and 11% are part-time/seasonal. This was another category where we compared the responses and so no



ANALYSIS OF RESPONSES

This next section provides the true insights we were seeking from this research. In the analysis of the five qualitative questions, we have two layers of analysis. We first looked at simple word counts – the frequency of words used – for each question. Then we went deeper and took a more holistic interpretation of respondent’s full responses and meanings.

Let’s first look at what we can learn from the simple word counts.

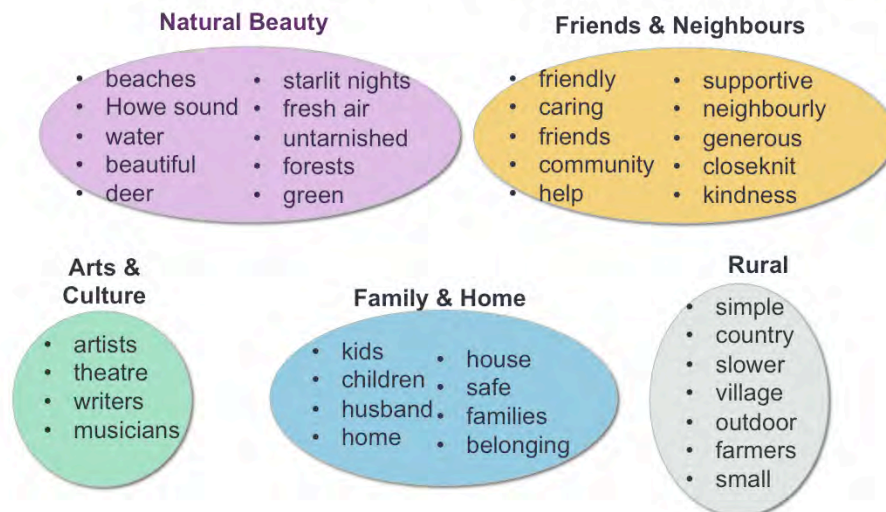
What 3 words or phrases come to mind when you think about Bowen Island?



The first question in the survey is “What three words or phrases come to mind when you think about Bowen Island?” By far, the most frequently mentioned word is “community.” Community was mentioned 135 times in responding to this question. And remember that this is the very first question in the survey and is top-of-mind responses. Other dominant words used are “quiet,” “peaceful,” “nature,” “home,” “beautiful,” and “safe,” “rural,” “green,” etc.

community	135
quiet	60
peaceful	55
nature	55
home	49
beautiful	41
safe	36
green	26
rural	24
natural	23
friendly	23
beauty	20
people	16

Tell us about your most memorable experience on Bowen.



In addition to the straight word counts from this question, because there are so many more words used in responding to this question (some people wrote paragraphs on their experience), we also find it useful to look at similar words that we might cluster together in categories. For example, we see many words like *beaches*, *Howe Sound*, *deer*, *fresh air*, *green* which we might categorize together as ‘Natural Beauty.’

Likewise, we see many words like *artists*, *theatre*, *writers*, *musicians* which we might categorize as ‘Arts & Culture.’ Etc.

How did that memorable experience make you feel?



"How did that memorable experience make you feel?" Again, we see the word "community" dominate in the responses to this question. Followed by "happy," "home," "place," "people," etc.

community	44
happy	28
home	21
place	15
experience	14
people	13
life	12
good	10
sense	10
friends	10
peaceful	9
grateful	9
proud	9



Imagine you are writing a personal story about Bowen Island. What would be the title of your story?



The next question in the survey is “Imagine you are writing a personal story about Bowen Island. What would be the title of your story?” Here we see “home,” “paradise,” “life” and again “community.”

home	25
paradise	17
life	13
place	11
rock	10
community	8

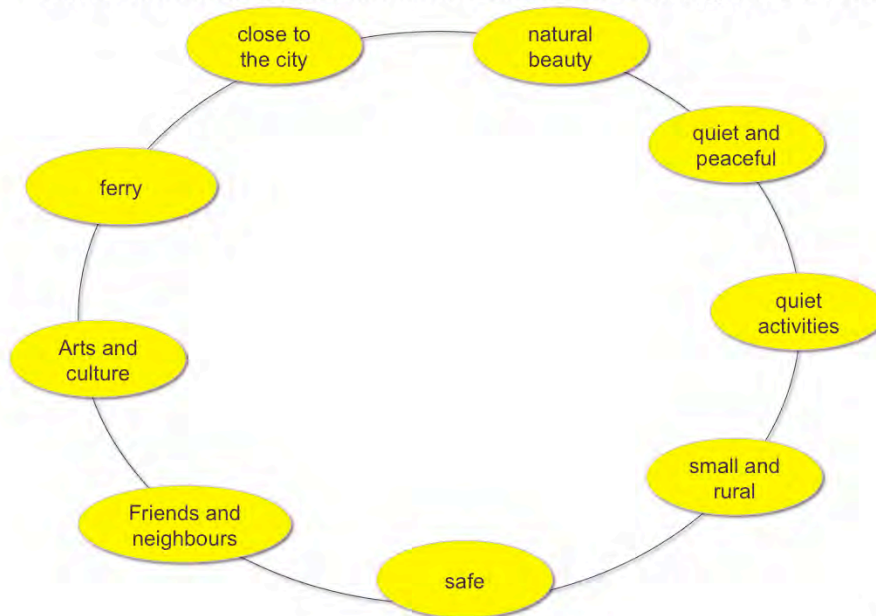
What makes Bowen Island unique?



And finally, “What makes Bowen Island unique?” Again we see “community” loud and clear. Followed by “people,” “city,” “close,” “island,” “ferry,” “proximity,” “Vancouver,” “rural,” etc.

community	45
people	32
city	26
close	25
island	24
ferry	19
proximity	15
vancouver	13
small	13
mainland	10
sense	10
rural	9

What residents appreciate and value about living on Bowen



A way to think about and summarize what we've learned from the words mentioned, are as the things that residents appreciate and value about living on Bowen.

- Natural beauty – we value our beaches, forests, views in their natural state
- Quiet and peacefulness – we appreciate the absence of city noise and the peacefulness that comes with being able to hear the birds sing and the seals flap on the water
- Quiet activities – we value our walks and hikes, our swimming and our beach picnics. For some Solitude and contemplation are important reasons for living on Bowen
- Small and rural – we value that Bowen is a small, rural community; one that is simpler and slower than the city. A place to garden and farm and be outdoors
- Safety– we value the safe environment for raising our families and a true place to call home
- Friends and neighbours– we appreciate the friendly, caring, supportive people here on Bowen; we wouldn't be a community without them
- Arts and culture – we appreciate the artists, writers, musicians, actors that have the place and space to be creative here on Bowen
- Ferry – We may have our differences with BC Ferries, but the experience of arriving on Bowen by ferry—for the first or 1000th time—can provide a sense of calm, peace, and the feeling of 'coming home.'
- Close to the city – though we value being away from the city, we appreciate the fact that we are so close and can work and play there when we want to

You'll remember that many of these same 'features' we saw in the Visitor Survey as well...natural beauty, quiet activities, safety, people, ferry crossing, arts.

While these words aptly illustrate what 'features' about Bowen we appreciate, let's go deeper

What is at the emotional core of Bowen?



Seven core themes emerged from the stories. We've used the actual words of residents to describe these core themes. They are:

Magic of everyday: The simple but incredibly fulfilling pleasures of everyday life on Bowen.

Island of peace: In a hectic, busy world, Bowen provides residents with a sense of calm, quiet, and serenity.

Got your back: We genuinely care about each other. In times of need we can count on our friends and neighbours to be there for us.

First times: First encounters with Bowen Island and our community shape residents' feelings and beliefs about the island.

Enveloped in the community: The importance of people and the sense of belonging.

Connections: The deep relationship with nature, others, community and self.

I feel blessed: The genuine gratitude and good fortune residents feel living on Bowen.

Note, how the bubbles representing each core theme overlap. Core themes are not discrete entities; they tend to bleed into each other, often sharing common characteristics. It is apparent from the clustering of the bubbles that seven core themes are highly interrelated.

When core themes are as interrelated as these, our experience strongly suggests that we have in fact captured the essence of our research. We have discovered what we've set out to find.

'Magic of everyday'

"Xmas Eve at the Little Red Church singing Silent Night under the apple tree in the moonlight with snow on the ground, Community choir concerts, house concerts, Tir-an-nog, live theatre, People plants and Places tour..."

"...sit and enjoy my coffee and muffin and watch the sunrise light up the the mountains across the water."

"...how magical seeing phosphorescence...Bowen is ripe with the magic of everyday."

"...just people and friendships and music and dancing and all the foods we brought to share."

"It's the little things, and there are so many little things on Bowen to be grateful for."



"Early morning paddle on my new board on my birthday. The water was clear and still. A light misty fog was lifting. And a pod of orcas swam by 30' away. Pure bliss."

"A simpler way of life."

- Our needs are simple...for some that's why we're here
- It's the simple things—time with friends, skinny dipping at midnight, watching the sunrise, misty fog, community concerts, etc.—that matter most and give meaning to our lives

Magic of Everyday

"Bowen is ripe with the magic of everyday". Story after story describes the very simple—but very meaningful—pleasures of living on Bowen: *"It's the little things, and there are so many little things on Bowen to be grateful for."*

Our simple pleasures are homegrown, very Bowenesque: *"Xmas Eve at the Little Red Church singing Silent Night under the apple tree in the moonlight with snow on the ground, Community choir concerts, house concerts, Tir-an-nog, live theatre, People plants and Places tour..."*. And, often they are the result of living on an island and the natural beauty of land and water. *"Early morning paddle on my new board on my birthday. The water was clear and still. A light misty fog was lifting. And a pod of orcas swam by 30' away. Pure bliss."*

Most importantly, it is these simple pleasures that give meaning to our collective Bowen experience. *"...just people and friendships and music and dancing and all the foods we brought to share."*

'Island of peace'

"And I love the ferry, leaving the mainland behind and gradually entering this island of peace."

"The sounds of Bowen are silence - and bird song and chatter...such sounds of nature are drowned out by the sounds of the city."

"It was a starless night and I remember marvelling at how very very dark it was--and how very quiet.... I could almost have believed I was alone in the world."



"It was a quiet and peaceful moment of contemplation of my good fortune in living on Bowen and having places like this all to myself, at least for a brief moment."

"...all I could see was peace, calm, trees and community. I knew it was where I wanted and needed to be."

"At night, it's dark and quiet."

- 'Peace' is one of the most cited words associated with the Bowen experience
- We value peace and quiet; the difference between Bowen and the mainland
- The peace, calm, quiet are Bowen's antidotes to a more hectic world so close by
 - Mirrors—in some ways—the tone of emotional benefits: 'Haven' and 'Healing' (Visitors' Survey)

Island of peace

'Peace' and its derivatives—tranquil, quiet, etc.—is one of the most cited words associated with the Bowen experience. It is the most cited word in the Visitors' survey. The stories clearly illustrate how we value the natural peace, quiet, calm, etc. of our island. *"...all I could see was peace, calm, trees and community. I knew it was where I wanted and needed to be."*

Bowen's peacefulness, its calm, its quiet serenity are some of the reasons we live here. These are also what make us different and unique from the more hectic mainland. *"...leaving the mainland behind and gradually entering this island of peace."* And, *"The sounds of Bowen are silence - and bird song and chatter...such sounds of nature are drowned out by the sounds of the city."*

In a world where we are almost constantly assaulted with the noise of the modern world. Bowen is a quiet haven—a respite from the worries of the world—a place where one can still sit and for a brief moment feel completely alone and at peace. The stories are evidence that these *"sounds of silence"* are very near and dear to our collective heart.

This soothing, peace and quiet speak to some aspects of the emotional benefits

'Got your back'

"It made me feel overwhelmed with gratitude and I cried. ...without that community support we would not have had much of a Christmas."

"...a place where even a stranger has concern for one another, where people go out of their way to make sure you are taken care of..."

"'I seem to be out of gas', I said, hoping for a sympathetic response. 'Oh, no problem, I always have gas with me' was his response."

"I had moved somewhere special, a proper community where people look out for each other and not just for themselves."

"...the 'Bowen Way' in it's finest form. People care about each other here. Actions speak louder than words here. Someone always has someone's back here."

"You get to see the best in people when things are perhaps not going well...we rally to help each other."



"But someone is always willing to step up. I in turn reciprocate in any way I can."

- 'Got your back' is 'the 'Bowen Way'; we genuinely care for one another
 - We can count on each other for help and support
 - Being on Bowen brings out the best in us
 - Adversity brings us closer

Got your back

On a small island with a smallish population we have to be self-reliant. And that means looking out not only for ourselves but also our neighbours. As one story put it succinctly: *"Someone always has someone's back."* One resident aptly described this as: *"...the Bowen Way...people care about each other."* The 'Bowen Way' is reciprocal: *"...I in turn reciprocate in any way I can."* The Bowen Karmic wheel turns and turns.

As much as we hate it when we loose power or our roads are impassable, these events bring Bowen Islanders closer together. *"You get to see the best in people when things are perhaps not going well...we rally to help each other."*

Note: *"It made me feel overwhelmed with gratitude."* This is an example of how one core theme is closely inter-related with another. In this case the core themes are 'I feel blessed' and this one: 'Got your back.'

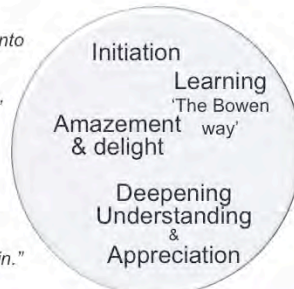
'First times'

"This was my introduction to Bowen Time. I'm learning to embrace all that it brings, although the patience it requires is not always easy for this fast-paced urban girl...But I'll get there. On Bowen Time."

"A neighbour bringing us a carafe of hot coffee during our first power outage."

"The first day I arrived off the ferry onto Bowen Island, I knew I had come home...something inside my entire being fell into deep peace and love."

"Whenever missed or overloaded ferries, grey days, or other inconveniences of island life get us down, I think of that first time we arrived, and feel revived all over again."



"We had just moved here...neighbours we just met invited us for an evening swim at Pebbly Beach. They showed us a 'secret pathway'...that late summer evening was a definite turning point in the the transition for us."

"None of us had ever heard a bird's wing in flight before. Such sounds of nature are drowned out by sounds of the city."

- First times are strong imprints and emotionally very powerful
- Amazed and delighted at first, over time, residents 'see' Bowen in a different light; discovering the nuances and subtleties of Bowen Life
 - We learn about Bowen in special 'Bowen ways'...like being initiated
 - Deeper understanding takes time

My first time

First times are strong imprints and they are emotionally very powerful. We expect to see stories of first times when we conduct StoryTellings™ sessions with our clients. However, we see many more stories about first times days in the Residents' Survey than we see in other StoryTellings™ projects. And in those projects we pose an almost identical query about "your most powerful experience_____". The number of residents' stories that begin with their first Bowen experience is way beyond our normal expectation.

Many of these 'first time' stories are about being pleasantly surprised—amazed and delighted—by what residents saw and heard or who they met their first time coming to Bowen: "...first time I arrived off the ferry...something inside my entire being fell into deep peace and love." Something very special, very extraordinary happens when Bowen Island reveals itself for the first time. "None of us had ever heard a bird's wing in flight before. Such sounds of nature are drowned out by sounds of the city."

A number of these first time stories can be seen as a type of 'initiation'; being introduced to the little idiosyncrocies of Bowen life, such as 'Bowen time.' Or being initiated to the neighbourly rituals of Bowen behaviour when we collectively face adversity: "A neighbor bringing us a carafe of hot coffee during our first power outage." Or, "They showed us a 'secret pathway'..." This is how we learn the "Bowen Way." It is how we become true Bowen Islanders. "...I'll get there on Bowen Time"

Over time, the first delights of these experiences deepen and our appreciation for our island and our neighbours grows. "Whenever missed or overloaded ferries, grey days, or other inconveniences of island life get us down, I think of that first time we arrived, and feel revived all over again."

'Enveloped in community'

"The diversity of people and the acceptance of that diversity and the knowledge that come celebration or tragedy, the island would join together, all differences put aside."

"I felt like I belonged in the community and I felt supported"

"I feel it is a privilege to live in such a remarkable place and to be involved with an amazingly supportive community."

"The choir seemed to represent the tapestry of a vibrant community... who together make the island BOWEN Island! and who together make a beautiful choral sound."

"...immediately welcomed...I instantly felt part of this group...less alone."

"It was that feeling of being enveloped in the community. That all these people, who don't all know each other, would gather and sing. It was uplifting and made me so glad that I was a part of it."

- 'Community'...is the most cited word (three words that come to mind...)
 - Bowen is as much about people as it is about natural beauty
 - Observed in other Bowen research (John Reid, Wolfgang Duntz)
 - A unique blend of individuals in 'one weave'; many 'tribes'= one community
- Community is about accepting, and in return feeling accepted and included, 'part of...'
 - What we do for and with each other
 - Belonging

Enveloped in community

This should not be a surprise! We learned earlier that 'Community' is the most cited word in the first question of the Residents' Survey: What three words come to mind when you think of Bowen Island?

I like the image "being enveloped in the community..." It portrays a number of feelings: comfort, peace, safety, acceptance, etc.

To reinforce this even more, several other Bowen-focused research projects (one sponsored by Wolfgang Duntz, the other by John Reid) came to the same conclusion. Bowen island is about community; a vibrant community. "The choir seemed to represent the tapestry of a vibrant community...who together make the island BOWEN Island! and who together make a beautiful choral sound." The image of a tapestry--with many different threads woven together to make a wonderful whole—is very appropriate. Our community is a joyous celebration of individuals—characters, even—from different backgrounds and with varying interests who together give Bowen its unique character. When we go to the Dock Dance, Bowfest, the Ball Tournament, an art show opening or choral presentation, a BICs or IPS fundraiser, Remembrance Day, etc. we see these different people

In fact, Bowen is as much about people as it is about the natural beauty we all love and cherish. We want and need both in our lives. "I feel it is a privilege to live in such a remarkable place and to be involved with an amazingly supportive community."

The deepest emotions associated with community are the sense of belonging, being a valued part of a larger group. We are a social species and belonging is part of our nature. And, since we are ill equipped to survive in the world completely on our own, belonging to a community activates very strong emotions. "...immediately welcomed...I instantly felt part of this group...less alone."

At the most primitive level, community and belonging are about being inside the proverbial fire circle where it is safe, warm, and light. Here we are welcomed, recognized accepted and supported. We are 'at home'. Outside is dangerous and dark and we are entirely alone; our survival is in jeopardy.

There is more to belonging than merely survival. There is the joyous dimension to it also. "It was that feeling of being enveloped in the community. That all these people, who don't all know each other, would gather and sing. It was uplifting and made me so glad that I was a part of it."

'Connections'

"... Bowen Island provided close connection with nature, scenic beauty, and space for quiet reflection."

"I can have a way of life that really resonates with who I am. One that is right in right relationship to nature, God, my family, and my community."

"I realized that this was the first place I had ever felt truly at home-- and I probably wasn't leaving anytime soon."

"Connection to nature wherever you are on Bowen, to see, hear, smell, taste, experience."

"I felt like I had found my place; I had landed on solid ground. Perhaps a place where I could plant some roots."



"They made me feel that I truly belonged here and found everything that truly matters here."

"A deep calmness over came me. I felt part of the sand and the seaweed. A part of the Owls' song was mine too. This was my Bowen."

"...the ability to be alone and connected all at once."

- About the 'deep' relationships; what matters most
- Aware we are part of something greater than ourselves... transcendence
- Strongly mirrors 'Connected' in Visitors' Survey

'Connections'

Connections is about our deep relationships. The word 'deep' is critical in understanding this core theme; it is about those things that matter most to us, on a very personal level. What matters most to Bowen Islanders emerges in the stories as a profound appreciation for everything around them. Bowen's natural beauty is more than something to look at, more than a cue to relax, more than the setting for memorable times with family and friends

There is another level, another dimension, where 'connections' has a transcendent quality. It is the awareness somehow and in some way, that we are part of something bigger, broader, more significant than our individual selves. This bigger something can pertain to nature, community, or some spiritual belief. What's important is this awareness does not negate our sense of self; instead it magnifies it and puts it into perspective: *"I felt part of the sand and the seaweed. A part of the Owls' song was mine too. This was my Bowen."* Or, *"I can have a way of life that really resonates with who I am. One that is right in relationship to nature, God, my family, and my community."*

This awareness triggers a sense of deep, purposeful connection to everything around us. It is this connection that provides meaning and fulfillment in our lives. *"They made me feel that I truly belonged here and found everything that truly matters here."* Bowen is the catalyst for these connections.

"...the first place I had ever felt truly at home." Home is symbolic of one of our deepest connections. It is where we begin our journey and where we return. Home is family. Home is our roots.

We see similar responses in both tone and content in the stories from our Visitors' Survey. In fact, the structure and tone of the stories from both visitors and residents is almost identical.

'I feel blessed'

"I felt awed by life. I felt awed by nature. I felt awed by the fact that this natural beauty, this truly magical island, is where I live. And I felt and feel so much gratitude."

"...truly grateful to live in a place where there is an essence of love almost everywhere"

"I still appreciate, every single day, the serenity Bowen provides at the end of each working day and the feeling of community which surrounds us here."

"IPS Masterworks...what a gift Bowen was to my children."

"I feel blessed every day I wake up here."

"I say a prayer of thanks everyday to be able to live amongst nature's beauty and peace."

"...we felt we were both very fortunate! The smell of the water, the warmth of the sun on the freshly fallen leaves & the pleasantries of the passers-by were all very well received."

"I have felt proud to share and introduce to family and friends. I call it home."



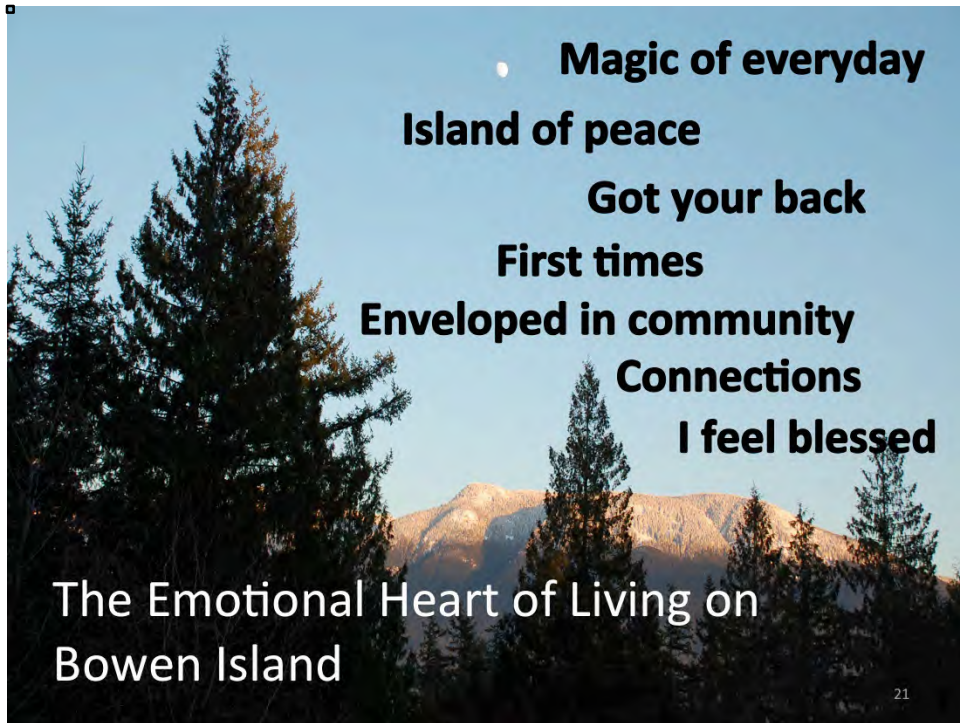
- We know and appreciate how fortunate we are to live here
- We share a sense of pride about our island and our community
- Living on Bowen is a special 'gift', a 'blessing' not found in other locales
 - We do not take this gift for granted

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I feel blessed

It is clear from the residents' stories that Bowen Island is very special and we appreciate the good fortune of living here. We are proud of our island; both its natural beauty and our neighbours with whom we share it. As illustrated in a previous slide, 'Island of Peace', we see Bowen's peace and quiet as unique and very different from other places. We are deeply aware that living here is a gift, a privilege, a blessing. We appreciate our good fortune and do not take this 'gift' for granted: "*I feel blessed every day I wake up here.*"

A final note: "*I felt awed by life. I felt awed by nature. I felt awed by the fact that this natural beauty, this truly magical island, is where I live. And I felt and feel so much gratitude.*" This excerpt from one of the stories, is another illustration of how closely related these seven core themes are. These words would be also be an apt example for 'Connections.'



When we pull all of these emotional benefits together or reconstruct them, we discover “the resident story.” This is the emotional heart of living on Bowen Island.

The Bowen Resident Story: *The real moments in life*

From the very first time we set eyes on the natural beauty of our island, we knew Bowen is where we belong. It is a special place we can truly call home; a place that provides purposeful and meaningful connections to the things that matter most in our lives. The peace and quiet of our island is a valued and soothing respite from the stress and cares of everyday life. Here we can still feel the serenity of being completely alone with our thoughts, amid the joys of the natural world.

We know that choosing to live on a small island can be challenging. But we also know there is a vibrant and caring community willing to pitch in and help if we are ever in need. It is a community that gives us so much: lasting friendships, wonderful festivities, the arts, learning. We are grateful to live in this island paradise so close to a major city and we take our responsibility for its stewardship very seriously.

Bowen Island is where the real moments in life happen.

Here is a reconstructed, common narrative that captures the heart of the resident's Bowen experience



March 15, 2023

Dear friends,

My name is Wade Davis, and I write to add my voice to those in favour of the creation of a new Metro Vancouver park at the Cape on Bowen Island.

My wife, Gail Percy, who has a small gallery in Artisan Square, and I bought our home on Bowen in 1999, fully committed to moving to the island. Unexpectedly, I was recruited to the National Geographic Society; that and a long book project kept us from the island for over a decade during which time I travelled six months of the year and to some 90 nations.

Though witness to many wonders, I also experienced the astonishing pace of degradation of our planet, from the Amazon to Borneo, the Sahara to the American Southwest, the Middle East to India and Tibet; all of which made me that much more appreciative of what we have here in British Columbia. In 2013, offered a university professorship at UBC, I jumped at the chance to move to Bowen, where we fully expect to live out our lives.

For all my travels, I've always had deep ties to British Columbia. My grandfather, after four years as an army surgeon in WW1, ended his medical career as the town doctor in Kimberley. My father grew up in the Kootenays at a time when to reach his boarding school on Vancouver Island, he had to take a river boat to Spokane, a train to Seattle, and a ferry to Victoria. I came of age working for the parks, eight seasons altogether, culminating in 1978 when I was hired as the first park ranger in Spatsizi, our largest roadless wilderness park. I spent a year in a logging camp on Haida Gwaii, worked as hunting guide in the Stikine, and later, as a white water guide, helped pioneer the first commercial descents of the Turnagain, Taku and Raven's Throat, among other wild rivers. Since 1987 I've owned and operated a modest fishing lodge in Tahltan territory, seven hours by road north of Smithers, the nearest town.

I mention all of this only to stress my commitment to our province, and my deep appreciation of the transformative power of its natural wonders. Indeed, everything I've achieved as a writer and explorer was made possible because I was from here; what character I have was forged from opportunities and experiences placed before me as gifts by this place.

We live in a new era, and what young people want, and what's possible for them to achieve, has changed. Not all will be free to explore the far reaches of a province twice the size of California. But surely all deserve a chance simply to know and experience nature, and as elders we have the obligation to make such experiences possible. As my old friend Paul George once said, "If you want people to protect the environment, you've got to get them into it."

For this reason alone, I support the creation of a new Metro park on Bowen. It won't be a grand wilderness refuge like Spatsizi or Edziza, but it will serve as an oasis of inspiration for the tens

of thousands of young people who, by circumstances, are seldom able to escape the metropolitan sprawl of the lower mainland.

Any such community wide conversation is fraught with controversy, distorted by those most vocal, trivialized by the petty and parochial, too often drowned out by self-interest passed off as civic engagement.

The concerns of those in opposition- added traffic to roads and the ferry, questions of maintenance and policing- are certainly legitimate but they are tactical, and readily addressed. The strategic vision is what counts.

My concern lies with a disenchanting generation, perhaps two, all those who have given up hope of owning homes in the neighbourhoods where they were raised. These young men and women need to know that the real estate agents whose faces adorn the sides of every city bus are not our civic and national heroes. That decisions about zoning and land management do not always come down on the side of developers and their wealthy clients.

In making this extraordinary gift to the island, at some considerable political risk and exposure given all the other demands on its resources, Metro Vancouver is sending youth a truly exhilarating message that our wild lands are for the many, not the few, and that nature, at least occasionally, does indeed trump development, at least on this small jewel of an island.

Finally, let me share a sentiment already expressed by my good friend Ross Beaty. No park has ever come into being without opposition. The creation of protected areas has always been complicated, and never free of controversy. And yet, in the end, history only recalls the vision of the creators, never the voices of dissent. To build Central Park, the city of New York evicted 1600 poor black and Irish residents, seizing their small plots of land by eminent domain. And yet today, you would be hard pressed to find a single New Yorker who regrets the decision to set aside the land that became a natural sanctuary visited by 42 million people every year.

Happily, no one will be dislocated to create this new park on Bowen, and its trails will be walked by hundreds of visitors over a summer season, certainly not trampled by millions. The island infrastructure can be enhanced to embrace this new traffic, just as it will grow to adjust to all the new developments on the island.

Should the park go ahead, all of these minor concerns will be addressed or soon forgotten. But should the petty triumph over the visionary, the decision will hover for decades, a dark shroud of regret and recriminations. Abraham Lincoln famously quipped that politicians think of the next election, whereas statesmen look out for the next generation. This surely is a moment for all of us to embrace the long view.

With thanks and very best wishes,

Wade Davis, OC
Professor of Anthropology,
BC Leadership Chair in Cultures and Ecosystems at Risk,
University of British Columbia,
Vancouver, BC

Dear Mayor and Council,

I am writing to you to let you know of my opposition to any rezoning that would allow the current Metro Vancouver park plans to go through at Cape Rogers Curtis. I am against a park in any manner, not just a park that included campsites.

As any of you know that use our ferry system, it simply cannot handle more tourists to arrive here daily without having a hugely negative impact on this island's residents. My family uses the ferry regularly – my husband commutes 5 days a week, and I have a child that needs specialist care at Children's Hospital. Taking my daughter in to Vancouver for a 15-30 minute appointment can take upwards of 7 hours of our time during peak tourist season.

My family has been on Bowen Island since the 1920's. Never in all of my years here has the congestion of tourists made life so difficult for the residents of Bowen Island. As a family, we frequently go to tourist destinations around BC – mainly Whistler, Osoyoos and Tofino. All of these destinations have the infrastructures needed to support thousands of visitors. Bowen Island simply does not, and we are years if not decades away that.

Bowen Island is special. A beautiful, Island on the edge of a city. A city that we are reliant upon for work, school, groceries, doctors and many other amenities we simple don't and can't have on a small island. Our residents deserve to come first when you are considering the level of visitors we can handle here. They are truly what makes this Island so special.

Best regards,
Kim Molinski

To: Bowen Island Park Planning, Metro Vancouver
Re: Proposed Regional Park on Bowen Island
Date: 19 March 2023
From: Rosemary Knight, Bowen Island

As I consider the regional park being proposed by Metro Vancouver at Cape Roger Curtis, I am struggling, as a Bowen Island resident, with the need to reconcile: 1) the commitment to preserve and protect this unique place, its nature – the beauty and fragility of island ecosystems, and its community – the small, rural, safe place I call home; and 2) the recognition that the designations and protections put in place by the Islands Trust and Metro Vancouver carry with them the expectation that Bowen will play a specific role in the Lower Mainland and province.

Bowen Island is an island in the Islands Trust. The object of the Islands Trust Act is to preserve and protect the trust area and its unique amenities and environment for the benefit of all residents of British Columbia. What a privilege it is for us on Bowen to live somewhere designated for preservation and protection. But this is not just for us; it was explicitly intended to benefit all the residents of British Columbia. That is, we are meant to share our island with others.

We are also an island within the Metro Vancouver Regional District. Within the Regional Growth Strategy for Metro, Bowen Island is shown and valued as a non-urban area, designated as conservation and recreation and as rural. Once again, we are privileged to be designated in such a way. But again, this designation is not intended to just benefit us. A place to escape the urban environment is the role we play in the Lower Mainland; we are meant to share our island with others.

This brings me to the park proposal. While I expect to share this island with others, first and foremost I believe we have the responsibility to protect the natural beauty and the rural character that draws people here in the first place. Within Metro, our conservation and recreation designation tells us that we are intended to protect significant ecological and recreation assets of this island. In considering the proposed park, an obvious question is how the park will provide that protection. What safeguards will be in place so that a regional park is compatible with our Metro designation of conservation? Will the number of visitors and camping and the park management advance a conservation agenda? Our designation as a rural area means we are intended to protect the existing character of a rural community, the landscapes, and environmental qualities. Again, what safeguards will be in place so that a new park does not damage the character of this small community?

I am happy to share my island home, but cannot share it in such a way that it negatively impacts the nature and community that I treasure, and that others are coming here to experience. This would be irresponsible - contrary to the Trust Act and contrary to the very way we are designated within the Metro planning document. The park proposal, as currently presented, is lacking in the details needed to assure me that a Yes to the park would also be a Yes to Bowen. Until I can see planning reports assessing, as examples, numbers of visitors, impact on environment, impact on transportation, impact on emergency and other community services, I am genuinely asking Metro Vancouver - how can you expect me to say Yes to this park?

Dear Mayor and Council,

We are writing in response to the proposed regional park at Cape Roger Curtis (CRC). We support protecting the natural wildness and beauty at CRC but have some reservations about the proposed park. Metro Vancouver's recent presentations to Council and the general public on Bowen were largely devoid of details on how they would address our primary areas of concern, namely transportation and traffic management, fire, water, sanitation, and protection of vulnerable species and ecosystems, especially the coastal bluff ecosystem. The most significant take-home message we got from their presentations is that Metro Vancouver's role is to connect people with natural areas. To that end, they have created numerous regional parks, park reserves, and greenways, as well as ecological conservancy areas, on the mainland. What do we know about their record in those places?

There have been traffic management problems at many of the popular regional parks (e.g., tāmīx'tān/Belcarra, Iona Beach, and Boundary Bay regional parks) which is not only frustrating for visitors but has also created problems on local roads and neighbourhoods. Metro Vancouver is still investigating and experimenting with various ways to fix this. For obvious reasons, a park at CRC would pose significantly more complicated traffic management issues for visitors and residents alike. Metro Vancouver says they will advocate for, and give priority to, non-vehicular access to the proposed park. Yet so far, no concrete measures have been put forward to ensure people travel by bus, bike, or on foot, and/or to deal with vehicular access problems. Human behavior being what it is, curbing vehicular habits is not a simple task and uptake is unlikely to be fully embraced.

According to information provided by Metro Vancouver, no open campfires would be allowed at the proposed CRC regional park. Enforcement and wildfire risk would be actively managed through the wildfire season using Parks staff who are trained in fire suppression. That said, a human-caused fire occurred in Minnekhada Regional Park in Coquitlam in October 2022 even though no camping, fires, or smoking (except in designated areas) is allowed in that park. The fire grew to 14 hectares in size and burned for weeks despite firefighting efforts. On March 16 (2023), Minnekhada Regional Park fully reopened and Metro Vancouver is urging its visitors to treat regional parks with more care, especially considering risks posed by climate change. Within the proposed park area at CRC, the south-facing slopes are very dry during summer months, making it especially vulnerable to wildfires. Increased human use of the area would markedly increase that risk.

Metro Vancouver's presentations highlight that a regional park would "...protect the very rare and sensitive landscape" at CRC. And that this unique area already contains "disturbed areas which provide an opportunity for overnight access without additional clearing or disturbances to ecosystems" (comments made by Jeff Fitzpatrick, Division Manager - Regional Parks, Design and Development, to the Committee of the Whole on February 27, 2023). Firstly, we are not aware of any environmental studies Metro Vancouver has conducted in the proposed park area. Our understanding is they have relied on previous studies conducted for the site. Secondly, up to now, CRC has experienced relatively little use by humans compared to what will occur if the proposed park comes to fruition. As reported in a recent paper about measuring and managing Metro Vancouver parks carrying (visitor) capacity, "Many regional parks are at or reaching their capacity, with a potential to affect ecological integrity of parks and the quality of visitor experiences." And that "Over the last three decades, park visitation has grown at almost twice the rate of the regional population growth." ¹

Available information about the proposed park says that Metro Vancouver is exploring visitor management systems to manage day- and overnight use. However, as people come to visit, as in parks elsewhere, they will introduce invasive non-native plant species, soil erosion and compaction, loss and damage to vegetation, noise, and increased garbage and water use, to name a few. It may be possible to control or mitigate some but virtually impossible for others, such as trampling the unique and fragile ecology of the coastal bluff habitat. Unless Metro Vancouver conducts proper environmental studies in the proposed park area to identify sensitive species and ecosystems, then institutes stringent monitoring and protection measures, they will become a casualty of the park. We also believe it is necessary for Metro Vancouver to conduct the research necessary to establish a carrying (visitor) capacity for the proposed park and to use that information to develop their park plan so that identified capacities are not exceeded.

While promises and commitments are being made by Metro Vancouver, we are feeling wary about follow-through based on examples from other regional parks and the lack of detailed information they have provided so far. For these reasons, we ask that you wait to give first reading to a bylaw or OCP amendment related to the proposed park until after Metro Vancouver has provided a clear and concrete plan on how and when they will address our concerns.

Thank you.

Holly Cleator and Tim Misko



¹ Park, Hyeone. 2020. Measuring and Managing Park Carrying Capacity, Final Report: August 2020. Prepared for Deanne Manzer, Park Planner for Metro Vancouver. 54 pp.

Dear Metro Vancouver Parks Planning Department,

I have completed Metro Vancouver's (MV) online feedback form. However, I feel it necessary to provide my comments via this letter as I felt the online form to be disingenuous in terms of allowing for genuine feedback from those who may currently oppose the idea of a large-scale campground based on the vague plans and speculative solutions provided to date.

For clarity, I am not opposed to the creation of a passive park on Bowen Island, AFTER receiving sufficient information on MV's specific plans and studies. But I AM firmly opposed to the creation of a campground on an Island Municipality that does not have the necessary infrastructure/ capacity. I am confident that you have received similar sentiments from a very large segment of the community. Park – yes; campground – NO.

Regarding process:

To my knowledge, the first public announcement of MV's proposal for the Cape Roger Curtis (CRC) lands was its Aug. 10, 2022 Media Release. Since that date, it has been revealed that confidential discussions between MV and Bowen Island Municipality (BIM) had been ongoing, without the public's knowledge, for considerable time before Aug. 2022. This included a site visit by MV and members of the (former) BIM Council on Feb. 22, 2022. I'd like to convey my sincere thanks for the transparency demonstrated by BIM's current Council for releasing [excerpts from several Closed BIM Council meetings from Feb. 28 – July 11, 2022](#) for the public's information.

While the BIM Council of the day stated on March 14, 2022: *"Council expressed its overwhelming support for the project and thanked Metro Vancouver for presenting"*, it's clear that a significant segment of the Bowen Island community vehemently disagrees with this statement, as well as with the closed-door process that led us here. Even given the erroneous assurances given by the BIM Council of the day (especially in light of the absence of public disclosure), I am still dismayed that MV's process to date has been so rushed given the magnitude of what you're seeking. I also find it disheartening that MV appears largely dismissive to the many concerns brought forward, and has responded to date with what (in my opinion) are platitudes.

Case in point: the online feedback form didn't allow for support to be expressed for a passive park ONLY, nor voice opposition to the inclusion of a large-scale campground. Questions in the online form were skewed towards support for a campground, and asked for feedback about preferred components (e.g. transportation), most of which do not exist currently in this small community. Further, a recent Media Release from MV that purports to detail "What We Heard" dismissed the genuine concerns regarding transportation/access by stating: *"This project presents an opportunity to plan a park that prioritizes non-vehicular access"*. This statement is gravely concerning in that it implies that MV doesn't have a plan in place; nor does it offer any solutions to the concern. Unfortunately, no matter how much you "prioritize non-vehicular access", you will still need to offer real strategies for the real eventuality of significant increase of vehicles to the island.

I trust that you are well-aware and well-informed that Bowen Island was the subject of a proposed National Park several years ago. That process – which the electorate ultimately voted against at the 2011 civic elections – encompassed over a year of information-gathering, municipal staff & volunteer-committee time, community engagement, surveys, open houses, meetings, etc. The work of the Bowen Island National Park Advisory Committee, made up of 30 volunteer members, produced its **"National Park Reserve Community Consultation Report" dated April 4, 2011.**

I would expect that MV has done its due diligence in extensively reviewing and learning from this comprehensive report as it considers its currently proposed park/campground at CRC; many of the serious concerns with the National Park proposal are unchanged today. Current BIM staff will be able to provide you further detailed and voluminous material, reports on the National Park proposal, including the feasibility studies from Parks Canada.

Using the 'National Park' proposal as a guide, MV's timeline is not realistic given the absence of any feasibility studies or data in regard to many issues including – but not limited to – environmental impact, transportation, consultation with external stakeholders, infrastructure, natural resources, emergency services, etc.

Following are my top (albeit not all) concerns with your CRC proposal:

- Ferry capacity:
 - Insufficient to accommodate large influx of visitors to proposed park. MV's suggestion that non-vehicular access to park will be prioritized is irrelevant - ferry capacity is determined by the number of people (a.k.a. life vests) on-board the vessel, whether they are in vehicles, on bicycles or on foot.
 - Large commuter population and students traveling to/from school on a daily basis are already adversely impacted by overloads, delays or outright sailing cancellations due to insufficient staffing of BC Ferries' crews.
 - In BC Ferries' newly released draft plan for 2024-2028, no plans mentioned for capacity expansion of the Snug Cove - Horseshoe Bay route. I invite you to read [Travis Beals' thoughtful letter to the Bowen Island Undercurrent dated March 9, 2023](#) on this subject, which also points out that the Bowen Island route barely warrants mention in this 163-page document.
- On-island access:
 - Cross-island road access insufficient and requires all traffic to pass through residential neighbourhoods;
 - Road access within CRC insufficient: single-lane roads, minimal parking, risk of cars blocking access in case of emergency;
 - Distance from Snug Cove ferry to CRC is not realistic for anything other than vehicular traffic (car or bus);
 - MV's public statements re: walking to the site are absurd (distance from ferry to CRC is approximately 8 km);
 - MV's proposal for bicycle travel to CRC via the Multi-Use Path (MUP) not realistic. MUP currently extends only as far as Artisan Square – still in sight of the ferry dock. Even with government grants, extending this MUP approximately 5 km to CRC is not financially feasible nor possible to construct to coincide with MV's rushed timeline for creation of its park/ campground;
 - Insufficient and potentially dangerous conditions for evacuation in the event of an emergency.
- Emergency and public services:
 - Unless MV commits to installing large-scale, on-island, 24-hour fire-suppression equipment & personnel at CRC, Bowen has insufficient capacity to provide adequate emergency services to a campground or park;
 - Lack of parking and therefore risk of emergency road access being blocked;
 - Insufficient capacity for additional garbage/waste removal (small staff, and the fact that all waste must be transported off-island by truck & ferry);
 - Insufficient BIM Bylaw Services to address park-overflow concerns (e.g. in Snug Cove, local beaches, residential neighbourhoods)
- Environmental impacts:
 - Comprehensive environmental impact studies need to be completed that cover ALL four seasons;
 - What specific strategies will be implemented to protect environmentally-fragile areas?
 - Where will sufficient water stores come from to address possible catastrophic fire events?
 - What further infrastructure will be constructed in order for MV to operate the park/ campground (Staff housing? Equipment? Fencing? Site-clearing?)
 - Contravention of the stated goals in the MV Regional Parks Land Acquisition 2050 document as it pertains to addressing/ mitigating climate change (carbon footprint directly related to the ferry). The results of FOI request No. 2019-005 to BC Ferries, it was discovered that the ferry produced 7,719 tonnes carbon dioxide equivalent per year, or more than one-third (36%) of Bowen Island's annual emissions. See also waste-removal comment in previous section
- Economic impacts:
 - Loss of significant property taxes on a small island whose only revenue is that generated by property taxes
 - Basic infrastructure is already strained (roads, water systems, Snug Cove sewer system, Public Works Yard, insufficient ferry-marshaling, Community Centre construction that currently does not have the necessary funds to complete
 - Unlike on the mainland, there is nowhere else for visitors to go in the event of over-capacity at the proposed park. Who will be paying the costs associated with managing park overflow outside the park borders (e.g. local beaches, residential neighbourhoods)?
 - Insufficient capacity of BIM Council and staff to take on significant work (similar to that during the "National Park" proposal);

As previously stated, I support the idea of preserving parkland for present and future generations. But Bowen Island is not a realistic location for a campground, nor should it be promoted as an easy tourist destination. I support the idea of a passive park, and encourage MV to consider the Crippen Park land they ALREADY own on Bowen Island (which IS in walking distance from the ferry) to implement a smaller-scale pilot project for camping.

Alternatively, until MV can provide a comprehensive plan and impact studies for the CRC proposal, perhaps MV could consider proceeding with a “Regional Reserve” on the CRC property, as detailed on page 15 of the [Metro Vancouver Regional Parks Land Acquisition 2050](#) document, which reads:

3.3.3 Regional Reserves

A Regional Park Reserve is an area of land which has been acquired for regional parks purposes, but is not yet formally open to the public. These areas may be managed for informal recreation and ad hoc conservation purposes. Regional parks land can be held in ‘reserve’ status until enough land has been assembled and it can be opened to the public.

While those of us opposed to a campground as currently proposed by MV find ourselves dismissed by some as “NIMBYs”, I would surmise that any individual might feel differently if their basic infrastructure/ services were pushed past the breaking point. Or repeatedly faced with routes to/from their home increasingly taken over by traffic congestion. Or (analogy to staff-related ferry cancellations) experienced total and random closures of ALL access to their community.

In closing, I appreciate and support MV’s mandate to protect natural areas and connect people to nature. But suggesting such a large-scale proposal for a small community constrained by ferry-access-only, insufficient infrastructure and limited services is neither appropriate nor feasible.

Sincerely,

Lisa Wrinch
Bowen Island, BC (full time resident)

cc: Jeffrey.Fitzpatrick@metrovancover.org
mayorandcouncil@bimbc.ca

To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks

Date: April 3, 2023 Meeting Date: April 19, 2023

Subject: **Contribution and Collaboration Agreement – Metro Vancouver Regional Parks Foundation**

RECOMMENDATION

That the MVRD Board approve the Contribution and Collaboration Agreement between the Metro Vancouver Regional District and the Metro Vancouver Regional Parks Foundation for a four-year term commencing April 30, 2023 and ending March 31, 2027 with annual contributions of \$189,000 (2023), \$194,500 (2024), \$200,000 (2025) and \$205,500 (2026).

EXECUTIVE SUMMARY

The Metro Vancouver Regional Parks Foundation (the “Foundation”) is a charitable public foundation and society that was established in 2000. Since 2001, Metro Vancouver has provided the Foundation, which was previously named Pacific Parklands Foundation (“PPF”), an annual contribution to cover most of its core operating expenses.

A three-year Contribution Agreement with the PPF expired on December 31, 2022. The expired agreement included annual contributions of \$175,000 (2020), \$179,000 (2021) and \$183,000 (2022). The Foundation is currently operating without an agreement in place. Representatives from both organizations have worked to draft a new agreement focused on Metro Vancouver’s annual financial contribution, and the collaborative nature of the relationship.

Staff recommend that the MVRD Board approve the new Contribution and Collaboration Agreement (Attachment 1) for a four-year term commencing April 30, 2023 and ending March 31, 2027 with annual contributions of \$189,000 (2023), \$194,500 (2024), \$200,000 (2025) and \$205,500 (2026).

PURPOSE

To seek MVRD Board approval to enter into a four-year Contribution and Collaboration Agreement with the Foundation.

BACKGROUND

The Metro Vancouver Regional Parks Foundation (the “Foundation”) is a charitable public foundation and society that was established by a Greater Vancouver Regional District (GVRD) Board resolution in 2000. The Foundation, which was previously named Pacific Parklands Foundation (PPF), is a non-profit society incorporated under the British Columbia *Society Act* (now the *Societies Act*). The Foundation was established for the purposes of raising money for, and in support of, Metro Vancouver’s regional parks system, including through donations, bequests and fundraising campaigns.

The Foundation operates with the mandate to support Metro Vancouver Regional Parks with goals to:

- ensure the regional parks and conservation areas are protected and enhanced for the benefit of current and future generations;
- encourage philanthropy and volunteerism in local communities;
- raise public awareness about issues that affect regional parks; and
- increase public and community involvement in regional park activities.

Since 2001, Metro Vancouver has provided an annual contribution to PPF in relation to its core operating expenses. A three-year Contribution Agreement with the PPF expired on December 31, 2022. The expired agreement included annual contributions of \$175,000 (2020), \$179,000 (2021) and \$183,000 (2022). For reference a summary of the Metro Vancouver Regional Parks Foundation highlights 2019-2022 is attached (Attachment 2).

AGREEMENT TERMS AND CONDITIONS – 2023-2027

New Form of Agreement

In 2019, staff reported that PPF had expressed a desire to explore alternative legal forms of agreement that might better serve the relationship between Metro Vancouver and PPF. The rationale was that Metro Vancouver’s template for contribution agreements is geared to relationships based on supply and service provision. A new form of agreement focused on a commitment to collaboration was desired and pursued.

In 2022, staff from both organizations collaborated to craft a new form of agreement, culminating in the proposed Contribution and Collaboration Agreement (“the Agreement”) that is now attached to this report for the Board’s consideration.

Core Purposes

The Agreement commits the Foundation to carrying out the following Activities and Programs which are described in more detail in the Agreement:

- To support Metro Vancouver regional parks by raising donations, funding projects and providing programs;
- To assist Metro Vancouver in the acquisition of regional park land;
- To provide funding for other organizations having similar or allied objectives;
- To undertake activities and programs to further the two organizations’ collective goals;
- To solicit, receive, hold, invest and administer bequests, donations, gifts, grants, endowments and other property;
- To distribute bequests, donations, gifts, grants, endowments and other property;
- To administer grants and awards as described in Section “A”;
- To administer the Metro Vancouver Regional Parks’ Commemorative and Memorial Gift Program in accordance with Schedule “B”; and
- To administer the George Ross Legacy Stewardship Program in accordance with Schedule “C”.

The Activities and Programs are aligned with the Foundation’s core purposes which are described in the Foundation’s Constitution and Bylaws.

Terms and Conditions

The proposed Agreement includes a number of terms and conditions that were sought by one or both parties including:

- A more robust set of Evaluation Criteria (Schedule “D”) that will allow Metro Vancouver to better evaluate whether the Foundation is successfully carrying out its Activities and Programs;
- The Foundation has committed to the development of an *ethical gift acceptance policy* that will provide increased clarity regarding its fund raising activities;
- A commitment that Metro Vancouver will work towards the development of a *corporate sponsorship policy* to guide the evaluation or approval of potential relationships with corporate entities;
- The inclusion of Schedule “C” Administration of George Ross Legacy Stewardship Program obviates the need for a separate administration agreement for this program and the revised terms of the program, fleshed out in Schedule “C,” will facilitate access to this funding for a greater number of potential grant applicants;
- The inclusion of Schedule “E” Office /Administration obviates the need for a separate lease agreement for the Foundation’s use of “Picken House” at 6825 Cariboo Road, Burnaby as its primary office location.

Funding and Payment

In 2022, the Foundation received an annual payment of \$183,000 in the final year of the expired 3-year agreement. Staff recommend that the MVRD Board approve the proposed Agreement for a four-year term commencing April 30, 2023 and ending March 31, 2027 with annual payments of \$189,000 (2023), \$194,500 (2024), \$200,000 (2025) and \$205,500 (2026).

The Agreement also transfers the annual interest from the George Ross Legacy (see Schedule “C”) to the Foundation that is then used to administer the George Ross Legacy Stewardship Program.

And further, it is recognized that by providing the Foundation with the use of Metro Vancouver office space and equipment, an additional \$10,000 of fair market value is provided. By providing the office space and equipment, the Foundation is able focus on its Activities and Programs, including fundraising.

The proposed Agreement refers to these three elements as the “Contribution”.

The Foundation asked that provisions be made in the Agreement that would allow for the review of the funding provided in each of the years 2024, 2025 and 2026 to determine if this Agreement should be amended and the amount adjusted in any given year. The request has been captured in Section 3.2 of the agreement, and any additional funding would be subject to the approval of the Metro Vancouver Board of Directors.

In addition, the Foundation asked that a provision be included that would allow Metro Vancouver to consider providing additional funding based on separate engagement agreements tied to specific, targeted, fund-raising campaigns that advance the goals and strategies for regional parks.

This request has been included in Section 3.3 of the Agreement, and any additional funding would be subject to the approval of the Metro Vancouver Board of Directors.

Publication and Communications

The proposed Agreement includes a number of sections that commit the Foundation and Metro Vancouver to work together to develop methods of promoting the Foundation’s activities and programs. Included is information that describes how the Foundation will refer to Metro Vancouver and how Metro Vancouver will refer to the Foundation so as to not create public confusion regarding the respective roles of both parties.

Reporting and Evaluation

In addition to any reporting that may be required in respect to any of the Activities and Programs that the Foundation is responsible for, the agreement requires the Foundation to present an annual report to Metro Vancouver in each of the four years of the agreement. Schedule “D” of the agreement lists the criteria that Metro Vancouver will use to evaluate the Foundation’s performance.

ALTERNATIVES

1. That the MVRD Board approve the Contribution and Collaboration Agreement between the Metro Vancouver Regional District and the Metro Vancouver Regional Parks Foundation for a four-year term commencing April 30, 2023 and ending March 31, 2027 with annual contributions of \$189,000 (2023), \$194,500 (2024), \$200,000 (2025) and \$205,500 (2026).
2. That the MVRD Board receive for information the report dated April 3, 2023, titled “Contribution and Collaboration Agreement – Metro Vancouver Regional Parks Foundation” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

The proposed Agreement provides general annual inflation increases. If the MVRD Board approves Alternative 1, funding of \$189,000 will be payable in 2023 as per the provision that was approved in the 2023 Regional Parks budget. Subsequent increases will be included in the Regional Parks budget submissions for 2024, 2025 and 2026. Funding is subject to annual approval by the MVRD Board.

CONCLUSION

The proposed four-year Agreement will allow for the continuation of Metro Vancouver support of the Foundation focused on a renewed commitment to collaboration. This proposed Agreement continues to provide a measure of stable funding to allow the Foundation to carry out the Activities and Programs outlined in the Agreement, consistent with the Foundation’s mandate, establish relationships with donors, planning, and continuity from year-to-year.

Attachments

1. Contribution and Collaboration Agreement between the Metro Vancouver Regional District and the Metro Vancouver Regional Parks Foundation
2. Metro Vancouver Regional Parks Foundation Highlights 2019-2022

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CONTRIBUTION AND COLLABORATION AGREEMENT

THIS AGREEMENT is dated April 30, 2023 (the “Effective Date”).

BETWEEN:

METRO VANCOUVER REGIONAL DISTRICT, a regional district pursuant to the *Local Government Act* (British Columbia), having an office at 4515 Central Boulevard, Burnaby, BC V5H 0C6

(“Metro Vancouver”)

AND:

METRO VANCOUVER REGIONAL PARKS FOUNDATION, a charitable, incorporated non-profit society that exists to enhance and protect Metro Vancouver’s regional parks for future generations, having an office at 6825 Cariboo Road, Burnaby, BC V3N 4A3

(“the Foundation”)

(each a “Party” and together, the “Parties”)

WHEREAS:

- A. The Foundation, which was previously named Pacific Parklands Foundation, is a non-profit society *incorporated* under the British Columbia *Society Act* (now the *Societies Act*) on November 8, 2000 and having Society Number S0042321 and Charitable Registration Number 88935-3017 RR0001;
- B. The Foundation was established for the purposes of raising money for, and in support of, Metro Vancouver’s regional parks system, including through donations, bequests and fundraising campaigns;
- C. In accordance with the Foundation’s purposes, and further to consultations with Metro Vancouver, the Parties intend that the Foundation undertake a number of Activities and Programs, as defined and set out in this Agreement;
- D. Section 263(1)(c) of the *Local Government Act* provides that Metro Vancouver may provide assistance for the purpose of benefiting the community or any aspect of the community; and
- E. Metro Vancouver is interested in providing a funding contribution to the Foundation towards the costs of administering the Activities and Programs described in this Agreement;

NOW THEREFORE in consideration of the mutual premises, terms and conditions hereinafter contained, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. TERM

- 1.1 The term of this Agreement (the “**Term**”) will commence on the Effective Date and end on March 31, 2027, unless otherwise terminated in accordance with this Agreement.

2. ACTIVITIES, PROGRAMS AND ACTIONS

- 2.1 When carrying out the activities described in section 2.4 of this Agreement (the “**Activities**”) and administering all of the grants, awards and programs described in sections 2.5, 2.6 and 2.7 of this Agreement (collectively, the “**Programs**”), the Foundation will do so:

- (a) in accordance with the terms of this Agreement, including all activities, programs, tasks, deliverables and principles that are respectively set out for each of these, in Schedules “A”, “B” and “C”;
- (b) in accordance with appropriate scientific and/or professional standards;
- (c) in compliance with applicable law and any applicable bylaws of Metro Vancouver; and
- (d) in a manner consistent with any applicable guidelines or policies provided by Metro Vancouver.

- 2.2 The Parties commit to being active and constructive in establishing and maintaining a productive and collaborative relationship for the better achievement of the Activities and Programs, which are all aligned with the core purposes of the Foundation and Metro Vancouver’s goals and strategies for its regional parks, as described in the Regional Parks Plan (2022).

- 2.3 The Foundation will annually provide all information required to enable Metro Vancouver to evaluate using the criteria set out in Schedule “D” (the “**Evaluation Criteria**”), whether the Foundation is carrying out the Activities and Programs in accordance with this Agreement.

- 2.4 The Foundation will fulfill its purposes by undertaking the following activities (the “**Activities**”) in support of Metro Vancouver’s goals and strategies for regional parks, and Metro Vancouver will undertake the following actions in support of the Foundation’s achievement of its purposes:

- (a) In recognition that the Foundation’s core foundational purpose is to support Metro Vancouver regional parks,
 - (i) The Foundation will raise donations, fund projects and provide programs to help meet the goals and strategies for Metro Vancouver regional parks;
 - (ii) Metro Vancouver Regional Parks will communicate annually its work plan priorities to the Foundation;

- (iii) Metro Vancouver reserves the right to refuse acceptance of any donation from the Foundation that Metro Vancouver, at its sole discretion, deems unsuitable; and
 - (iv) Within one year of execution of this Agreement, the Foundation will consult with Metro Vancouver regarding the development of the Foundation's *ethical gift acceptance policy*.
- (b) In recognition that one of the Foundation's core purposes is to assist Metro Vancouver in the acquisition of regional park land (including regional greenways) for natural resource management and recreational purposes within the Metro Vancouver region,
- (i) Metro Vancouver will communicate current regional park priority property acquisitions to the Foundation to guide potential acquisitions and provide guidance to the Foundation with respect to prospective fundraising opportunities;
 - (ii) The Foundation will provide expertise and the donation mechanisms for the donation of land to the Metro Vancouver regional park system;
 - (iii) With respect to the donation of land to the Foundation:
 - (A) where the land is donated on the condition that it be used as a regional park, the Foundation will, after receiving prior approval from Metro Vancouver Regional Parks, receive those on the basis that they be held for Metro Vancouver regional park purposes;
 - (B) where land is given to the Foundation without condition, then the Foundation will work with Metro Vancouver to determine if the land would be useful as to the Metro Vancouver regional park system, and if not, the Foundation may use or dispose of the lands;
 - (iv) Metro Vancouver will administer and maintain any lands held by the Foundation as regional park in accordance with separate agreements between Metro Vancouver and the Foundation applicable to the lands;
- (c) In recognition that one of the Foundation's core purposes is to cooperate with and to provide funding for other organizations having similar or allied objectives with respect to supporting and enhancing Metro Vancouver regional parks;
- (i) The Foundation will work with park-related organizations to provide grants and other resources to qualified recipients, for improving Metro Vancouver regional parks;
 - (ii) Metro Vancouver will review and approve proposed projects for funding within Metro Vancouver regional parks;

- (d) In recognition that one of the Foundation's core purposes is to undertake activities and programs within Metro Vancouver regional parks;
 - (i) In collaboration with Metro Vancouver, the Foundation will undertake or support programs in Metro Vancouver regional parks that further the two organizations' collective goals;
 - (ii) Metro Vancouver will provide guidance to the Foundation on how the programs could meet Metro Vancouver Regional Parks' goals;
- (e) In recognition that the Foundation's core purposes include soliciting, receiving, holding, investing and administering bequests, donations, gifts, grants, endowments and other property;
 - (i) The Foundation will implement fundraising strategies, and will promote bequest and legacy giving;
 - (ii) The Foundation will provide mechanisms, including web-based and in-person, for fundraising and provision of information;
 - (iii) Metro Vancouver will provide an annual calendar of Metro Vancouver Regional Parks events, and the Foundation may support financially and attend events for the purposes of fundraising (to offset the costs of the event and for other fundraising) and for the purposes of promoting the Foundation;
 - (iv) Metro Vancouver, at mutually agreed upon Metro Vancouver Regional Park events and otherwise, will provide logistical and communications support for fundraising and donations by the Foundation;
 - (v) Metro Vancouver will refer any prospective donors planning legacy gifts to the Foundation when appropriate;
 - (vi) When it is both possible within the terms of a donation or bequest and whenever Metro Vancouver in its sole discretion determines it suits Metro Vancouver Regional Parks' purposes to do so, Metro Vancouver will encourage that a donation or bequest be made directly to the Foundation or will transfer a donation or bequest to the Foundation to administer for Metro Vancouver Regional Parks' purposes;
 - (vii) Metro Vancouver will work towards the development of a *corporate sponsorship policy* to guide the evaluation or approval of potential relationships with corporate entities including how to appropriately recognize or acknowledge donors;
- (f) In recognition that one of the Foundation's core functions within its purposes is to distribute bequests, donations, gifts, grants, endowments and other property;

- (i) the Foundation will implement a fair and transparent process for interested parties to apply for funding for activities within the regional parks system;
- (ii) the Foundation will support projects within the regional parks system from funds raised through fundraising and through the investment of legacy gifts;

2.5 The Foundation will administer the grants and awards described in Schedule “A”.

2.6 The Foundation will administer the Metro Vancouver Regional Parks’ Commemorative and Memorial Gift Program in accordance with Schedule “B”.

2.7 The Foundation will administer the George Ross Legacy Stewardship Program in accordance with Schedule “C”.

3. FUNDING AND PAYMENT

3.1 Subject to the approval of the Metro Vancouver Board of Directors as described in section 22.9 of this Agreement, Metro Vancouver will pay the Foundation:

- (a) the fixed, aggregate amounts of \$189,000 (2023), \$194,500 (2024), \$200,000 (2025) and \$205,500 (2026) respectively for each year as indicated in brackets, by May 31 of year one of the Term and by February 15 in each of the three subsequent years of the Term of the Agreement as indicated, inclusive of all applicable taxes, towards the administration of the Activities and Programs, in accordance with the terms of this Agreement;
- (b) the George Ross Legacy Stewardship Funds (as defined in Schedule “C”) by May 31 of year one of the Term and by February 15 for each subsequent year of the Term in accordance with the terms of this Agreement.

and, further to section 7 of this Agreement, the Parties have also agreed upon terms and conditions for the Foundation’s use of Metro Vancouver office space and equipment, having a fair market value of \$10,000 per annum.

(all of these elements are collectively referred to as the “**Contribution**”)

3.2 Subject to the approval of the Metro Vancouver Board of Directors as described in section 22.9 of this Agreement, Metro Vancouver will review with the Foundation the fixed, aggregate amounts set out in section 3.1 for each of the respective years 2024, 2025 and 2026 to determine if this Agreement should be amended and the amount adjusted in any given year. To be effective, any amendment must be in writing and signed by the Parties, further to section 22.12 of this Agreement.

3.3 Subject to the approval of the Metro Vancouver Board of Directors as described in section 22.9 of this Agreement, Metro Vancouver will consider providing additional funding to the Foundation based on separate engagement agreements tied to specific, targeted, fund-raising campaigns that advance the goals and strategies for Metro Vancouver regional parks.

- 3.4 The Foundation acknowledges that as the George Ross Legacy Stewardship Funds are comprised of annual interest earned from the Bequest, the amount of the George Ross Legacy Stewardship Funds paid to the Foundation will vary from year to year.
- 3.5 The payment of the Contribution is subject to Metro Vancouver being satisfied that the Foundation will carry out the Activities and administer the Programs in accordance with the requirements of the Agreement, including the Schedules.
- 3.6 The Foundation will use the Contribution solely towards the costs, and for the purposes, of delivering the Activities and administering the Programs in accordance with the terms of this Agreement.

4. OWNERSHIP AND USE OF MATERIALS

- 4.1 “**Materials**” means any and all materials developed by the Foundation or any of its consultant(s) in the course of, and relating to, the Activities and Programs, including without limitation, all information, deliverables, results, data, reports, documents, inventions and improvements, whether or not published or patentable.
- 4.2 The Foundation will provide Metro Vancouver with one copy of all Materials upon request by Metro Vancouver, and will also provide Metro Vancouver with materials that the Foundation considers may be relevant to Metro Vancouver.
- 4.3 The Foundation will retain ownership of all Materials, including ownership of any intellectual property rights in and arising from the Materials.
- 4.4 The Foundation hereby grants to Metro Vancouver a non-exclusive, irrevocable, sub-licensable, transferable, worldwide and royalty-free licence to use, copy, translate, practice, produce, make publicly available or further develop any of the Materials in any manner, for internal and public purposes. For greater certainty, this licence includes the right to publish and distribute all or any part of the Materials to the general public, and to use the Materials in workshops and conferences.

5. PUBLICATION AND COMMUNICATIONS

- 5.1 The Foundation staff will meet monthly with Metro Vancouver staff to discuss publication and communication plans and strategies.
- 5.2 All public communications pertaining to the relationship between Metro Vancouver Regional Parks and the Foundation will be guided by the Regional Parks Brand Book, including, that the Foundation commits to being clear in its communications that it is “an independent registered charity that supports Metro Vancouver Regional Parks”, or language to the same effect.
- 5.3 Metro Vancouver will endeavor to profile the Foundation, as and when appropriate, in Metro Vancouver Regional Parks’ publications or communications, to make the Foundation’s role clear through supporting statements or because of their direct connection to a particular project or initiative.

- 5.4 The Foundation and Metro Vancouver will work together to develop methods of promoting the Foundation’s activities and programs within the Metro Vancouver regional parks system; such methods may include the use of Metro Vancouver collateral such as: signs, kiosks, QR codes on regional park signage, links to the Foundation website, newsletters, Nature Program Guide, reports, social media; and require the expressed written approval of Metro Vancouver Regional Parks prior to the deployment or use of such promotional methods;
- 5.5 Except as specifically permitted under section 5.2, and so as to not create public confusion regarding the respective roles of Metro Vancouver Regional Parks and the Foundation, neither Party will use the logos or name of the other Party, or the names of the other Party’s staff, with respect to the Activities and Programs or anything arising therefrom, without the consent of the other Party, which consent will not be unreasonably withheld or delayed.
- 5.6 Unless otherwise requested by Metro Vancouver, the Foundation will expressly acknowledge the funding support and assistance of Metro Vancouver towards the Activities and Programs, in all publications, public announcements, presentations and other forms of release or communications relating to any of them, using the following statement or such other modified statement as provided or agreed to by Metro Vancouver:

“This [project/activity/program] was funded with assistance from the Metro Vancouver Regional District.”

- 5.7 Unless otherwise requested by the Foundation, Metro Vancouver Regional Parks will expressly acknowledge the funding support and assistance of the Foundation towards any program, project or initiative in all publications, public announcements, presentations and other forms of release or communications, using the following statement or such other modified statement as provided or agreed to by the Foundation:

“This [program/project/initiative] was funded with support from the Metro Vancouver Regional Parks Foundation.”

6. REPORTING

- 6.1 In addition to any reporting that may be required in respect of the Activities and Programs, the Foundation will present an annual report to Metro Vancouver on or before March 31 of the year following the year in which any portion of the Contribution was received. The annual report, along with the Foundation’s Annual Report and the Foundation’s audited financial statements will include at a minimum:

- (a) a summary of operating results showing revenues and expenditures to September 30 of the preceding year;
- (b) a brief narrative summary reviewing the goals, objectives and the results achieved for the year, including the challenges and significant issues addressed, all relative to the Evaluation Criteria set out in Schedule “D”; and
- (c) current staffing and business contact information.

6.2 Each year no later than March 31, the Foundation will deliver to Metro Vancouver: (a) its annual audited financial statements, including a statement of revenue and expenses; (b) a list of current directors of the Foundation's Board; (c) confirmation that the Foundation remains in good standing with the BC Registry; and (d) Minutes of the Foundation's annual general meeting.

7. OFFICE/ADMINISTRATION

7.1 Schedule "E" sets out the terms and conditions agreed upon by the Parties with respect to the use by the Foundation of Metro Vancouver office space and other equipment, during the term of this Agreement.

8. TAXES AND PROPERTY TAXES

8.1 The Contribution includes any GST and/or PST which may be payable by Metro Vancouver. Any liability for GST and/or PST required in respect of this Agreement will be the responsibility of the Foundation.

8.2 Should they become payable, the Foundation will pay all taxes, rates, duties and assessment whatsoever, whether federal, provincial, municipal or otherwise charged upon the Foundation or Metro Vancouver as a result of the Foundation's occupation or use of the Premises described in Schedule "E".

8.3 The Foundation is required to pay any taxes owed directly to the municipality and submit confirmation of payment of taxes no later than July 1st of each year notwithstanding the termination or expiry of this Agreement prior to the end of the period for which such annual property taxes are calculated. Failure to do so will be considered a breach of this Agreement.

9. WORKSAFE BC REQUIREMENTS

9.1 The Foundation is responsible to:

(a) Carry, at its own expense, WorkSafe BC coverage for all workers, employees, servants and others engaged in or upon any of the Activities and Programs which are the subject of this Agreement or carried out on the Premises, and shall ensure that any sub-contractor retained by the Foundation has such WorkSafe BC coverage; and

(b) Comply with all conditions and regulations under the *Workers Compensation Act*, RSBC 1996, c. 492 as amended and for all assessments, remittances and levies which may be made thereunder.

9.2 The Foundation agrees that it is the prime contractor for the purposes of the *WorkSafe BC Occupational Health and Safety Regulations* for the Province of British Columbia.

9.3 The Foundation shall have a safety program acceptable to WorkSafe BC and shall ensure that all WorkSafe BC safety rules and regulations are observed during the performance of this Agreement.

9.4 The Foundation will provide Metro Vancouver with:

- (a) The Foundation's WorkSafe BC registration number; and
- (b) Written confirmation that the Foundation is registered in good standing and that all assessments payable under the *Workers Compensation Act* have been paid to the date of such confirmation.

9.5 The Foundation shall indemnify and hold harmless Metro Vancouver from all claims, demands, costs, losses, penalties and proceedings arising out of or in any way related to unpaid WorkSafe BC assessments owing from any person or corporation engaged in the performance of this Agreement or arising or in any way related to the failure to observe safety rules, regulations and practices of WorkSafe BC, including penalties levied by WorkSafe BC.

10. CONFIDENTIALITY

10.1 During the term of this Agreement, each Party may disclose to the other Party confidential information that is non-public, confidential or proprietary in nature to facilitate the carrying out of the Activities and Programs, and which is identified in writing as "confidential" either at the time of disclosure or within 30 calendar days thereafter (the "**Confidential Information**"), except that Confidential Information does not include information that is:

- (a) already known to, or in possession of, the receiving Party prior to receipt from the other Party of the Confidential Information, except by the receiving Party's wrongful act;
- (b) in the public domain prior to the receiving Party's receipt from the other Party of the Confidential Information, or that subsequently becomes part of the public domain by publication or other form of dissemination or otherwise, except by the receiving Party's wrongful act;
- (c) obtained from a third party with a valid right to disclose it and no obligation of confidentiality to the Party disclosing or supplying the information; or
- (d) independently developed by a Party without access to or use of the other Party's Confidential Information, as evidenced by the Party's business records.

10.2 During the term of this Agreement and thereafter for so long as a Party has possession, control or knowledge of the other Party's Confidential Information, each Party undertakes to:

- (a) maintain the confidentiality of the other Party's Confidential Information at all times to the same standard it uses to protect its own Confidential Information, and not at any time, without the prior written consent of the other Party, use or authorize or permit the use of such Confidential Information other than for the sole purpose of performing the Party's obligations in relation to the Activities and Programs; and
- (b) disclose the other Party's Confidential Information only to those of its directors, officers, employees, consultants, faculty, students, and professional advisors who

require the Confidential Information in performing its obligations in relation to the Activities and Programs, and ensure that that such recipients are made aware of and comply with the confidentiality obligations in this Agreement.

- 10.3** Either Party may disclose the other Party's Confidential Information as may be required to be disclosed by law, regulation or order of a competent authority, provided that, to the extent practicable in the circumstances, the receiving Party provides the other Party with prompt advance notice and a reasonable opportunity to challenge the process before the receiving Party discloses the other Party's Confidential Information.

11. INSURANCE

- 11.1** The Foundation will obtain appropriate insurance coverage for the Activities and Programs, and will maintain such insurance coverage in full force and effect until the Activities and Programs have been completed, and will provide evidence of such insurance coverage at Metro Vancouver's request.

12. SEPARATE FUNDS AND FINANCIAL STATEMENTS

- 12.1** The books of account of the Foundation must be kept in accordance with Generally Accepted Accounting Practices, and must be retained for six (6) years after the completion date of the Activities and Programs.

13. RIGHT OF AUDIT

- 13.1** At any time, Metro Vancouver may provide written notice to the Foundation that it desires its representative to examine the books of account of the Foundation, and the Foundation will produce for examination to such representative within ten (10) days after receipt of such notice, its books of account, and the said representative will have a right of access to all records, documents, books, accounts and vouchers of the Foundation and will be entitled to require from the directors and officers of the Foundation such information and explanations as, in his/her opinion, may be necessary to enable Metro Vancouver's staff to report to Metro Vancouver's Board of Directors on the financial position of the Foundation.

14. REPRESENTATIONS AND WARRANTIES

- 14.1** The Foundation represents and warrants that:
- (a)** subject to the Contribution being funded by the Metro Vancouver Board as set out in this Agreement, it intends to secure all funding required to perform the Agreement and complete the Activities and Programs;
 - (b)** all information, statements, documents, and reports furnished or submitted by it to Metro Vancouver in connection with this Agreement are and will remain materially true and correct;

- (c) each of its employees and any contractors carrying out work in connection with the Activities and Programs has the proper skill and training to perform the work in a competent and professional manner in accordance with industry standards;
- (d) it has sole responsibility to comply with all applicable laws and to obtain all necessary licences, permits, and approvals required for the carrying out of the Activities and the administration of the Programs;
- (e) it is and will remain duly organized, validly existing, and in good standing under the laws of the jurisdiction in which it is organized; and
- (f) it has the power and authority to enter into this Agreement and perform its obligations hereunder.

15. INDEMNITY AND LIABILITY

- 15.1 The Foundation indemnifies and saves harmless Metro Vancouver and its elected officials, employees, directors, officers, agents and contractors from and against any and all claims (including claims of infringement of third-party intellectual property rights), actions, causes of action, liabilities, damages, losses, costs, charges, legal fees, fines, charges and expenses which Metro Vancouver or any of its employees, officers, directors or agents may sustain, incur or suffer, be threatened by or be required to pay, by reason of or arising out of any action, use of a facility, contravention of applicable law, or breach of any term of this Agreement by the Foundation or any of its directors, officers, agents, contractors or employees, in connection with the Activities and Programs or the Materials.
- 15.2 Metro Vancouver will not be liable for, and the Foundation releases Metro Vancouver and its elected officials, employees, directors, officers, employees, agents and contractors from and waives any claim, right, remedy, action, cause of action, loss, damage, expense, fee or liability which the Foundation may have against any or all of them in respect of an act of Metro Vancouver in relation to this Agreement, except insofar as such claim, right, remedy, action, cause of action, loss, damage, expense, fee or liability arises directly from the gross negligence or willful misconduct of Metro Vancouver or its elected officials, employees, directors, officers, agents or contractors.

16. DIRECTORS

- 16.1 The Foundation agrees that the Chair of the Metro Vancouver Board of Directors may annually appoint the following as Board liaisons to the Foundation's Board of Directors and the Foundation agrees that such liaisons may attend the Foundation's Board meetings:
- (a) The current Chair of the Metro Vancouver Regional Parks Committee; and
 - (b) Another director of the Metro Vancouver Board of Directors who is also a current member of the Metro Vancouver Regional Parks Committee.
- 16.2 The parties agree that the Metro Vancouver Director, Regional Parks, or his or her designate will act as staff liaison to the Foundation's Board of Directors, and in addition, a Division

Manager of Metro Vancouver Regional Parks or Metro Vancouver's General Manager, Parks and Environment may attend the Foundation's Board meetings.

17. TERMINATION

- 17.1** Without prejudice to Metro Vancouver's other rights and remedies, Metro Vancouver may terminate this Agreement immediately at any time by written notice to the Foundation:
- (a)** if, in the sole discretion of Metro Vancouver, the Foundation commits a breach of any of the terms of this Agreement which is irreparable, or which breach (if repairable) is not remedied by the Foundation within 10 days after the service of written notice by Metro Vancouver requiring the remedy;
 - (b)** if the Foundation becomes insolvent or bankrupt or subject to bankruptcy or insolvency proceedings, or ceases, in Metro Vancouver's opinion, to operate; or
 - (c)** if Metro Vancouver, in its sole discretion, determines that the Contribution is being used in a manner contrary to the Activities and Programs or the public interest.
- 17.2** The Foundation may terminate this Agreement upon providing thirty (30) days written notice to Metro Vancouver.
- 17.3** Upon termination of this Agreement, within 10 days of the effective date of such termination:
- (a)** each Party will return to the other Party or otherwise destroy, as directed by that Party, all Confidential Information received under this Agreement, provided that each Party may retain one copy of all Confidential Information which has been stored electronically as part of an archival back-up system maintained in the ordinary course of business for no longer than one year after the date on which any copy of the Confidential Information has been stored electronically;
 - (b)** the Foundation will return to Metro Vancouver any portion of the Contribution that has not been spent on the Activities and Programs, and provide a full accounting of all portions of the Contribution not returned; and
- 17.4** The Foundation will deliver to Metro Vancouver all copies of the Materials, whatever their state of development at that time.
- 17.5** Notwithstanding any term of the Agreement to the contrary, sections 4 (Ownership and Use of Materials), 5 (Publication and Communications), 10 (Confidentiality), 15 (Indemnity and Liability), 17 (Termination), 18 (Notice), and 22 (General Provisions), and all other provisions of the Agreement necessary to give effect thereto, will survive the expiry or termination of this Agreement.

18. NOTICE

- 18.1 All notices under this Agreement will be in writing, and will be given to and received by the addressee on the day when it is delivered, by hand, courier, email, or registered mail, at the following addresses:

If to Metro Vancouver:

Mike Redpath

Director, Regional Parks
4515 Central Blvd
Burnaby, BC V5H 0C6
Mike.Redpath@metrovancover.org

If to the Foundation:

Janet Antonio

Executive Director
Metro Vancouver Regional Parks Foundation
6825 Cariboo Rd
Burnaby, BC V3N 4A3
Janet Antonio janet@mvrpfoundation.ca

or to such other address as may be designated by a Party to the other Party, by giving a notice in writing in accordance with this section 18.1.

19. DISPUTE RESOLUTION

- 19.1 If any dispute arises at any time, the party which identifies the dispute will give written notice of the dispute to the other and the following provisions will apply:
- (a) The Foundation and Metro Vancouver agree to endeavor to resolve the dispute as expeditiously as possible, with a view to enabling the Activities and Programs to proceed expeditiously with due regard to the principles set out in this Agreement.
 - (b) The Foundation and Metro Vancouver will make every reasonable effort to resolve all disputes at the Director / General Manager level. Disputes which cannot be resolved within ten (10) Business days following receipt of notice of the dispute, or such longer time period as agreed at the management level, will be referred to the Foundation's Chair and Metro Vancouver's Chief Administrative Officer for resolution; and
 - (c) If the Foundation's Chair and Metro Vancouver's Chief Administrative Officer are unable to agree on a resolution of the dispute within ten (10) business days following the date on which the dispute was referred to them for resolution, or such longer period as they may agree, then either party may elect to have the dispute resolved by litigation in the proper judicial forum, unless the Foundation and Metro Vancouver have agreed in writing as to some alternative means for resolving the dispute.

20. AUTHORIZATION

20.1 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 Foundation, and this Agreement constitutes a legal, valid and binding obligation of the Foundation enforceable against the Foundation in accordance with its terms and the persons signing this Agreement on the Foundation's behalf are duly authorized to do so.

21. BINDING

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

22. GENERAL PROVISIONS

22.1 *Interpretation.* In the interpretation of this Agreement:

- (a) words importing the singular include the plural and vice versa, and words importing persons include individuals and entities;
- (b) the words "include" and "including" are to be construed as meaning "including, without limitation"; and
- (c) the division of this Agreement into sections and the insertion of headings are for convenience of reference only and will not affect the construction or interpretation of the Agreement.

22.2 *Entire Agreement.* This Agreement contains the entire agreement and understanding of the Parties with respect to the matters contemplated herein, and supersedes all prior and contemporaneous agreements between the Parties with respect to such matters.

22.3 *Severability.* If any provision of this Agreement (or part of any provision) is found by any court or other authority of competent jurisdiction to be invalid, illegal or unenforceable, that provision or part of that provision will, to the extent required, be deemed not to form part of the Agreement, and the validity, legality and enforceability of the other provisions of the Agreement will not be affected and those other provisions will otherwise remain in full force and effect.

22.4 *Schedules.* Schedules "A", "B", "C", "D" and "E", attached, form an integral part of this Agreement.

22.5 *Independent Contractors.* Nothing in this Agreement nor any acts of the Parties will constitute or be deemed to constitute the Parties as partners, joint venturers, principal and agent or landlord and tenant in any way or for any purpose. Neither Party will represent or hold itself

out to be an agent of the other Party and neither Party will have any authority to act for or to assume any obligations or responsibilities on behalf of the other Party.

- 22.6 *Time.* Time is of the essence in this Agreement.
- 22.7 *Freedom of Information and Protection of Privacy Act.* The Foundation acknowledges that Metro Vancouver is subject to the *British Columbia Freedom of Information and Protection of Privacy Act*, RSBC 1996, c. 165 and that this Agreement and documents delivered pursuant to it may be subject to public disclosure under that Act.
- 22.8 *Force Majeure.* The parties shall not be liable to each other for any loss, damage or other claim whatsoever arising out of a delay, failure or inability to perform any obligation(s) contained in this Agreement for any cause which is beyond the party's reasonable control. Without fault or negligence, such causes may include, but are not limited to, any act of God, fire, flood, earthquake, tornado, labour dispute, epidemic or pandemic, war, revolution, riot, sabotage, terrorism, explosion, act or failure to act of any government, agency, board or commission.
- 22.9 *Approval of Board.* The Foundation acknowledges that the Contribution is subject on an annual basis to the approval by the Metro Vancouver Board of Directors of financial statements providing for such funding assistance.
- 22.10 *Further Assurances.* Each Party will from time to time execute and deliver all such further documents and instruments and do all acts and things as the other Party may reasonably require to give effect to this Agreement.
- 22.11 *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 of this Agreement is not to be construed as a waiver of any future or continuing failure, whether similar or dissimilar.
- 22.12 *Amendment or Modification.* No amendment to this Agreement, including to Schedules "A" through "E" which form part of this Agreement, is effective unless set forth in writing and signed by the Parties.
- 22.13 *Assignment.* This Agreement may not be assigned by a Party without the prior written consent of the other Party.
- 22.14 *Enurement.* This Agreement will enure to the benefit of and be binding upon the Parties and their respective successors and permitted assigns.
- 22.15 *Third Party Rights.* Nothing in this Agreement will be construed to give any rights or benefits to anyone other than the Parties.
- 22.16 *Remedies.* No remedy under this Agreement is deemed to be exclusive but will, where possible, be cumulative with all other remedies at law or in equity.
- 22.17 *Governing Law and Jurisdiction.* This Agreement is governed by and will be construed in accordance with the laws of the Province of British Columbia and the laws of Canada applicable therein, and the Parties attorn to the exclusive jurisdiction of the courts of British Columbia.

22.18 *Counterparts and Electronic Delivery.* This Agreement may be executed in any number of counterparts, each of which will be deemed to be an original and all of which taken together will be deemed to constitute one and the same instrument. Delivery of an executed signature page to this Agreement by a Party by electronic transmission will be as effective as delivery of a manually executed copy of this Agreement by such Party.

IN WITNESS WHEREOF the Parties have executed this Agreement as of the Effective Date.

METRO VANCOUVER REGIONAL DISTRICT
by its authorized signatory

Jerry W. Dobrovolny, P.Eng., MBA
Chief Administrative Officer

METRO VANCOUVER REGIONAL PARKS FOUNDATION
by its authorized signatories

Sarah E. Marsh, President

Mark van der Zalm, Vice President

SCHEDULE "A"

GRANTS AND AWARDS

The Foundation will administer the following grants and awards:

- (a) The Foundation will provide grants to groups and organizations for chartering a bus through its Bus Grant Program;
- (b) The Foundation will annually recognize youth environmental stewardship efforts through the Gordon Smith Youth Environmental Stewardship Awards by providing bursaries to young environmentalists; and
- (c) The Foundation will annually award the Dr. M. Wosk Environmental Leadership Award, established by the Foundation for the development of youth leadership.

SCHEDULE "B"

ADMINISTRATION OF METRO VANCOUVER REGIONAL PARKS' COMMEMORATIVE AND MEMORIAL GIFT PROGRAM

Commemorative and memorial gifts enhance personal connections with a regional park or special place within a park. They provide a gathering place for friends and family and opportunities for rest or quiet reflection. Metro Vancouver Regional Parks offers a number of gift options, including park benches and picnic tables.

The Foundation will administer Metro Vancouver Regional Parks' Commemorative and Memorial Gift Program, which consists of a program through which a regional park supporter may make a commemorative or memorial gift to Metro Vancouver Regional Parks, with the donation targeted toward the provision of park furnishings (e.g. park benches and picnic tables) for a specific term.

Donations or gifts are made as follows:

- The regional park potential donee will determine which regional park their donation is preferred to be located;
- The regional park potential donee will contact the Foundation as the program administrator;
- The Foundation as administrator will then work with the donee and the appropriate Metro Vancouver Regional Park Operations Supervisor to find a site in the preferred regional park that was selected by the donee;
- Should opportunities to install park furnishings not exist in the preferred park, the Foundation will advise potential donee of other potential park locations, or will create, or add to a waiting list should opportunities in preferred park location become available in the future.
- Once an appropriate gift and specific location have been determined by all of the parties, the Foundation will send the donee a *Memorial Gifts Terms and Conditions Agreement* in a form that is satisfactory to Metro Vancouver;
- The donee will complete, sign and return that agreement to the Foundation;
- The Foundation will proceed with the donation request once it has received the signed agreement and the full amount of the donation; and
- The Foundation will mail a tax receipt to the donee.

Ordering and installation of the park furnishings should normally take three months; however, in the event that an archaeological permit is required, the permitting process may extend this amount of time.

The Foundation will keep, maintain and update appropriate records of the Metro Vancouver Regional Parks' Commemorative and Memorial Gift Program and will permit inspection of such records by Metro Vancouver. The Foundation will include a summary of the Metro Vancouver Regional Parks' Commemorative and Memorial Gift Program in its annual reporting under section 6.1.

Metro Vancouver Regional Parks will own and maintain any benches, tables or other assets installed under the terms of the Metro Vancouver Regional Parks' Commemorative and Memorial Gift Program.

SCHEDULE "C"

ADMINISTRATION OF GEORGE ROSS LEGACY STEWARDSHIP PROGRAM

In July 2013, Metro Vancouver received a bequest from the estate of Mr. George Ross (the "Bequest") to be used for Metro Vancouver Regional Park purposes.

Metro Vancouver has established the George Ross Legacy Stewardship Program, under which annual interest earned from a \$2.5M portion of the \$2.8M Bequest (the "George Ross Legacy Stewardship Funds") is used for "Environmental Stewardship" activities in Metro Vancouver regional parks, as described in Parts 1 and 2 below.

"Environmental Stewardship" is an ethic of responsibility for environmental quality shared by all those whose actions affect the environment; people who have a personal connection with the natural world are more likely to take action to protect it. Stewardship in regional parks includes a wide range of actions by people from the community working collaboratively with regional parks staff to conserve, restore and monitor ecosystems.

Unless otherwise agreed in writing by Metro Vancouver, the Foundation must apply the George Ross Legacy Stewardship Funds to the George Ross Legacy Stewardship Program in the following proportions for each year of the Term:

- (a) Two-thirds of the George Ross Legacy Stewardship Funds to the "George Ross Legacy Stewardship Grant" (see Part 1, below); and
- (b) One-third of the George Ross Legacy Stewardship Funds to the "Foundation Grant" (see Part 2, below).

PART 1: GEORGE ROSS LEGACY STEWARDSHIP GRANT

The goal of the George Ross Legacy Stewardship Grant is to foster citizen engagement and stewardship ethics centered on the regional parks system through hands-on, community-driven projects that support regional park Environmental Stewardship.

A "George Ross Legacy Stewardship Grant Panel" will be comprised of representatives from Foundation and Metro Vancouver staff, to solicit and evaluate grant applications. The Panel shall annually affirm the criteria for funding based on the needs of the regional park system and its environmental conditions, and will determine the appropriate grant cycle(s).

Key principles of the grant program are:

- Activity must occur in Metro Vancouver regional parks;
- Applicants must be Indigenous groups, registered non-profit organizations or educational institutions;
- Projects must be pre-approved by Metro Vancouver staff to ensure fit with park policy, site objectives and resources, and that the results are sustainable;
- Projects must clearly demonstrate how they meet the goals of the program and contribute to Regional Parks Environmental Stewardship goals;

- Applicants don't have to contribute money to the project but volunteer effort is expected;
- Applicants must identify on-going operational and maintenance requirements and how they can be addressed, and may request funding to support additional activities that will help Metro Vancouver Regional Parks achieve its Environmental Stewardship goals.

The application process:

- Involves applicants completing a streamlined form available on-line;
- All projects must be pre-authorized by Metro Vancouver Regional Parks staff prior to being given to the George Ross Legacy Stewardship Grant Panel for consideration;
- The George Ross Legacy Stewardship Grant Panel will recommend to the Foundation's Board of Directors the allocation of the available funds to projects selected from among the applications received by the stipulated deadline for the relevant category of grant, evaluated against the program key principles identified above.

PART 2: FOUNDATION GRANT

The Foundation Grant will be granted to and managed by the Foundation to leverage additional funds for greater return for Environmental Stewardship projects and programs in Metro Vancouver regional parks.

In particular, the Foundation Grant will be used to procure assistance with writing grant applications and to help develop the Foundation's Legacy Giving Program, which is a longer term investment strategy of the Foundation.

SCHEDULE "D"

EVALUATION CRITERIA

Metro Vancouver's annual/ongoing evaluation of the Foundation's performance will be tied to the following criteria:

- Amounts raised by the Foundation
- Amounts used/disbursed for charitable purposes
- A calculation of the return of funds raised to funds received from Metro Vancouver
- Number of bequest notifications
- Donor, public and Activities / Programs participant feedback
- Number of events supported
- Annual provision of audited financial statements
- Maintenance of good standing with the Canada Revenue Agency and under the *Societies Act*
- Maintenance of a website
- Maintenance of social media presence
- The Foundation's management of the MVRP Commemorative and Memorial Gift Program and the George Ross Legacy Stewardship Program
- Reported progress of the Foundation in supporting Metro Vancouver in meeting its goals and strategies for regional parks, as set out in the current Regional Parks Plan

SCHEDULE “E”

OFFICE / ADMINISTRATION

1.1 Whereas Metro Vancouver is the registered owner in fee simple and the beneficial owner of land within the City of Burnaby on which there is a heritage building known as “Picken House” (the “**Building**”), having an address more particularly described as:

6825 Cariboo Road
PID: 010-867-147
Lot 9, Except 0.115 acres shown red on Plan 6121 of Lots 1 & 2, Block 4, District Lot 14,
Group 1, NWD Plan 3047

(the “**Land**”)

1.2 The Land is in Metro Vancouver’s Burnaby Lake Regional Park.

1.3 During the term of this Agreement, subject to the performance and observance by the Foundation of the terms, conditions and covenants contained in the Agreement, and to earlier termination as provided in the Agreement, and for the sole purpose of the Foundation and its personnel performing the Activities and Programs, or as otherwise permitted pursuant to the terms of this Agreement, Metro Vancouver permits the Foundation, its agents, employees and invitees, without payment of a fee, to use the following portions of the Building and the Land (together, the “**Foundation’s Use Area**”) shown on the building plan attached hereto as Plan “A” as marked and described in **Table 1**:

Table 1 – Foundation’s Use Area

Part of Building	Shown on Plan	Permitted Use
“Foundation’s Use Area”	“A” in heavy green outline	Office

1.4 In addition, for the sole purpose of the Foundation and its personnel performing the Activities and Programs or as otherwise permitted pursuant to the terms of this Agreement, the Foundation will have a continued right to access and use the three (3) Metro Vancouver previously-supplied (one time only): chairs, work stations, and related IT equipment (each station having phone equipment, laptop, monitor, docking station, keyboard and mouse), one (1) filing cabinet, and one (1) printer/scanner/photocopier within the Foundation Use Area.

1.5 Subject to section 1.7 of this Schedule, the Foundation may, at its sole cost and expense, install telephone, cable, Internet or other similar telecommunications works (“**Telecommunications Works**”) to or within the Foundation’s Use Areas. In such event, the Foundation shall be solely responsible for insuring, repairing, and maintaining the Telecommunications Works. For certainty, Metro Vancouver shall have no responsibility for the installation, provision, repair, maintenance or payment of any Telecommunications Works, except such Telecommunications Works that Metro Vancouver has installed for the purposes of the security alarm system for the building (“**Security System Works**”).

- 1.6 The Foundation shall not use, make use of, alter, or cause damage to the Security System Works.
- 1.7 Prior to the installation of any Telecommunications Works, the Foundation shall seek the written approval of Metro Vancouver and Metro Vancouver may impose any terms, conditions, or requirements on its approval that Metro Vancouver deems reasonable.
- 1.8 Subject to sections 1.9 and 1.10 of this Schedule, and subject to the performance and observance by the Foundation of the terms, conditions, covenants, and agreements contained in this Agreement, the Foundation may use the portions of the Building shown with grey hatching on Plan “A”, as marked and described in Table 2 and including doorways, corridors and stairways in the Building and site plan attached hereto as Plan “B” (the “**Common Use Areas**”):

Table 2 – Common Use Areas

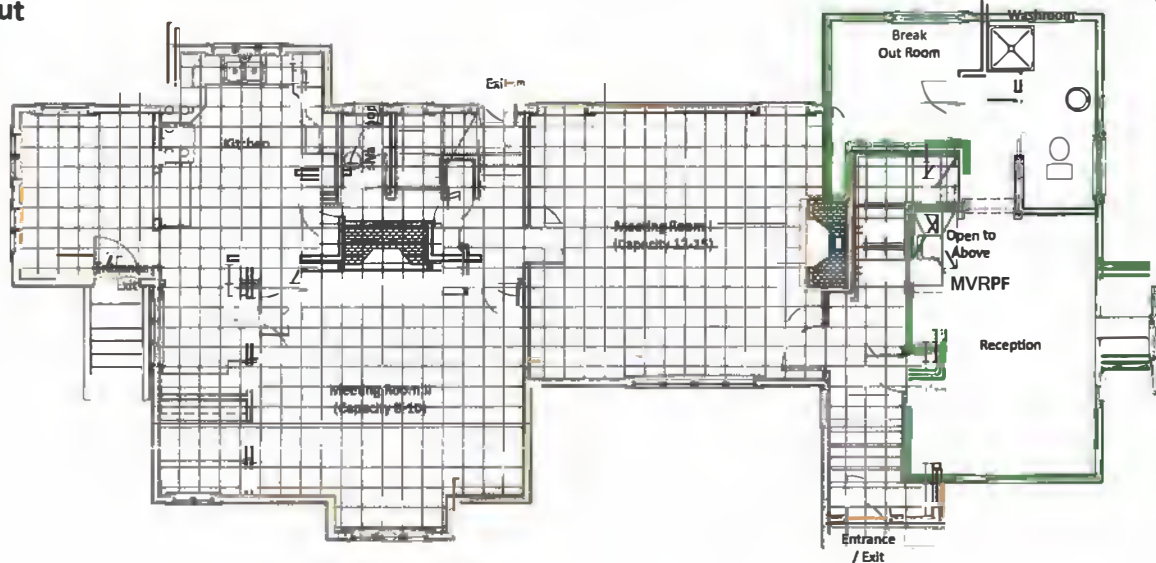
Part of Building/Land marked as	Shown on Plan	Permitted Use
“Meeting Room I”	“A” in yellow outline	Meeting room
“Meeting Room II”	“A” in yellow outline	Meeting room
“Kitchen”	“A” in yellow outline	Kitchen
“Raised Garden Beds”	“B” in dotted outline	Gardening
“Lawn”	“B” in dashed outline	Landscaping

- 1.9 The Foundation shall use and occupy the Common Use Areas only for the uses specified in Table 2 (the “**Common Use Area Permitted Uses**”) in connection with the use of the Foundation’s Use Area for authorized purposes, or for such other purposes as Metro Vancouver may give prior authorization in writing.
- 1.10 The Foundation will not restrict, interfere with, or in any way impair the rights Metro Vancouver has granted to Other Authorized Users to use the portions of the Common Use Areas including, but not limited to CTS Youth Society and Stream of Dreams Murals Society.
- 1.11 Upon giving at least 7 calendar days’ prior written notice (“**Temporary Use Notice**”) to the Foundation, Metro Vancouver may permit temporary exclusive use (“**Temporary Use**”) to any person, including societies, associations and community groups (“**Other Authorized Users**”), for the period of time specified in the Temporary Use Notice, of all or any portion of the Common Use Areas for the Common Use Area Permitted Uses set out in Table 2.
- 1.12 During the period of Temporary Use specified in a Temporary Use Notice, the Foundation will not restrict, interfere with, or in any way impair the rights Metro Vancouver has granted to Other Authorized Users to use the portions of the Common Use Areas as specified in the Temporary Use Notice.

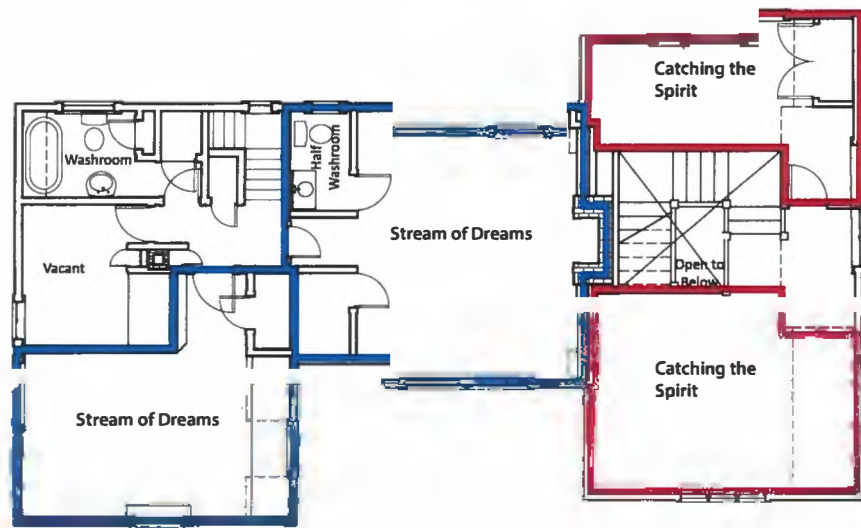
- 1.13 Metro Vancouver will not be responsible for any loss of property of the Foundation kept or stored at the Premises or otherwise caused by fire, theft, or other perils and the Foundation should ensure it carries adequate insurance coverage against such losses.
- 1.14 The Foundation will not permit or suffer waste or injury to the Premises or any parts thereof and not use or occupy or permit to be used or occupied the Premises or any parts thereof for any unlawful purpose.
- 1.15 The Foundation is not permitted to install any improvements or fixtures at the Premises.
- 1.16 The Foundation will ensure that all of its personnel or contractors who provide the Activities and Programs, or are otherwise working from the Premises follow Metro Vancouver corporate policy for criminal record checks.
- 1.17 The Foundation will, at the Foundation's expense, throughout the Term, secure and maintain comprehensive general liability insurance in an amount of no less than five million dollars (\$5,000,000) to the satisfaction of Metro Vancouver, and to provide evidence satisfactory to Metro Vancouver of such insurance and any renewals. The Insurer will acknowledge this agreement as an insured contract under the policy and will have added the Indemnified Parties, as defined under section 13.1, as additional insureds. The Foundation will be responsible to maintain All Risk property insurance coverage for their installed fixtures and equipment located at the Premises. The policy will contain a waiver of subrogation against Metro Vancouver. The Foundation will provide Metro Vancouver with an executed copy of the Certificate of Insurance on an annual basis.
- 1.18 Unless a new Agreement is negotiated, the Foundation will, at the end of the term, leave the Premises in a clean and tidy condition to the satisfaction of Metro Vancouver.
- 1.19 Metro Vancouver retains the right, at its sole discretion, to relocate the Foundation to another Metro Vancouver location, or to terminate the Foundation's use of the Building and Land without relocating the Foundation to other premises. The Foundation shall not be entitled to compensation for any loss or injurious affection or disturbance resulting in any way from a termination of its permission to use the Premises.
- 1.20 Nothing in this Agreement restricts or limits the rights of Metro Vancouver, its employees, contractors, subcontractors, agents, and invitees, to exercise full and complete rights to enter upon and use the Building, including the Foundation's Use Area, the Common Use Areas, or the Land for the purpose of carrying out any operations or activities associated with Metro Vancouver use, control, operation or management of Burnaby Lake Regional Park as a regional park and the Land and Building as regional park property.





PLAN A

Main Floor Layout



Second Floor Layout



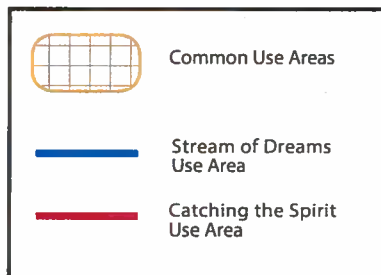
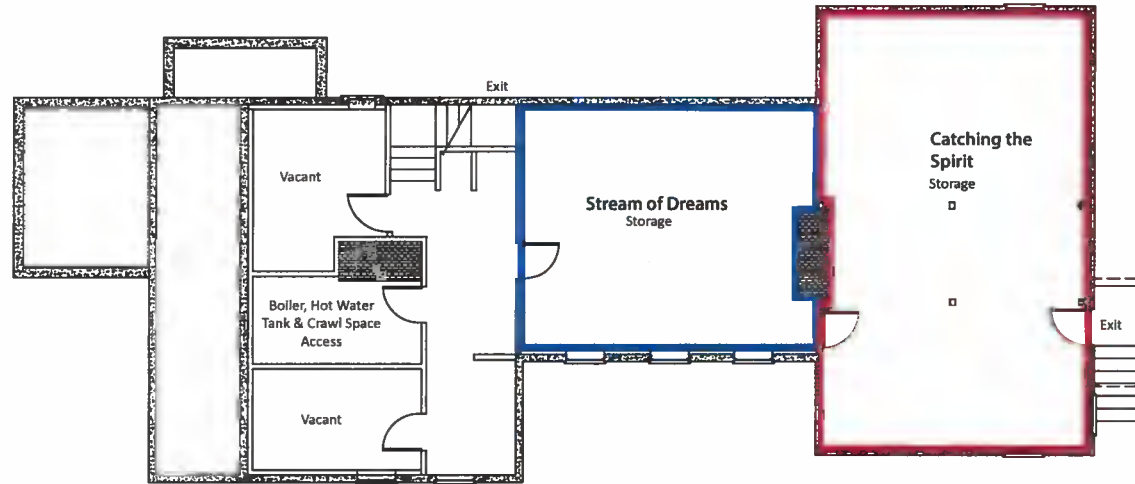
	Common Use Areas
	Stream of Dreams Use Area
	Catching the Spirit Use Area
	Metro Vancouver Regional Parks Foundation Use Area

Original Drawing by:



Basement Layout

Basement is not open to the public and is not bookable.



Original Drawing by:



**BARRY
McGINN
ARCHITECT**

6 - 888 Quaker St.
Waltham, MA
Phone: 781-888-8888
Fax: 781-888-8888
Email: barry@barrymcginn.com



PLAN B

- Common Use Area - Lawn
- Common Use Area - Raised Garden
- ★ Garbage Bin Location

Future Entry Feasibility

Septic Field

Cariboo Place

**METRO VANCOUVER REGIONAL PARKS FOUNDATION HIGHLIGHTS
2019-2022**

The following are a few of the Foundation's successes of the past three-year term of agreement:

Bus Grant Program

The Bus Grant Program began as a pilot in the Spring of 2017 with an allocation of \$10,000. Since its inception, the Bus Grant Program has provided \$40,315 in funding for 78 groups and has resulted in:

- 4,779 visitors to Metro Vancouver Regional Parks by school children, new immigrants and others;
- A unique multi-year partnership with YVR and Universal Coach Line and gifts from other donors leveraging ongoing PPF funding;
- A large touring bus has been wrapped with images of our parks, wildlife and visitors, bringing the wonder of regional parks to the streets of Metro Vancouver and beyond.

Commemorative and Memorial Gift Program

The Foundation has continued its facilitation of the *Commemorative and Memorial Gift Program* for Metro Vancouver Regional Parks over the past three years. Gifts towards benches and picnic tables as well as conservation and enhancement projects have created a sense of community and enhanced the enjoyment of regional parks for visitors.

George Ross Legacy Stewardship Program

The George Ross Legacy Stewardship Program has received between \$50,000-\$60,000 in funding annually over the last three years for stewardship activities in regional parks. Over the term of the previous agreement, \$82,350 in grant funding was distributed to qualifying organizations, who in collaboration with Regional Parks, conserved, restored and monitored ecosystems throughout the system.

The REEL Earth Day Challenge

The REEL Earth Day Challenge is annual fundraising event, presented by the Reel Green Initiative at Creative BC, in support of Metro Vancouver Regional Parks Foundation. Since 2021, the event has raised over \$273,000 to build biodiverse, inclusive park spaces, and a more sustainable world.

Under the terms of the agreement, the Foundation is required to submit an annual report. The Foundation's Annual Report 2022 is included as Attachment 1.

To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks
Jeffrey Fitzpatrick, Division Manager, Design and Development, Regional Parks

Date: March 27, 2023 Meeting Date: April 19, 2023

Subject: **Status of Regional Parks Capital Expenditures to December 31, 2022**

RECOMMENDATION

That the MVRD Board receive for information the report dated March 27, 2023 titled “Status of Regional Parks Capital Expenditures to December 31, 2022”.

EXECUTIVE SUMMARY

The Capital Expenditure reporting process to Standing Committees and Boards provide for regular status updates on capital expenditures. This is the year-end report for 2022 which includes both the overall capital program for the Regional Parks with a multi-year view of capital projects and the actual capital spending for the 2022 fiscal year in comparison to the annual Capital Cash Flow.

In 2022, annual capital expenditures for Regional Parks Services were \$9.4 million compared to the planned Capital Cash Flow of \$31.3 million. All capital funding surplus will remain with Regional Parks and will be returned to its reserves to fund future capital.

PURPOSE

To present the Regional Parks Committee with a report on the financial performance of the Regional Parks capital program for the year ending December 31, 2022.

BACKGROUND

The Capital Expenditure reporting process to Standing Committees and Boards provides for regular status updates on capital expenditures with interim reports provided twice per year. Water, Liquid Waste, Zero Waste, and Finance Committees receive interim reports twice during the year with a final year-end report to these committees as well as to Regional Parks, and Housing Committees in April of each year. This is the year-end report for 2022 and presents the overall capital program for Regional Parks with a multi-year view of capital projects and the actual capital spending for 2022 fiscal year to December 31, 2022 in comparison to the annual Capital Cash Flow.

2022 REGIONAL PARKS CAPITAL EXPENDITURES

Regional Parks Capital Program Funding

The Regional Parks Capital Program is funded through reserves. As a result, the annual impact on ratepayers is significantly less than the level of planned capital expenditures. In 2022, the impact on the MVRD Levy of the Regional Parks Capital Program was the capital reserve contribution of \$25.7 million (contributions to both the Capital Infrastructure and Parkland Acquisition reserves) which was included in the 2022 Regional Parks Operating Budget.

2022 Capital Program Progress

The Metro Vancouver financial planning process includes Board approval of both an annual Operating Budget (contribution to reserves) and an annual Capital Cash Flow for the planned capital infrastructure projects.

The annual Capital Cash Flow comprises the projected spending for a list of capital projects either continuing or to be started within the calendar year. Projecting the spending on these projects represents somewhat of a timing exercise as most projects span multiple years and are sometimes subject to uncontrollable circumstances.

Where a project is in the planning and design phase, it is more likely to encounter delays from necessary permitting, access, clarification of design details or market condition availability of qualified consultants in the planning and design phase, and contractors in the construction phase. Conversely, when a project is within the construction phase where a contractor or staff are in place and working effectively on site, spending is typically close to planned annual spending expectations.

Regional Parks	2022 Cash Flow	Actual Expenditures to December 31, 2022	% of 2022 Cash Flow
Major Projects	\$ 9,245,000	\$ 1,108,199	12%
Greenways	400,000	299,184	75%
Service Facilities	350,000	300,971	86%
Park Development	5,510,000	2,536,886	46%
Land Acquisition	15,750,000	5,151,727	33%
	\$ 31,255,000	\$ 9,396,967	30%

Capital Development

In 2022, expenditures for Regional Parks Capital Development Projects were \$4.2 million compared to the planned Annual Cash Flow of \$15.5 million.

The 2022 under-expenditure was primarily due to a delayed start for the Widgeon Marsh Regional Park development project. The project had a 2022 planned Capital Cash Flow of \$7.5M which was deferred to provide time for additional First Nation engagement.

Expenditures on the Capilano River and Pacific Spirit Regional Park service yard projects were also delayed due to permitting requirements. Both projects are proceeding in 2023.

Land Acquisition

Parkland Acquisition projects during the year were approved individually as required by the *Real Property Contracting Authority Policy*. All transactions are funded from the land acquisition reserve as it relates to acquisitions approved by the Board.

In 2022, expenditures for land acquisition were \$5.2 million compared to the planned Capital Cash Flow of \$15.8M. The 2022 level of expenditure preserved funds in the Levy for land acquisition under contract to close in 2023.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

For 2022, the underspending of the Regional Parks Capital Program was approximately \$21.9 million which contributed to an overall surplus in capital funding. These funds will remain in their respective Regional Parks reserves, per policy, and will be used in future years to fund capital development, asset maintenance and land acquisition.

CONCLUSION

The underspending in the 2022 Regional Parks Capital Budget, resulted in a realization of a surplus in capital funding of approximately \$21.9 million. Any surpluses, per policy, will remain in Regional Parks reserves and will be used in future years to fund capital development, asset maintenance and land acquisition.

Attachments

1. Regional Parks Capital Project Update, December 31, 2022
2. Regional Parks Capital Project Status Information, December 31, 2022

59024405

Capital Project Status Information December 31, 2022

2022 Regional Park Major Capital Project Update

Regional Parks capital development projects are proceeding throughout the region. Project updates are provided below.

MAJOR PROJECTS

Widgeon Marsh - Grouse Mountain Trail and Amenity Improvements

An archeological impact assessment and Katzie First Nation cultural study, intended to guide park design and management over the long term, were completed in 2022.

Phase 1 implementation planned for 2022 has been deferred to provide time for additional relationship building and collaboration with First Nations. Regional Parks staff continue to engage First Nations in sharing information, seeking input and exploring opportunities for the project to move forward collaboratively.

This project has received a \$2.6 million grant funding from the Investing in Canada Infrastructure – Community, Culture and Recreation Program. The grant will fund the first phase of implementation which includes trail, road, safety and geotechnical improvements.

təmtə́míxʷtən/Belcarra Regional Park South Picnic Area Project

Planning and design of the təmtə́míxʷtən/Belcarra Regional Park South Picnic Area Project is underway. Completion of detailed design is planned for 2023, with construction to take place in 2024 and 2025.

The development of the South Picnic Area at təmtə́míxʷtən/Belcarra Regional Park will provide visitors with improved beach access, an expanded shoreline trail network, and forested park lands. Existing cabins will be restored to serve as landscape displays, and the Bole House will be renovated for public use.

The planning of Interpretive elements will be undertaken through engagement with Tsleil Waututh First Nation. Landscape improvements include removal of invasive species, replanting with native plants, and ecological restoration of an existing pond.

Campbell Valley Regional Park Management Plan Implementation

A multidisciplinary team is guiding the implementation of the MVRD Board approved Campbell Valley Regional Park Management Plan. The scope of this project includes expanding the trail and greenway network, improving park access and ecology, enhancing the Little River Bowl area, and developing and opening McLean Pond for public access. Construction will extend from 2022-2025.

Metro Vancouver is working closely with Kwantlen First Nation on archeological investigation, and opportunities to work collaboratively on cultural planning, naming, art, interpretation, restoration and signage.

Advanced design and permitting for the McLean Pond will continue through 2023. Greenway construction, of the Perimeter Trail, was initiated in 2022 and will continue through 2023.

Grouse Mountain Regional Park - Grouse Mountain Trail and Amenity Improvements

In 2020, the Government of Canada and Province of BC announced a \$2.5 million grant for the Grouse Mountain Trail and Amenity Improvement Project under the Investing in Canada Infrastructure Program.

The purpose of the project is to implement the park management plan, and improve access and safety for park users. The project timeline is from 2020 to 2024.

Significant improvements to the Grouse Grind and BCMC Trail have been completed since 2020. In 2022 a new lower mountain trail was constructed. In 2023 an expanded park entrance, trailhead and trail closure system will be constructed to enhance the visitor experience and expand access to the park.

GREENWAYS

Delta South Surrey Greenway – 72nd to Nordel Way

An integrated project team is advancing design of improvements to the Delta South Surrey Greenway from 72nd Ave to Nordel Way, in City of Delta. Regional Park staff are working closely with the City of Delta and Metro Vancouver Liquid Waste Services on the project.

The project will improve flood resilience, visitor experience, ecological connections and protection of sensitive bog habitat. Detailed design, archeology and permitting will proceed through 2023. Construction will begin in 2024. Improvements to the greenway are expected to proceed in 2024.

Tynehead Perimeter Trail

Planning and design for the Tynehead Perimeter Trail expansion is underway and will be complete in 2023. Construction will proceed in 2024 and 2025.

This project will connect the Perimeter Trail to the City of Surrey greenway network and provide a continuous multi-use path around the park. Interpretive elements for this trail will be developed in collaboration with First Nations.

Boundary Bay Perimeter Trail Extension

Detailed design of the Perimeter Trail extension, in Boundary Bay Regional Park is underway. The trail will be extended along Boundary Bay Road from the park entrance to the River Trail.

In 2023, archeological investigation, design and permitting will be completed, with implementation to begin in 2024.

SERVICE PROJECTS

Regional Park Service Yards

Construction of a replacement service yard for Crippen Regional Park was completed in 2022.

Construction of the replacement Pacific Spirit service yard is underway. The Capilano River service yard replacement project is in the final stages of archeological investigation and development permitting with District of North Vancouver.

These upgrades will ensure continued safe and efficient operation, maintenance and stewardship of regional parks sites.

PARK DEVELOPMENT

Crippen Regional Park – Davies Orchard Revitalization

Phase I construction, including upgrades to five historic cottage buildings, servicing improvements and site improvements is underway and will be complete in 2023.

In November 2017, the Metro Vancouver Board approved a concept plan for Davies Orchard with a vision to improve public access, add new features and amenities, and enhance the historic cottages and orchard. In early 2021, this project was awarded a \$450,000 provincial grant from the Unique Heritage Infrastructure stream of the Community Economic Recovery Infrastructure Program (CERIP).

Phase II, which includes site and public space improvements will proceed in 2022. Staff are working with Bowen Island Municipality and stakeholders as the project moves forward.

Derby Reach Regional Park - Edgewater Bar Washrooms

Construction of a full service washroom facility at Edgewater Bar in Derby Reach Regional Park is complete and will open to public use in spring 2023.

The new facility will improve the day use and camping visitor experience. Accessibility will be enhanced, capacity will be expanded, site circulation and open space will be improved and environmental impacts will be reduced.

Crippen Regional Park – Dorman Point Development

In 2022 regional Park staff completed site planning and design of trail access and site amenities for the recently acquired Dorman Point area of Crippen Regional Park.

Phase I Construction of the access trail was completed in 2022. Phase II construction of beach access stairs, a weather shelter and viewpoints will proceed in 2023, and the site will be opened for public access and enjoyment.



Project Name	Primary Driver	Project Location	Years											Approved Capital Budget	Current Estimated Total Project Cost	% Complete	Comment
			2022-2026 Capital Plan					2027	2028	2029	2030	2031					
Major Projects																	
Grouse Mountain - Regional Park Trail and Amenity Improvements	Capacity, Growth & Ecological Resilience	North Vancouver	[Gantt bar: 2022-2026]										3,075,000	3,075,000	50%	Project underway - extensive trail improvements complete. Trailhead expansion planned for 2023.	
Widgeon Marsh - Regional Park Development	Capacity, Growth & Ecological Resilience	Coquitlam	[Gantt bar: 2022-2026]										19,100,000	19,100,000	5%	Preliminary planning, archeology and cultural study complete. Project will proceed pending the completion of additional First Nation engagement.	
Campbell Valley - Management Plan Implementation	Capacity, Growth & Ecological Resilience	Langley	[Gantt bar: 2022-2026]										8,100,000	8,100,000	5%	Project underway - greenway construction proceeding in 2023.	
Belcarra - South Day Use Area	Capacity, Growth & Ecological Resilience	Port Moody	[Gantt bar: 2022-2026]										-	5,950,000	10%	Detailed design underway.	
Codd Wetland - Park Development	Capacity, Growth & Ecological Resilience	Pitt Meadows	[Gantt bar: 2022-2026]										-	9,900,000	0%	Future project.	
West Creek Wetlands - Park Development	Capacity, Growth & Ecological Resilience	Langley	[Gantt bar: 2022-2026]										-	2,800,000	0%	Future project.	
Burns Bog - Fire Restoration	Capacity, Growth & Ecological Resilience	Delta	[Gantt bar: 2022-2026]										-	4,500,000	0%	Future project.	
Total Major Projects													30,275,000	53,425,000			
Greenways																	
Aldergrove - Rock'n Horse Trail Connector	Connected Network	Aldergrove	[Gantt bar: 2022-2026]										400,000	400,000	100%	Project completed.	
DNR/DSSG Management Plan Implementation	Connected Network	Delta	[Gantt bar: 2022-2026]										-	10,600,000	5%	Advanced design, archeological investigation and First Nation engagement underway.	
Boundry Bay - Perimeter Trail	Connected Network	Delta	[Gantt bar: 2022-2026]										-	1,650,000	10%	Advanced design, archeological investigation and First Nation engagement underway.	
Tynehead - Perimeter Trail	Connected Network	Surrey	[Gantt bar: 2022-2026]										-	2,500,000	10%	Advanced design, archeological investigation and First Nation engagement underway.	
Other Greenways Upgrades	Connected Network		[Gantt bar: 2022-2026]										-	4,800,000	5%	Preliminary planning underway for regional greenway connections across the system	
Total Greenways													400,000	19,950,000			
Service Facilities																	
Burnaby Lake - Service Yard Building Replacement	Facility Replacement & Asset Management	Burnaby	[Gantt bar: 2022-2026]										1,000,000	1,700,000	0%	Pre-planning underway.	
Capilano - New Service Yard	Facility Replacement & Asset Management	North Vancouver	[Gantt bar: 2022-2026]										943,000	943,000	35%	Detailed design complete. Construction to proceed pending DNV permit approvals and archeological impact assessment completion.	
Total Service Facilities													1,943,000	2,643,000			
Park Development																	
Crippen - Davies Orchard	Capacity, Growth & Ecological Resilience	Bowen Island	[Gantt bar: 2022-2026]										1,750,000	1,750,000	20%	Construction underway.	
Derby Reach - Full Service Washroom	Capacity, Growth & Ecological Resilience	Langley	[Gantt bar: 2022-2026]										2,014,000	2,014,000	100%	Project completed.	
Crippen - Dorman Point Acces and Amenities	Facility Replacement & Asset Management	Bowen Island	[Gantt bar: 2022-2026]										500,000	500,000	100%	Phase 1 completed.	
Colony Farm - TMX Agreement Projects	Capacity, Growth & Ecological Resilience	Port Coquitlam	[Gantt bar: 2022-2026]										1,000,000	1,000,000	5%	First Nation engagement underway.	
Belcarra - Admiralty Heights Trail Decommissioning	Capacity, Growth & Ecological Resilience	Port Moody	[Gantt bar: 2022-2026]										-	1,050,000	5%	Multi-year initiative. Pre-planning underway.	



Project Name	Primary Driver	Project Location	Years										Approved Capital Budget	Current Estimated Total Project Cost	% Complete	Comment	
			2022-2026 Capital Plan					2027	2028	2029	2030	2031					
Belcarra - White Pine Redevelopment & Improvements	Capacity, Growth & Ecological Resilience	Port Moody												-	1,750,000	2%	Pre-planning underway.
Campbell Valley - Little River Loop Boardwalk	Facility Replacement & Asset Management	Langley												-	1,700,000	10%	Detailed design underway.
Pacific Spirit - Beach Access & Trail Improvements	Facility Replacement & Asset Management	Vancouver												-	1,650,000	10%	Technical assessment complete.
Advanced Design Work for Future Projects	Capacity, Growth & Ecological Resilience													1,300,000	1,300,000	10%	Planning and design of projects underway across the system.
Park Amenities and Visitor Experience	Capacity, Growth & Ecological Resilience													4,500,000	4,500,000	10%	Planning, design and implementation of small scale projects are underway across the system.
Other Replacement, Restoration & Upgrade Projects	Facility Replacement & Asset Management													4,610,000	4,610,000	10%	Planning, design and implementation of projects underway across the system.
Total Park Development														15,674,000	21,824,000		
Regional Parks Land Acquisition																	
Regional Parks Land Acquisition	Land Acquisition													15,750,000	15,750,000		Several land acquisitions in Burnaby Lake and Kanaka Creek completed in 2022. Additional acquisitions under contract and planned for 2023.
Total Regional Parks Land Acquisition														15,750,000	15,750,000		
Grand Total Regional Parks														64,042,000	113,592,000		

To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks

Date: April 3, 2023 Meeting Date: April 19, 2023

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

RECOMMENDATION

That the Regional Parks Committee receive for information the report dated April 3, 2023 titled "Manager's Report – Regional Parks".

EXECUTIVE SUMMARY

The attachment to this report sets out the Regional Parks Committee Work Plan for 2023. 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.

METRO VANCOUVER REGIONAL PARKS FILMING UPDATE

With venues ranging from pristine wilderness to immaculate heritage homes only a short distance from the city centre, Metro Vancouver has some of the lower Mainland's premier filming and production locations. As the industry has rebounded from the past three years, film revenue increased to over \$720,000 in 2022, an increase of over 150% from 2021. The number of shoot and hold days was up, with most activity in 2022 coming from TV series. In 2022 there was just one feature film, but film activity from commercials was the highest since 2010.

Minnehada Regional Park had the highest amount of film activity, with Aldergrove Regional Park, Capilano River Regional Park, Belcarra Regional Park, and Campbell Valley Regional Park rounding out the top five. Filming also occurred in the LSCR, Lulu Island Wastewater Treatment Plant, and Annacis Island Research Centre.

Locally produced TV series included: Goosebumps, Shogun, The Never Game, Yellowjackets, A Million Little Things, Nancy Drew, The Flash, Virgin River, Riverdale, Spiderwick Chronicles, The Night Agent, and Fire Country.

REGIONAL PARKS EVENTS UPDATES

Pacific Spirit Regional Park – Night Quest

After a 3-year hiatus, Night Quest returned to Pacific Spirit Regional Park as a two-day event on Friday, March 17 and Saturday, March 18, 2023. Over 3,200 event attendees walked down lantern-lit trails and glowing light displays where they were greeted by critters and creatures sharing their tales of the forest.



Pacific Spirit Regional Park

Delivered in partnership with the Pacific Spirit Park Society, Night Quest is a free family friendly event that highlights the magic and wonder of the forest and celebrates the health and wellness benefits of being immersed in nature.

Participants enjoyed an interactive exhibitor zone featuring booths and activities by various community organizations, including BC Wildlife Federation, Orphaned Wildlife Rehabilitation Society, West Point Grey District Girl Guides, Scouts Canada, Nature Vancouver, the Stanley Park Ecological Society, the BC Community Bats Program, and the Metro Vancouver Regional Parks Foundation.

In addition, participants also tried drumming or roast a marshmallow around a cozy campfire.

Aldergrove Regional Park – Enchanted Forest

Spring has sprung and to mark the occasion, 750 participants came out to Enchanted Forest at Aldergrove Regional Park. Metro Vancouver Regional Parks Interpreters represented the magic of forests as gnomes and engaged both young and old with the sounds, sights and scents of a beautiful Regional Park. Community partners like the Fraser Valley Regional Library, Wildlife Preservation, Northern Spotted Owl Breeding Program and Langley Environmental Partners Society also joined in the fun with educational displays, activities and games. One participant described the event as “Imaginative, engaging, fun and informative. Brilliant!”.



Aldergrove Regional Park

Kanaka Creek Regional Park - Ravenous Raptors



Kanaka Creek Regional Park

Despite the heavy rains for this popular outdoor event, 110 participants were present to listen to stories from Katzie Elder Rick Baley around a campfire, diverse world music from the band D3, and to learn about Indigenous fishing tools from Kwantlen Elder Karen Gabriel.

Kanaka Education & Environmental Partnership Society volunteers and Metro Vancouver Regional Park Interpreters were also ‘flying around’ to connect with families on the importance of raptors and what spring means for them. With a live Barred Owl and Gyrfalcon from Raptor Ridge present, visitors also saw firsthand

the features that make raptors such great hunters. Many families were seen engaging with the diversity of community organizations, displays and activities and stayed for the entire 3-hour event.

PROPOSED REGIONAL PARK AT CAPE ROGER CURTIS – PARK PLANNING, MUNICIPAL REZONING AND OCP AMENDMENT UPDATE

In July 2022, the Metro Vancouver Board approved the conditional purchase of 24 parcels of land, totaling 97-hectares for the purpose of establishing a new regional park at Cape Roger Curtis, on Bowen Island. The site was previously subdivided and prepared for residential development with a

municipal road network, trails and servicing. Significant ecological and scenic values remain in place throughout the site.

In January 2023, Metro Vancouver submitted a rezoning and Official Community Plan (OCP) amendment application to Bowen Island Municipality (BIM) proposing a passive park designation, with a variance to allow for supervised overnight tent camping of up to 100 sites. The land is currently zoned as rural residential (RR1).

On Feb 27, 2023 staff attended a Bowen Island Municipality (BIM) Committee of the Whole meeting to initiate the rezoning and OCP amendment process. Staff provided a site tour to BIM Council and a presentation at the meeting. Council received the application and referred it to eight municipal advisory committees and several external agencies. By April 5, 2023 staff will have attended all of the municipal advisory committee meetings to provide information and answer questions.

Phase 1 public engagement extended from February 10 to March 20, 2023. Engagement included a broad range of online and in person opportunities to provide input including open houses, webinars, an online survey, and stakeholder workshop. A fulsome engagement summary report is included in the open agenda of this meeting.

Staff continue to have positive discussions with Squamish First Nation on a range of opportunities to work collaboratively on the proposed regional park over the immediate and long term.

In addition to the original rezoning and OCP amendment application, a range of reports and supplemental information have been provided to BIM including: an ecological overview report, trip generation study, and an implementation, visitation, operations and access study.

BIM staff will report back to Council on the referrals at a Committee of the Whole meeting on April 11, 2023. The first opportunity for first reading of a rezoning and OCP amendment bylaw is at the April 24, 2023 BIM regular council meeting.

Attachment

Regional Parks 2023 Work Plan

59066330

Regional Parks Committee 2023 Work Plan

Report Date: April 3, 2023

Priorities

1 st Quarter	Status
Regional Parks Committee Priorities and 2023 Work Plan	Complete
Pacific Spirit/Wreck Beach Update	Complete
Cape Roger Curtis Engagement Process and Rezoning – Update	Complete
Regional Parks Plan Implementation Update	Complete
Land Dedication Bylaw Update	Complete
Cultural Planning and Cooperation Agreement- Tsleil-Waututh Nation Update	Complete
Regional Parks Real-time Parking Availability Pilot Initiative	Complete
Regional Greenways Plan Implementation Updates	Complete
CTS Youth Society Agreement	Complete
Lynn Headwaters Regional Park – Improving Forest Health Update	Complete
2 nd Quarter	
Status of Regional Parks Capital Expenditures to December 31, 2022	Pending
Metro Vancouver Regional Parks Foundation (MVRPF) Agreement	Pending
Cape Roger Curtis Engagement Summary	Pending
Metro Vancouver Regional District Filming Update	Pending
Regional Parks Annual Report 2022	Pending
Widgeon Marsh Regional Park Development Update	Pending
Regional Park Sustainable Transportation Market Research Report Summary	Pending
Nature and Ecosystems Road Map (Climate 2050)	Pending
Tree Management on Metro Vancouver Lands	Pending
Burnaby Lake Greenway Phase 2	Pending
Regional Parks Building Strategy	Pending
3 rd Quarter	
Review/Renew Park Association Contribution Agreements	Pending
Metro Vancouver Regional Parks Foundation Update	Pending
Widgeon Marsh Regional Park Development Update	Pending
Regional Parks Committee Tour of Regional Parks	Pending
Regional Parks Asset Management Plan	Pending
Capital Projects Update	Pending
Iona Beach Regional Park Design Process Update	Pending
Crippen Regional Park - Dorman Point Opening	Pending
Electric Operations and Maintenance Equipment Update	Pending
Kanaka Education and Environmental Partnership Society Agreement	Pending
Land Dedication Bylaw Update	Pending

4th Quarter	
Regional Parks Capital Development Update	Pending
2024-2028 Budget and Financial Plan – Regional Parks	Pending
Regional Parks Regulation Amending Bylaw	Pending
MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw	Pending
Regional Parks Community Relationships Strategy	Pending
MVRD Ticket Information Utilization Amending Bylaw	Pending
Regional Parks Development Cost Charge Program	Pending
Regional Parks Natural Assets – Update	Pending
Capital Projects Update	Pending
Regional Parks Public Program Strategy Update	Pending
Regional Parks Fees and Charges Bylaw (New)	Pending
Regional Parks Regulation and Compliance Program Review Update	Pending
Minnehada Regional Park Wildlife and Fire Restoration Update	Pending
Electric Mobility – Scooters/Bikes in Parks Update	Pending

Status = Pending, In Progress or Completed



April 12, 2023

George Harvie, Chair
and members of the Board of Directors

John McEwen, Chair
and members of the Regional Parks Committee

Metro Vancouver Regional District
Metrotower III, 4515 Central Boulevard, Burnaby, BC, V5H 0C6

Re: Proposed Regional Park at Cape Roger Curtis

We, the elected council of Bowen Island, are writing to you in unanimous agreement to assure you that, contrary to anything else you may have heard from any other source, we are in support of Metro Vancouver's plan to purchase and create a new regional park at Cape Roger Curtis (CRC) on Bowen Island.

We believe there is broad support in our community, and determination to protect, in perpetuity, an outstandingly beautiful part of the province, so close to Metro Vancouver. We are very excited that you have taken notice of this rare gem.

Bowen is proud of its high level of citizen involvement: consistently high voter turnout, more working committees than any other municipality, and people who are not the least bit shy about participating, voicing opinions, and working to find solutions to seemingly intractable problems. Thus, many on Bowen were surprised to hear of Metro's park proposal in late August 2022 and that it had seemingly been planned and determined without any public consultation.

We have received many letters and have heard numerous speakers at our meetings, both in support of and concerned about the Cape Roger Curtis proposal. As Council, we fully understand that it is in our mutual interests to work co-operatively and in good faith with Metro Vancouver.

Several people have spoken strongly against camping on Bowen, but that is not the position of this council, rather we are trying to figure out how Metro Vancouver's priorities for 'protection and connection' can be embraced while ensuring a unique experience that will benefit both visitors and residents.

At our Council meeting on Tuesday April 11 the following resolutions were passed unanimously:

RES#23-117

That Council direct staff to bring a report to the April 24th, Regular Council meeting with:

1. Draft Bylaws to amend the Official Community Plan and Land Use Bylaw to permit the Metro Vancouver Proposal for a Regional Park at Cape Roger Curtis with overnight use of up to 100 campsites.

2. Any updates on responses to referrals made at the February 27th Council Meeting.

RES#23-119

That Mayor and Council write a letter to the Metro Vancouver Board and the Regional Parks Committee indicating support for continuing the process for development of a regional park with camping at Cape Roger Curtis.

We commit to working collaboratively with you throughout the process to address:

1. Camping on Bowen Island;
2. Transportation bottlenecks (Horseshoe Bay, Snug Cove, cross-island, and parking at CRC);
3. Ways to alleviate the problems of overcrowding, ferry congestion that have become a Bowen reality, particularly since the pandemic;
4. Long-term transportation infrastructure solutions to provide workable alternatives to private vehicular access to the island and to the park (e.g., alternate water and road access, passenger only ferries, multi-use path/greenway, and frequent shuttle services); and
5. Adequate planning to reassure both park visitors and island residents that emergency and safety standards, including evacuation resources for campers and day visitors in a remote site can and will be met.

Metro staff have made considerable effort and progress in assessing and addressing these issues and we very much look forward to continuing to work with you to achieve our shared objectives of protection and connection as your engagement and design process continues to unfold. We strongly believe that mutually acceptable outcomes are achievable.

We trust that this letter and Council resolutions will assist the Board in moving ahead to complete the purchase of the land and set the stage for us to complete the rezoning so the phased implementation can begin. We welcome this opportunity to strengthen our partnership with Metro Vancouver through the realization of a magnificent Regional Park at Cape Roger Curtis.

On behalf of Bowen Island Municipal Council,



Andrew Leonard
Mayor

METRO VANCOUVER REGIONAL PARKS

Upcoming Events

April 2023

DATE	UPCOMING EVENTS
2 APR 2023	Lichen It CAMPBELL VALLEY REGIONAL PARK
5 APR 2023	Full Moon Froggies CAMPBELL VALLEY REGIONAL PARK
8 APR 2023	Birding by Ear BURNABY LAKE REGIONAL PARK
10 APR 2023	Critter Capers: Case of the Lost Bunny DEAS ISLAND REGIONAL PARK
11 APR 2023	Piper Spit Bird Count BURNABY LAKE REGIONAL PARK
16 APR 2023	Wildflowers & Wetlands GLEN VALLEY REGIONAL PARK Forest Mandalas PACIFIC SPIRIT REGIONAL PARK
22 APR 2023	Forest Bathing PACIFIC SPIRIT REGIONAL PARK
29 APR 2023	Goodbye Chums KANAKA CREEK REGIONAL PARK Birding for Beginners IONA BEACH REGIONAL PARK Salamander Searches TƏMTƏMÍX™TƏN/BELCARRA REGIONAL PARK

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