

# FRASER VALLEY REGIONAL DISTRICT



## REGIONAL AND CORPORATE SERVICES COMMITTEE

### OPEN MEETING AGENDA

Tuesday, March 13, 2018

9:00 am

FVRD Boardroom, 45950 Cheam Avenue, Chilliwack, BC

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#### Pages

1. CALL TO ORDER

2. APPROVAL OF AGENDA, ADDENDA AND LATE ITEMS

**MOTION FOR CONSIDERATION**

**THAT** the Agenda, Addenda and Late Items for the Regional and Corporate Services Committee Open Meeting of March 13, 2018 be approved;

**AND THAT** all delegations, reports, correspondence and other information set to the Agenda be received for information.

3. DELEGATIONS AND PRESENTATIONS

None

4. MINUTES/MATTERS ARISING

4.1 **Minutes of the Regional and Corporate Services Committee Open Meeting - February 15, 2018**

5 - 10

**MOTION FOR CONSIDERATION**

**THAT** the Minutes of the Regional and Corporate Services Committee Open Meeting of February 15, 2018 be adopted.

5. CORPORATE ADMINISTRATION

5.1 **Fraser Valley Regional District Election Procedures Bylaw No. 1442, 2017**

11 - 15

- Corporate report dated March 13, 2018 from Jaime Schween, Manager of Corporate Administration
- Draft Bylaw No. 1442, 2017

**MOTION FOR CONSIDERATION**

**THAT** the Fraser Valley Regional District Board consider giving three readings and adoption to the bylaw cited as *Fraser Valley Regional District Election Procedures Bylaw No. 1442, 2017*.

**6. FINANCE**

No Items

**7. REGIONAL PROGRAMS AND SERVICES**

**7.1 ENVIRONMENTAL SERVICES**

**7.1.1 Air Quality Education Program**

16 - 21

- Corporate report dated March 13, 2018 from Micha Gutmanis, Environmental Services Coordinator
- Skye Consulting - Progress Report dated February 28, 2018

**MOTION FOR CONSIDERATION**

**THAT** the Fraser Valley Regional District (FVRD) continue to offer the 'Love Our Air' school air quality education program in the 2018/2019 school year for a cost of not more than \$25,000 to be funded out of the existing air quality operations budget.

**7.2 REGIONAL PARKS**

**7.2.1 Fraser Valley Regional District Vedder River Campground Bylaw No 1476, 2018**

22 - 40

- Corporate report dated March 13, 2018 from Stacey Barker, Deputy Director of Regional Programs
- Draft Bylaw No. 1476, 2018

**MOTION FOR CONSIDERATION**

**THAT** the Fraser Valley Regional District Board consider giving three readings and adoption to the bylaw cited as "*Fraser Valley Regional District Vedder River Campground Regulation, Fees and Other Charges Bylaw No. 1476, 2018*".

**7.2.2 Transfer of Metro Vancouver Regional Parks within the City of Abbotsford**

41 - 44

**FOR INFORMATION ONLY**

- Corporate report dated March 13, 2018 from Paul Gipps, Chief Administrative Officer and Barclay Pitkethly, Director of Regional Programs

- Map

### 7.3 STRATEGIC PLANNING AND INITIATIVES

#### 7.3.1 Metro Vancouver Mobility Pricing Independent Commission Update

45 - 58

##### *FOR INFORMATION ONLY*

- Corporate report dated March 13, 2018 from Alison Stewart, Manager of Strategic Planning
- Public Engagement Phase II (January - March, 2018)

8. ADDENDA ITEMS/LATE ITEMS
9. REPORTS BY STAFF
10. REPORTS BY DIRECTORS
11. PUBLIC QUESTION PERIOD FOR ITEMS RELEVANT TO AGENDA
12. RESOLUTION TO CLOSE MEETING

##### MOTION FOR CONSIDERATION

THAT the meeting be closed to the public, except for Senior Staff and the Executive Assistant, for the purpose of receiving and adopting Closed Meeting Minutes convened in accordance with Section 90 of the *Community Charter* and to consider matters pursuant to:

- Section 90(1)(e) of the *Community Charter* - the acquisition, disposition or expropriation of land or improvements, if the Committee considers that disclosure could reasonably be expected to harm the interests of the regional district; and
- Section 90(1)(k) of the *Community Charter* - negotiations and related discussions respecting the proposed provision of a regional district service that are at their preliminary stages and that, in the view of the Committee, could reasonably be expected to harm the interests of the regional district if they were held in public.

##### R E C E S S

13. RECONVENE OPEN MEETING
14. RISE AND REPORT OUT OF CLOSED MEETING
15. ADJOURNMENT

##### MOTION FOR CONSIDERATION

THAT the Regional and Corporate Services Committee Open Meeting of March 13,

2018 be adjourned.



# **FRASER VALLEY REGIONAL DISTRICT REGIONAL AND CORPORATE SERVICES COMMITTEE OPEN MEETING MINUTES**

Thursday, February 15, 2018  
9:00 a.m.  
FVRD Boardroom, 45950 Cheam Avenue, Chilliwack, BC

Members Present      Director Jason Lum, City of Chilliwack, Chair  
Director Pam Alexis, District of Mission  
Director Ray Boucher, Electoral Area F  
Director Henry Braun, City of Abbotsford (*arrived 9:09 am*)  
Director Bill Dickey, Electoral Area D  
Director Leo Facio, Village of Harrison Hot Springs  
Director Sharon Gaetz, City of Chilliwack  
Director Alec Niemi, Electoral Area C  
Director Terry Raymond, Electoral Area A  
Director Patricia Ross, City of Abbotsford  
Director John Van Laerhoven, District of Kent  
Director Wilfried Vicktor, District of Hope

Staff Present      Paul Gipps, Chief Administrative Officer  
Mike Veenbaas, Director of Financial Services  
Barclay Pitkethly, Director of Regional Programs  
Stacey Barker, Deputy Director of Regional Programs  
Jennifer Kinneman, Manager of Corporate Affairs  
Christina Vugteveen, Manager of Parks  
David Urban, Manager of Outdoor Recreation  
Jaime Schween, Manager of Corporate Administration  
Amanda Molloy, Executive Assistant to CAO and Board  
Matthew Fang, Network Analyst I  
Chris Lee, Recording Secretary

## **1. CALL TO ORDER**

Chair Lum called the meeting to order at 9:00 a.m.

## **2. APPROVAL OF AGENDA, ADDENDA AND LATE ITEMS**

Moved By FACIO  
Seconded by VICKTOR

**THAT** the Agenda, Addenda and Late Items for the Regional and Corporate Services Committee Open Meeting of February 15, 2018 be approved;

**AND THAT** all delegations, reports, correspondence and other information set to the Agenda be received for information.

**CARRIED**

**3. DELEGATIONS AND PRESENTATIONS**

None

**4. MINUTES/MATTERS ARISING**

**4.1 Minutes of the Regional and Corporate Services Committee Open Meeting - January 10, 2018**

Moved by VAN LAERHOVEN

Seconded by BOUCHER

**THAT** the Minutes of the Regional and Corporate Services Committee Open Meeting of January 10, 2018 be adopted.

**CARRIED**

**5. CORPORATE ADMINISTRATION**

**5.1 Draft Cooperative Agreement with the City of Chilliwack**

Moved by GAETZ

Seconded by RAYMOND

**THAT** the Fraser Valley Regional District Board approve the draft cooperative agreement with the City of Chilliwack in the resolution of emergency and business continuity incidents;

**AND THAT** the Board direct staff to continue to work with other neighbouring jurisdictions in the development of similar agreements of mutual benefit.

**CARRIED**

**5.2 Business Continuity Plan: Steering Committee & Corporate Policy**

Moved by FACIO

Seconded by ALEXIS

**THAT** the Fraser Valley Regional District Board adopt the Terms of Reference for the FVRD's Business Continuity Steering Committee;

**AND THAT** the Corporate Policy for Business Continuity be approved.

**CARRIED**

Jennifer Kinneman, Manager of Corporate Affairs reported that the Business Continuity Steering Committee is made up of seven members which includes a cross section of management staff representing key business units and support areas of the organization and will be instrumental in developing FVRD's Corporate Business Plan. It is anticipated that the Plan will be completed by the end of 2018.

### **5.3 2017 Web Site, Media & Social Media Results**

The corporate report dated February 15, 2018 from the Manager of Corporate Affairs with respect to 2017 Web Site, Media and Social Media results was provided for information.

Staff was commended on the good work done by the Communications team.

## **6. FINANCE**

### **6.1 2018-2022 Financial Plan Bylaw No. 1473, 2018**

Moved by ROSS  
Seconded by ALEXIS

**THAT** the Fraser Valley Regional District Board consider giving three readings and adoption to the bylaw cited as *Fraser Valley Regional District 2018 – 2022 Financial Play Bylaw No. 1473, 2018*.

**CARRIED**

## **7. REGIONAL PROGRAMS AND SERVICES**

### **7.1 ENVIRONMENTAL SERVICES**

No items.

### **7.2 REGIONAL PARKS**

#### **7.2.1 Parks Visitation 2017**

In response to a question regarding the poor condition of the roads leading up to Mount Cheam, staff reported that forest service roads are maintained by the Province and a meeting has been scheduled with the Province next week to discuss the conditions of forest service roads in general in the region in view of the high value of recreation in this area.

The corporate report dated February 15, 2018 from the Manager of Park Operation pertaining to Parks Visitation for 2017 was provided for information and staff was commended on the very informative report.

**7.2.2 Campground Operator for the Vedder River Campground**

Moved by FACIO  
Seconded by RAYMOND

**THAT** the Fraser Valley Regional District Board authorize its signatories to enter into a contract with F.H. Forestry Ltd. for the operation and maintenance of the Vedder River Campground in an amount not to exceed \$214,400 annually (excluding taxes) for a term of up to two years with the option to renew for a further 3 years.

**CARRIED**

In response to a question raised regarding anticipated revenue from the Vedder River Campground, staff noted that they are optimistic that this initiative will offer a strategic addition to the FVRD's Regional Parks Program.

**7.2.3 Sumas Mountain Interregional Park – Mineral Claims Overlaying the Park Boundary**

The report dated February 15, 2018 from the Manager of Outdoor Recreation Planning indicating that mineral claims overlapping Sumas Mountain Interregional Park have no rights as a result of information gap in the Province's information database was provided for information.

**9. REPORTS BY STAFF**

CAO Paul Gipps reminded the Committee of the FVRD and SXTA Community to Community Forum taking place on Thursday, March 1, 2018 and encouraged participation.

Mr. Gipps also reported on the approval of the UBCM Community Emergency Preparedness Fund for the 2017 Emergency Social Services program in the amount of \$25,000.00.

**10. REPORTS BY DIRECTORS**

None

## 12. RESOLUTION TO CLOSE MEETING

Moved by FACIO

Seconded by VICKTOR

**THAT** the meeting be closed to the public, except for Senior Staff and the Executive Assistant, for the purpose of receiving and adopting Closed Meeting Minutes convened in accordance with Section 90 of the *Community Charter* and to consider matters pursuant to:

- Section 90(1)(i) of the *Community Charter* - the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
- Section 90(1)(k) of the *Community Charter* - negotiations and related discussions respecting the proposed provision of a regional district service that are at their preliminary stages and that, in the view of the Committee could reasonably be expected to harm the interests of their regional district if they were held in public; and
- Section 90(2)(b) of the *Community Charter* - the consideration of information received and held in confidence relating to negotiations between the regional district and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

**CARRIED**

The Open Meeting recessed at 9:15 a.m.

## 13. RECONVENE OPEN MEETING

The Open Meeting reconvened at 10 a.m.

## 14. RISE AND REPORT OUT OF CLOSED MEETING

None

## 15. ADJOURNMENT

Moved by FACIO

Seconded by BOUCHER

**THAT** the Regional and Corporate Services Committee Open Meeting be adjourned.

**CARRIED**

The Regional and Corporate Services Committee Open Meeting adjourned at 10:01 a.m.

MINUTES CERTIFIED CORRECT:

.....  
Director Jason Lum, Chair

DRAFT

To: Regional and Corporate Services Committee

Date: 2018-03-13

From: Jaime Schween, Manager of Corporate Administration

File No: 3920-201422, 2017

**Subject: Fraser Valley Regional District Election Procedures Bylaw No. 1442, 2017**

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### RECOMMENDATION

**THAT** the Fraser Valley Regional District Board consider giving three readings and adoption to the bylaw cited as *Fraser Valley Regional District Election Procedures Bylaw No. 1442, 2017*.

### STRATEGIC AREA(S) OF FOCUS

Provide Responsive & Effective Public Services

### BACKGROUND

General voting day for the upcoming general local elections is scheduled to take place on Saturday, October 20, 2018.

The *Local Government Act* provides that the Board may determine various procedures with respect to the conduct of government local elections and assent voting ("referendum"). In some cases, the Act specifically requires that these procedures be put in place by bylaw.

### DISCUSSION

In advance of the upcoming general local elections, this bylaw is being brought forward, and includes housekeeping amendments and changes to reflect recent legislative changes to the Act implemented since the 2014 general local election.

Additionally, the bylaw has been drafted with the inclusion of the ability to vote by mail ballot. As set out in the Act, the Board, by bylaw, may permit voting to be conducted by mail ballot. Specifically, for a regional district, the Act allows that the only electors who may be permitted to vote by mail ballot are:

- (a) Persons who have a physical disability, illness or injury that affects their ability to vote at another voting opportunity;

- (b) Persons who expect to be absent from the regional district on general voting day and at the times of all advance voting opportunities; and
- (c) Persons who live in an area that is remote from the voting place at which persons who reside in that area are entitled to vote (in this case, the bylaw authorizes people to vote by mail ballot if they live in rural areas located more than 25kms from the nearest voting place at which they are entitled to vote).

## **COST**

No costs associated with this bylaw. Additional costs anticipated with the inclusion of mail ballot voting have been budgeted for as part of the general local elections budget. All General Local Election costs are borne by Service Area 102 (Electoral Area Administration).

## **CONCLUSION**

In anticipation of the upcoming general local elections scheduled for October 2018, staff have prepared the attached bylaw for the Board's consideration.

## **COMMENTS BY:**

**Mike Veenbaas, Director of Financial Services**

Reviewed and supported.

**Paul Gipps, Chief Administrative Officer**

Reviewed and supported



## FRASER VALLEY REGIONAL DISTRICT

### BYLAW NO. 1442, 2017

#### A bylaw to provide for the procedures for the conduct of General local elections and other voting

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**WHEREAS** Parts 3 and 4 of the *Local Government Act* (the “Act”) provides for the conduct of General Local Elections and Assent Voting;

**WHEREAS** the Act provides that a board may, by bylaw, determine various procedures and requirements to be applied to the conduct of General Local Elections and Assent Voting and the Fraser Valley Regional District Board (“the Board”) deems it advisable to establish certain procedures and requirements under that authority.

**NOW THEREFORE**, the Board in open meeting assembled, enacts as follows:

#### **A. CITATION**

This bylaw may be cited for all purposes as the “*Fraser Valley Regional District Election Procedures Bylaw No. 1442, 2017*”.

#### **B. DEFINITIONS**

***Assent Voting*** means:

- (a) Voting on a bylaw or other matter for which the assent of the electors is required;
- (b) Voting on a bylaw or other matter for which the local government is authorized under *the Act* or another Act to obtain the assent of the electors;
- (c) Voting on a referendum under Section 336 of *the Act* regarding a regional district service.

***General Local Election*** means the election to be held for the offices of Electoral Area Director of the Fraser Valley Regional District according to *the Act*.

#### **C. ENACTMENTS**

##### **1. Access to Nomination Documents**

As authorized under *the Act*, public access to nomination documents will be provided from the time of delivery until 30 days after the declaration of election results, by internet or other electronic means, and will otherwise be available for public inspection at the offices of the

Fraser Valley Regional District located at 45950 Cheam Avenue, Chilliwack, B.C. between the hours of 8:30 a.m. and 4:30 p.m. Monday through Friday, except statutory holidays.

**2. Advance Voting Opportunity**

- a) In accordance with *the Act*, for electoral areas with a population less than 5000, only one (1) advance voting opportunity will be held on the 10<sup>th</sup> day before general voting day.
- b) For electoral areas with a population greater than 5000, the second advanced voting opportunity will be held on the 3rd day before general voting day.

**3. Special Voting Opportunities**

In accordance with *the Act*, the Chief Election Officer may determine whether a special voting opportunity is to be conducted and may establish the dates, locations and voting hours for special voting opportunities. The Chief Election Officer may limit the number of candidate representatives who may be present at a special voting opportunity.

**4. Voting Day Registration Only**

For purposes of all General Local Elections and Assent Voting under Parts 3 and 4 of *the Act*, a person may register as an elector only at the time of voting in accordance with *the Act*.

**5. Resolution of Tie Vote after Judicial Recount**

In accordance with *the Act*, in the event of a tie vote after a judicial recount, the results of the election will be determined by lot rather than by a runoff election.

**6. Mail Ballot Voting**

- a) As authorized under *the Act*, voting and elector registration for mail ballot voting may be conducted by mail for those electors who meet the criteria under subsection 6)b) of this bylaw for each General Local Election or Assent Voting.
- b) The following electors are permitted to register to vote by mail, and to vote by mail ballot:
  - i. those electors who have a physical disability, illness, or injury that affects their ability to vote at another voting opportunity;
  - ii. electors who expect to be absent from the Fraser Valley Regional District on general voting day and during the times of all advance voting opportunities;
  - iii. electors who reside within a remote area located more than 25kms from the nearest voting place at which they are entitled to vote.
- c) The Chief Election Officer is hereby authorized to establish time limits in relation to voting by mail ballot and applying for voting by mail ballot.

- d) An elector wanting to vote by mail ballot must request a mail ballot application form and submit the completed form to the Chief Election Officer within the time limit as specified by the Chief Election Officer.
- e) Mail ballot voting packages will be made available to applicants as determined by the Chief Election Officer.

**D. REPEAL**

*Fraser Valley Regional District Local Government Election and Assent Voting Procedures Bylaw No. 1284, 2014* and any amendments thereto are hereby repealed.

**E. READINGS AND ADOPTION**

READ A FIRST TIME THIS	day of	2018
READ A SECOND TIME THIS	day of	2018
READ A THIRD TIME THIS	day of	2018
ADOPTED THIS	day of	2018

\_\_\_\_\_  
Chair/Vice-Chair

\_\_\_\_\_  
Corporate Officer/Deputy

**F. CERTIFICATION**

I hereby certify that this is a true and correct copy of *Fraser Valley Regional District Election Procedures Bylaw No. 1442, 2017* as adopted by the Board of Directors of the Fraser Valley Regional District on the    day of

Dated at Chilliwack, B.C. this       day of

\_\_\_\_\_  
Corporate Officer/Deputy

To: Fraser Valley Regional District Board  
From: Micha Gutmanis, Environmental Services Coordinator

Date: 2018-03-13  
File No: 9050-20

**Subject: Air Quality Education Program**

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### RECOMMENDATION

**THAT** the Fraser Valley Regional District (FVRD) continue to offer the 'Love Our Air' school air quality education program in the 2018/2019 school year for a cost of not more than \$25,000 to be funded out of the existing air quality operations budget.

### STRATEGIC AREA(S) OF FOCUS

Support Environmental Stewardship  
Support Healthy & Sustainable Community

### PRIORITIES

Priority #2 Air & Water Quality

### BACKGROUND

One of the objectives of the Fraser Valley Regional District's air quality portfolio is to increase public education and awareness of air quality topics in the region. It is through a better understanding of air quality that individuals can change their behaviour, fostering further emission reductions and thereby improve air quality in the region.

In 2014, the FVRD created a teacher resource guide on air quality with support from the Fraser Basin Council (FBC). This project was based on an air quality curriculum developed for the Prince George Air Improvement Roundtable and implemented in schools in that city. Lesson plans previously developed were modified to reflect current air quality information and conditions in the Fraser Valley.

Within the last few years, the BC Ministry of Education has set new education standards for students in grades K-12. This year (2017-2018) is a transition period for most schools to try out the new curriculum, and by 2019/2020, all BC schools will use the new curriculum. According to the Ministry of Education, a key goal in modernizing the education system is to provide students with an education that is still rigorous, but also flexible and innovative, one from which they gain the knowledge, skills, and abilities they need to succeed in today's modern world.

The FVRD saw this curriculum change as an opportunity to increase air quality education in classrooms while teachers searched for a way to align their lessons with the new curriculum. The FVRD hired an education consultant, Skye Consulting Ltd., to help refine the existing resource package and deliver in-classroom presentations in schools.

The lessons within the new “Love our Air” teacher resource, introduces students to issues of air quality in the region. The lessons are designed for grades 5 and 10 Science classrooms and linked to the BC Curriculum. The lessons include hands-on activities while teaching students the relevance of air quality in their own lives, in their community and in the wider world. Students learn to identify types of air pollutants, their sources and impacts, as well as possible actions and solutions they can take as individuals, or with their community.

## **DISCUSSION**

The main objectives of teaching Air Quality in grades 5 and 10 are to develop students’ personal and social awareness of their roles and responsibilities with respect to the environment, and their ability to make decisions about ways to reduce pollution through their everyday actions. The grades were chosen carefully by the education consultant, with a strong rationale for how they fit in with the new BC curriculum.

The FVRD decided to pilot the education program in Abbotsford, Chilliwack, and Mission (mainly due to lower transportation costs) for the first year, and if successful, will expand the program to reach other municipalities and electoral areas in the following year. The plan for the 2017/2018 school year was to deliver a maximum of 40 in-class presentations (20 elementary and 20 secondary). The elementary school workshops booked so quickly that a waitlist was created, which bodes well for the continuation of the program into the following year. The attached progress report from Skye Consulting Ltd. outlines which schools the program was delivered to, how many were delivered to date, and includes comments collected from teacher surveys.

Based on teacher feedback and the high wait list, the ‘Love Our Air’ education program has been successful to date. Other local governments have also mentioned they would be interested in replicating this program in their region.

## **COST**

The total budget for the Love Clean Air Pilot Program, which included the development of the resource package, the presentation development, the 40 in-classroom presentations, and the follow-up audit, was \$26,232 and was paid for within the existing air quality operational budget. Continuing this program again in the 2018/2019 school year would cost approximately \$25,000.

Grant opportunities to help fund this air quality education program and potentially develop practical learning tools to aid the workshops will be explored.

## **CONCLUSION**

Inclusion of Air Quality education in the school curriculum will further promote place-based knowledge of the natural world and the local areas. Through the 'Love Our Air' program, students will understand the relevance of air quality in their own lives, in their community and in the wider world.

## **COMMENT BY:**

**Barclay Pitkethly, Director of Regional Programs**

Reviewed and supported.

**Mike Veenbaas, Director of Financial Services**

Reviewed and supported. Sufficient funding exists within the Air Quality Service to fund this program if grant funding is not secured.

**Paul Gipps, Chief Administrative Officer**

Reviewed and supported

To: Micha Gutmanis  
From: Fiona Zawadzki  
Date: February 28, 2018  
Re: Progress Report – FVRD air quality programs

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Hi Micha

We have enjoyed delivering the programs in the Fraser Valley schools.

**Details:**

Teachers have been very receptive to FVRD's Love Our Air workshops for grades 5 and 10 classrooms. We have gathered valuable feedback from teachers and students and this is reflected in how we are delivering these workshops.



We have booked slightly more elementary programs than our original target so we have delivered these within the existing budget of 20 elementary workshops. Marketing for the grade 10 program continues. Secondary programs are always harder to book initially but we anticipate the 7 remaining programs will be booked shortly. We also anticipate a greater response to the grade 10 program next year if we can begin marketing at the start of the year.

Here is a chart of programs with programs booked and programs delivered.

Program	Programs Booked	Programs Delivered To Date
Love Our Air 5	23	23
Love Our Air 10	13	10
TOTAL	36 programs booked	33 programs delivered

**Teacher Contact and Program dates for each school:**

<b>School</b>		<b>Municipality</b>	<b>Number of Programs</b>	<b>Program Date</b>
Dave Kandal		Abbotsford	2	January 31, 2018
Dr. Roberta Bondar		Abbotsford	2	January 19, 2018
Dr. TA Swift		Abbotsford	2	February 7, 2018
Little Mountain		Chilliwack	3	January 30, 2018
McCammon Traditional		Chilliwack	3	January 18, 2018
Promontory Elementary		Chilliwack	3	February 5, 2018
Rick Hanson		Abbotsford	3	December 13, 2017
Rick Hanson		Abbotsford	3	February 20, 2018
Sardis		Chilliwack	4	December 12, 2017
West Heights		Mission	3	December 7, 2017
Windback		Mission	5	January 23 and 24, 2018
Yale		Abbotsford	3	March 14, 2018
<b>TOTAL</b>			<b>36</b>	

**Comments Collected from Teacher Surveys:**

"The best part of this workshop was the hands on learning and consistent engagement through multiple choice questions."

"I loved the interactive portions - the electric car was a hit!"

"I appreciated the use of local pictures of our airshed."

"My students said it was so much fun and can we keep the cars?"

"My students got the fact that we all need clean air in our region."



"Our school would already like to book it for next year! It was amazing!"

"Thank you for providing this workshop. The presenter really impressed upon the kids how important our air quality is and what they can do about it."

"The dynamic presentation style of Diana really helped make it all work."

If you would like to discuss any detail in this report, please call me at 604-828-7593.

**Thank you** for the opportunity to be apart of these programs offered to FVRD schools!

Warm regards,

A handwritten signature in blue ink, appearing to read 'FZM'.

Fiona Zawadzki  
Director, Skye Consulting

To: Regional and Corporate Services Committee

Date: 2018-03-13

From: Stacey Barker, Deputy Director of Regional Programs

File No: 3920-20-21771

**Subject: Draft Fraser Valley Regional District Vedder River Campground Bylaw No 1476, 2018**

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### RECOMMENDATION

**THAT** the Fraser Valley Regional District Board give first, second, and third readings and adoption to the bylaw cited as "*Fraser Valley Regional District Vedder River Campground Regulation, Fees and Other Charges Bylaw No. 1476, 2018*".

### STRATEGIC AREA(S) OF FOCUS

Provide Responsive & Effective Public Services  
Support Environmental Stewardship

### PRIORITIES

Priority #4 Tourism  
Priority #5 Outdoor Recreation

### BACKGROUND

The Fraser Valley Regional District (FVRD) acquired the Vedder River Campground in 2017 from the Cultus Lake Parks Board offering a strategic addition to the Regional Parks Program. The campground is ideally situated along the Vedder River and helps fulfil the high demand for camping and outdoor amenities within the region. 2018 will be the first operational season under FVRD management and a draft bylaw has been prepared to regulate the use and administration of this campground by the FVRD, their contractors, and visitors.

### DISCUSSION

To provide continuity for visitors, the draft FVRD bylaw is modelled on the prior Cultus Lake Park bylaw. The FVRD bylaw includes updated language and policies to align with FVRD Parks and BC Parks use regulations. It also identifies camping rates and fees which are compatible with other campsites in the region and policies to help ensure the safety and enjoyment by users of the campsite and to protect the environment.

Provisions within the *Fraser Valley Regional District Vedder River Campground Regulation, Fees and Other Charges Bylaw No. 1476, 2018* include the following:

- Discounts are provided for weekly, monthly, and seasonal stays.
- Three-night minimum reservations are required for long weekends.
- Winter camping is not permitted.

- Site alterations are only permitted with approval by the Campground Supervisor and must be completely removed upon check-out.
- Quiet hours are from 10pm to 8am. Check in time is 2pm. Check out time is 11am.
- Vehicles within the campground must have a valid permit, be fully insured, and not left idling.
- Pets must have identification tags, be kept on a leash or in a pen, and not be left unattended.
- Basic Wi-Fi is now included within the nightly camping rates. If campers choose to upgrade, premium Wi-Fi is available.
- Seasonal rates have not increased on the site for several years and are below market value. Rate increases are proposed for 2019 and 2020.

Rates for seasonal camping sites are currently highly discounted and have not been increased for several years. The current rate is \$2,200 for the season, and it will apply for 2018 as seasonal campers booked their sites last year prior to any rate review. There is high demand for these seasonal sites, reflected in a standing waitlist. Market research, including using comparable sites at Sunnyside Campground at Cultus Lake, suggests these sites are being severely undervalued presently. Staff are proposing a phased in rate increase to \$3,510 over the next two years. This would bring the rate closer to market value (e.g., the lowest price seasonal site at Sunnyside is currently \$3,840 per season), and it still represents a significant value to the camper as it is the equivalent of paying for three months and getting two months for free. Staff do recognize that the proposal is a significant rate increase (30% for 2019 and another 30% increase for 2020). The Committee could consider phasing in over a longer period if that is preferred. Staff will also be evaluating usage and demand throughout this season.

The general camping season runs from the Easter long weekend through the fall salmon fishing season in October; with seasonal camping from May 1 to September 30. Reservations for the campground can be made online or over the phone. The FVRD and the Campground Operator will be monitoring usage at the campground, and will be identifying opportunities or challenges that arise throughout the camping season. If bylaw amendments are suggested to enhance the operation or use of the campground, amendments will be recommended to the Board at a future time. It is important campers continue to enjoy the campground in a safe and responsible manner and the costs for management of the campground are adequately reflected in the fees.

## **COST**

Revenues generated from this bylaw are included in the 5 year financial plan and are used to offset operating expenditures with the net proceeds being placed into reserves for future allocation.

## **CONCLUSION**

Draft Bylaw No. 1476, 2018 will regulate the use and management of the Vedder River Campground, and outlines the fees and charges associated with it. The bylaw remains consistent with many provisions of the prior bylaw utilized by the Cultus Lake Parks Board for the site but has been updated to reflect policies utilized in the FVRD Parks Bylaw and by BC Parks. Most of the proposed camping

rates have remained similar to pre-existing rates, with some increases to reflect new services provided and to remain comparable with other campgrounds within the region.

**COMMENTS BY:**

**Barclay Pitkethly, Director of Regional Programs**

Reviewed and supported.

**Mike Veenbaas, Director of Financial Services**

Reviewed and supported.

**Paul Gipps, Chief Administrative Officer**

Reviewed and supported

FRASER VALLEY REGIONAL DISTRICT

BYLAW NO. 1476, 2018

A bylaw to establish regulations, fees and other charges for the Vedder River Campground

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**WHEREAS** the Board of Directors of the Fraser Valley Regional District ("the Board") has deemed it advisable to establish certain regulations, fees and other charges for the Vedder River Campground;

**THEREFORE**, the Board enacts as follows:

1) **CITATION**

This bylaw may be cited as *Fraser Valley Regional District Vedder River Campground Regulations, Fees and Other Charges Bylaw No.1476, 2018*.

2) **DEFINITIONS**

In this bylaw the following definitions apply:

**"Adult"** means a person who has reached the age of majority;

**"Authorized Camper"** means the Registered Camper and/or persons belonging to the Camping Party of a Registered Camper who have paid all required fees and have been permitted by the Campground Operator to temporarily occupy a Campsite until the expiration of their registration;

**"Authorized Personnel"** means persons approved or assigned by the Fraser Valley Regional District ("FVRD"), including:

- a) employees of the FVRD;
- b) persons acting on behalf of the FVRD under contract or other agreement; and
- c) members of the Royal Canadian Mounted Police ("RCMP") and municipal police forces;

**"Camp"** means to occupy a Campsite, to set up a tent or other shelter, or to remain overnight with or without shelter;

**"Campground"** means the Vedder River Campground, located at 5355/5365 Giesbrecht Rd, Chilliwack, BC;

**"Campground Facility"** means all buildings, structures, equipment or any other installations and possessions owned by or in custody of the FVRD and its Authorized Personnel;

**"Campground Operator"** means the person or persons responsible for the operation and maintenance of the Campground, including, but not limited to, FVRD contractors and their employees and other Authorized Personnel;

**"Campground Supervisor"** means the FVRD staff person(s) responsible for management of the Vedder River Campground, and includes any person lawfully acting on their behalf;

**"Camping Party"** means a person or group camping together on one Campsite;

**"Campsite"** means a designated space within the Campground in which an Authorized Camper is permitted to exclusively occupy until the expiration of their registration;

**"Collar"** means a chain, rope, cord or strap affixed to the chest or around the neck of a domestic animal and does not include a Leash;

**"Contaminant"** means any substance that is capable of:

- a) injuring the health and safety of a person;
- b) injuring property or any life form;
- c) causing material physical discomfort to a person; or
- d) damaging the environment;

**"Disturbance"** means any noise or sound that disturbs, or is likely to disturb, the peace, enjoyment or comfort of persons or wildlife in the vicinity and includes actions or behaviour that puts a person in danger or inhibits another person's lawful use or quiet enjoyment of the Campground. Any noise which can be heard by others 10 metres away may be considered a Disturbance;

**"Emergency Personnel"** means those persons working on behalf of the British Columbia Ambulance Service, British Columbia Search and Rescue Association, the Department of National Defense, a fire department and/or the British Columbia Provincial Emergency Program and also includes members of RCMP and members of municipal police forces;

**"Gazebo"** means an unenclosed, freestanding, portable structure intended to provide temporary protection from rain, sun, or insects, also referred to as shelter, sun tent, shade tent, or mosquito tent;

**"Leash"** means a chain, rope, cord or strap by which an animal may be lead or controlled;

**"Litter"** means:

- a) garbage, refuse, rubbish, waste materials, or trash of any kind, including but not limited to, containers, food waste, packages, bottles, cans, or any part thereof; or
- b) any abandoned or discarded article, product, or item of manufacture;

**Mobility Aid** means a device including an electric wheelchair or scooter, the sole purpose of which is to facilitate the transport of a person with a physical disability;

**“Motor Vehicle”** means a motorized device by which a person or thing may be transported;

**“Natural Park Feature”** means a tree, shrub, herb, flower, grass, turf or other plant and all soil, sand, silt, gravel, rock, mineral, wood, fallen timber, or other natural resource in the Campground;

**“On-site Refuse”** means all garbage, food remains, Litter, refuse, and other waste generated by persons while they are in the Campground;

**“Operational Season”** means the period of time in a calendar year when the Campground is open for camping purposes;

**“Posted Notice”** means a sign or written notice affixed to a notice board or sign post by Authorized Personnel in the Campground;

**“Pets”** means any animal(s) accompanying a person staying at or visiting the Campground;

**“Quiet Hours”** means the period of time between 10:00 pm and 8:00 am daily;

**“Registered Camper”** means the person who is registered by name with the Campground Operator to occupy a Campsite until the expiration of their registration;

**“Recreational Vehicle Unit”** means a vehicle, camper, motor home, or Trailer designed to provide temporary accommodation for vacation, travel, or recreational use, and intended to be driven or towed;

**“Seasonal”** means the portion of the Operational Season between May 1 and September 30;

**“Site Alteration”** means changing the physical appearance of a Campsite through the installation or addition of items or materials that are intended to stay for a prolonged period of time, including, but not limited to, Gazebos, fences, decks, ramps, sheds, landscape and construction materials, gardens, plantings, fireplaces, playground equipment, and exterior decorative items. It does not include vehicles or basic camping equipment such sleeping tents or camping chairs;

**“Smoker Unit”** means an outdoor cooking apparatus used to flavour or preserve food by exposing it to smoke from burning or smoldering material, most often wood;

**“Trailer”** means an unpowered vehicle or platform towed or pulled by a Motor Vehicle;

**“Visitor”** means anyone at the Campsite or Campground who is not a Registered or Authorized Camper but who has been invited by a Registered Camper to visit the Campground during daytime hours.

### 3) **AREA OF APPLICATION**

This bylaw applies only to the Vedder River Campground, located at 5355/5365 Giesbrecht Rd, Chilliwack, BC.

**4) ENFORCEMENT AND AUTHORITY**

- 4.1 Authorized Personnel are exempt from all provisions of this bylaw when performing their duties and acting on behalf of the FVRD.
- 4.2 When Authorized Personnel believe that any person in the Campground is contravening this bylaw or any applicable enactment, the Authorized Personnel may require that person to:
- a) provide, immediately upon request, that person's correct name, address, and information about their destination and activities in the Campground;
  - b) provide identification verifying that person's correct name and address;
  - c) immediately comply with this bylaw or other enactment; and
  - d) leave the Campground immediately.
- 4.3 Every person must comply with the requirements of any Authorized Personnel under this bylaw.
- 4.4 At any reasonable time, Authorized Personnel may enter any area, including a Campsite or other Campground Facility in the Campground to evaluate whether individuals or groups are following all relevant bylaws, prohibitions, and requirements.
- 4.5 The Campground Supervisor is hereby delegated the authority to apply terms and conditions with respect to the use of the Campground where specific exemptions from the provisions of this bylaw are noted in this bylaw as prohibited "except as authorized by the Campground Supervisor". The Campground Supervisor may delegate this authority to another Authorized Personnel.

**5) OFFENCE AND PENALTY**

- 5.1 Any fine imposed by a court under this bylaw shall be in addition to, and not in substitution for, any other fee or remedy imposed under this bylaw.
- 5.2 A separate offence shall be deemed to be committed upon each day during and in which a contravention of this bylaw occurs or continues.
- 5.3 Contraventions of this bylaw may be subject to penalties as listed in the current FVRD Bylaw Offence Notice Enforcement Bylaw, as may be amended or repealed and replaced from time to time.
- 5.4 Nothing in this bylaw prevents the FVRD from using any other remedy that is available to it by law.



**6) GENERAL REGULATIONS**

- 6.1 A person must not do any act or suffer or permit any act or thing to be done in contravention of this bylaw or any other enactment.
- 6.2 Every person in the Campground must obey all applicable statutes, bylaws, regulations, enactments, and policies, including all signs and Posted Notices in the Campground.
- 6.3 A person must not occupy a Campsite or use a Campground Facility except in accordance with this bylaw.
- 6.4 Fees shall be applied as per Schedule A of this bylaw.
- 6.5 One member from each Camping Party must register with the Campground Operator and pay the required fees as per Schedule A of this bylaw. This person will be considered the Registered Camper.
- 6.6 A person must not use, occupy, reside on, or Camp in any portion of the Campground unless they are a Registered Camper, Authorized Campers or a Visitor of a Registered Camper.
- 6.7 A person must be 19 years or older to be a Registered Camper.
- 6.8 All Registered Campers and Authorized Campers must only occupy the Campsite assigned to the Registered Camper.
- 6.9 No person or their pet shall enter another camper's Campsite unless invited by an Authorized Camper from that site.
- 6.10 Members of a Camping Party must not stay at the Campground unless the Registered Camper is in attendance. If the Registered Camper leaves the Campground, they must ensure that another member of the Camping Party registers with the Campground Operator.
- 6.11 Subletting or assignment of Campsites is not permitted.
- 6.12 Authorized Personnel reserve the right to refuse admittance to any person and may amend, suspend, or revoke registration privileges to any person.
- 6.13 A person must not enter or exit the Campground during Quiet Hours, except for in emergencies.
- 6.14 Registered Campers must ensure that all members of their Camping Party, their Pets, and Visitors, comply with this bylaw. The Registered Camper shall be held responsible and accountable for the conduct of their Camping Party, their Pets, and their Visitor(s) and may be subject to fines, non-renewal, and/or eviction.
- 6.15 A person must not enter into or remain in the Campground outside of the Operational Season or when the Campground is otherwise closed, except for Authorized Personnel or Emergency Personnel. Winter camping is not permitted.

**7) CHECK INS, RESERVATIONS, AND CANCELLATIONS**

- 7.1 A refund may be provided, minus the reservation and cancellation fees, for cancellations made at least fourteen (14) days prior to the check in date, for reservations made to a tent, alcove, partial hook-up, full hook-up, or pull-through Campsite. For cancellations made less than fourteen (14) days in advance, but greater than two (2) days in advance of the check-in date, a refund will be provided less the reservation fee, the cancellation fee, and the value of one (1) night's accommodation for the type of Campsite that was reserved. For cancellations made less than two (2) days in advance of the check-in date, a refund will be provided less the reservation fee, the cancellation fee, and the value of two (2) night's accommodation for the type of Campsite that was reserved.
- 7.2 Campers who have not contacted the Campground Operator by 11:00 am the day after their scheduled check in date will forfeit the remainder of their reservation as well as all deposits made. The Campground Operator will have the right to make the Campsite available to other Campers at that time.
- 7.3 A refund may be provided for group Campsites, minus the reservation fee and group site cancellation fee, if the cancellation is made at least thirty (30) days prior to the check-in date of the reservation.
- 7.4 Check in time is 2:00 pm.
- 7.5 Campers who check out of the Campground prior to the end of their reservation period will not be provided with a refund.
- 7.6 A refund will be provided for Seasonal Campsites for which a Seasonal deposit has been paid, less an Administration Fee as per Schedule A of this bylaw, only if the cancellation is made in writing prior to the first Friday of March for that Operational Season.

**8) CAMPING PARTY**

- 8.1 With the exception of group Campsites, there must be only one (1) Camping Party per Campsite.
- 8.2 With the exception of group Campsites, the maximum size of any Camping Party is eight (8) persons, no more than four (4) of which can be Adults.
- 8.3 With the exception of group Campsites and Seasonal Campsites, camping rates are based on up to two (2) Adults per site. For Seasonal Campsites, camping rates are based on up to four (4) Adults per site. Additional Adults up to the maximum described are subject to fees and charges as per Schedule A of this bylaw. No more than one hundred (100) campers are permitted on group campsites.

- 8.4 With the exception of group Campsites, each Campsite is permitted only one Recreational Vehicle Unit. Each Campsite is permitted only one tent in addition to the Recreational Vehicle Unit. If there is no Recreational Vehicle Unit, two tents are permitted.
- 8.5 With the exception of group Campsites, the maximum number of Motor Vehicles in any Camping Party is two (2).
- 8.6 With the exception of group Campsites and Seasonal Campsites, camping rates are based on one (1) Motor Vehicle per Campsite. Rates for Seasonal Campsites are based on up to two (2) Motor Vehicles per site. Additional Motor Vehicles may be permitted, subject to parking space availability, and are subject to fees and charges as per Schedule A of this bylaw.
- 8.7 Sections 8.5 and 8.6 do not apply to Mobility Aids.

**9) RESPONSIBILITY FOR MINORS**

- 9.1 Minors must not occupy any Campsite unless accompanied by an Adult who is an Authorized Camper for that Campsite.
- 9.2 Minors must be accompanied by an Adult when outside of their Campsite during Quiet Hours. Failure to comply may result in a charge and/or eviction.
- 9.3 If an offence is being committed by a minor, the person in charge of the minor must take any control measures necessary to prevent or stop the contravention of this bylaw or any other enactment.

**10) VISITORS**

- 10.1 Visitors must not enter into the Campground during Quiet Hours.
- 10.2 Visitors must leave the Campground prior to Quiet Hours or they will be considered an extra overnight camper as part of the Campground Party where they are visiting and will be subject to fees as described in Schedule A of this bylaw.
- 10.3 Visitors must not enter the Campground unless the Registered Camper has provided the name of the Visitor to the Campground Operator.
- 10.4 The total number of Visitors plus members of the Camping Party must not exceed eight (8) persons per site at any one time, no more than four (4) of which can be Adults.
- 10.5 The total number of Visitor Motor Vehicles plus Motor Vehicles belonging to the Camping Party must not exceed the maximums described for a Camping Party.
- 10.6 Visitor Motor Vehicles may be permitted, subject to parking space availability, and are subject to daily or overnight vehicle fees as described in Schedule A of this bylaw.

10.7 Sections 10.5 and 10.6 do not apply to Mobility Aids.

**11) CONDUCT**

11.1 During Quiet Hours, the Campground must be free of any noise that could disrupt the peaceful enjoyment of the Campground.

11.2 A person or their pet must not make or cause a Disturbance in the Campground.

11.3 Exterior amplified sound systems must not be used in the Campground at any time.

11.4 A person must not obstruct Authorized Personnel who are performing their duties.

11.5 A person must not interfere with the passage of any person or Motor Vehicle lawfully using a road or trail or any other portion of the Campground.

11.6 A person must not defecate or urinate in the Campground, except in designated facilities.

11.7 A person must not smoke in Campground Facilities or in any area of the Campground except for in their own Campsite or a Campsite where they have been invited by an Authorized Camper.

11.8 A person must not enter the playground, horseshoe pits, or basketball court during Quiet Hours.

11.9 A person must not conduct any commercial services or activities in the Campground including, but not limited to:

- a) selling, bartering, or displaying any goods or services;
- b) conducting any business or commercial activity or encouraging any person to use the Campground for any activity related to a business or commercial enterprise, whether or not the business or commercial aspect of the activity is carried out within the Campground;
- c) posting or affixing any notice, advertisement, sign, placard, or handbill of any kind.

**12) ALCOHOL**

12.1 A person must not possess or consume alcoholic beverages in the Campground except as authorized by all legally required permits, except for in their own Campsite or a Campsite where they have been invited by a Registered Camper.

12.2 Alcohol must not be sold, served, or provided at any event held at the Campground unless all legally required permit(s) and authorizations are first obtained, including from the Campground Supervisor.

**13) MOTOR VEHICLES**

- 13.1 A person must not have, store, or operate a Motor Vehicle in the Campground unless a valid vehicle permit is obtained from the Campground Operator and is displayed in a visible location on the Motor Vehicle.
- 13.2 All Motor Vehicles in the Campground must be fully operable and insured.
- 13.3 A person must not operate, or permit to be operated, a Motor Vehicle in the Campground anywhere except:
  - a) on roadways;
  - b) in parking lots or areas;
  - c) in areas with Posted Notices allowing for such use.
- 13.4 A person must not park a Motor Vehicle in the Campground except inside their registered Campsite or where Posted Notices otherwise allow parking.
- 13.5 Motor Vehicles parked in contravention of Section 13.4 may be towed away or immobilized at the expense of the owner. Neither the FVRD nor any Authorized Personnel is liable or accountable to the owner for damage to a Motor Vehicle being removed or immobilized.
- 13.6 A person must not operate, park, or stop a Motor Vehicle in the Campground in a manner that impedes proper, free and safe use of the Campground, or in a manner that restricts or inhibits use of the Campground.
- 13.7 All Motor Vehicles must be driven according to speed limits as described on Posted Notices.
- 13.8 A person must not wash, clean, polish, repair, tune up, or do any maintenance or mechanical work to a Motor Vehicle in the Campground.
- 13.9 Idling of motor vehicles is not permitted for more than five (5) consecutive minutes.
- 13.10 Sections 13.1, 13.2, 13.3, and 13.4 do not apply to Mobility Aids.

**14) PRESERVATION OF NATURAL FEATURES, WILDLIFE AND CAMPGROUND FACILITIES**

- 14.1 A person must not undertake any of the following activities in the Campground:
  - a) cut, trim, dig up, excavate, deface, remove, damage, possess, or in any way injure any Natural Park Feature, including putting any nails, screws, or any other material into a tree or cutting any existing trees or branches for use as firewood;
  - b) build or otherwise create or alter any trail;
  - c) remove, damage, disassemble or deface any Campground Facility;
  - d) hunt, molest, disturb, frighten, injure, kill, catch, feed, or trap any wildlife, except for angling done in accordance with all enactments;

- e) introduce any Contaminant into any part of the Campground including, without limitation, any body of water, fountain, or watercourse.

**15) FIRE, FIREARMS, AND FIREWORKS**

- 15.1 In the event of a fire ban, all fire ban regulations must be strictly adhered to.
- 15.2 For public safety and health reasons, Authorized Personnel may, at any time:
  - a) Prohibit a fire or flame-producing device in the Campground;
  - b) Extinguish a fire or flame-producing device in the Campground;
  - c) Require that a fire or flame-producing device be contained within a designated device or area.
- 15.3 A person must not light or keep lit any fire, stove, barbecue or other flame-producing device in the Campground except:
  - a) in facilities provided for fires or flame-producing cooking devices;
  - b) in an area designated by sign or Posted Notice.
- 15.4 A person must not create, keep, maintain, add fuel to or otherwise permit an open fire to exceed 0.5 meters in diameter and 0.5 meters in height in the Campground.
- 15.5 A person must not leave a fire, stove, barbecue or other flame-producing device of any kind unattended while it is lit or turned on. An Adult must be present at all times if a fire, barbeque or other flame-producing device is being used.
- 15.6 A person must not burn anything in a fire except for firewood, kindling, and paper.
- 15.7 A person must not deposit, anywhere in the Campground, any lit match, cigar, cigarette or other burning substance except as permitted in Sections 11.7 and 15.3.
- 15.8 A person must not possess or discharge any firearm in the Campground.
- 15.9 A person must not possess or discharge fireworks or any device that propels a projectile by means of an explosion, compressed gas, spring or string in the Campground.

**16) GARBAGE, COMPOST, AND RECYCLING**

- 16.1 A person must not deposit any On-site Refuse anywhere in the Campground, except in the appropriate waste receptacles provided for such purposes.
- 16.2 Except for On-site Refuse, a person must not:
  - a) dispose of any Litter or waste in the Campground; or
  - b) deposit any material into waste receptacles provided for On-site Refuse.

**17) PETS**

- 17.1 Pets are subject to fees and charges as per Schedule A of this bylaw.
- 17.2 With the exception of group Campsites, the maximum number of Pets allowed within each Camping Party is two.
- 17.3 All Pets must have ID tags attached to the Pet's Collar and must be registered with the Campground Operator.
- 17.4 Every person with a Pet in the Campground must keep the Pet under control at all times, and shall not allow that Pet to molest, harass, aggressively pursue or attack any person, wildlife or domestic animal and shall keep all Pets either:
  - a) on a Leash that is less than 3 metres long; or
  - b) confined in a cage or suitable pen from which the Pet is not able to escape.
- 17.5 A person must not leave a Pet unattended at any time or in any place within the Campground.
- 17.6 A person with a Pet in the Campground must immediately pick up any feces deposited by the Pet and dispose of the feces in waste receptacles provided.
- 17.7 A person must not cause, permit, or allow a Pet to enter a Campground Facility or any portion of the Campground where signs or Posted Notice prohibit the presence of a Pet. Pets are not permitted in the playground areas.
- 17.8 Sections 17.1, 17.2, 17.4, and 17.7 do not apply to certified guide animals pursuant to the *Guide Dog and Service Dog Act*.

**18) SITE SET UP AND ALTERATION**

- 18.1 Site Alterations are prohibited anywhere within the Campground, including within individual Campsites, except as authorized by the Campground Supervisor. Site Alteration requests are subject to an Administration Fee as per Schedule A of this bylaw.
- 18.2 All Site Alteration authorizations expire at the end of the Operational Season.
- 18.3 All items must remain fully within the boundary of the Campsite that the Registered Camper is registered to occupy.
- 18.4 Tarps must be used as roof coverings only. Tarps cannot extend over a deck, and cannot hang over the edges of a recreational vehicle by more than one foot when placed on the roof. Tarps must not be secured to trees in any way that could harm or damage them and must not be hung over fire pits, barbeques or other sources of flame. Orange tarps are not permitted on Seasonal Sites.
- 18.5 One picnic table per site is supplied and must not be damaged or altered in any way (including painting). Any coverings protecting or attached to the table must be removed upon departure.

- 18.6 Satellite dishes, antennae or other devices must not be attached to utility poles, trees, or any Campground Facilities and must not extend in height taller than three (3) feet above the top of the recreational vehicle. Devices in violation of this section are subject to immediate removal, without notice. The FVRD, its contractors and assignees are not responsible for any theft of signal or piracy of media content.
- 18.7 Gazebos are not to be used for storage or sleeping purposes.

**19) ELECTRICITY**

- 19.1 Persons must not connect to power or water outlets anywhere other than those contained on the registered Campsite.
- 19.2 Only one string of Energy Efficient exterior lights is permitted per Campsite. The string of lights cannot be greater than 15m in length and cannot be higher than the height of the recreational vehicle on the Campsite.
- 19.3 Exterior lights must not be turned on during daylight hours and after 11:00 pm.
- 19.4 Air conditioners must not be turned on when there are no members of the Camping Party at the Campsite.
- 19.5 Outdoor deep freezers, electric ranges, generators, Smoker Units, refrigerators larger than 5.0 cubic feet, and other large outdoor electric appliances are prohibited. Outdoor refrigerators less than 5.0 cubic feet are subject to fees as described in Schedule A of this bylaw.

**20) REFUSALS AND EVICTIONS**

- 20.1 Campground registration may be revoked or refused if one or more of the following applies:
  - a) any persons have contravened any part of this bylaw;
  - d) the RCMP or Bylaw Enforcement Officers have been required to attend the Campsite or Campground for any reason caused by an Authorized Camper or their Visitor;
  - e) any person has interfered with the operation of the Campground;
  - f) any person has exhibited abusive, disrespectful or threatening behaviour or language towards Campground staff.
- 20.2 In the event of an eviction, persons must immediately leave the Campground and remove all personal property from the Campground.
- 20.3 A Registered Camper who is evicted shall not be provided a refund.
- 20.4 Evictions will be at sole discretion of the Campground Supervisor.



**21) CHECK OUT**

- 21.1 Registered Campers and their Camping Party must leave the Campground no later than 11:00 am on the day their registration expires.
- 21.2 All items which are not Campground Facilities must be removed from the Campground by the Registered Camper prior to the check-out time on the date their camping registration expires.
- 21.3 Campsites may be subject to an inspection prior to departure of the Registered Camper. If upon departure of the Registered Camper, the Campsite is left in a poorer condition than it was at check in, Authorized Personnel may remove and dispose of any remaining personal property and restore and/or repair the area as necessary. If the FVRD incurs any expense under this section, the FVRD may recover the actual costs, plus a 15% administrative charge, from the Registered Camper.

**22) FEES AND CHARGES**

- 22.1 Fees and other charges with respect to the use of the Campground are hereby imposed as set out in Schedule A, attached hereto and forming an integral part of this bylaw.

**23) SEVERABILITY**

If a portion of this bylaw is found invalid by a court, it will be severed and the remainder of the bylaw will remain in effect.

**24) READINGS AND ADOPTION**

READ A FIRST TIME THIS	day of
READ A SECOND TIME THIS	day of
READ A THIRD TIME THIS	day of
ADOPTED THIS	day of

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Chair/Vice-Chair

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Corporate Officer/Deputy

25) **CERTIFICATION**

I hereby certify that this is a true and correct copy of *Fraser Valley Regional District Vedder River Campground Regulations, Fees and Other Charges Establishment Bylaw No. 1476, 2018* as adopted by the Board of Directors of the Fraser Valley Regional District on the

Dated at Chilliwack this    day of            , 2018

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Corporate Officer/Deputy

## FRASER VALLEY REGIONAL DISTRICT BYLAW NO. 1476, 2018

**Schedule A**  
**Fees and Other Charges**

<b>Item</b>	<b>Fee</b> (not including applicable taxes)
Reservation Fee	\$7/site
Cancellation Fee	\$10/site
Group Site Cancellation Fee	\$50
Administration Fee (for processing seasonal deposit refunds and site alteration requests)	\$25
Tent Sites (no hookup) – nightly	\$30
Tent Sites (no hookup) – weekly	\$180
Tent Sites (no hookup) – monthly	\$690
Alcove Sites (no hookup, double sites) – nightly	\$60
Alcove Sites (no hookup, double sites) – weekly	\$360
Alcove Sites (no hookup, double sites) – monthly	\$960
Group Sites (< 50 people)	\$314
Group Sites (51-100 people)	\$440
Group Site Day Use	\$85
Partial Hook-Up Sites (electric & water) – nightly	\$35
Partial Hook-Up Sites (electric & water) – weekly	\$210
Partial Hook-Up Sites (electric & water) - monthly	\$805
Full Hook-Up Sites - nightly	\$39
Full Hook-Up Sites - weekly	\$234
Full Hook-Up Sites - monthly	\$897
Pull-Through Sites - nightly	\$41
Pull-Through Sites - weekly	\$246
Pull-Through Sites - monthly	\$943
Seasonal Site – 2018 camping season	\$2,200

Seasonal Site – 2019 and beyond camping season	\$2,855
Seasonal Deposit	\$250
Electronic Swipe Card Deposit	\$25
Wi-Fi Premium: Daily	\$1/day
Wi-Fi Premium: Monthly (available starting from the first of each month only)	\$20/month
Extra Adult /night	\$7.50
Extra Adult /week	\$45
Extra Adult /month	\$172.50
Day Visitor Vehicle	\$7.50
Extra Overnight Vehicle/night	\$15
Extra overnight vehicle/week	\$90
Extra overnight vehicle/month	\$345
Pet/day	\$4
Pet/week	\$24
Pet/month	\$92
Outdoor Fridge (< 5.0 cu ft.)	\$65
Sani-Station Dump	\$10
Clean Up and Repair	Actual costs plus 15%

To: Regional and Corporate Services Committee

Date: 2018-03-13

From: Paul Gipps, CAO and

Barclay Pitkethly, Director of Regional Programs

File No: 3920-20-1454

**Subject: Transfer of Metro Vancouver Regional Parks within the City of Abbotsford**

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### INTENT

This report is intended to advise the Regional and Corporate Services Committee of information pertaining to Metro Vancouver's transfer of Regional Parks located within the City of Abbotsford. Staff is not looking for a recommendation and has forwarded this information should members want more clarification to discuss the item further.

### STRATEGIC AREA(S) OF FOCUS

Support Environmental Stewardship

Provide Responsive & Effective Public Services

### PRIORITIES

Priority #5 Outdoor Recreation

### BACKGROUND

The FVRD, City of Abbotsford and Metro Vancouver have been working collectively to coordinate the transfer of a portion of Metro Vancouver Parks to the Fraser Valley Regional District as a Sub Regional Service. This affects four regional parks: Sumas Mountain Inter-Regional Park west flank, Matsqui Trail Regional Park, Glen Valley Regional Park, and the portion of Aldergrove Regional Park located within the boundary of the City of Abbotsford (please see attached map).

What was thought as a relatively easy process with the Province to transfer these entities and receive statutory approval has turned into a significantly daunting task. While we cannot count on the Province to support an OIC that would streamline the process for all three local governments, all three have found a way to achieve a positive outcome while meeting the deadlines to initiate operations in 2018.

Essentially, through a complicated process of property transfers and operating agreements Sumas Mountain, Matsqui Trail, Glen Valley and the eastern portion of Aldergrove Park (eastern portion Aldergrove Park for a period of up to a couple of years while an OIC can be put in place) will form part of the Sub Regional Park Service with the FVRD. The taxation responsibility will be the FVRD's authority and we will have an agreement with Metro to repay their costs for the first few months of 2018 until the FVRD and Abbotsford assume operational control sometime in April. The FVRD has been advised the statutory approval of a bylaw will be forwarded shortly.

## **DISCUSSION**

There are many factors leading up to the effective date, tentatively scheduled late April 2018, namely, transfer of land to the City of Abbotsford, developing of a long term lease agreement between the FVRD and Abbotsford, developing service contracts, and developing an operational transfer plan. Additional considerations include developing a proposed budget including start-up costs, first year operational costs, and long term planning costs. The following offers the Committee an update on work completed to date and potential impacts of the transfer from a budgeting and personnel perspective.

### **Land Transfer**

There are three different land tenures comprising the regional parks within the City of Abbotsford. Many lands are crown leases, others are wholly owned by Metro Vancouver or the City of Abbotsford, and some are jointly owned by both the City of Abbotsford and Metro Vancouver.

Of the lands leased by the crown, the FVRD is the primary lease holder and sub-leased to Metro Vancouver who operates and maintains the park. Where this is the case, the cancelation of the sub-lease is a rather easy exercise.

Where lands are fee simple in nature, whether owned by Metro Vancouver or jointly owned with the City of Abbotsford, those lands will be wholly transferred to the City of Abbotsford.

### **Lease Agreement**

After the lands issues have been settled, the FVRD and the City of Abbotsford will enter into an agreement where the FVRD is the leaseholder of the lands such that the FVRD becomes the taxation authority.

### **Service Contract**

Working closely with City of Abbotsford staff on how best to operate and maintain these assets in way to best serve the public, from both an operational and financial basis, it is determined the FVRD will assume operations and maintenance of Sumas Mountain – west flank to consolidate that into one 'regional' park, while the City of Abbotsford will assume operations of Matsqui Trail and Glen Valley regional parks. Metro Vancouver will continue to operate and maintain Aldergrove Regional Park.

## **Operational Transfer**

Operationally, challenges for both the FVRD and the City of Abbotsford include staffing, equipment, signage updates, bylaw updates, on-site inspections, neighbour liaison, data transfer, among others.

All three parks departments have been working closely, on the ground, to ensure the transfer of the parks operations and maintenance is as seamless as possible to the general public.

## **Budget**

From a budget perspective, Abbotsford residents should see no change to their current tax requisition in the first year. After a needs assessment is complete in year 2018, any capital improvements or management planning work will be brought forward to the Board (Abbotsford and Area G only) to determine budgetary changes or extraordinary costs.

The FVRD and the City of Abbotsford have been working diligently to determine the most cost effective delivery model to provide value to the taxpayer and to work on each other's areas of strength.

## **COSTS**

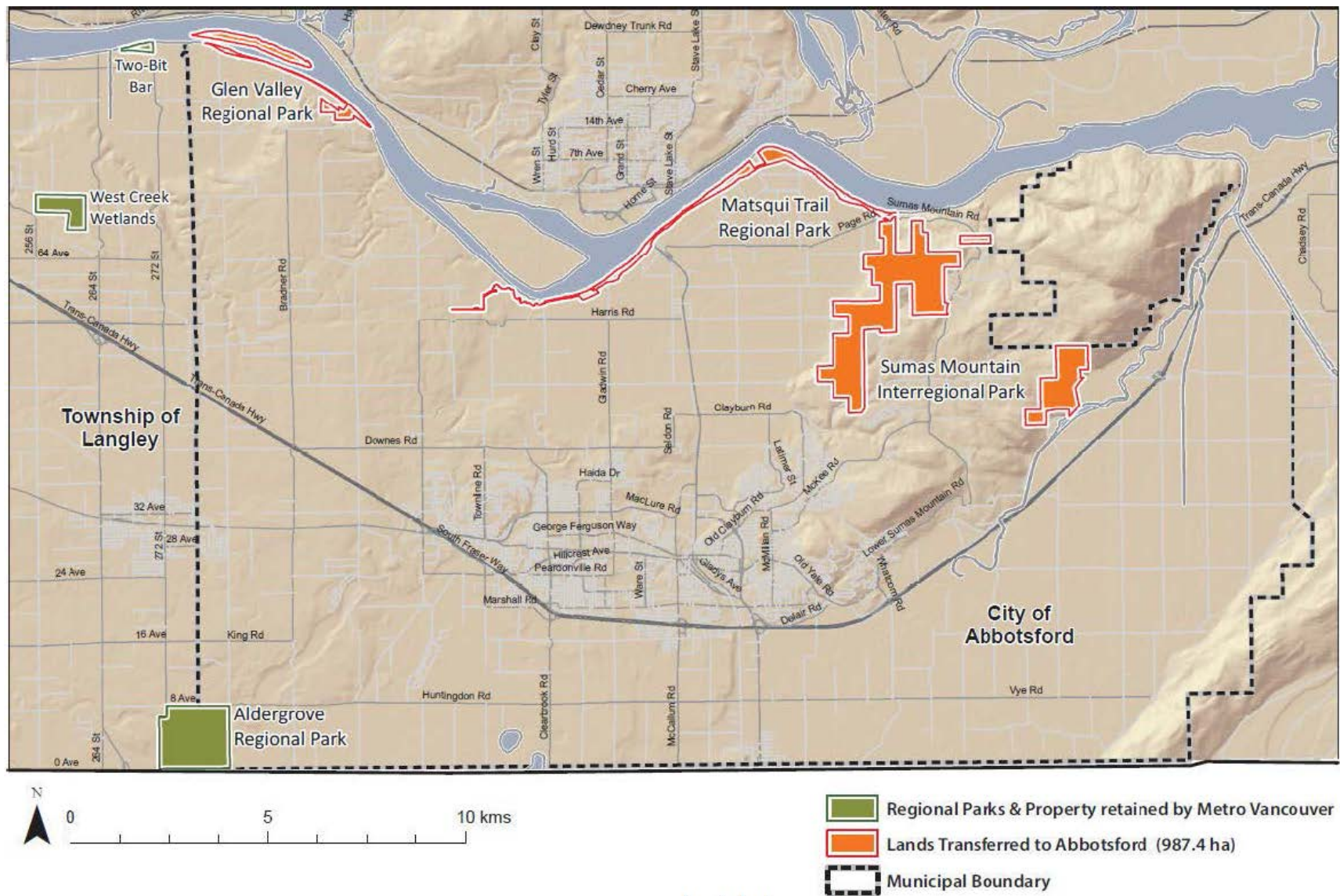
From the FVRD's perspective, there are start-up costs to alleviate any burden on existing parks staff which is already lean and efficient for the inventory currently maintained in the regional and electoral area parks function. In this light, new staff will be hired, support equipment such as office furniture, computers and a vehicle will need to be sourced as well as new signage developed and purchased to reflect the transfer and contact information for the public. Additional start-up costs include background support to ensure land survey data is transferred and input into the FVRD's GIS system and mapping and assessing species at risk and sensitive habitat.

Overall start-up costs is expected to be approximately \$200,000.

## **CONCLUSION**

Overall, between the City of Abbotsford, the FVRD and Metro Vancouver, work has been ongoing and productive. Furthermore, the partnership developed between the City of Abbotsford and the FVRD parks departments is resulting in a cooperative approach to tackling this transfer. Weekly meetings are ongoing to ensure the transition is seamless and no issues fall between the cracks.

The intent is to take 2018 as a learning year to determine highest needs within the three park areas. Further discussion will occur at the Sub Regional Board level to determine priorities and consider any budget impacts.





To: Regional and Corporate Services Committee  
From: Alison Stewart, Manager of Strategic Planning

Date: 2018-03-13  
File No: 8330-02-02

**Subject: Metro Vancouver Mobility Pricing Independent Commission Update**

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### INTENT

This report is intended to advise the Regional and Corporate Services Committee of information pertaining to the work of the Metro Vancouver Mobility Pricing Independent Commission work to date. Staff is not looking for a recommendation and has forwarded this information should members want more clarification to discuss the item further.

### STRATEGIC AREA(S) OF FOCUS

Foster a Strong & Diverse Economy

Support Healthy & Sustainable Community

Provide Responsive & Effective Public Services

### BACKGROUND

On May 26, 2016 the Metro Vancouver Mayors' Council on Regional Transportation submitted to the province a draft funding strategy to advance the "10-year Metro Vancouver Transit and Transportation Plan". The Mayors' Council proposed several funding options for provincial and regional contributions towards the Plan's costs. Among the options proposed is "the introduction of regional mobility pricing by 2021 to support the expansion and improvement of road and bridge infrastructure". In order to determine what mobility pricing will look like in Metro Vancouver, the TransLink Board and Mayor's Council struck an independent Commission to explore the issue. The Independent Commission has been undertaking research and public engagement since October 2017.

The FVRD has offered Commission representatives an opportunity to provide an overview of their work to the Board. Unfortunately, we have been informed by the Commission they will not be able to accommodate our request given tight timelines of the consultation process within Metro Vancouver.

## DISCUSSION

The Commission, consists of 14 community leaders from across Metro Vancouver, and has been mandated to “...engage the region broadly throughout its term, and use its findings as key inputs to help inform and guide its recommendations. Members of the public will have the opportunity to take part in the Independent Commission’s work at public meetings in communities across Metro Vancouver and online.”

The Independent Commission is evaluating mobility pricing options based on the following objectives (emphasis added):

- **Reduce traffic congestion** on roads and bridges across the Metro Vancouver region, so people and goods can keep moving and businesses can thrive and be competitive;
- **Promote fairness** to address concerns around the previous approach to tolling some bridges but not others; and
- Support transportation **investment** to improve the current transportation system in Metro Vancouver for all users.

The public and stakeholder engagement process is as follows:

- October 25 – Start of engagement process
- October 26 - November 30 - Stakeholder workshops
- November 6-24 - First phase of online public engagement (accessible via [ItsTimeMV.ca](https://ItsTimeMV.ca))
- Winter - Public report for phase 1 and Commission public meeting
- January to February - Local and regional stakeholder engagement
- February - Public report for phase 2 and Commission public meeting
- March - Public and stakeholder engagement events and online engagement
- Spring 2018 - Final public report released

The final report at the end of April 2018 will be submitted to the “Sponsoring Authorities”, and will include:

- “Recommendations on a number of detailed principles that should be adhered to in designing a mobility pricing policy including: policy design, privacy and affordability considerations, the need for transportation alternatives, and next steps in the process.
- Illustrative scenarios of mobility pricing for Metro Vancouver describing how key principles might be achieved.”

As part of the January to March phase-2 consultation, the Commission has produced a discussion paper that outlines seven decongestion examples to generate discussion (attached). These concepts are provided for engagement purposes only and are not final proposals. The proposed decongestion charging options have been narrowed down to two concepts: congestion point charges and distance based charges.

### *Congestion point charges:*

The congestion point charging ideas range from tolling all tunnel and bridge crossings, congestion charge specifically related to the City of Vancouver core, congestion charges more broadly applied to the Burrard peninsula, and specific “hot spots” sprinkled around Metro Vancouver.

### *Distance based charges:*

The distance based charging concepts have a greater likelihood of impacting Fraser Valley residents. There is no discussion in the discussion paper as to the application of these charges to residents/businesses from outside Metro Vancouver. It is therefore a bit difficult to assess the impacts from an FVRD perspective. Two of the distance based examples are zone-based charges where people would pay a fee no matter where they lived in the region. One example is a flat fee across the region, while the second suggests a higher cost within the Burrard peninsula where access to alternative travel modes is more available.

The third example, a “multi zone distance-based charge”, raises a number of questions from an FVRD perspective. According to the discussion paper:

“People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit.”

The map (page 9) shows a number of high congestion areas in the Metro Vancouver region where higher charges could possibly be applied. Of note to the FVRD, partially hidden by the text block, is the area between approximately 200<sup>th</sup> Street and 264<sup>th</sup> Street along Highway 1. This is a well-known congestion point that needs to be addressed, but it is a provincial highway and TransLink provides no transit services along this route. It is unclear why charges collected at this location should benefit transit development in Metro Vancouver. If charges were to be collected in this location, one could argue that such charges should be applied to specific transportation improvements in this location and/or locations in the FVRD, including improved transit options.

Another concern from such an option would be drivers avoiding the charges by choosing alternative routes including the already congested Fraser Highway and rural roads through the Agricultural Land Reserve.

It is unclear as to the impact of mobility pricing in this Region. Such charges, in the end, could place increased demands for enhanced transit services in the FVRD, which raises the question about the fairness of Fraser Valley residents funding TransLink when this region is facing its own transit and transportation investment challenges. While increasing transit mode share is a goal for the region’s

various transit services, the ability for the Region and local governments to fund increased demand as a result of externalities, such as mobility pricing in Metro Vancouver, is a concern.

## **COST**

No impact at this time

## **CONCLUSION**

The Commission has indicated they will not be able to make a presentation directly to the Board due to the tight consultation time frame and their focus on Metro Vancouver. While the discussion paper provides some indication as to the direction the Commission is leaning, the lack of consideration of external impacts makes it difficult for the FVRD to calculate the potential impacts to residents and businesses of this Region.

The FVRD will continue to monitor the progress of the initiative and report back to the FVRD Board as new developments occur.

## **COMMENTS BY:**

**Barclay Pitkethly, Director of Regional Programs**

Reviewed and supported.

**Mike Veenbaas, Director of Financial Services**

No further financial comments.

**Paul Gipps, Chief Administrative Officer**

Reviewed and supported

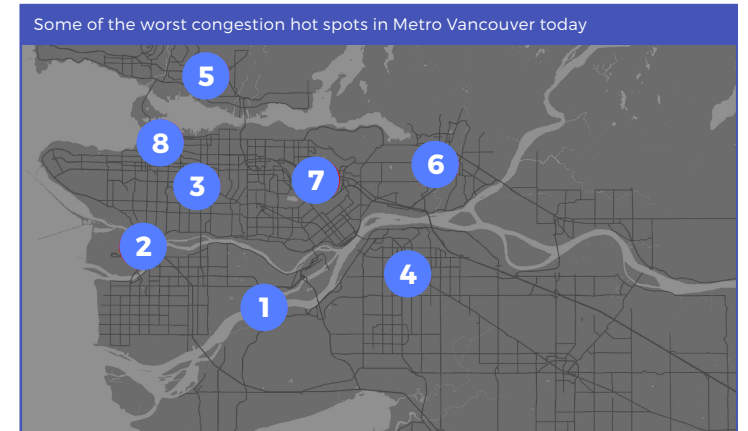
## WHY STUDY MOBILITY PRICING?

Traffic congestion in Metro Vancouver is affecting our quality of life, our environment and our economy. Eighty-nine percent of the region's residents say it's a problem, according to a recent Ipsos survey, and it could get worse as our region welcomes one million new residents over the next 30 years.

What if we could help reduce the congestion that frustrates us so much, by changing the way we pay for transportation? Currently Metro Vancouverites pay fuel tax at the pump, and a portion of our property tax and Hydro bills for transportation. What if we could combat traffic, not necessarily by paying more, but by paying differently?

These questions are the focus of the **Mobility Pricing Independent Commission**, and in February and March 2018, we're asking Metro Vancouverites to give us their feedback on different approaches to 'decongestion charging' that could potentially be introduced in the future, as a strategy for reducing congestion on our roads and bridges. The Commission's ***It's Time* project** is the first step in a multi-year process to research mobility pricing and how it could work in our region.

When the Commission launched *It's Time* in October 2017, we released a report detailing the current state of congestion in the region, and we began to explore some of the important considerations – like affordability and fairness – that we need to address as we study approaches to decongestion charging. The map below from our first report '*Moving Around Metro Vancouver: Exploring New Approaches to Reducing Congestion*' shows some of the worst congestion hot spots in the region today.



- 1 Bridges and tunnels crossing the Fraser River
- 2 Bridges between Richmond, YVR and Vancouver
- 3 Major arterials in the City of Vancouver and western parts of Burnaby
- 4 Urban centres – for example New Westminster, Metrotown, Surrey City Centre and Richmond City Centre
- 5 Various points across the North Shore
- 6 The northeast part of the region – for example Coquitlam, Port Coquitlam and Port Moody
- 7 Regional highways – for example Highway 1 and Highway 91
- 8 Metropolitan core of downtown Vancouver

It is estimated that while only about 5-6% of the total road network was congested during peak times as of 2016, this is expected to rise to 8-11% by 2045. Over 30% of our travel time during peak hours is spent in congestion today, and this is expected to increase to 40% by 2045.

## DECONGESTION CHARGING EXAMPLES

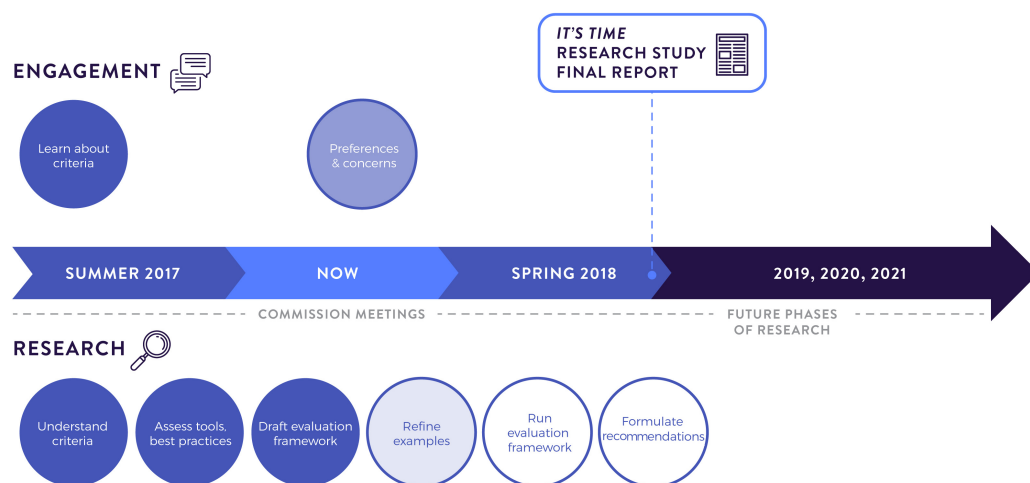
The information on the following pages is intended for discussion purposes, and to demonstrate how decongestion charging could work in Metro Vancouver. In this next phase of engagement, the *It's Time* project is looking for feedback from the public and stakeholders to understand what might happen if we were to use these different policy tools in different ways in Metro Vancouver. In our workshops and in our online engagement, we will also ask for input on the current fuel tax, and whether it should be maintained or reduced if decongestion charging were introduced.

The maps and descriptions on the following pages illustrate several different variations, based on some of the ideas we have heard so far during the project. It's important to keep in mind that these are not

final proposals recommended by the Mobility Pricing Independent Commission. We have more work ahead of us to fully explore and analyze the options, and your feedback will play an important role in shaping the Commission's recommendations, which will be contained in a report to the Mayors' Council and TransLink Board of Directors in late April.

Information about the proposed decongestion charging has been gathered into two approaches; **Congestion Point Charges** and **Distance-based Charges**.

Learn more about the decongestion charging approaches we're studying, on the following pages. Our online public engagement begins February 22. Check back at [www.ItsTimeMV.ca](http://www.ItsTimeMV.ca) to participate and share your views!

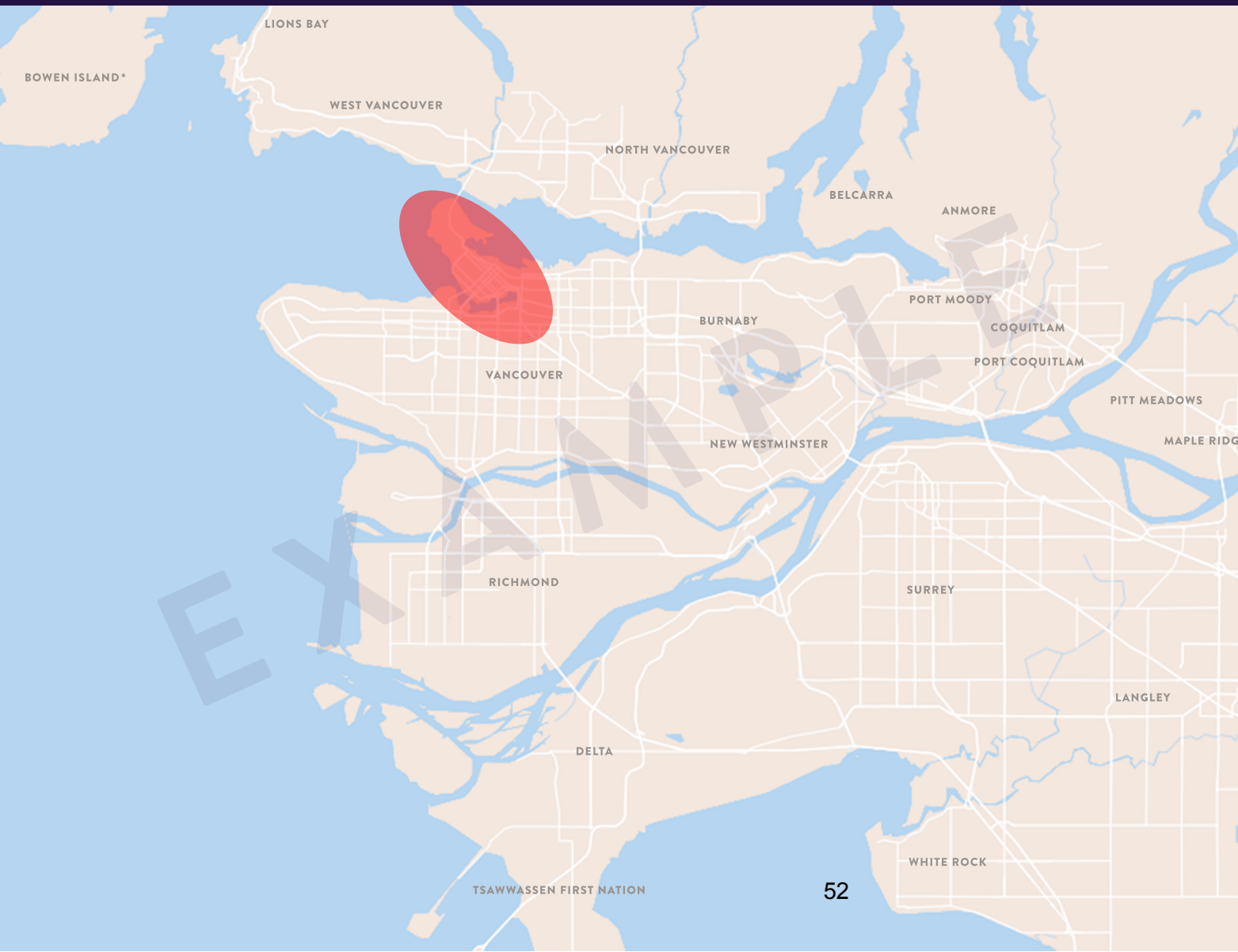


*It's Time* is a multi-phased research and public engagement project exploring how decongestion charging could work in Metro Vancouver. In Phase One, we introduced mobility pricing and decongestion charging to residents and stakeholders, and established parameters for the project by exploring objectives and principles through an extensive stakeholder, advisory group and public engagement conducted in fall 2017. In addition, our research team studied current road congestion conditions and expected future trends in this region, as well as other cities' experiences with decongestion charging, to identify possible approaches to decongestion charging that we will study in Phase Two of the project. From January through March 2018, we will be conducting further research, analysis, and engagement with stakeholders, advisory groups and the public as we prepare our final report.

# CONGESTION POINT CHARGES - DOWNTOWN VANCOUVER EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



## Why did we choose this example?

- Getting to, from and around downtown Vancouver was identified as one of the top congestion areas
- Good availability of alternative modes of transportation already exist in the area
- Downtown decongestion charging has been effective in many other cities

## Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hot spots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Drivers may avoid travelling in and out of downtown Vancouver during peak hours which would reduce congestion. Congestion would be reduced in and around downtown Vancouver, major arteries and hot-spots that connect the rest of the region to downtown.

## How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

## \*What about Bowen Island?

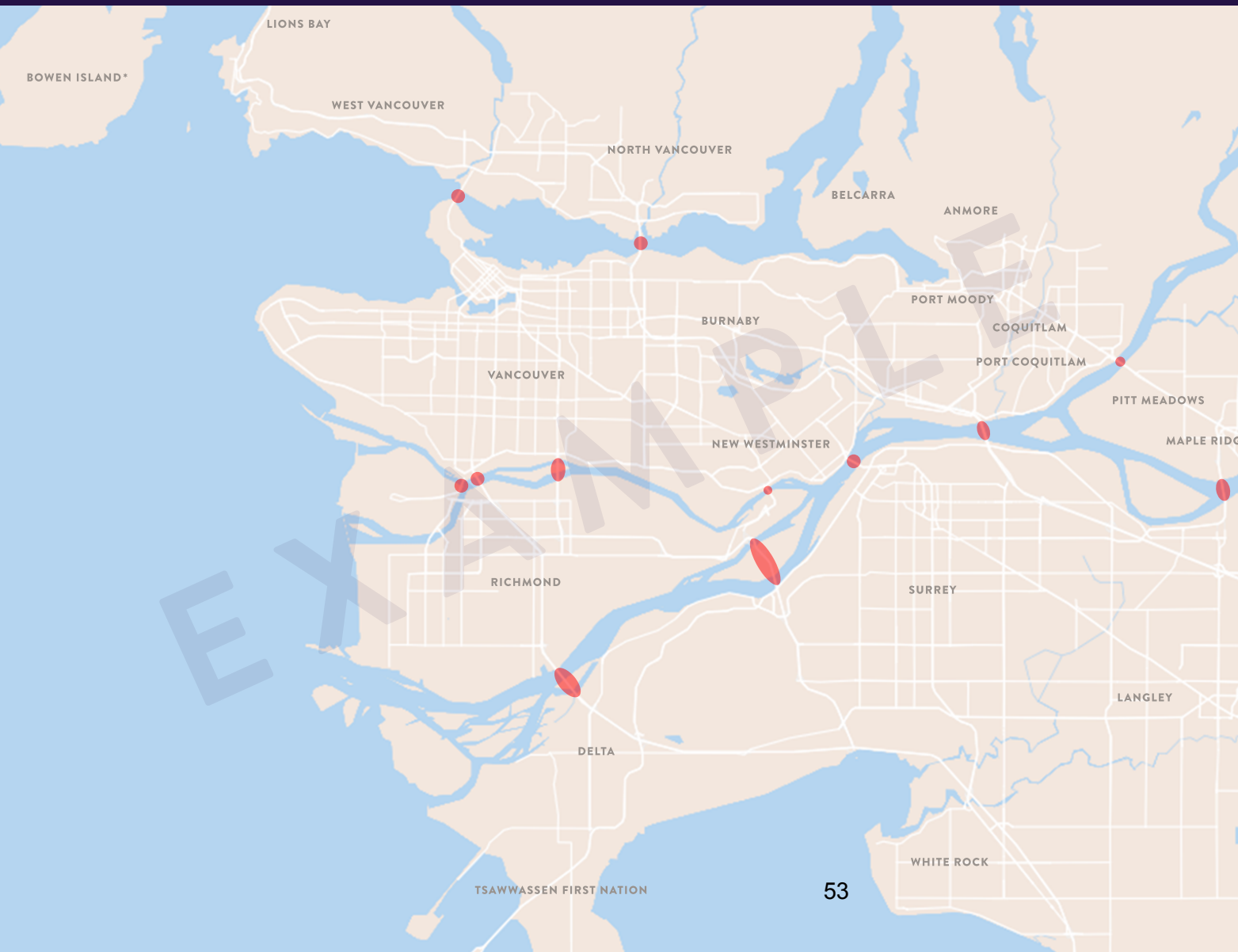
We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.



# CONGESTION POINT CHARGES - METRO VANCOUVER CROSSINGS EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



## Why did we choose this example?

- Metro Vancouver crossings were identified as congestion hot spots
- Bridges and tunnels make good natural boundaries which help to reduce the risk of traffic diversion into neighborhoods
- Stakeholders suggested charging small amounts for crossing bridges

## Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hotspots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

If possible, some vehicle users may wish to avoid the charge by not driving. This would reduce congestion on highways, bridges, hot-spots and connecting roads leading to and from bridges.

## How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

## \*What about Bowen Island?

We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.

# ONE ZONE DISTANCE-BASED CHARGE EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



## Why did we choose this example?

This is a basic example of distance-based charging. It addresses the region's congestion by applying a charge during peak hours across Metro Vancouver. This example would cover all congestion hot spots identified by stakeholders and the public in Phase 1.

## Who would pay?

People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Drivers may avoid the charge by using alternative modes of transportation (if available), which would result in fewer vehicles on the road.

## How much would I pay?

As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- How the availability and improvement of transit and transportation modes could be more attractive and accessible to vehicle users
- Equity implications, including discounts or exemptions for those who have fewer alternative transportation modes or lower income
- Options for people who rely on driving for work, childcare, or medical appointments
- Privacy and security of data
- Fairness for those who have fewer transit choices in areas with more affordable housing

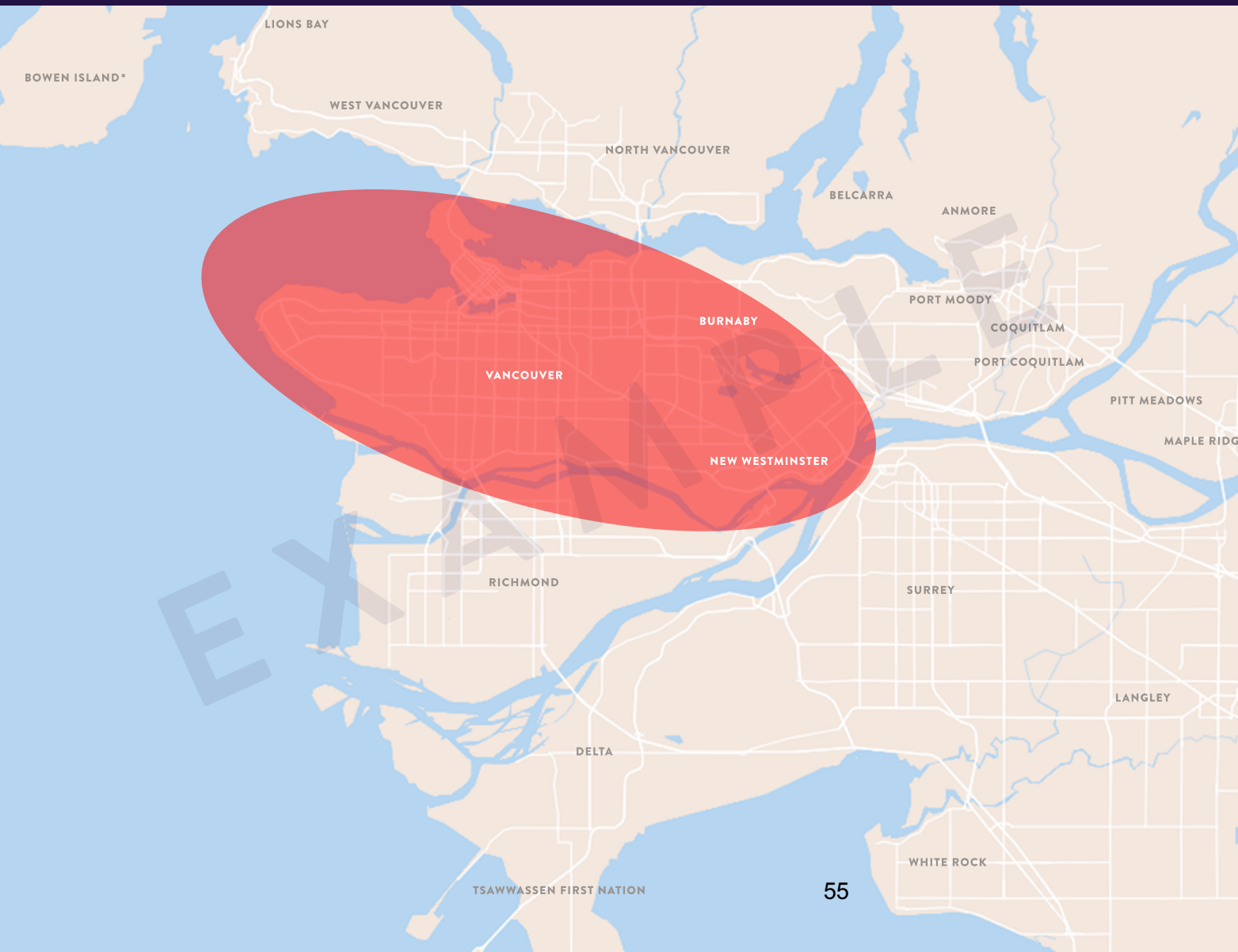
## \*What about Bowen Island?

We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.

# CONGESTION POINT CHARGES - BURRARD PENINSULA EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



## Why did we choose this example?

- A number of congested areas in and around the Burrard Peninsula were identified as congestion hot spots
- Congestion points such as bridges and tunnels make good natural boundaries which helps to reduce the impacts of traffic diversion and boundaries would not run through neighbourhoods

## Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hot spots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Where possible, some vehicle users may avoid the charge by using alternative modes of transportation. This would result in fewer vehicles being on the road inside the Burrard Peninsula. Overall, this example could reduce congestion at hot-spots and along some major regional arteries, highways, and bridges.

## How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

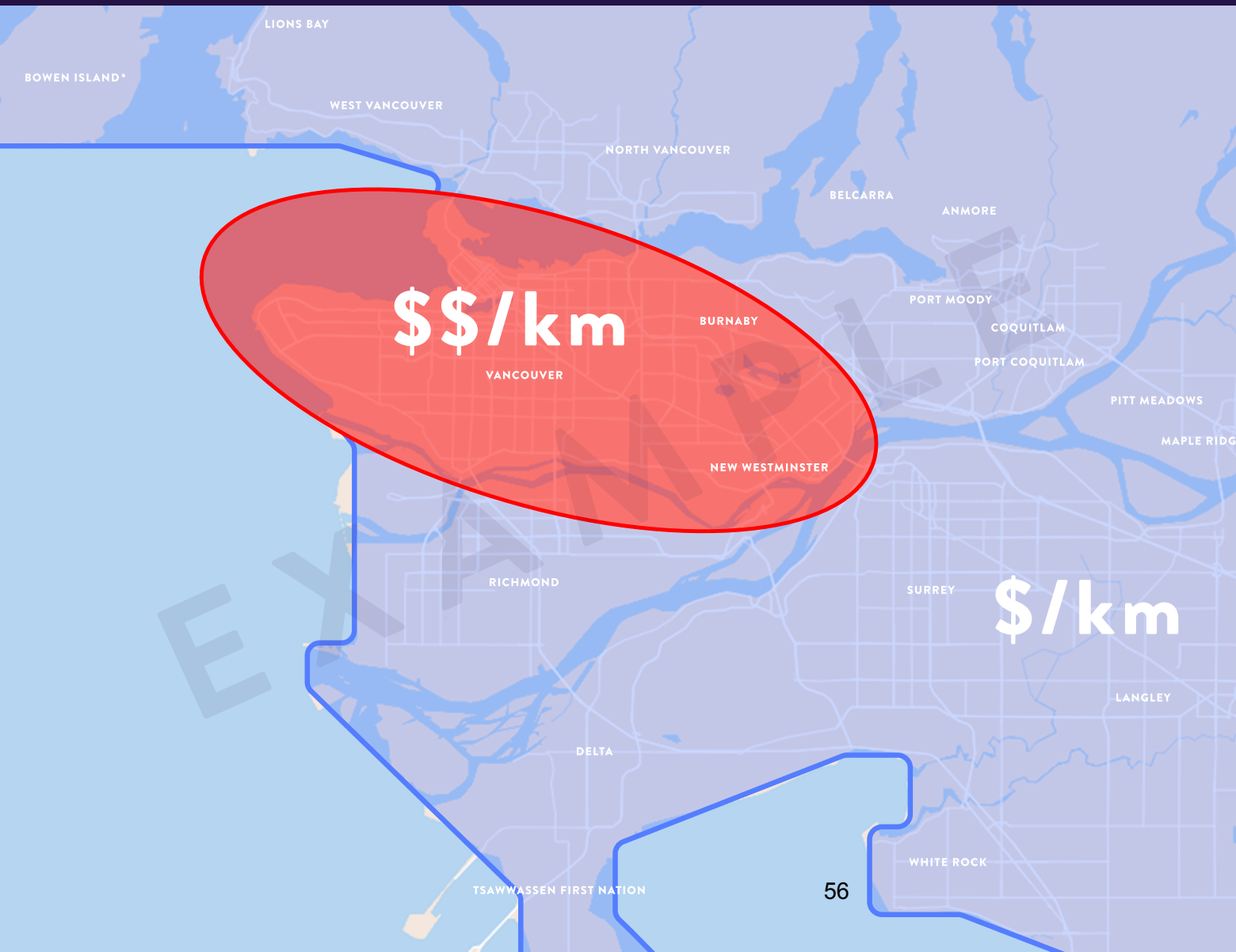
## \*What about Bowen Island?

We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.

# TWO ZONE DISTANCE-BASED CHARGE EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



## Why did we choose this example?

This is a more targeted example of distance-based charging. In this example, travelling through the region's worst congestion area (inside the Burrard Peninsula) during peak hours would have a higher charge.

## Who would pay?

People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Drivers may avoid the charge by using alternative modes of transportation (if available), which would result in fewer vehicles on the road.

## How much would I pay?

As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- How the availability and improvement of transit and transportation modes could be more attractive and accessible to vehicle users
- Equity implications, including discounts or exemptions for those who have fewer alternative transportation modes or lower income
- Options for people who rely on driving for work, childcare, or medical appointments
- Privacy and security of data
- Fairness for those who have fewer transit choices in areas with more affordable housing

## \*What about Bowen Island?

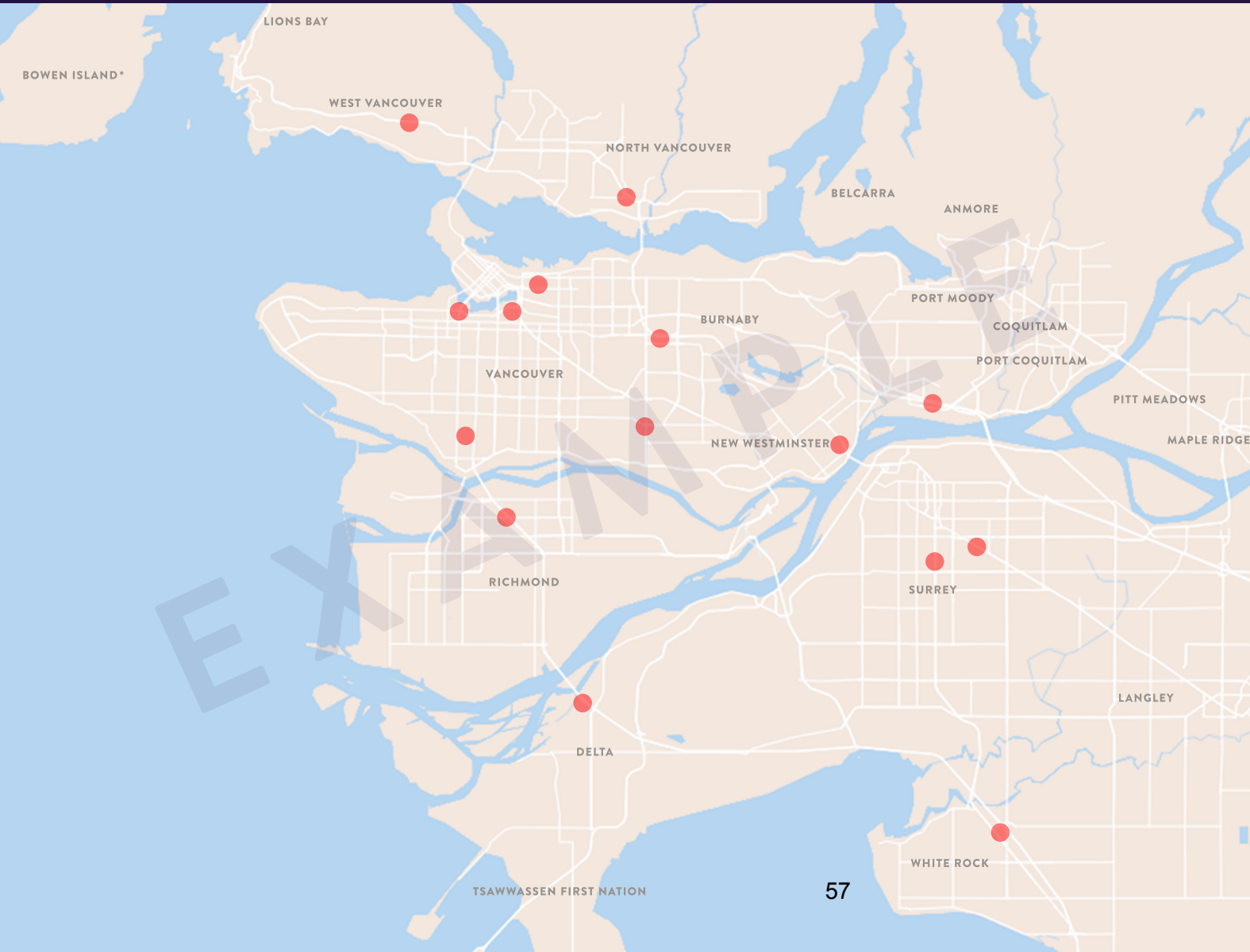
We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.



# CONGESTION POINT CHARGES - METRO VANCOUVER HOT SPOTS EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



## Why did we choose this example?

This example tries to directly target congested areas, but we still need to explore how to avoid creating undesirable diversionary effects and ensure that boundaries do not run through neighbourhoods.

## Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hot spots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

If possible, some drivers may wish to avoid the charge by not driving and use other alternative modes of transportation (if available). Other drivers may choose to drive at non-peak travel times or choose other routes. This would reduce congestion on highways, bridges, hot spots and connecting roads leading to and from bridges.

## How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

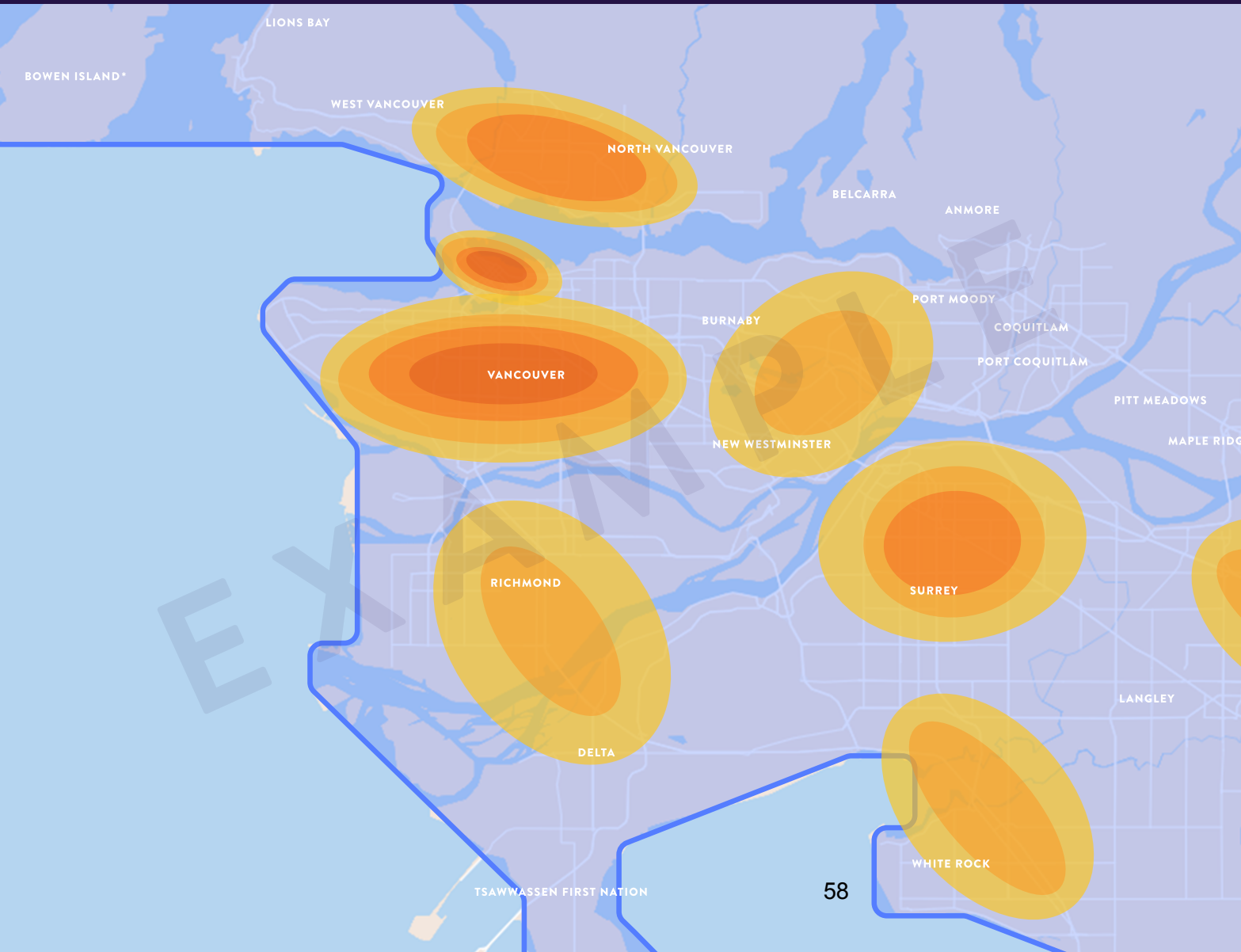
## \*What about Bowen Island?

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# MULTI ZONE DISTANCE-BASED CHARGE EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



## Why did we choose this example?

This example is a more effective way to target congestion at hot spots and during peak hours without charging trips that do not contribute to congestion.

## Who would pay?

People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Some drivers may decide to avoid the charge by choosing other routes, travel times, or modes of transport. This could help to reduce congestion in areas where it is particularly bad. If the charge is higher at congested times of day then it could further reduce congestion at many hot spots throughout the region.

## How much would I pay?

As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- How the availability and improvement of transit and transportation modes could be more attractive and accessible to vehicle users
- Equity implications, including discounts or exemptions for those who have fewer alternative transportation modes or lower income
- Options for people who rely on driving for work, childcare, or medical appointments
- Privacy and security of data
- Fairness for those who have fewer transit choices in areas with more affordable housing

## \*What about Bowen Island?

We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.